

"19th July 1944"

Posted by W. Kommer on 12/8/2004, 10:27 am

Hello,

on the page "a short history of th 457th Bombardment Group..." I read 3 bombers are lost with 19th of July 1944... but only 1 crew is found in MACR from 457 BG (42-97601). Whats about the other two planes? thanks for answer

Posted by craig harris on 12/8/2004, 11:35 pm, in reply to "19th July 1944 "

I think you are correct. The MACR files show only the one a/c 42-97601. So the "history" must be in error. One possibility could have been loss of two a/c in circumstances that did not trigger a MACR, namely an accident. However, I checked our accident files and while two aircraft were lost to accidents on 23 July 1944, none are listed for 19th July. Sorry to be of so little help.

Cheers! craig harris

Posted by W. Kommer on 12/9/2004, 4:59 am, in reply to "Re: 19th July 1944 "3A/C lost"

Hello Craig,

thanks for answer. I asked because of my search for the plane , I posted 11/27/2004. Perhaps there were really two unknown planes? In my Re. to Willard Reese I told the history. Until now the plane and the crew are not identified.

W. Kommer

Posted by Jerry Sale on 12/9/2004, 8:18 am, in reply to "Re: 19th July 1944 "3A/C lost"

The Mission 91 narrative lists only 1 plane lost. Don't know whether you saw this or not.

"Information on "Straight Shot" and Lt. Lee E. Hoskins"

Posted by Hyman N. Hirschberg on 12/8/2004, 12:32 pm

I am the brother of Sgt. Jesse J. Hirschberg, who was killed on the last mission of the Straight Shot on February 25, 1944. I came across this Web page and saw "The Mission," about Straight Shot and its crew. I saw that in a letter mailed to the family of Lee Hoskins from Ben Snyder that Lt. Hoskins was listed as having disappeared. My brother, Jesse; Sgt. Wesley Schneider; and Lt. Lee E. Hoskins were all buried together under one headstone at Arlington National Cemetery in Washington, DC, in a ceremony held before all three families. I have a photograph of the headstone that I can send once I have an actual e-mail address to sent it to. I am at my daughter's house until Sunday, December 12, and can be reached at #####@comcast.net. After Monday, I can be reached at my e-mail address, which is ###@aol.com. Please contact me so I can help give you further information as I know it as well as the photograph. I look forward to corresponding with you. When you respond, please put "Straight Shot" in the subject line so we will know it is a safe e-mail to open.

Posted by Jim on 12/9/2004, 12:08 am, in reply to "Information on "Straight Shot" and Lt. Lee E. Hoskins"

Thank you for the note. Please send me a scan of the headstone and I will be more than pleased to post it.

Posted by Patti Smith on 1/29/2005, 10:31 pm, in reply to "Information on "Straight Shot" and Lt. Lee E. Hoskins"

I have been working on my family history and am really glad I found this post. I believe the Lee E. Hoskins you wrote about was my mom's first cousin. He was from Hamilton, Butler Co., OH. Lee's father was my grandfather's brother. I have a picture of Lee wearing his uniform given to me by his sister and Lee's mother. He was a very handsome man. They had told me the same story as to there were three soldiers all buried together. I did not ask them if they have a picture of the grave stone, but would love a copy if you can send me one. I would be glad to send you the picture of Lee Edward Hoskins.

Patti Smith, Delaware, Ohio

"Fait Accompli Trilogy in the library of choice"

Posted by James L. Bass on 12/10/2004, 11:38 am

The 457th Bomb Group Association has a program which places the Fait Accompli Trilogy in the library of choice of the families of those who served with the group and were killed in action or in the line of service. If

you are a family member of one who gave his/her life for the cause of freedom while serving with the 457th or if you know the names of such family members, contact, James L. Bass at (615) #####; fax (615) #####; email-#####@bellsouth.net
James L. Bass

"shot from the sky"

Posted by terry henson on 12/19/2004, 10:56 pm

my uncle was one of the crew on (local mission). his name is leonard henson.he is still alive an well and is living in Keenes ILL. he's told me the story of what happened that day and it was just like the movie.to those surviving members of the (local mission), email me if you would like to contact him.
terry henson

Posted by Wm.C.Goldsborough on 12/20/2004, 9:47 am, in reply to "shot from the sky"

Terry! Please E-Mail me the Telephone Number and address of Lenny. I had the phone number but have missed placed it, would like to call and send some info.
Thanks Bill G.P.S. what is your E-Mail address ?

Posted by William (Bill) Henosn on 12/21/2004, 6:27 pm, in reply to "Re: shot from the sky"

Mr.Goldsborough you may reach my father(Leonard) at 618-#### or email me at #####@wabash.net. The documentary was super. Dad said it was extremely accurate and he enjoyed it very much.

Posted by Robert E. Johnson on 12/21/2004, 1:05 am, in reply to "shot from the sky"

Thank you for the response. Yes, I would like to converse with Terry Henson, if you would share his email address and/or his telephone number.

Regards,

Robert E. Johnson

Posted by Pam Henson on 12/21/2004, 12:05 pm, in reply to "Re: shot from the sky"

#####@uiuc.edu

Posted by terry henson on 12/21/2004, 5:44 pm, in reply to "Re: shot from the sky"

to Bob E Johnson my phone # 217-####

"Mission No. 66, LE BOURGET, MELUN, VILLAROCHE, FRANCE AIRFIELDS - 14 JUNE, 1944"

Posted by Robert E. Johnson on 12/20/2004, 12:39 pm

Dear Sir,

I happen to watch "Shot from the sky" on the History Channel last night.

I would like to share with you a letter sent to a B-24 forum, and other veterans...

I met an 83-year-old gentleman last year after I noticed his name in a local newspaper article regarding veterans. I am retired from the military, and was interested when the veteran shared his military past.

He described when as a pilot of a B-24 bomber, he was forced to crash-land his aircraft June 1944, and taken prisoner by the Nazis. He was forced to march from one prison camp to another during the early part of 1945. He contacted frostbite of all four extremities.

I asked if he was awarded the Purple Heart, and his reply was, "no." I was familiar with the Army Regulations, 600-45 dated 1943, 1944, and Public Law 104-106, dated February 10, 1996 that was the initial recognition for former POW's who were wounded while in captivity, or while being taken captive.

I assisted the gentleman with the paperwork to process for the award of the medal. The package was backed by an opinion from a former JAG officer Colonel, U.S. Army retired. He was kind enough to provide a 5-page letter confirming my interpretation of the two ARs, and the Public Law. The decision is pending.

Since the experience, the deeper the research into this subject, the more American WWII veterans I find that experienced frostbite are being deprived what was earned. One can place the blame on many sources. They may include preference, knowledge, support, and state of mind, among others.

I resent the lack of attention for these veterans. How or who can change the trend that has been going on for a

good part of 8 years? It took the U.S. Government 51 years to finally recognize the POW's that were wounded. I believe the system should be applied more efficiently, and enforced by someone powerful enough.

I took note when that specialist stood up recently in Iraq, and brought attention to the Secretary of Defense Rumsfeld the lack of armor in vehicles. It sure accomplished a lot.

Do you happen to have a member in your organization that may have the power, or perhaps know of an individual that does, to correct the lack of recognition these veterans have experienced over 59 years?

There is no doubt there were numerous members of the 457th taken prisoner, and experienced harsh treatment, including frostbite. I do not understand why I am locating so many veterans that were not recognized for their sacrifice.

I would appreciate your assistance.

Regards,

Robert E. Johnson

"Tis me sugar or Shoo Shoo Baby, maybe both?"

Posted by Brent on 12/21/2004, 12:11 am

trying to figure out if the burkhart crew flew in both planes as my grandpas flight jacket has Shoo Shoo Baby Noseart on it. Did airmen fly in different 17's while theirs were repaired. Tis me Sugar lost on 8/24/44 so I know he didn't go down with that plane, but he may have already flew his 30 mission before that. What little I do know is that Sid Erickson(my grandpa)was in Glatton, England for nine months some time before october 1944 because of a newspaper clipping of him saying that his furlough after 31 missions would be up on oct 12, 1944 and he was thinking of reassignment to the south pacific(witch did not happen)I have names of some of the crew members from the back of a photo, but I do belive most have passed away(including Sid. It would be most helpful if any of you all know information on his plane or some of the missions he was on. He was a waist gunner for 24 missions then a togglier for the remainder.Thank you for your help My E-Mail is #####@rushmore.com or you can mail me at Brent Erickson ##### Rapid City, SD

Posted by Joe Toth on 12/21/2004, 7:42 pm, in reply to "Tis me sugar or Shoo Shoo Baby, maybe both?"

Brent - To answer some of your questions regarding your Grandfather's missions, so far I have found that he did fly in 42-97558 - Tis Me Sugar. He also flew in 14 different aircraft for his missions, making a total of 27. All his missions except one were flown by Burkhart and that one was with Webster There may be other missions. I am going to send you further information by e-mail.

Posted by Ken Burkhart on 2/24/2005, 6:43 pm, in reply to "Tis me sugar or Shoo Shoo Baby, maybe both?"

I was the pilot of both shoo shoo baby and tismesugar. When we first arrived in the UK, my crew was assigned Shoo Shoo Babby. Seflew a few missions in that aiplane. Later ,while we were on pass, the plane was flown by another crew and was shot down or otherwise did not return. We were then assigned a new silver plane which was named by the ground crew as Tis Me Sugar. My crew flew the remaining of our tour in that plane. On a personal note,I visited Sid in Minnesota during his 50th wedding anniversary and enjoyed meeting amny of his family, possibly you.

Posted by Nola Alllen Keyton on 4/13/2005, 9:31 am, in reply to "Re: Tis me sugar or Shoo Shoo Baby, maybe both?"

My brother, Elbert Q. Allen was a ball turret gunner on the "Tis Me Sugar"
The plane never returned from it's mission in 1944

Posted by Mike Cox on 4/26/2005, 10:06 pm, in reply to "Re: Tis me sugar or Shoo Shoo Baby, maybe both?"

My uncle was Lt. Teddy G. Shaw, the pilot of "Tis Me Sugar" on 24 Aug 1944 when the plane did not return from its mission. My mother, is Lt. Teddy G. Shaw's only sister. She is 81 and I would very much like to be able to tell her we know where the plane went down. Even now she would like to know what happened. We have many old letters that were shared between the relatives of the crew after the war hoping for better news. I am sure she would like to hear from a relative of the crew on that flight.

The only reports I've read indicate it dropped out of formation while enrout to the target and no enemy aircraft were observed. It is unclear if the aircraft was hit by enemy fire or had other problems. The fate of this aircraft is a great mystery to our family.

"14 February 1945 - Landings on the continent"

Posted by Luc Vervoort on 12/26/2004, 4:45 pm

Hi !

Several planes of your unit made a forced landing on the continent on February 14, 1945.

Who can supply me more details, sa serials, crews and locations of the forced landing.

Merry X-Mas and Happy New Year

Luc

Posted by Jerry Sale on 12/27/2004, 9:28 am, in reply to "14 February 1945 - Landings on the continent"

If you have not already done so, if you type in Mission 186, kraut kursher and ruth anne, in the search box, you can get some information. Hopefully, you can get some other replies from guys that were directly involved.

"Lost Uncle (B-24 Co-pilot)"

Posted by Tom Duffy on 12/31/2004, 10:55 pm

I am seeking information on my Uncle 2nd LT Thomas Joseph Duffy. He was a co-pilot on a B-24 and his Sqdn (757th Bomber Sqdn) took off from Florida and was never heard from again. They were supposedly heading for the Mediteranian. He is listed as KIA on 14 Jan 1944. His name is listed on a monument in Battery Park, New York City. He was from Louisville, KY.

Posted by Jerry Sale on 1/5/2005, 8:39 am, in reply to "Lost Uncle (B-24 Co-pilot)"

This is probably the wrong web site for your question although you may get some good advice where to look. I'd suggest doing an Internet search on the 757th bomber sqdn and see if the bomb group this squad was attached to has a similar site to the 457th. Good luck.

"Newsletter 2005"

Posted by Nancy Henrich on 1/3/2005, 12:02 am

Just wanted everyone to know that the newsletter was taken to the printer today, January 2. They promise to have it done by 3:30 Thursday, Jan 6. It takes 2 days to prepare for mailing, but since our bulk mail office is closed on Friday, I will not be able to mail until Monday, January 10. I had hoped to have it in the mail this past week, but these things always take longer than I think they will. Anyway, look for yours by the end of the week of January 10...a bit longer for England.

"Artwork"

Posted by John Kuna on 1/8/2005, 7:40 pm

My name is John Kuna. I am realist painter and a mural artist. My work has been featured on National Television and can be seen in the form of large-scale mural paintings in public installations across the Greater United States and Canada.

I have recently completed a large, 6x9 foot painting of two B-17G Flying Fortress bombers returning to base in Italy after a completed mission. This is an unusual piece of historic aviation art both in scale and in it's close up perspective of the aircraft, which has allowed me to depict it in greatly accurate detail.

This is the first in a series, which I intend to produce, depicting Allied Forces heavy bombers of the Second World War. I have held a deep fascination with historic aircraft from that period, since childhood, which was inspired originally by the B-17. Therefore, it made sense that that should be the first depicted.

Currently, this painting is still available for auction on E-Bay, which can be accessed through the following link: <http://cgi.ebay.com/ws/eBayISAPI.dll?ViewItem&item=6502859834>

I would greatly appreciate if you could please forward this information to any party interested in the

purchasing the piece as I am very proud of this artwork and hope to produce others in the same standard of quality. Your help in allowing as many people as possible to be aware of it would benefit me greatly.

I can be reached at: #####@yahoo.ca or 416-####

Yours truly,

John Kuna

"Missing Airman"

Posted by Gene Westerman on 1/11/2005, 6:54 am

Trying to locate any information on a B-17 gunner

George S. Hamilton who was KIA in WW II. George was from Elgin, IL. and was an only child which makes it hard to trace his Bomb Group & Squadron.

Wondering if anyone who reads this post can give mw any details on the untimely death of George. Also would like to know a web-site on order to get a MACR.... Missing Air Crew Report.

Thank you, Gene Westerman...S.Elgin IL.

Posted by Willard Reese on 1/13/2005, 11:57 am, in reply to "Missing Airman"

Gene,

If you will go to the following URL you will find instructions on how to obtain MACR's. It takes some time to get them but it's worth the effort. Note also that they are microfiche cards and you will need to have a microfiche reader to view them.(or go to your local library.....there is usually one there.)

<http://457thbombgroup.org/KIA/mac.html>

Posted by Bob Benos on 1/13/2005, 12:36 pm, in reply to "Missing Airman"

Gene: Research your name on this website which I have found to be very useful.

<http://www.accident-report.com/>

There appears to be an available accident report for George S. Hamilton.(1944)Good Luck

"Technical plane info wanted"

Posted by Mike Eustace on 1/13/2005, 7:02 am

Hello Gentlemen,

I wonder if anyone can help me in understanding why there appears to be a difference in the take-off checklist between the US Pilot Manuals and the British Pilot's Notes for the B-17G?

I had read that the B-17G was quite tail heavy compared to earlier models, and this appears to be borne out by the British Pilot's Notes which refer to Trim for take-off of 1 1/2 divisions nose heavy. I assume this means that the nose had to be trimmed down for take-off to compensate for the heavy tail.

In the US Pilot Manuals, the description is simply "Trim Tabs-set". Can anyone advise on whether or not US pilots actually trimmed nose-down for take-off in order to compensate for the heavy tail, and were there any specific conditions that might require this.

It would also be interesting to know how many divisions of trim were available, in order to gauge some idea of how sizeable 1 1/2 divisions of trim would be.

One last question: were there any conditions under which flaps would be deployed for take-off?

The British pilot's notes state "Flaps Up" for take-off, whereas the US Pilot's Manual appears to not mention flaps, suggesting that they were not used in take-off at all.

Thank You for your time.

"Information on a J.Piekielko, 457th BG "

Posted by Donna Jefferies on 1/17/2005, 3:24 pm

There is a photo that appeared on the 8th Air force News, Nov.1994 issue cover photo, and it says that it was made on Sept. 1944 and contributed by J.Piekielko. The same photo appears in the book "Raiders of the Reich" about page 97 and they list it as being taken in Oct.1943 of the 306th BG. My father-in-law was in the 306th BG and would like to know which one is right. He believes the photo was taken on March 6,1944. He was a tailgunner and flew out of Thurleigh, England. Any info will be appreciated. Thanks.

Posted by JOE TOTH on 4/14/2005, 10:07 pm, in reply to "Information on a J.Piekielko, 457th BG "

YOU ARE IN THE WRONG BOMB GROUP. TRY 360TH B.G

Posted by Jerry Sale on 1/19/2005, 2:28 pm

Two undersung heros died on this date and I thought they should be remembered. Hedy Lamar & Bill Mitchell.

Hedy Lamarr

Birth: Nov. 9, 1913

Vienna

Wien, Austria

Death: Jan. 19, 2000

Altamonte Springs

Florida, USA

Actress. Daughter of a prominent Viennese banker, she gained notoriety as a teen for running through the woods nude in the 1933 Czech film "Ecstasy". She later married a wealthy arms manufacturer Fritz Mandl. After three years of marriage, and fearing the threat of Adolph Hitler, she left her husband and homeland of Austria in 1937. In London she met Louis B. Mayer of MGM, who signed her to a contract, and sent her to Hollywood. At a dinner party given by Janet Gaynor, Hedy met George Antheil. Shortly after this meeting, Hedy Lamarr and composer George Antheil invented and patented a secret communications system, U.S. Patent 2,292,387. The patent was applied for June 10, 1941, and received August 11th, 1942. The purpose of the system was to provide reliable and jam proof control of long range torpedoes. The system involved the use of the frequency hopping principles of Spread Spectrum radio. However it was 20 years before it was put to effective use by the United States Navy in torpedo guidance systems, and 40 years before it was permitted by the FCC to be used in commercial radios. Among other things, Spread Spectrum forms the basic principle that allows the use of simultaneous multi-channel operation used in modern digital cellular telephone systems. Spread spectrum is the basis for the communications security of the strategic \$25 billion MILSAT Defense communications system. In addition to her invention, Hedy Lamarr once raised \$7,000,000 selling war bonds in a single evening during WW II. (bio by: Bill Walker)

Search Amazon.com for Hedy Lamarr

Burial:

Cremated, Ashes scattered.

William "Billy" Mitchell

Birth: Dec. 29, 1879

Death: Jan. 19, 1936

United States Army General, Aviation Pioneer, Special Congressional Medal of Honor Recipient. At the start of the Spanish-American War, he enlisted in the Army as a Private, and rose rapidly in the Signal Corps, which at first, controlled the development of Army aviation. In 1916, he learned to fly, and became the air adviser to General John J. Pershing in World War I. At the end of the war, Mitchell was promoted to Brigadier General, and made assistant chief of the Air Service, becoming the leading advocate of the air forces' independence of the Army and the Navy. His belief in the future of military aviation developed resistance among leaders of the traditional Army and Navy, especially his claims that the Air Force made large capital surface ships obsolete. In 1921, he demonstrated this by attacking a surrendered German battleship, cruiser and a destroyer, sinking all three by bombers in less than 20 minutes, and to counter those who argued that American ships could not be sunk, repeated the demonstration on three obsolete American battleships. To counter critics that said the bombers sank those ships because they were undefended, he had aerial targets towed behind bombers parallel to anti-aircraft guns, who then attempted to knock down the targets - after an hour of firing all their guns at the aerial targets, only one target had been hit, by one bullet - every target had been missed. In October 1924, his critics sent him on an extended tour of the Far East, but when he returned, Mitchell predicted that the next war would be with Japan, that Japan would attack the American fleet at Pearl Harbor without warning and without a declaration of war while negotiating peace, and that the next war would be one between airplanes and submarines, with the surface fleet being subordinated to the role of transporting Army troops and supplies. All that he theorized came true just 15 years later. When his critics silenced him, he went to the public to obtain support for a proper national defense. His critics then had him court-martialed for

insubordination, and the board ordered him suspended from service for five years. Rather than accept the courtmartial verdict, he resigned from the Air Service. Broken, he died shortly afterward in New York City. In 1946, Congress awarded him the Medal of Honor for his efforts to warn the country of what he foresaw, even at the cost of his career and life. (bio by: Kit and Morgan Benson)

Search Amazon.com for William Mitchell

Burial:

Forest Home Cemetery

Milwaukee

Milwaukee County

Wisconsin, USA

Record added: Jan 1 2001

"need help"

Posted by Erwin on 1/24/2005, 7:21 am

Hello everybody,

who can help me with the following!? I am looking for the right place to obtain: mission reports (who flew what missions) strikephoto's, Summary Reports, crash information etc. Can anybody else also tell me where I can find any information concerning a crash of a b-17 and a flyer who was arrested by the Germans (example interrogation reports etc)

It would mean a lot to me if anybody can help me!!!!

Erwin

Posted by Joe on 1/24/2005, 1:05 pm, in reply to "need help"

Number 1: I NEED A NAME before I can start my search. I may be able to help as to what missions anyone flew, target, aircraft number and name, summary reports, strike photos, etc. I will need your e-mail address and phone number. You can e-mail me at #####@juno.com

"Conington Village & church"

Posted by Jeff Connington on 1/24/2005, 2:14 pm

My grandfather and his brothers emigrated to the US and Canada in the early 1900's. His name is Oswald, and brothers James & Thomas. They were chicken farmers in Vineland NJ, and Oswald moved to Rocky Mountain House Alberta and raised horses and built a log cabin. His wife Eva Bachman died up there after giving birth to my dad Russell who was a B24 Bomb/Nav. in WW2, and survived 35 missions including the Lopresti Oilfield bombing. Soon I will visit Conington (Connington) UK. Syracuse NY & Savannah GA homes. I am retired FAA Air Traffic and now Airline Transport Pilot on Kingairs. E-Mail me!

Posted by Jerry Sale on 1/27/2005, 8:51 am, in reply to "Conington Village & church"

Are you a relative of someone that the village was named after?

Posted by Sheila on 1/27/2005, 1:20 pm, in reply to "Conington Village & church"

Jeff, if you are wanting to visit the old home base of the 457th, you will need to make sure you go to the village of Conington, which is half way between Peterborough and Huntingdon.

You may be unaware that there is also another Conington in the local East Anglia area. That one is situated on the outskirts of Cambridge.

Two completely different villages with completely different history.

"looking for"

Posted by Errin on 1/30/2005, 2:35 pm

Hello everybody,

I am doing some research and I really need to find the following people:

Hugh C. Sloan Jr.,749th/Irwin Rosen,748th/Homer D. Reich,749th/Marshall H. Hoyt,749th/Leo B. Bunker,749th/Robert W. Kelley,749th/Allen D. Sheakley,749th/Ernest T. Salzer,751th and Delbert L. Bellinger,751th.

I hope somebody can tell me where I can find these guys. I want to ask them a couple of short questions I they are still amongst us.

Thanks a million!

Errin

Posted by Willard Reese on 1/30/2005, 8:45 pm, in reply to "looking for"

Errin,

A few years back we listed in our membership two of these men.

Delbert Bellinger

Perris, CA

L. Bradley Bunker

Franklin, ME

Hope this helps.

Willard

Posted by craig harris on 1/31/2005, 10:33 am, in reply to "looking for"

I think that I recall that Hugh Sloan was copilot to Charles (Chuck) E. Barrier, both of whom are alive at last information. Sloan is not listed in the current 457th BGA roster, but Barrier can be reached at, Concord, NC, tel 704-####. Good luck. Cheers! craig harris

Posted by John Pearson on 2/1/2005, 2:16 pm, in reply to "looking for"

Willard Reese gave you Bunker's summer address. His winter address is shown as Naples, FL, (941)####.

Del Bellinger's phone number is (909)####.

Capt. Ernest T. Salzer's widow is listed as a 457th BG Assn. member.

John Pearson, 457th Treasurer

Posted by Errin on 2/8/2005, 2:15 am, in reply to "Re: looking for"

Thank you for your replies! It means a lot to me.

Best regards,

Errin

Posted by Errin on 1/30/2005, 2:38 pm

Hello again,

can anybody tell me where I can find the reports (abschussmeldung) made by the Germans if their FLAK hit/claimed one of the B-17!? Can I find that in German or in American archives?

Thanks a million!

Errin

"B-17 pilot"

Posted by Pam Granger on 2/6/2005, 2:09 am

I have no idea if you can help but am looking for a cousin, Lt. Col. Thomas Kenny who was a pilot on a B-17 during WW2. He flew with Lemay on a flight over Europe and that is about all I know about his experience. He was stationed at Wright Patterson AFB in the 1950's. He was also stationed in Spain after the war and had 3 kids one, Susan was born there. Any help you can give me or at least point me in the right direction would be helpful.

Pam Granger

Rathdrum, Idaho

Posted by Willard Reese on 2/6/2005, 1:21 pm, in reply to "B-17 pilot"

You did not give us much to go on. Did Col Kenny stay in the Air Force after the war? My suggestion would be to open Google and enter "Thomas Kenny" (with the quotation marks). This will bring up the links to hundreds of Thomas Kennys.....you might find something there.

Have you checked the SSDI? He may be deceased.

Hope this helps a little.

Willard

Posted by Pam Granger on 2/7/2005, 1:30 am, in reply to "Re: B-17 pilot"

Yes I did try the ssdi lists and could not find him. Thomas Kenny was in WW2 and flew a bomber in Europe. He was stationed in Spain for some time after the war and then at Wright Patterson AFB in the 50's. He was written up in a book about Pilots in WW2 and mentioned about the flight with Lemay. This is all that I know. How about service records or maybe the AFB in Dayton. I even checked out cemetery records for him in Military sections. Thanks anyway...Pam

"William Filicky"

Posted by Franz Filicky on 2/8/2005, 9:52 pm

William Filicky was a radio operator on Flak Dodger. I was just thinking of him and decided to look at the 457th website. He passed away almost 2 years ago, 19 March 2003. Does anyone remember him and might have some stories to pass on to me.

"Swastika on B-17"

Posted by Paul on 2/10/2005, 7:02 pm

My Dad was a photographer stationed in England during the war. Included among the photos he brought back is a shot of a wrecked tail section of a B-17 in a field. Alongside the tail section is what looks like a Heinkel 111. Now the interesting part. The tail number is very obscure -- covered in what looks to be a camouflage pattern-- but above the number is a "U" on a white triangle field. In all the years I've looked at this picture, until I ran it into Photoshop I never noticed there is a faint but unmistakable swastika laying in white on top of the "U" and the triangle. The tail section has numerous bullet holes.

What might this be all about?

Posted by Willard Reese on 2/10/2005, 7:29 pm, in reply to "Swastika on B-17"

Paul,

Why don't you post a link to the photo so we can all see it. Also, do you know where the photo was taken.....in the UK or in Germany? Any numbers visible on the tail? Can you associate this picture with a date? With more information I'm sure we can give some answers.

Willard

Posted by Paul on 2/10/2005, 7:42 pm, in reply to "Re: Swastika on B-17"

Will do. I can (maybe) barely make out a couple tail numbers using the original film print but I'll wait to see what comes up from the photo.

Posted by Willard Reese on 2/11/2005, 9:47 am, in reply to "Re: Swastika on B-17"

Paul,

This is truly an unusual photo. I've enlarged it and done all the tricks I know to try to obtain more detail without success.

Here is my best guess. First that the photo was taken in Germany in an aircraft junkyard after the war (because of the dilapidated condition of the aircraft and the weary-looking Heinkel along side). Second, the camouflaging of the tail section is unlike any I ever saw during the war and probably was a repaint job.

Third My guess: During the war the Luftwaffe managed to recover and restore some shot-down B-17's and flew them into our formations. My guess is that this might be one of those aircraft and that the Germans originally had a swastika on the tail of the aircraft. When they decide to use it against our formations, they camouflaged over the swastika and added the 457th triangle U. With weathering of the paint over time, the imprint of the swastika showed thru the paint.

This is my wild guess. What's yours?

Anyway, it's a most unusual photograph.

Willard

Posted by Paul on 2/11/2005, 10:06 am, in reply to "Re: Swastika on B-17"

Thanks Willard, I appreciate your insight. I didn't want to confust the issue but yes, my Dad did take this shot in Germany after the war and before he was shipped back home. He was a photographer for the AAF and probably worked in one of those Photo Labs at Glatton you have pictures of on the website.

I'm sure you tried to make out the tail number as I did also. I can barely see (reading RIGHT to left) an '8', maybe a '2' and maybe another '8'. The camo is overlapping and obscuring the numbers. Reading the excellent database on B-17's I have a couple possibles but IMHO this is a good time for discretion. Anyway, the numbers are very indistinct and who is to say the Nazi's didn't change them too.

FWIW, I've got a BUNCH of 4x5 negatives I'm going to run thru a scanner and if anything more pops up of interest regarding this plane or "Que Up" 4-298024 (another photo taken in England sitting on the grass) I'll let you know.

Sure learned a lot doing this research on this plane and on Que Up -- my hats off to you guys for getting in those things ONCE far less a second time knowing what you were flying into. My Dad used to talk about all the German fighter planes just sitting on the rural highways at the end of the war and how the US Army just bulldozed 'em off the road, Me-262's, 109's, FW190's etc. I'll look to see if he has any pix.

Thanks again -

Posted by Christer Bergström on 2/11/2005, 12:08 pm, in reply to "Re: Swastika on B-17"

I think this aircraft might have been part of the so-called "Wanderzirkus Rosarius" - which toured German fighter units displaying captured Allied aircraft, including B-17s.

See: http://www.ianallanpublishing.com/catalog/product_info.php?cPath=244_246&products_id=23056

BTW, the aircraft in the background looks more like a Caproni CA 313/314.

All best,

Christer Bergström

<http://www.graf-grislowski.elknet.pl/index.htm>

<http://www.bergstrombooks.elknet.pl/bc-rs/>

<http://www.bergstrombooks.elknet.pl/messerschmitt-ace/index.htm>

Posted by Willard Reese on 2/11/2005, 2:51 pm, in reply to "Re: Swastika on B-17"

Paul,

Eureka! I think we've found the answer. Take a look at photos of B-17's captured by the Germans with swastika markings. One may even be the aircraft in your photo. Check both the link below and the photo. Check especially the section of the website (warbirdsresourcegroup.org) titled "B-17 in Kampfgeschwader 200".

Willard

Posted by Paul on 2/12/2005, 10:04 am, in reply to "Re: Swastika on B-17"

What an interesting bit of history from one photo taken sixty years ago. Seeing one of the pirated B-17's flying with a swastika on the tail must have been a real eye-opener. I checked out the website Willard. Many fascinating photos and lots of good info. It is possible the aircraft with the "8" on the tail is the intact version of the destroyed unit in my photo.

Wish my Dad was still alive to hear this. Oddly enough, he didn't have all that much interest in the photos he took or the time-period. Don't think he cared all that much for the military 'experience'. He did mention being seasick for a couple weeks straight coming over on the troop ship so maybe there's a real advantage in being a B-17 crew member!

Here's a pic of my Dad.

"Norman J Erbe - Pilot, Iowa Atty Gen and Governor"

Posted by Bill Murray on 2/11/2005, 11:18 pm

Hi All,

My father-in-law, Bill Coan, was a close friend of Norm Erbe. Norm flew with the 751st Squadron as a Pilot. Bill Coan was a Brig. General with the National Guard (he joined as a Buck Private). Norm gave Bill a book he'd written called - Ringside at the Fireworks. A great narrative of his 32 missions over Nazi Germany. Both men,

unfortunately, passed away in 2000. Does anyone know what Norm's planes were named? I'm doing some research and haven't been able to pin this info down. I live in LAS VEGAS, so if anyone is coming out here, just let me know and I buy the first couple of rounds!

Best regards,

Bill Murray

Las Vegas, NV

Tel: 702-####

Cell: 702-####

Posted by Joe Toth on 2/21/2005, 10:35 pm, in reply to "Norman J Erbe - Pilot, Iowa Atty Gen and Governor"

Bill - Here is what I have found: Erbe flew 25 missions, but there may be more. So far, I find that he flew in 15 different aircraft. Nine of those aircraft had names. I'll name a few: 42-31630 was called Pakawallop. 42-97060 was called Calamity Jane II. I don't know exactly how many of these you want. It might be better for me to mail them to you. If you are looking for total missions that he flew I'll continue my search. Are you interested in finding someone who flew with Erbe?

Joe Toth

Posted by Bill Murray on 2/22/2005, 9:37 am, in reply to "Re: Norman J Erbe - Pilot, Iowa Atty Gen and Governor"

Joe,

Thanks for your reply and helpful information! It looks like you did some great research. I wasn't aware that a pilot would be assigned so many planes, but 25-plus missions is a long haul. I would love to be in contact with one of Norm's former crew members.

Also, tell me more about yourself Joe. Do you ever get over to Las Vegas? Just let me know whenever you're coming to "Sin City". We have a great airshow in the fall. I'll send you the dates later.

Bill

"A B-17 Co-Pilot Remembers"

Posted by Sheila on 2/12/2005, 11:53 am

Does someone please have an up to date e-mail for Mr Blakebrough? The one that is published in the last newsletter doesn't seem to be working, and I would like to contact him to purchase a copy of his above book. Thanks.

Posted by Willard Reese on 2/12/2005, 12:49 pm, in reply to "A B-17 Co-Pilot Remembers"

Sheila,

I know that Ken changed his email address some time ago. His address now is: ####@wmconnect.com
If this does not work let me know, please.

Willard

Posted by Sheila on 2/12/2005, 1:18 pm, in reply to "Re: A B-17 Co-Pilot Remembers"

Thank you Mr Reese.

I will try that.

It's good to see you back on the message board, and I hope you are staying well!

Posted by Ken Blakebrough on 2/12/2005, 7:17 pm, in reply to "Re: A B-17 Co-Pilot Remembers"

Sheila, this is my e mail address.

####@juno.com

Posted by Ken Blakebrough on 2/12/2005, 7:20 pm, in reply to "Re: A B-17 Co-Pilot Remembers"

Oops, should read ####@juno.com

"Que Up 4-298024"

Posted by Paul on 2/13/2005, 10:16 am

My Dad took this shot in England. The "8" almost looks like a "3" but under a hand glass/photoshop, the peeling paint of the "8" becomes clear. The aircraft is identified as Que Up. Strangely enough -- a coincidence that extends across sixty years -- this is the same aircraft as drawn on the header logo of the message board.

Posted by Jerry Sale on 2/18/2005, 2:02 pm, in reply to "Que Up 4-298024"

Curriously enough, this plane has one of my top 5 nose arts of this site. I wonder what whoever drew Sussie Sags Sump was thinking? That's a real unusual one.

"G.D. Ofiesh"

Posted by John Bartlett on 2/17/2005, 9:59 am

Was there a gentleman by the name of G.D. Ofiesh who flew with the 457th B.G.?...Thanks.

"Maguire's Chophouse"

Posted by Kim Shorer on 2/23/2005, 11:07 pm

My dad was Rudy Schroer. He passed away in 1993 at age 68.

Growing up he didn't talk much about the war, except to say that "MaGuire's Chophouse"--depicted by an outhouse-- was the NY restaurant owned by the pilot's father. But late in life my friends and I (who are all aviation fanatics) bugged him enough to hear the stories.

He flew 17 missions before McGuire started leading flights. At that time the ball turret was replaced by a radar unit and Dad was forced off of the crew. He flew another 18 missions on various other ships but missed being part of the crew.

I wish he could have been to a reunion with his pals before he died.

I'd love to hear from anyone who knew him.

I'd post the one picture I have showing the entire crew, but there doesn't seem to be any way to make an attachment. Hopefully someone can tell me how.

KPS

"Webmaster note"

Posted by Jim Derk on 2/24/2005, 8:05 pm

Some of you may have noticed my scarceness here of late... i apologize. I am in the final weeks of my MBA and am spending every waking moment writing and editing my thesis. I complete my studies on 3/30 and will again take an active role in these parts. Thank you, Hap, for stepping up, as usual.

JIm

Posted by Jerry Sale on 2/25/2005, 8:36 am, in reply to "Webmaster note"

Congratulations on completing your MBA and thanks for your work on the site.

Posted by craig harris on 2/25/2005, 10:00 am, in reply to "Webmaster note"

Jerry is right! Congratulations and you take care of first priorities first. Right now that MBA is the first priority. We appreciate what you do for us sufficiently that we can patiently wait until you get your head above water. Good luck. cheers! craig

Posted by JIm Derk on 3/31/2005, 10:47 pm, in reply to "Re: Webmaster note"

I have finished my MBA (with high honors even) and am back in the saddle. Thanks for your understanding and patience!

Jim

"Info or pictures of my dad and B-17"

Posted by Dan Bell on 2/25/2005, 12:46 pm

My dad flew with the 457th, 751sq.. His name is A.W. Bell but went by the name "Louisiana Red". I'm proud of his service to our country through the 457th, and am happy to let all know that he is alive and well at the age of 83 with plenty of grandkids and great-grandkids to keep him busy. I would greatly appreciate any photos of

him, the crew he flew with, and if available the B-17 he flew on. Many thanks for any info/pics sent along. Also, many thanks and God bless to ALL who were assigned to the 457th. BG!

Posted by Joe Toth on 2/26/2005, 10:17 pm, in reply to "Info or pictures of my dad and B-17"

Dan - After much research, I find that your Dad flew 34 combat missions in 17 different aircraft and with 12 different pilots. He flew 8 times with Sikkenga, who was my pilot for 20 of my missions. Your Dad also flew 5 times in aircraft #505, the Miss Cue. I also flew nine times in #505 as a tail gunner. It was one of the three positions your Dad flew. The mission loading lists are where the above information comes from, and these are for sale. A loading list consists of all crews that flew that day - in this case, the 751st squadron. They also show the aircraft number. It's possible your Dad may remember some of the names on these lists and some may still be alive. If I can be of further help, let me know.

Posted by Dan Bell on 2/28/2005, 3:57 pm, in reply to "Re: Info or pictures of my dad and B-17"

Thanks a bunch for your response! How can I go about purchasing these loading list? They would be a huge help. Dad had a lot of momentos from his B-17 days stored away in a trunk. However, in the early 60's, we had a fire in our house and the trunk was one of the things destroyed. Even his leather flight jacket was in there. Boy to get that trunk back! Thanks again to you, and have a great day.

Posted by Joe on 2/28/2005, 10:49 pm, in reply to "Re: Info or pictures of my dad and B-17"

Dan - I may have found other information pertaining to your Dad's missions. If you will send me your e-mail address I'll get back to you as soon as I can. When you e-mail me, could you include your phone number. My e-mail address is #####@juno.com.

"Mission Loading Lists"

Posted by Dan Bell on 3/1/2005, 4:14 pm, in reply to "Mission Loading Lists"

Thanks Joe. Don't have a phone at home. I have to e-mail from work. Would appreciate greatly your info though. Have a great day!

Posted by Dan Bell on 3/3/2005, 3:30 pm, in reply to "Re: Mission Loading Lists"

Thanks a bunch Joe for anything you can shoot my way. My e-mail address is #####@hotmail.com. Looking forward to hearing from you and anybody conneted with the 457th. This site is a great resource!

"Info on Ned 'Marc' Yelich"

Posted by Dale Yelich on 2/25/2005, 2:18 pm

My father, Ned 'Marc' Yelich passed away in 1971. I was only a boy back then, and we almost never talked about waht he had done in the war. I have just found his military wallet complete with documents, immunization records, things like that, but it really gives me no idea as to his duties except that he had an engineering clearance, I believe. He also won 4 bronze battle stars, and I would love to know why. ANY info would help, and I would love to write to anyone that wants to chat. THANKS-Dale

"Info life in WWII"

Posted by Errin on 3/9/2005, 4:05 am

Hello,

to get a better understanding of how you veterans lived during WW II I would like to ask two questions.

1. Is it true that people avoided friendships at base because they were affraid that their new friend wouldn't survive his next mission. To protect yourself from gettin' hurt.
2. Did it happen that a name was put on a MACR as eyewitness but that the eyewitness didn't see anything at all?

Thank's a million,
Errin

"Copilot E.C. Maxey, Jr."

Posted by John Bartlett on 3/9/2005, 5:20 pm

I was wondering if anyone has any information on a copilot who flew with the 457th B.G. His name is Lt. Edward C. Maxey, Jr. What I'm looking for is if he was ever a member of the Association and how to contact him if he is still alive. I'm also looking for anyone who flew in the same air crew. Any other information would be very helpful.

Thanks.

Posted by Ray Pobgee on 3/10/2005, 5:30 pm, in reply to "Copilot E.C. Maxey, Jr."

If you look at the 457th Home Page and put the name 'Maxey' into the Search block, follow it through and you will be rewarded with a photograph, from Bernie Bains collection, of a lead crew in Jan 1945. Ed Maxey is one of this crew. They are all named in the attachment.

Posted by craig harris on 3/13/2005, 9:14 pm, in reply to "Re: Copilot E.C. Maxey, Jr."

Didn't work for me. Got Search for 'Maxey':

Search results: 0

What am I doing wrong?

Cheers! craig

Posted by BILL GOLDSBOROUGH on 3/14/2005, 10:15 am, in reply to "Re: Copilot E.C. Maxey, Jr."

CRAIG IT WORKED FOR ME TRY AGAIN BILL

Posted by craig harris on 3/17/2005, 11:06 am, in reply to "Re: Copilot E.C. Maxey, Jr."

Bill: Many thanks for the encouragement to try again, because this time it worked for me!!! I just typed Maxey with no quote or apostrophes and it went like a charm.

Cheers! craig

"looking for information"

Posted by celia on 3/21/2005, 12:12 pm

I am a member of the Ladies Auxilliary to the VFW. We have a Mr. Jeppe's granddaughter that would like to join us but her papers are not complete. I cannot seem to get anywhere with the info I have. I hope someone out there can help. I will give you all in info I have. I need to know where his plane/bomber was deployed.

Service-term-shore-patrol

11-N.D.

VPB-99

ordance 3 class

AS-S2C-AOM3C

WWII

Even if someone can give me the squadron number.

please email me, #####@ncweb.com and thanks

Posted by Normand R Menard on 3/21/2005, 3:48 pm, in reply to "looking for information"

I believe that that VPB is a Navy Bomber squadron or Group. Go to the US Navy Web Site and check with them

Posted by Willard Reese on 3/21/2005, 7:57 pm, in reply to "looking for information"

This obviously is a Navy matter. The VPB Squadrons were made up of Navy patrol bombers, Lockheed PBY's and Martin PBM's. You have given us little to go on. What is the man's full name? What time period did he serve? Did he survive the war? Where did he live before entering the service....and after?

If you can answer some of the above, I might be able to help.

Willard

Posted by celia jarc on 3/22/2005, 6:31 am, in reply to "Re: looking for information"

Thank you for answering: The man in question was Ralph Adelbert Jeppe, Inducted 4/11/44. Net service, I get 2yrs, 2mos, 8days. Yes he survived the war and was seperated at PSC NB TI, San Pedro, California. He lived in Geneva, Ohio but has since passed away. I hope you can help or steer me in the right direction.

Posted by celia on 3/27/2005, 7:25 am, in reply to "Re: looking for information"

For Mr.Reese. Did you get the information I sent regarding the question I posted about Mr. Jeppe and did you find out anything?

"Medals, awards, citations given to the 457th and/or the 750 squadron"

Posted by Linda on 3/25/2005, 11:24 pm

Hi,

My Dad, EDWARD R. STEVENS, served in the 457th, 750th Squadron. As his records were destroyed in the fire at the Personnel Center, I was wondering if anyone was aware of the medals, citations and awards the 457th as a Group were eligible to wear?

Posted by Willard Reese on 3/26/2005, 10:32 am, in reply to "Medals, awards, citations given to the 457th and/or the 750 squadron"

Linda,

You can obtain replacement medals for all the medals your dad is entitled to. There is no charge. You must first fill out a form SF-180 and submit it. The form and instructions are obtainable from the following website: http://www.archives.gov/facilities/mo/st_louis/military_personnel_records/awards_and_decorations.html It will take about 12 weeks to process but is well worth the effort. They will determine what medals your dad is entitled to.....and some he did not know he was entitled to.

Good Luck,

Willard

"Info treatment French Underground"

Posted by Jerry Sale on 3/29/2005, 9:40 am

My father told me that the French Underground helped him when he bailed out on September 10, 1944 and he flew another 18 missions to complete his tour. I'm curious if anyone knows why he was treated differently than the crew below. The quote is taken from the story about the "Luck of the Judith Ann".

"Ross tells us that the crew having been in contact with the Underground (even after the liberation of the area), was ineligible to fly more missions, for fear of falling into enemy hands. This despite the fact that it was only his second mission, as it was for Matassa, and Sayer's first (3)."

"Looking for surviving vets crew Jesse Hirschberg"

Posted by Hy Hirschberg on 3/31/2005, 10:43 pm

My name is Hy Hirschberg. I am the brother of Jesse Hirschberg, the waist gunner on the Straight Shot plane who died on a bombing mission over Augsburg, Germany on February 25, 1944. My brother, Jesse, Wesley Schneider, and Lee Hoskins are buried in a single grave in Arlington Cemetery in Washington, D.C. My late sister Sylvia received a letter from John Woskowich in 1945, telling her of some of the details of his death. He also said that Jesse and Wesley were buried in the town of Landeau. He did not mention Lee Hoskins or who buried the other two. In reading about the last mission mention was made that Lee Hoskins was unaccounted for. Our daughter, Jesse McKenzie, last week sent an e-mail with a photo of the tombstone to the website. I would like to know if there are any of the crew still alive who could fill us in on some of the details. My wife and I live in Silver Spring, Maryland and frequently visit Arlington Cemetery and the burial site. It is only 35 minutes from where we live. We say prayers for all three of the men. If there is a way we could be put in touch with any of the survivors or their families, we would appreciate it. If any of them come to Washington, D.C. we would like to meet with them. We can be reached by e-mail at #####@aol.com.

Thank you in advance if there is anything you can do.

Hy Hirschberg

"Webmaster note"

Posted by Jim Derk on 4/1/2005, 9:58 am

I have finished my MBA (with high honors even) and am back in the saddle. Thanks for your understanding and patience!

Jim

Posted by Ray Pobgee on 4/1/2005, 12:54 pm, in reply to "(no subject)"

Congratulations! from the Brits!

Posted by craig harris on 4/2/2005, 2:29 am, in reply to "(no subject)"

Jim: Congratulations and best wishes. This makes us very proud of you. Over the next few weeks Lori Barnett and Don Nielsen will be finalizing details of the 2005 457th BGA Reunion. I am sure they will get these to you for timely posting on the website.

Cheers! craig

"After Mission Libations"

Posted by Jerry Sale on 4/6/2005, 9:54 am

My father once told me that drinks were offered after missions. He told me that sometimes there was beer and other alcoholic and non alcoholic drinks but there was always scotch and orange pop which some of the guys mixed. Can anyone confirm this?

Posted by Willard Reese on 4/6/2005, 2:00 pm, in reply to "After Mission Libations"

Jerry,

I clearly remember that after each and every mission there was booz. Don't remember any beer but at least one full shot of whiskey.....that one shot usually made things spin a little what with not having eaten for the past 10 hours or more. I also remember that the Red Cross was there in the same room serving donuts (and coffee, I guess). It seems to me that the drinks were served during debriefing in a building on the flight line before we even dropped off our chutes and masks. I assume that all the Squadrons did the same thing but I can personally vouch of the 751st.

Posted by Jerry Sale on 4/7/2005, 9:33 am, in reply to "Re: After Mission Libations"

Was the booze generally scotch and do you remember orange soda also being served?

Posted by Willard Reese on 4/8/2005, 3:04 pm, in reply to "Re: After Mission Libations"

Jerry,

Can't be sure what the shot was, rye or scotch. My memory is not that good today. I do not remember any orange soda, but only because I probably would not have drunk any if it was available. Say "Hi" to your dad for me.

Willard

Posted by John Pearson on 4/11/2005, 1:51 pm, in reply to "Re: After Mission Libations"

Jerry:

I was in the 748th and can recall a truck picking up the crew where we parked the plane. We got off the truck outside a building where I believe the de-briefing and turn-in of chutes, etc., took place. Just outside the building was something like a small trailer where Red Cross ladies were handing out jiggers of whiskey. On a couple of occasions I got cognac, but do not recall any scotch or orange soda (I would not have taken either of those!).

John

Posted by Andy Reeves on 4/16/2005, 10:53 am, in reply to "Re: After Mission Libations"

Recalling after mission "meditational alcohol" as I believe it was referred to, we in the 750th were fortunate enough to get either Old Overholt rye whiskey or Old Granddad bourbon, according to what was available. I had a little 8oz pocket flask that I carried and since several of our crew did not partake, I was the beneficiary of their bounty. I recall the orange "pop" however it was more prevalent in the local pubs as a favorite "gin and orange" that our girlfriends loved. Scotch perseas was hard to get and I remember Coomes Crew, who I flew with won a case of "WHITE CLOUD" at an Officers Club Raffle. Absolutely the worst scotch I ever tasted but it was good bartering materiel.

Posted by Errin on 4/18/2005, 9:56 am, in reply to "Re: After Mission Libations"

Hello,
did everybody get something to drink or was alcohol only for the officers?
Errin

Posted by Andy Reeves on 4/18/2005, 1:02 pm, in reply to "Re: After Mission Libations"

Every aircrew member, enlisted and officers were issued the after mission libation.

Posted by Gerry Mitchell on 4/9/2005, 9:58 pm

Interested in anyone that flew with my cousin. The post card I got from him in Nov 14, 1944 was sent from prison camp can make out der Luftwaffe Nr 3

"457th Bomber Crew Information Staff Sgt. Wm J. Dufford

Posted by Joan Dufford Buhner on 4/12/2005, 11:04 am

I am looking for information on my father, Staff Sgt. Wm J. Dufford, a ball turret gunner on the plane "Thy Will Be Done." All information and photos on his time at Glatton were destroyed in a home fire in 1948, and I and my siblings are anxious for any information and/or photos of him and his plane. He passed away in 1981

Thank you,

Joan Dufford Buhner

Belpre, KS

620-####

e-mail: #####@awav.net

Posted by Joe Toth on 4/12/2005, 6:16 pm, in reply to "457th Bomber Crew Information"

Joan- I have found the following information about your Dad: He did fly in Thy Will Be Done on 15 missions, plus, he flew in 15 other aircraft for a total of 36 missions. He was assigned to the 748th Squadron and he flew in several different positions other than the ball turret. Most of his missions were with the same pilot. This information is from the loading lists that I have. If I can be of any further help, please let me know. You can reach me either by e-mail at #####@juno.com or by phone at (719) #####.

"Base Restrictions & Travel Duing Off Time"

Posted by Jerry Sale on 4/13/2005, 11:48 am

Were all crews confined to the base when not flying or could you go off base as you pleased? Also, how did most people travel to the local villages? Were these close enough to walk or bicycle?

Posted by Andy Reeves on 4/16/2005, 10:06 am, in reply to "Base Restrictions & Travel Duing Off Time"

As I recall some 61 years later, we were allowed off base fairly unrestricted (officer aircrew members that is). Most of us had hand me down bikes that we rode over to the local pub and at times into Peterborough. Trips to London and other places required a pass for all. Flack House visitation required special orders and travel reservations. Re the local bike trips-- I remember several trips to the Bull via bike when one or more of us invided too heartedly and ended up crashing in the highway ditch much to our chagrin . Those were the days.

"The passing of Ray Pobgee"

Posted by Jim Derk on 4/13/2005, 9:54 pm

I will be posting more as I find the clips, but I wanted all to be aware of the passing of our friend Ray Pobgee.

Here is a link with the details

<http://www.peterborough.gov.uk/page-3848>

Posted by Jim Derk on 4/13/2005, 10:10 pm, in reply to "The passing of Ray Pobgee"

The "What's New" page has some links to more news about this terrible loss.

"We have lost a truly inspirational man whose contribution, enthusiasm and passion for this city will be missed by those of us who were fortunate enough to know him and many people in Peterborough who have benefited from his work.

Posted by Sheila on 4/14/2005, 3:17 am, in reply to "Re: The passing of Ray Pobgee"

I wondered when something would be announced on the site about the sudden death of Ray. My Aunt and Uncle who live in the village, knew Ray and his wife quite well, and had called me last Friday to let me know about his death.

I didn't feel like it was in my place to make the announcement.

It was a terrible shock to them all, and it is a great loss to Conington, Peterborough and Dogsthorpe.

Posted by Willard Reese on 4/14/2005, 9:51 am, in reply to "Re: The passing of Ray Pobgee"

The association has lost a true friend in Ray Pobgee. I never met Ray, but as webmaster of this website for so many years, I was privileged to have communicated through email with Ray on many occasions. He was our 457th Historian in England and was one of those most responsible for the monument project that was just completed last year.

I send condolences to his family and will mourn for his loss

Posted by Joe Landy on 4/16/2005, 6:11 am, in reply to "Re: The passing of Ray Pobgee"

Yes indeed, we have lost a valuable member of our community. I know Ray was very keen on researching local airfields, and had made considerable progress in doing so.

Thanks to Jim for making the announcement. I thought that because several days had passed without a mention, I ought to ask the webmaster to do it, hence the E-mail.

I have kept the Peterborough Evening Telegraph from 8th April when Ray was on the front cover should anyone want to see it.

I am also very willing to help with maintaining the memorial, as I know this is a task with which Ray was involved. I live in Yaxley, and I now work at Conington airfield part-time, so am always local!!

Many thanks.

Joe Landy.

Aircraft/Airfield enthusiast.

Posted by Diane Noon on 4/28/2005, 6:35 pm, in reply to "Re: The passing of Ray Pobgee"

We just rec'd the letter from the 457th in the mail today & this news really saddens me. I had communicated with Ray via e-mail last June about obtaining the reunion pins if they had any left. As I told Ray, they were for my father (Lt M Jaraslow) and I was willing to pay any cost involved. He sent me a very nice message back that there would be no cost & it would be an honor for him to send it to me.

I became quite ill myself right after that and when the pins arrived in late July, I never had the chance to let him know I rec'd them or thank him as I wanted to.

I still have his e-mail address and I'm wondering if Enid has access to that mail account? I would love to send her a message that way to express our condolences.

This is indeed a sad day in our house especially since my 15 yr old has been a history freak for many years and took a tour of a visiting B-17G last Memorial Day, came home & promptly lectured my father on what a hero he is to her.

She now holds the package from Ray with the little certificate & 2 pins that he so graciously sent to us.

I would appreciate it if someone could let us know about the e-mail address.

Thanks,

Diane

daughter of Lt M Jaraslow

751st sq

Pilot of Queen Bea

Posted by George Pobgee on 4/30/2005, 4:29 pm, in reply to "Re: The passing of Ray Pobgee"

On behalf of the Family I would like to thank you all for your very kind thoughts and words. I met many of you for the first time at the reunion last year in England and at the dedication of the Memorial at Glatton.

Although at this time Dads e.mail address is still active, Mum has set up her own. It is

#####@aol.com. (Diane, and anyone else, please feel free to contact her)

Our intention is to carry on here in Peterborough, as usual. Mum and I are still going to manage the "Friends of the 457th group" and I have proudly taken over the custodianship of the memorial at Conington Lane. I have

been out there this afternoon with my son Richard, and it looks immaculate, the residents of Connington are still lovingly cutting the grass and looking after the site.

I know that Dad was honoured to be a part of your group, He and Mum were looking forward to meeting you all at your reunion in Savanna later this year.

Without raising too many hopes, there is a possibility that Mum and I may still make the trip, although a final decision has yet to be made.

Unfortunately I am not the historian that Dad was, but please feel free to contact either Mum or myself if there is anything we can do to assist you.

The whole family are proud to know he was so loved and respected by you all.

Many Thanks

George

Posted by Enid Pobgee on 4/30/2005, 4:54 pm, in reply to "Re: The passing of Ray Pobgee"

(On behalf of our family, may I say thankyou to all our friends in the States for their letters and cards.Next Sunday (8th May) the City is holding a Service of Thanksgiving for Ray's life in Peterborough Cathedral.Many hundreds of people are expected to attend. Our American friends will be represented by Lt.Col. Carl Zimmerman who was O.C. at USAF Station Alconbury when Ray was Mayor of the City.He is flying in from Langley, Virginia.As my son George, said, we are seriously considering the trip to Savannah later in the year. If anyone wishes to contact me my E-mail address is #####@aol.com

Posted by Diane on 5/2/2005, 5:22 pm, in reply to "Re: The passing of Ray Pobgee"

Thank you for posting this, Enid.

I will be sending a message shortly.

"The saga of "My Buddy"

Posted by Barbara Finneran Barletta on 4/16/2005, 5:46 pm

I am one of the daughters of Leon Finneran, the author of the letter to Don Boyle. I was the "flower child", much to my father's chagrin, but Vietnam was my era and we had many discussions, as you can imagine! I never knew what my Dad had experienced until he wrote to Don Boyle shortly before his death. I used to wonder why he watched all the World War II movies! All I knew was that he was the most wonderful man and a great father and husband and lived his life honorably and raised his children to be honest. I'm now hooked on "Band of Brothers" and I feel such pride when I watch it to know that he and all of you gave so much for their country without question. Thank you for that.

Posted by Gerald Kerr on 4/30/2005, 1:01 pm, in reply to "The saga of "My Buddy"

Barbara, your father was a great man from what I have found out about the mission and crew of "My Buddy". My uncle was the pilot of "My Buddy" and I have read many things about all of the crew of that plane. I believe they all were HEROES and I hope America NEVER FORGETS their sacrifice and courage.

"S – manoeuvre"

Posted by Errin on 4/18/2005, 10:03 am

Hello,

I have a question. Has anyone heard of S - manoeuvre. I read a part in a navigators logbook. This plane is going down and the navigator writes: after ten minutes of flying S and losing altitude...

Why did they fly S? And is this possible when two or three engines are out?

Best regards,

Errin

"positions"

Posted by Errin on 4/18/2005, 11:05 am

Hello,

I have checked the information on your site with was on the MACR and found some different information on positions. What information is right? Or can anyone explain these positions.

Crew position: B-N, CTG, TTG, RO, BTG, WG, TG.

Thanks a million,
Errin

Posted by Willard Reese on 4/18/2005, 1:31 pm, in reply to "positions"

Errin,
Different squadrons used different designation so, for the most part, you have to use some ingenuity.
B-N Bombardier - Navigator. Some were checked out for both positions.
CTG Chin turret gunner (new one to me)
TTG Top turret gunner.
RO Radio Operator.
BTG Ball turret gunner
WG Waist gunner.
TG Tail gunner.
Hope this helps.

Posted by Errin on 4/19/2005, 4:02 pm, in reply to "Re: positions"

Dear mister Reese,
thank you for your helpfull reply. It means a lot to me.
Errin

"Group and Squadron Patches"

Posted by Chris Angott on 4/21/2005, 10:45 pm

My father served in the 457 BG, 749 squadron. I am wondering if anyone can tell me of a good web sight in which to purchase a 457th BG, and or, a 749 squadron patch.

Posted by Joe Toth on 4/22/2005, 8:04 pm, in reply to "Group and Squadron Patches"

Chris - I have all the patches for each of the four squadrons, plus the group patch and other PX items.
The group patches and all the squadron patches are \$5.50 each, plus \$2.00 postage. Please make your check out to the 457th Bomb Group PX and mail it to me.
Joe Toth
Pueblo, CO #####
Tele. (719) #####

Posted by Diane on 4/29/2005, 9:09 am, in reply to "Re: Group and Squadron Patches"

Joe,
I would also like to order the patches. Is there just one group patch? Also, I had shown the 751st sq patch to my father & he said he had never seen it and that possibly it was given out after he had left Glatton. Is that true?
Thanks, Diane
daughter of Lt M Jaraslow 751st sq.

Posted by Joe Toth on 5/4/2005, 6:53 pm, in reply to "Re: Group and Squadron Patches"

Diane,
Yes, there is only one group patch, which I have.
As for the squadron patch. I believe your Dad is correct about the squadron patch. Its design had to be approved by Congress I am told and didn't come out until after your Dad was back in the U.S.
Hope your Dad is well. Like he said, I guess we are all hanging in there.
My best to him.
Joe Toth

Posted by Nan Kleffman on 1/30/2014, 3:47 pm, in reply to "Re: Group and Squadron Patches"

Dear Friend,
As I am responding to an older posting, do you still have BG and squadron patches available for the 457th Bomb Group. If so, I'd like to order some.
Would you please include the current prices and postage when you reply?

Many thanks,
Nan

“Donald J. Reilly”

Posted by JOE TOTH on 5/7/2005, 6:57 pm

Name: Gloria Sciara, City of Santa Clara, CA

E-mail address: #####@ci.santa-clara.ca.us

Comments: Hello folks

I am the Historic Resources Coordinator for the City of Santa Clara, CA. We received a request from a gentleman, in the Netherlands who is looking for a relative for a book he is writing on Donald J. Reilly. He was KIA on Mission No. 126 Date - September 26, 1944 Target - Osnabruck. He was the "Toggler" any information about him you can provide would be greatly appreciated. It was an honor to research this history for him and see the heros and read accounts of American bravery in WWII. Thank you for this website.

Sincerely

Gloria Sciara, AICP

Historic Resources Coordinator

City of Santa Clara

Santa Clara

Posted by Joe Toth on 5/8/2005, 11:52 am, in reply to "(no subject)"

The message from Gloria Sciara was previously posted in the Guest Book. I have taken the liberty of moving it over to the Message Board where a greater number of people will see it.

"VE Day"

Posted by Sheila on 5/10/2005, 12:57 am

Yesterday marked the 60th anniversary of VE Day, so I was suprised that no one else had made any comments about this. There have been huge celebrations all over Europe, and I know that had Ray been alive, he was planning to lay a wreath on the new memorial at Conington Lane.

I just wanted to tell all of you that fought for our freedoms, a huge big Thank You.

Posted by George Pobgee on 5/11/2005, 6:43 pm, in reply to "VE Day"

As many of you know, I have only recently taken over the custodianship of the memorial at Connington. Unfortunately, Dad's Civic Service of Thanksgiving was held at Peterborough Cathedral on Sunday the 8th May (VE day)I was committed with the Family and unable to go to the memorial that day. I am still trying to catch up with all of Dad's many commitments in relation to the memorial. However, in future I will do my best to ensure that I do not miss any significant dates. I have already spoken to John Walker who has been most helpful in supplying dates and information to assist me. Although a wreath was not laid on Sunday you were all in our thoughts.

George

Posted by Sheila on 5/12/2005, 12:59 am, in reply to "Re: VE Day"

Hello George. I don't think anyone would have expected a wreath to be laid this year, considering your great loss. The only reason I mentioned it, was because I had just received a letter from your Dad, the day before he passed away, stating that this is what he planned to do. I was really trying to say that I didn't understand why no one had remembered to thank the Vets, for the huge contribution and sacrifices that they had made for us. And that this 60th VE anniversery was something we should all be thankful to them for. I know that your Dad was thinking of the 457th, well in advance of May 8th. It was fitting that his service at the Cathedral should be on that special day!

Thanks for taking over the care of the Memorial. I have e-mailed you seperatley in regards to my renewal of the Friends of the 457th.

“Looking for Harold???”

Posted by Win Bryson on 5/12/2005, 8:49 pm

Looking for Harold (& Wife Eleanor). They're from Michigan, originally.

Harold's B-17 Crew trained April to mid-June 1944 at Rapid City, S.D., so he arrived in England about mid-July, 1944.

He was stationed "about 10-miles from Deenethorpe", where his buddy, my Uncle, (who trained the same time but with a 401BG-bound Crew) wrote he was going to borrow a bicycle to visit.

Any info would be greatly appreciated.

"U.K.'s only flying B17 'Sally B' grounded by EU regulation"

Posted by Ann Jones on 5/16/2005, 4:20 pm

'Sally B' (G-BEDF) U.K.'s only flying B17 is grounded due to an EU regulation, Regulation (EC) no. 785/2004 (Ref C). This is connected with Insurance requirements for air craft carriers and aircraft operators. This brings 'Sally B' into the same insurance category as a 737. The aircraft is flown as a memorial to the 79,000 American airmen who died during WWII to give us our freedom today. The new insurance costs are equivalent to an extra £1,000 per air display. Our aircraft only flies approx 20hrs per year, it is not a commercial aircraft, it is not allowed to fly for hire or reward, it not allowed to fly over populated areas and it is not allowed to carry passengers. Therefore no baggage, no cargo.

My husband Keith and I, are ground crew members and along with a team of dedicated volunteers help to keep the aircraft flying. We are all involved with selling memorabilia/ 'walkthroughs' on the aircraft and also there is the engineering team for the maintenance. We rely on public funds/donations to keep the aircraft in the air. We need to raise funds every year, as not only are the insurance rates high , but fuel costs rise, as well as the maintenance. We are lobbying our local MP's to ask the British Government to look at an exemption in the new regulation, so that 'Sally B' will be flying as a memorial for years to come. If you wish to know more, check out the website www.sallyb.org.uk or e mail me. Thank you for your time. Ann

Posted by Jerry Sale on 5/17/2005, 9:25 am, in reply to "U.K.'s only flying B17 'Sally B' grounded by EU regulation"

I wish you well in getting the government to change it's insurance regulations for all that enjoy seeing the B-17's fly. My father, a B-17 navigator, told me that seeing them start up, take off fly and land is a huge thrill to him and he gets a real kick out of it. I'm sure that there are lots of people in England in the same situation my dad is in. My father also told me what a thrill it was to see 1000+ B-17's flying with his plane being somewhere in the middle and nothing but B-17's as far as the eye could see looking in any direction. He also had the experience of being on the ground when this many were flying and he said the ground literally shook.

"Erwin de Mooy - Carl Gooch"

Posted by Joe Toth on 5/30/2005, 10:58 pm

We received your letter marked 'Pictures' in good order. I have tried three times to contact you but feel that my messages are not getting through to you. I have been getting your messages but you are not receiving mine. I sent you the material you requested about three weeks ago. Since you are not receiving my e-mails, I am putting this on our Message Board in the hope that you will read it here. As soon as you read this, please e-mail me.

Posted by Erwin on 6/2/2005, 7:36 am, in reply to "Erwin de Mooy - Carl Gooch"

Dear mister Toth,

thank you for your reply. Glad you tried it this way because I'm feeling that messages are not reaching me.

I also noticed that the loading lists are on the internet now. That is so very good news, this way many people can research tru the internet.

Keep up the good work and thank you for your reply.

Erwin

"When is the next reunion?"

Posted by Jerry Sale on 5/31/2005, 11:02 am

My father is very interested in attending the reunion this fall. When will information concerning this reunion be available?

'Sally B' UK's only flying B17 problems

Posted by Ann Jones on 5/31/2005, 2:37 pm

'Sally B' UK's only flying B17 missed the flypast at Madingley Cemetary, Cambridge, England was unable to take part in the flypast at the memorial service yesterday (30th May 2005) due to the ongoing insurance problem. See my recent message on the message board this month. In all of the 30yrs that the aircraft has been in England, she has only missed one flypast at Madingley, when grounded with engine trouble in Guernsey some years ago. So it was with great disappointment, that due to the EU regulation on insurance, we were unable to fly yesterday. Until we come up with several thousand of pounds to pay for the new insurance rates, or the Government gives us an exemption, she will be grounded at Duxford.

We will not give up, we were at Duxford yesterday with our sales stall selling memorabilia, to help raise funds, every penny goes to get her back in the air where she belongs.

For those of you who are interested, if you log onto the internet and type in www.flypast.com, and then go to the Flypast forums, then look under Historic Aviation, you can then look for 'Madingley' you can then click onto photos taken at the memorial service, they are very good.

Enjoy! Annie Jones, B17 Ground Crew member

"Mission naratives"

Posted by Errin on 6/6/2005, 7:46 am

Hello everybody,

I love the loading lists! It is a good addition to the mission naratives...love it.

I had problems with loading to loading lists. I had problems wit the loading lists of mission no.146 and 150.

Great work everybody!

Errin

"German Leaflets"

Posted by Bill Murray on 6/12/2005, 4:41 pm

Some months ago, I received an email with two scanned leaflets that were dropped on Germany by the 457th. It was near the war's end and urged the military and civilian population to surrender. One was dated "March 25, 1945". I remember translating these docs and emailing them back. Unfortunately, I lost some computer data and haven't been able to find the record of the person that requested this. Please let me know if you received them.

I speak German and can translate other docs for anyone who needs this service at no cost, of course. Just send a scanned copy as an email attachment or mail to: Bill Murray, Las Vegas, NV. Cell: 702-####

Posted by Bill Murray on 6/15/2005, 6:11 pm, in reply to "German Leaflets"

I am now in contact with the gentleman who requested this translation.

"Individual mission records"

Posted by Carolyn DeLoach on 6/15/2005, 8:30 pm

I have heard that people have actually found their WWII pilot records that include their individual combat mission records, plane, crew, mission, etc.

Can anyone tell me how to start researching my father's combat records. I have alot of stuff up to his being sent overseas to Glatton (as pilot) and then the records start back up on his return. All I have about his combat is his personal list of missions flown but it is just a list. I would like more information like crew, plane, and whatever else I can get. Can anyone point me in the right direction?

Posted by Joe Toth on 6/15/2005, 9:02 pm, in reply to "Individual mission records"

Carolyn, I can furnish the loading lists, aircraft numbers, personnel that he flew with, and also targets, and all the crews that flew that day with his particular squadron. You will be able to read these very clearly. If I can be of further help, you can e-mail me or call me at (719)#### or at ####@juno.com

Posted by Willard Reese on 6/15/2005, 11:57 pm, in reply to "Individual mission records"

Ms DeLoach,

If your father served with the 457th Bomb Group between the months of Oct, 1944 and April 1945, then the information is already on the website and is easily accessible. If you have a list of your father's missions then you need only go to the Association's home page and click on the "Mission Narratives" button in the middle of the page. This will take you to a listing of months of the year. If you click on the month you desire to search, you will find a description of each of the missions during that month (click on the "Next" button at the top/bottom of each page to advance thru the month). At the bottom of each page there are links to "Loading Lists" for each Squadron. These will take you to the listing of all the crews that flew on that mission. Your dad's name will be there together with the names of the rest of the crew and the last three digits of the aircraft serial number in which he flew.

The full serial numbers and name of the aircraft can be obtained from the "Aircraft Database" button on the home page. We apologize for the poor quality of the lists but they are the best we have. Additionally, Mr Joseph Toth has paper copies of the loading lists and he invites inquiries.

If you need additional help with this please contact me or Jim Derk (webmasters).

Hope you find the information you seek,

Willard (Hap) Reese [retired webmaster www.457thbombgroup.org]

Posted by Carolyn on 6/16/2005, 8:43 am, in reply to "Re: Individual mission records"

Thank you for your response and the information. My father flew with the 457th from May through August 1944. The mission narratives especially in Bass's book have been very, VERY helpful. I would like the loading lists. Joe Toth has responded and I will take advantage of his offer.

This is a wonderful site and a wonderful thing the 457th association is doing for the veterans and for their descendants. Thank you.

"William H. Goodfellow Jr."

Posted by Errin on 6/17/2005, 11:39 am

Hello everybody,

does anybody know mister William H. Goodfellow Jr.

He was, I believe, a ball turret gunner with the 749th bomb squadron.

Thanx,

Errin

Posted by Harold on 7/2/2005, 3:55 pm, in reply to "William H. Goodfellow Jr."

Yes, I knew Mr. Goodfellow he was indeed in the 749th BS. I corresponded with him for some years. I do have several pictures and stories about him. Please contact me through my email address #####@bbi-bv.nl

"Thank you Sally B"

Posted by Ann Jones on 6/24/2005, 5:00 pm

Just to let you know, that with lots of support and help from all kinds of people, and her hard work of our operator Elly Sallinboe, including the Insurance companies and Richard Branson, we have managed to negotiate insurance for the rest of the airshow season. SallyB will fly from next weekend and take part in the VE flypast at London. We still need work to be done to try and get an exemption from the EU. We still need funds to pay for fuel/maintenance costs and further insurance especially if we don't get an exemption. See our website www.sallyb.org.uk for further updates. We will keep fighting to keep her in the air as a memorial to the US personnel who lost their lives in WW11.

(Ground Crew member for Sally B)

"Gini/Virgin Air Nose Art"

Posted by Jerry Sale on 6/28/2005, 11:29 am

I noticed on a TV news item that at least one of the Virgin Air planes has the same or similar nose art as the Gini. Did anyone else notice this and is there some connection that anyone knows of?

Posted by Willard Reese on 6/28/2005, 7:16 pm, in reply to "Gini/Virgin Air Nose Art"

Jerry,

What an astute observation. A closer look will show that, while they are similar, they are still quite different. I selected the best photo we have of GINI to compare with a sparkling color photo of the Virgin Airlines noseart. See the comparison below. Hope we get to visit again at the reunion.

Best to your dad,
Willard

"position"

Posted by Dave Mills on 7/1/2005, 7:00 pm

Dear Sirs:

I have been reading over some of the loading lists containing my father, Luster B. Mills, and I note that at least two occasions he manned a position labeled "CT." What was "CT?" Dave Mills

Posted by Willard Reese on 7/1/2005, 7:20 pm, in reply to "position "

Dave,

The 751st had a different loading list setup than the other squadrons. If you look to the extreme left of your dad's name you will see TOG. This stands for Toggleer. To the extreme right is the CT which we presume to be Chin Turret.

The Bombardier or the Toggleer manned the chin turret guns. Your dad acted as bombardier on those missions where he is designated as TOG.

Posted by Dave Mills on 7/1/2005, 7:53 pm, in reply to "Re: position "CT"

Thank you Mr. Reese. I thought it might be chin turret, but assumed the bombardier worked that position. Dad never mentioned toggling bombs, or manning the waist guns--Dad said he was a tail gunner and that's where we always thought his office was on the plane. Dave Mills

"eyewitness Mission 18: Drensteinfurt, March 23rd 1944"

Posted by Dr. Jochen Rath on 7/4/2005, 5:37 am

Ladies and gentlemen,

my name is Dr. Jochen Rath and I'm the chief archivist of the Kreisarchiv Warendorf (archive of the county Warendorf). The town of Drensteinfurt, which belongs to the county Warendorf southwest of Muenster/Westphalia, has been attacked seriously as a target of opportunity on March the 23rd 1944 by the 457th bomber group.

From the NARA I've received detailed informations, especially the operational report etc.

Now I'm looking for further informations. Is there anybody still living, who was involved in the attack on Drensteinfurt on March 23rd 1944 and is interested in remembering the circumstances of this attack?

Thank you for any kind of answer.

Yours sincerely

Dr. Jochen Rath

Kreisarchivrat

Kreisarchiv Warendorf

Tel. 0 25 #####

#####@kreis-warendorf.de

<http://www.kreis-warendorf.de>

<http://www.archive.nrw.de/archive/script/archiv.asp?nr=385>

Posted by Bill Murray on 7/5/2005, 1:24 am, in reply to "eyewitness Mission 18: Drensteinfurt, March 23rd 1944"

Dear Dr. Rath,

I am a member of this association, but was not yet born during the war. I am currently doing research and am very interested to know if you have any way to contact former German fighter pilots (Jäger) who flew against this or other B17 Bomb Groups. Ich spreche Deutsch, so natürlich können wir uns auch auf Deutsch weiter unterhalten.

I look forward to hearing from you!

Hochachtungsvoll,

Bill Murray
Las Vegas, NV

Posted by Dr. Jochen Rath on 7/5/2005, 6:43 am, in reply to "Re: eyewitness Mission 18: Drensteinfurt, March 23rd 1944"

Dear/Lieber Mr. Murray,

ich habe Kontakt zu Herrn Ludger Schulte, Warendorfer Str, der Jagdflieger (FW 217 und FW 190) des Nachjagdgeschwaders 301 "Wilde Sau" mit Stationierungen in Rheine, Dortmund, Holzkirchen/Bayern und Erfurt war. Er ist einverstanden, wenn Sie ihn kontaktieren. Leider verfügt er über keine e-mail oder Internet-Zugang, kann Ihnen aber eventuell weitere überlebende Jagdflieger nennen.

Mit freundlichen Grüßen

Dr. Jochen Rath

Posted by Bill Murray on 7/5/2005, 7:32 pm, in reply to "Re: eyewitness Mission 18: Drensteinfurt, March 23rd 1944"

Lieber Herr Dr. Rath,

Vielen Dank für Ihre schnelle Antwort. Ich kann Herrn Schulte per "Schnecken-Post" schreiben, unsere Lieblingsname für die Postdienst hier in Amerika. Ich werde auch gerne andere Jagdflieger kennenlernen. Die Zeit geht leider zu schnell vorbei für diese alte Helden des Zweiten Weltkriegs und ich hoffe das die kommenden Generationen etwas von ihren Geschichten lernen können. So können wir Sie mit Ehre gedenken.

Falls Sie irgend wann nach den Wilden West bzw. Las Vegas kommen, bitte sagen Sie mir bescheid. Sie sind herzlich bei uns eingeladen. Sie können mich auch ein direkt Email an diese Adresse zuschicken -

#####@cox.net

Mit freundlichen Grüßen,

Bill

English translation for other website viewers: Dr. Rath sent contact information concerning a German fighter pilot who flew against B17s while stationed on the Western Front. His unit was the Pursuit Squadron 301, the "Wild Pigs", and he flew the FW190 and FW217 while at Luftwaffe bases in Rheine, Dortmund, Holzkirchen/Bavaria and Erfurt. Unfortunately, this first pilot doesn't have an email address, but Dr. Rath also has contact to other fighter pilots in Germany. I told him that I'd like to contact them also and that I hope the stories of heroes on both sides of the war will teach many generations to come. That way we can memorialize them with honor.

Posted by Dr. Jochen Rath on 7/6/2005, 9:39 am, in reply to "Re: eyewitness Mission 18: Drensteinfurt, March 23rd 1944"

Dear Mr. Murray,

sorry, but there's a misunderstanding: I've no contact to former fighter pilots from Germany, but to Mr. Ludger Schulte, who also has some contacts. So I ask you to contact him directly by "Schneckenpost" or via myself.

There's an interesting publication written by Ian Hawkins: "The Munster Raid, before and after", which also introduces German pilots. The book has been published in German translation in 1983. Perhaps you can get more information there concerning German pilots.

With best regards

Dr. Jochen Rath

Posted by Shannon Burgess on 9/14/2014, 9:32 pm, in reply to "eyewitness Mission 18: Drensteinfurt, March 23rd 1944"

Hello,

I realize this post is almost ten years old but I'm posting in hopes of possibly learning more information. My family has ties to this day and bombing but we were on the receiving end. My great aunt Agnes Overmann was 9 years old when she was killed in the bombing on Drensteinfurt. She is the daughter of Paul Overmann and Anna Fogeling also from Drensteinfurt. I was told by my still living great uncle (who lived in Drensteinfurt as well at the time) that the British were trying to target a German military base but civilians ended up being killed. If you have any more information on what happened this day I would greatly appreciate it. My great uncle is in the early stages of Alzheimer's and is not able to recollect as much as he used to. Thank you!

"Reunion info in newsletter"

Posted by Willard Reese on 7/4/2005, 9:45 am

I'm aware that many of you are concerned about not receiving any information on the upcoming reunion. Well, Nancy has asked me to post a message saying that our July Newsletter will be in the mail this week. This newsletter will contain all the information, schedules, reservation information, etc concerning the reunion and should be in time to make your plans to attend. Hope to see you all at the reunion. Willard.

"Lt(2nd) Jerome Sobjek"

Posted by Joe Shea on 7/4/2005, 9:43 pm

I'm still trying to find more info about my dad, Jerry Sobjek. I now have a citation in hand for the DFC issued for a mission in June or July. The citation is dated 27 July, 44. It mentions that he WAS a pilot in the 749th Sqdrn. I also have a "Completed mission" photo for 1/8/44, which is interesting, as your archives don't go back to January. Or is that the European way of saying August 1st? Anyway, there's an additional notation saying (C(or"G")PR-141-1-457) Is there any chance this mentions his plane #? I would really like to get "Ramblin' Gamblers" added to the aircraft list. Are there any crew members still surviving out there? Thanks.

Posted by Jerry Sale on 7/5/2005, 10:48 am, in reply to "Lt(2nd) Jerome Sobjek"

1/8/45 does mean August 1, 1945. If you look at the missions section, there is a narrative for this mission. Also, if you have not already done so, using the search engine reveals 4 pictures of Lt. Sobjek.

Posted by Joe Toth on 7/9/2005, 11:05 pm, in reply to "Lt(2nd) Jerome Sobjek"

Joe, I have been searching for information about your Dad and so far, here is what I have found: He flew 29 combat missions in 17 different aircraft. On two missions he was a co-pilot being checked out to be a first pilot. I have the names and serial numbers of the aircraft, but I have not found any aircraft with the name 'Ramblin Gamblers' and our Roster does not list one either. I'll continue my search and keep you posted. If you wish to e-mail me, my address is #####@juno.com

"Sgt. L. Trace"

Posted by CAROLYN GOIN on 7/6/2005, 2:51 pm

My sisters and I are looking for any information on our father. He was a tail gunner and his flight jacket says "Flying Spare". I believe the pilot was D. Branstetter. I have found the crew picture on your site and have the original one at home. Our father passed away 15 years ago and never spoke much about his experiences.

Posted by Jerry Sale on 7/7/2005, 8:39 am, in reply to "Sgt. L. Trace"

How fortunate you are to have your dad's flight jacket. My dad gave his away during the late 1950's or early 1960's and he doesn't remember who he gave it to. He also gave away his personal side arm, a 45 automatic.

Posted by Carolyn Goin on 7/8/2005, 8:17 am, in reply to "Re: Sgt. L. Trace"

We had his flight jacket enclosed in glass about 14 years ago to keep it from deteriorating any further. We also still have his rifle but not his side arm. But we still haven't been able to get any information on his flight experience.

I am not sure if he was known by his nickname of Pete Trace or not.

Posted by Jerry Sale on 7/8/2005, 10:18 am, in reply to "Re: Sgt. L. Trace"

If you know the dates he flew between, you can look on the loading lists and when you find your dad's name, can then look under Mission Narratives. Hope this helps.

Posted by Joe Toth on 7/9/2005, 10:54 pm, in reply to "Sgt. L. Trace"

Carolyn, My research is not complete but here is what I have found so far: I have found that your Dad flew 22 missions, 4 different pilots he flew with, and 10 different aircraft. You listed Branstetter as the pilot. He was the Bombadier - not the pilot. I don't know if you have your Dad's Army Serial Number, but here it is -

33546265. I'll continue my search and will advise you further as to what I have found. My e-mail address is: #####@juno.com

Posted by CAROLYN GOIN on 7/13/2005, 12:31 pm, in reply to "Re: Sgt. L. Trace"

Thanks for your help. We knew he had flown 22 missions from his flight jacket but didn't know he flew with 4 different pilots. We had been told at one time "Flying Spare" meant just that. The men were rotated around as they were needed. Is this the case?

Posted by Joe Toth on 7/13/2005, 5:45 pm, in reply to "Re: Sgt. L. Trace"

Carolyn-Each squadron had a number of spare aircraft just in case one could not take off or had trouble on the way to the target and had to abort his mission. In that case, the spare aircraft would take his place. Here is an update on your Dad's missions: The Loading Lists that I have show that he flew 39 missions with 6 different pilots in 14 different aircraft. Hope this helps in your search. If I can be of further help, please let me know. You can e-mail me at #####@juno.com

"David Foltz"

Posted by cassandra kardamis on 7/7/2005, 1:26 pm

I'm trying to get all the information about my dad as i can during his tour of duty with the 457th Bomb Group so my brother and I can pass it on to our children and grandchildren.

Also looking for pictures of him, the crew, his plane "You Never Know".

Thank you to whoever can assist us.

Posted by craig harris on 7/7/2005, 5:23 pm, in reply to "David Foltz"

At least one hardstand photo of "You Never Know" may be found thus: Go back to the Home Page, click on Photo Archive, then click on Hardstand Photos, type You Never Know in search box. There is at least one photo of your a/c. Actually, by messing around in the Photo Archive, you are likely to find more photos of that rather well-known aircraft, s/n 42-32086. Lost at Gaggenau/Karlsruhe 10-Sept. 1944 Cheers! craig harris

"Newsletter and Reunion Information"

Posted by Nancy Henrich on 7/7/2005, 4:24 pm

After much delay, you will all be happy to know that the newsletter is at the printers', scheduled to be finished either Friday night or Saturday morning. I will have it to bulk mail at my post office first thing Monday. Nancy

Posted by Nancy Henrich on 7/7/2005, 4:31 pm, in reply to "Newsletter and Reunion Information"

Just to give you a head's up...the hotel is the Hilton Savannah DeSoto...1-800-#####.

Sunday, September 18...Registration, PX, Mickey Briggs Memorabilia Room open at 9:00 am....and welcome reception that evening.

Monday, Sept 19...Tour of Historical Savannah, and/or River Cruise and lunch. Crew pictures later that day.

Tuesday, Sept 20...trip to 8th Air Force Historical Museum...Memorial Service and lunch there at the Museum.

Wednesday, Sept 21...morning Business meeting, crew meetings, evening happy hour and Banquet.

Thursday, Sept 22...Farewell Breakfast Buffet 7:00 am to 9:00 am.

Posted by Jim Hanley on 7/8/2005, 11:06 am, in reply to "Re: Newsletter and Reunion Information"

Thanks for the advance notice as this will be my first time to a reunion and hopefully not my last.

"To Our British Allies and the English Friends of the 457th"

Posted by TSgt Patrick J. Connelly on 7/7/2005, 8:23 pm

To Our British Allies and the English Friends of the 457th Our thoughts and prayers our with you to night after this day of tragedy, I am reminded again of how our 2 nations have stood strong in face of evil as we have so many times before and as in the past we will succeed because to fail is a future to terrible to think of. So Untied We Stand and Triumph We Must! God Bless You All, God Bless America and God Save the Queen

TSgt Patrick J.Connelly

"Target Gaggenau"

Posted by Bruno DiGiacomo on 7/8/2005, 2:28 pm

I'm looking for informations about the bombing on September,10 1944; mission n°120 . Could you please e-mail me a list of the crews and planes that taking part to this mission ?
I would be happy about all the documents that you can give me.

Posted by Willard Reese on 7/9/2005, 2:13 pm, in reply to "Target Gaggenau"

Bruno,

We have uploaded the "Loading Lists" for the mission of Sept 10th, 1944. On that list you will find the names of every crewmember who participated and the serial number of the aircraft in which they one flew.

Go to home page >Mission Narratives>September

and scroll thru to the 10th of the month. The lists are by squadron.

Posted by Jerry Sale on 7/11/2005, 9:55 am, in reply to "Target Gaggenau"

This was the mission that my dad bailed out on. There is a mission narrative about it.

"Bailout Altitudes"

Posted by Jerry Sale on 7/12/2005, 2:21 pm

My father said, the best he can remember, he bailed out from about 25,000 feet and he did not believe he had a air tank with him. Is this possible? Did flyers have a small air tank with them for such bailouts?

Posted by Willard Reese on 7/12/2005, 7:18 pm, in reply to "Bailout Altitudes"

Jerry,

My recollection is that we carried a small steel cylinder about 8 inches long and about 1 inch in diameter that we called a "bailout bottle". It had a long rubber tube connected to it and we carried it in a slot in the pants leg of our flying suit.. In the event of bailing out at high altitude one was supposed to put the tube in ones mouth and turn the know on the bottle to release oxygen.

Fortunately, I never had to use one and it seems to me that with all the stress and anxiety over bailing out in enemy terrority, one would have to be pretty calm and reserved to think of this procedure.

I came across a "bailout bottle" on the net and it can be seen below.

Posted by Willard Reese on 7/12/2005, 7:21 pm, in reply to "Re: Bailout Altitudes"

Sorry Jerry, I slipped up. The photo should be below this message.

Link: http://www.457thbombgroup.org/dcp_9516.jpg

Posted by Jerry Sale on 7/13/2005, 9:59 am, in reply to "Re: Bailout Altitudes"

This now makes more sense to me. I wasn't sure that anyone that bailed out at 25,000 feet could survive without oxygen although my dad said the free fall went pretty quick when he didn't pull his rip cord right away.

"457th Web Site"

Posted by danny morris on 1/19/2005, 8:30 am

I have looked at many web sites and I must say yours is the most impressive one that I have seen to date. For the group to share is their time and memories with everyone is wonderful. I can ID some of the 'Little Friends' in the photo section. The pic of WD-C a P-47 could be Colonel Don Blakeslee Jug All the best Danny MORRIS

Posted by Jim Derk on 2/24/2005, 8:03 pm, in reply to "457th Web Site"

You can thank Hap Reese for the excellent web site.

Posted by Renzo Ferrera on 7/5/2005, 7:22 am, in reply to "Re: 457th Web Site"

Jim, I have pictures I would like to give to the association and have them placed on the site. How do I email you? Renzo

Posted by Jim derk on 7/17/2005, 2:02 pm, in reply to "Re: 457th Web Site"

We'd love to have them. You can send via email to

####@yahoo.com

“Looking for info on Frank Garzia”

Posted by Janet G. on 7/17/2005, 9:36 pm

I am looking for any information on my uncle, Frank Garzia who was KIA on Mission 72 on 6/21/44. What was the name of his plane and are there any photos of the plane and crew? Any other information would be appreciated.

"Note from overseas"

Posted by Jim Derk on 1/16/2005, 4:00 pm

Your webmaster has received this:

Dear Sir,

On the wall in front of me hangs a photo of 457 Bomb Group / Station 130, Glatton, England.

In 1975 I took over and developed Conington Airfield - Glatton during the war - until 2000 and I gave flying instructions there during that time.

Reading that Lt.Col. William F. Smith flew in fog a B-25 accidentally into the 79th floor of the Empire State Building on the 28th of July 1945, I remembered my cousin's husband Efram in New York moving with his company into this 79th floor office once it was rebuilt. It was another coincidence of the examiner of my FAA ATPL to tell me, after having passed my test, that he was at that time the last Air Traffic Controller to speak to Lt.Col. William F. Smith and to hear his last words before crushing into the Empire State Building.

My grandfather and his ancestors back to 1785 were US-Citizens and pioneers in Texas, but my mother was British, and on the way to England to register as a British citizen, I was trapped in Germany on the day the war broke out. I survived Gestapo prosecution and arrest several times accepting the completely unprotected production of pure uranium metal in the village of Zechlin, Germany, North of Berlin. The 457 Bomb Group destroyed successfully the Uranium Oxide factory in Oranienburg, but the tons of uranium I had produced fell into the hands of the Russians. There was a Russian Spy in Zechlin and my boss, a St. Petersburg born German, helping to prevent Hitler from developing any atomic power, had the uranium hidden in the ground for the Allied Forces. It was the first uranium the Russian ever had.

My boss and his team were flown to Russia and had to produce uranium for the Russian atom bomb. I was the only one to escape to the West and finally to Britain with the help of an Major of the US-Army. My book: 'The Truth Is Marching On' explains the details, and maybe you are not interested at all in the information I gave you today. I just had to mention it!

Deeply thankful for the heroes of the 457 Bomb Group,

Best wishes,

Erwin

Rev. Capt. Erwin L. Klinge OBE FlInstD

Hamilfield House

Beith

GB-Ayrshire KA15 2JQ (Scotland)

E-Mail: ####@aol.com

Posted by Ruth Shulman on 7/18/2005, 11:23 pm, in reply to "Note from overseas"

Dear Erwin: I shall treasure this letter and add it to the book you wrote about your miraculous survival during WW11. You have certainly been blessed to meet out-standing human, humane individuals during a time of crisis. Someone was looking out for you, and had plans for you later on. Mazel tov!!! and Bless you!!

“Looking for relatives”

Posted by Jack Muth on 7/22/2005, 7:53 pm

Pilot was John Fox from California; bombardier-Dick Hinman. mid west - co-pilot "Rocky," from Utah - navigator - yours truly as above. If any of you, or relatives can react to this let me know - tjis is my last call, I guess it's time to put it away forever.

"Aircraft Name"

Posted by Bob Chatham on 1/1/2005, 4:36 pm

In an aircraft publication (The Lady, Charlottesville: Howell Press, 1993) there is a modern day photo of a B-17G. The photo caption says the B-17G is at Wright Field in Dayton, OH. The photo caption and the photo itself show the name of the plane to be "Shoo Shoo Baby."

On a trip to the USAF Museum in 2002 I photographed a B-17G whose name was "Shoo Shoo Shoo Baby."

Note that there are three "Shoo" words on the aircraft in the museum and two "Shoo" words on the one in the book.

My questions:

(1) Were there two well-known B-17s with one being Shoo Shoo Baby and the other being Shoo Shoo Shoo Baby?

(2) Was there only one B-17 by that name and somewhere along the line someone added one more "Shoo?"

(3) Was there a popular song of the era by the name of "Shoo Shoo Shoo Baby?" On both B-17s (in the book and in the USAF museum) there are musical notes painted alongside the aircraft name.

Posted by Jerry Sale on 1/5/2005, 2:01 pm, in reply to "Aircraft Name"

I have no first hand knowledge for your questions but here is what I found on the internet along with an educated guess. Others, please correct me if I'm wrong.

1. An internet search reveals several planes named either Shoo, Shoo or Shoo Shoo Shoo Baby.
2. There were no restrictions on having multiple planes with the same name although I suspect that there were no more than one plane of each name in a bomb group just to avoid confusion. Generally, the original pilot named the plane whatever he wanted.
3. Another internet search reveals that there were several people that did this song but the most popular was the Andrews Sisters who did it in 1943 for the movie Three Cheers for the Boys. I remember the Andrews Sisters version. We must have had this record around the house in the late 1940's or early 1950's.

Posted by Bob Chatham on 7/24/2005, 11:45 pm, in reply to "Re: Aircraft Name"

Jerry:

Research on the names "Shoo Shoo Baby" and "Shoo Shoo Shoo Baby" revealed a couple of answers.

One website I visited (USAF Museum) indicated that a new aircraft commander arrived and added the third "Shoo" when he took command.

Another website indicated that once the crew had chosen "Shoo Shoo Baby" as the name, they discovered another aircraft by that same name so they decided to add the third "Shoo."

Either way, it's an interesting bit of trivia.

"Savannah Reunion - 2005"

Posted by Dan Nose on 7/24/2005, 1:11 pm

Nancy, I did as you suggested to check your message board for the Itinerary for the reunion and did not find a listing of the proposed activities. I'm calling today to make our reservations and hope to receive the rest of the information concerning the reunion this week.

Posted by Jim Hanley on 7/25/2005, 6:05 pm, in reply to "Savannah Reunion - 2005"

Nancy: A while back I also checked your message board and did not find any definitive data, plus this past Friday (July 22) I sent an e-mail to you advising that I had not received the latest news letter. This will be my first visit to a reunion and I need data to make my plans as I mentioned in my e-mail of 7/22

Posted by Jim Hanley on 7/25/2005, 6:24 pm, in reply to "Savannah Reunion - 2005"

Nancy: Accept my apology for my earlier response to this subject as I had forgotten that I did get information about the Hotel, and schedule of events from your posting of 7/7/05; however I still have not received the news letter.

"Newsletters"

Posted by Nancy Henrich on 7/21/2005, 7:09 pm

Just to let everyone know, THE NEWSLETTERS WERE MAILED LAST WEEK. I still have not gotten mine (I always send myself one to know that they are out). I just called the bulk mail department where I left them last week and was assured that they were sent out. The clerk that I talked to was the same one who was there when I mailed them. He was not very helpful in determining what the problem is, just assured me that he did get them on their way. They go to Denver first, and are distributed around the country from there. They truly are IN THE MAIL. Nancy

Posted by craig harris on 7/21/2005, 8:51 pm, in reply to "Newsletters"

Nancy: Thank you for your checking on the NL and thank you for your thoughtfulness in letting us know. We look forward eagerly to receiving it.

Cheers! craig

Posted by Nancy Henrich on 7/26/2005, 1:39 am, in reply to "Re: Newsletters"

Craig, thanks for your note. I can't tell all of you how I am agonizing over this newsletter. I mailed TWO WEEKS ago...I called last week and was told it was sent to Denver and that it is up to them to get it mailed. Still no newsletters...so Dad and I went to see our Station Manager today...she promised to check and call me back. No call back. I called her this afternoon and she was less than helpful and still did not have a response. I called again and asked to speak to the Post Master. He was not in, but will be in tomorrow at 6:30 am. I assure everyone I will be going over to see him personally. I believed that bulk mail, although usually slower, was the best way to go because it would cost a little more than triple the cost to not use bulk mail. My husband graciously allows me to use his bulk mail stamp, and up until now, with the exception of a few east and west coast newsletters, the post office has been fairly quick. Now, I'm not sure bulk mail, although cheaper, is the best way to go. I always get mine 2-3 days after I mail. I will hope to have an answer tomorrow morning and will post a response.

Posted by Nancy Henrich on 7/26/2005, 1:50 am

To those of you looking for my posted messages giving advance information on the reunion, please see my posts of 7/7,

"Newsletter and Reunion Information" and another one today, 7/26. Look for my name and you will see my posts. I also posted a response to Craig Harris's post about the newsletter. My answer to him will give you all information about the problems I am experiencing with the Post Office. If anyone wants to call the post office and back me up on this, call Tony Arguello, Post Master, at 719-####. Our bulk mail stamp number is Pueblo, CO 276, registered to my husband, Bob Henrich.

Posted by Nancy Henrich on 7/26/2005, 3:56 pm

I just received a message from Hugh Arnold in Greeley that he received his newsletter. Hallelujah!!! That means the rest of us should be getting ours as well. What a relief! Nancy

Posted by Nancy Henrich on 7/26/2005, 3:59 pm, in reply to "Newsletter"

I sure would like to hear from others as you receive your newsletter. Name and state gives me an idea of how they are going out. Thanks. Nancy

Posted by Willard Reese on 7/26/2005, 6:32 pm, in reply to "Re: Newsletter"

Nancy.

I got the Newsletter this afternoon (Tuesday) 7/26/05 here in Florida. They should all be flying around the States by now.

Hap

“Eyewitnesses on the attack against Drensteinfurt on the 23rd March 1944”

Posted by Dr. Jochen Rath on 7/27/2005, 8:16 am

Ladies and gentlemen,

again I'm asking for eyewitnesses on the attack against Drensteinfurt on the 23rd March 1944.

I'm the chief archivist of the Kreisarchiv Warendorf (archive of the county Warendorf). The town of Drensteinfurt, which belongs to the county Warendorf southwest of Muenster/Westphalia, has been attacked

seriously as a target of opportunity on March the 23rd 1944 by the 457th bomber group because the primary target, the airfield of Lippstadt, was covered with clouds.

From the NARA I've received detailed informations, especially the operational report etc.

Now I'm looking for further informations and photos. Is there anybody still living, who was involved in the attack on Drensteinfurt on 23rd March 1944 and is interested in remembering the circumstances of this attack?

Are there loading lists for that day? Does anybody know which bombers were involved in this attack? Why did "skunk hollow" not drop its bombs?

Thank you for any kind of answer.

Yours sincerely

Dr. Jochen Rath

Kreisarchivrat

Kreisarchiv Warendorf

jochen.####@kreis-warendorf.de

<http://www.kreis-warendorf.de>

<http://www.archive.nrw.de/archive/script/archiv.asp?nr=385>

"Newsletter update and more Reunion information"

Posted by Nancy Henrich on 7/26/2005, 1:29 am

FYI.....fly into the Savannah/Hilton Head International Airport...14 miles from the hotel...Hilton Savannah DeSoto. Airlines that fly in to that airport are:

Air Tran

Continental Express

Delta Connection

Northwest

US Airways

American Eagle

Delta

Independence Air

United Express

Transportation to/from the airport can be arranged with: Gray Line Savannah Airport Express by calling 1-800-845-5582. Round trip is \$25 per person or less if there are more people. Rental cars are available: Avis, Dollar, Hertz, Thrifty, Budget, Enterprise, National/Alamo. Parking is available for \$5 per day and Valet parking for \$10 per day.

Any other questions, please email Nancy. I am still waiting for my newsletter just as everyone else is. I always mail one to myself to know that they are out. Dad and I went again to the post office today to find out what is going on...never got an answer or a call back. Tomorrow morning, I go to see the PostMaster himself. Will post tomorrow on the message board as soon as I get an answer. Please do let me know if you have any questions.
Nancy

Posted by Jim Hanley on 7/26/2005, 7:45 pm, in reply to "Newsletter update and more Reunion information"

I just looked up Hilton Savannah De Soto/Savanah,

Ga and found that there are no rooms available for the period 9/18-9/23 I also tried to call the hotel # on my cell phone the number given and did not make connection with the hotel people. Is there some one to contact about getting a room or is the hotel's 236 room all booked up?

Posted by Jerry Sale on 7/27/2005, 11:51 am, in reply to "Re: Newsletter update and more Reunion information"

Are there alternate hotels nearby? Does the bomb group have some rooms reserved that are not yet taken? What are the rates?

Posted by Nancy Henrich on 7/27/2005, 5:05 pm, in reply to "Re: Newsletter update and more Reunion information"

Reunion rates apply 3 days before and 3 days after the reunion. Reservations need to be made by August 19.
Rates are: single/double: \$99
triple: \$109 quad: \$119.

Posted by Jerry Sale on 7/28/2005, 10:12 am, in reply to "Re: Newsletter update and more Reunion information"

What does this mean? Can we get this rate if we only stay the length of the reunion?

Posted by Nancy Henrich on 7/28/2005, 9:09 pm, in reply to "Re: Newsletter update and more Reunion information"

No, it just means that you can get that reunion rate during the days of the reunion as well as up to 3 days before and 3 days after. You can stay as many days as you like.

Posted by Jerry Sale on 7/29/2005, 8:23 am, in reply to "Re: Newsletter update and more Reunion information"

Thanks. I tried the on line reservations and got the same answer, that they were all booked up for the Bomb Group Reunion dates. I made my reservations yesterday, calling the 800 number provided and they still had rooms left. Tell others to not believe the on line reservations that says they are all booked up for these dates.

Posted by Nancy Henrich on 7/27/2005, 5:02 pm, in reply to "Re: Newsletter update and more Reunion information"

I just spoke to Lori Barnett, our hostess for the reunion, and she confirms that there ARE STILL ROOMS AVAILABLE. Call 1-800-####

...that is directly to the Hilton Savannah DeSoto. If they are busy, the switchboard will roll your call over to the National Hilton switchboard...in that case, ask for "In-house reservations". Be sure to state that you are registering with the 457th Bomb Group Association Reunion. It is NOT possible to register on-line for our reunion. Let me know if you are having problems. I will email Lori's phone number to you. Nancy

Posted by craig harris on 7/27/2005, 8:53 pm, in reply to "Re: Newsletter update and more Reunion information"

Jim: 8:40 PM Wed. night, July 27. I just booked a room by calling the 800 number mentioned in Nancy's first message. Was handled speedily and efficiently by national reservation service, at the proper room rate. Had received confirming e-mail by the time I could leave the phone and get back to the computer. Give it a try, should work. Good luck. Cheers! craig

"Airbase in South Cerney England during ww2"

Posted by Sandi McIntyre on 7/29/2005, 11:06 am

I'm looking for information on South Cerney Airbase in England during ww2. I had a family member based there - was killed July 11,1943 in what we believe to be a training accident. Interested in what sort of base this was. Thanks for any help or direction. Sandi USA

Posted by Sheila on 7/30/2005, 4:15 pm, in reply to "Airbase in South Cerney England during ww2"

Sandi, this base was in Gloucestershire, and was a British RAF base.

Sorry I have such little information about it. It has been used as a Flying Training School, and it's possible, that was what it also was used as during WWII. Do you know if your relative was training to fly with the RAF? If you go into Google and type in RAF WWII it should bring up many sites. You may be able to post some messages and ask for further information from one of these Royal Air Force sites. Good Luck!

Posted by Sandi McIntyre on 7/30/2005, 4:51 pm, in reply to "Re: Airbase in South Cerney England during ww2"

Hi Sheila: Thanks so much for the information. I believe my cousin was the instructor - training another pilot with the English Airforce. I believe the RCAF and RAF were almost as one during WW2 - but I'm not sure. Thanks again I much appreciate you taking the time to answer my post. Sandi USA

Posted by Penny Staley on 6/5/2013, 10:50 am, in reply to "SHEILA; SOUTH CERNEY AIRBASE"

Hello Sandi, I realise it is many years since your posting about South Cerney, but I work there and I am looking into the history of the base. I would be really interested in any information you may have on your cousin?

Hope to hear from you, kind regards, Penny Staley

"Eyewitness of mission 18 (Lippstadt, Drensteinfurt)"

Posted by Jochen Rath on 8/1/2005, 2:34 am

Ladies and gentlemen,

obviously there's nobody, who was eyewitness of mission 18 (Lippstadt, Drensteinfurt) or remembers the circumstances of this day and attack.

But there is some literature, but it isn't available in German libraries. Can anybody help my studies on mission 18 by offering copies of pages out of the books written by Bass and Blakebrough mentioning mission 18?

Blakebrough, Ken.: The Fireball Outfit.

Bass, James L. : Fait Accompli – ISBN 0-9648926-0-2, 1995 A Historical Account of the 457 th Bomb Group (H);

Bass, James L. :Fait Accompli II – ISBN 0-9648925-1-0, 1998 A Pictorial Account of the 457 th Bomb Group (H);

Bass, James L. :Fait Accompli III– ISBN 0-9648925-2-9, 2000 A Historical Anthology of the 457 th Bomb Group (H).

Thank you for any help.

Yours sincerely

Im Auftrag

Dr. Jochen Rath

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<http://www.kreis-warendorf.de>

<http://www.archive.nrw.de/archive/script/archiv.asp?nr=385>

"Jerry Sale"

Posted by Willard Reese on 8/1/2005, 11:11 pm

Jerry,

Somehow, You've changed your email address....at least I seem to have one that does not reach you.

Would you please email me with your address now.

We need to talk about the reunion.

Willard

Posted by Jerry Sale on 8/2/2005, 11:29 am, in reply to "Jerry Sale"

I sent a reply by e-mail. I made my dad and my hotel reservations on Friday and intend to make airline and car reservations shortly. My dad has requested that he and his lady friend sit at your table for the banquet and me to if there is room. If your table is full, I'll sit with anyone else. I had a great time in 1999 sitting with Gordon Townsend and Col. Rogner's son and his children.

"Lt. Curtis J. Overdahl, Navigator 748th Sqn. Crew C065"

Posted by Jim Overdahl on 6/8/2004, 8:29 pm

Message modified by board administrator 6/9/2004, 9:15 am

My dad, Curt Overdahl, was a navigator based at Glatton with the 457th from January through June, 1944. His e-mail address is #####@yahoo.com. I know he would appreciate hearing from old acquaintances. I love this site, especially the photos.

Moved also to the Guestbook for better exposure on Message Board this date - Alan Morton

Posted by mary overdahl on 8/4/2005, 11:30 pm, in reply to "Lt. Curtis J. Overdahl, Navigator 748th Sqn. Crew C065"

Dear Uncle Curtis,

Who could have thought that you and I could reconnect through the internet?

I miss you and I miss my daddy so much.

Posted by Jim Overdahl on 12/23/2014, 12:31 pm, in reply to "Lt. Curtis J. Overdahl, Navigator 748th Sqn. Crew C065"

My father, Curtis J. Overdahl, passed away on December 4, 2014 at age 97. He flew 32 combat missions with the 457th during the first half of 1944. My dad always felt he was lucky during the war--and not just because the bullets and shrapnel missed him. He felt lucky because he served with so many good men who did their duty, many of whom did not return.

"Triangle missions in 1945; England, Russia, Africa and back to England"

Posted by James L. Holloway on 8/13/2005, 11:14 pm

My friend SGT William Marsh of Paul, Idaho was shot down east of Berlin on one of these missions. Did more than one Bomb Group fly these missions?

#####@sbcglobal.net

James L. Holloway

Posted by Jerry Sale on 8/15/2005, 12:59 pm, in reply to "Triangle missions in 1945; England, Russia, Africa and back to England"

I'm not sure what you mean by Triangle missions, but there were many bomb groups that bombed Germany in WWII, some using B-17 and others using other planes. The British also bombed Germany by night.

Posted by Andy Reeves on 8/18/2005, 5:50 pm, in reply to "Re: Triangle missions in 1945; England, Russia, Africa and back to England"

These were "Round Robin" missions I believe to Russia, Italy and back. Perhaps there was one or two to Africa.

If I am not mistaken, there were several of these missions flown by several different bomb groups. I do not believe that the 457th participated in any of these. The logistics to support these were a nightmare and the Russians as always during this time frame were super superstitious. The answer to your question can be found either at the history department of the Air War College or the official USAF History.

"New option messageboard"

Posted by Willard Reese on 8/20/2005, 2:42 pm

Board Administrator

We have discovered a new option on our Message Board and have elected to try it out for a few weeks.

Any message that might be responded to further down the page or on page 2 or 3 will automatically be moved to first place at the top of page 1. This will make your response to old messages visible to everyone when they bring up the message board. It will also make some nearly current messages move down the page.

Let me know if you find this helpful.

"crew of pakawallup 6/44 to 2/45"

Posted by Jack Muth on 8/7/2005, 7:46 pm

This is my last attempt to find any of you;

Pilot - John Fox

Co-Pilot - Herbert Rockliff

Navigator - Jack Muth

Bombardier - Dick Hillman

Engineer - Alfred Rubino

Radio - Calvin Campbell

Waist - Alfred Fink

Ball - Dorsia Stutler

Tail - Guy Wharton

Its 60 years guys, time to say farewell if any of you are still alive and on the internet; remember the day we lost two engines and made an emergency landing in Belgium?

Posted by Carolyn DeLoach on 8/22/2005, 8:17 pm, in reply to "crew of pakawallup 6/44 to 2/45"

Mr. Muth, Although my father was not part of your Pakawallup crew during the summer of '44, he did pilot Pakawallup, S/N 42-31630, on a couple of missions in June/July of 1944. I've been able to track down two of his crewmen still living (Navigator Norman Franz and Gunner Raymond Batliner) and the son of his tail gunner (the late Luster B. Mills). I wish you the best of luck on your efforts to find your crew, if I come across any of them I will let you know.

Carolyn DeLoach,

daughter of Lt. Benjamin Hoyt DeLoach

"Looking for information on my Father"

Posted by Michelle Guyette Zulli on 5/12/2005, 11:48 pm

Maj Earl H. Guyette Jr.

i Believe he was part of your bomber group he flew a B17 Called El Diablo if you have any information please send to Michelle Guyette Zulli, New Brunswick

Posted by Carolyn DeLoach on 8/22/2005, 11:39 pm, in reply to "Looking for information onmy Father"

I know this is a late response to your message but I just saw an Earl H. Guyette at the following WWII website: <http://www.accident-report.com/WDPOW/wgold.html>

Posted by Sue on 10/31/2012, 7:13 pm, in reply to "Looking for information onmy Father"

Shelly - it's me your niece trying to contact you

"copies out of publications about 457th bomb group"

Posted by Jochen Rath on 8/24/2005, 9:07 am

Ladies and gentlemen,

obviously there's nobody still living, who was eyewitness of mission 18 (23rd March 1944: Lippstadt, Drensteinfurt) or remembers the circumstances of this day and attack.

The publications about the 457th bomb group are not available in german libraries.

Can anybody help my studies on mission 18 by offering copies of pages out of the books written by Bass and Blakebrough mentioning mission 18?

- Blakebrough, Ken.: The Fireball Outfit.

- Bass, James L. : Fait Accompli – ISBN 0-9648926-0-2, 1995 A Historical Account of the 457 th Bomb Group (H);

- Bass, James L. :Fait Accompli II – ISBN 0-9648925-1-0, 1998 A Pictorial Account of the 457 th Bomb Group (H);

- Bass, James L. :Fait Accompli III– ISBN 0-9648925-2-9, 2000 A Historical Anthology of the 457 th Bomb Group (H).

Please help my studies by offering copies. Please give some informations about the costs.

Yours sincerely

Im Auftrag

Dr. Jochen Rath

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48 207 Warendorf

Tel. 0 25 81/53 - 21 87

#####@kreis-warendorf.de

<http://www.kreis-warendorf.de>

<http://www.archive.nrw.de/archive/script/archiv.asp?nr=385>

Posted by Willard Reese on 8/24/2005, 2:55 pm, in reply to "copies out of publications about 457th bomb group"

Jochen,

Ken Blakeborough, who is author of the book "The Fireball Outfit", has given us permission to post his book on this website. There is a lot of time-consuming preparation work but it is a labor of love. Ken's book is something special. We expect the work to be completed and the book posted sometime in the coming week.
Willard

Posted by Willard Reese on 8/26/2005, 2:28 pm, in reply to "Re: copies out of publications about 457th bomb group"

Jochen,

The book "The Fireball Outfit" is now on the website. Check the button on the home page to access.

"457 BG 749 BS "

Posted by Art Vaughan on 8/26/2005, 8:54 pm

Lt. Charles J. Herrmann, uncle, pilot, flew briefly (abt 3 missions) in the spring 1945 after years training B-17 pilots in the U.S. Returned when units cycled back to the states. Was a character and liked to play his trumpet while in flight. New to this. Don't even know how many planes made up a BS. Anyone who can guide me on finding plane he flew or anything additional would be most appreciated.

Posted by Jerry Sale on 8/30/2005, 9:54 am, in reply to "457 BG 749 BS "

Try the Loading Lists under Mission Naratives at the bottom of each mission. Perhaps someone else can explain how to make these more readable (larger) without having to print them out. If you know the dates he flew, you can shorten your search. Since he flew towards the end of the war, I'd strat searching in the last 2 to 3 months. Good Luck.

"Exercise Tiger"

Posted by Alan Morton on 6/5/2004, 8:27 pm

For those of you who have attended a Mini Reunion of the 457th BG at Peterborough in the past, our dear Friends Of the Eighth (FOTE) treat we Veterans of 457th Bomb Group to a visit back to the old Glatton Air Base; then the next day Memorial Day, May 31st, bus the entire reunion entourage down to the Cambridge American Cemetery at Cambridge, England; and finally on to the Royal Air Force and American Air Force Museums at RAF Airfield at Duxford, England.

The other night I was watching a series of programs on the preparations that were made for the WWII D-Day Invasion set for June 5th or 6th, 1944. One program dealt with an "Exercise Tiger" for one full hour. It is the story of an actual event (classified top secret immediately at the time and for many years after) where reportedly seven hundred (700) American soldiers and sailors died horrible deaths one (1) night at sea just off the English coast practicing a Normandy troop invasion of the D-Day invasion set come just weeks away. What struck me and I'm certain anyone else that has attended these Cambridge American Cemetery Memorial Day Services is this very long wall that accounts for another event in time during WWII. That was "Exercise Tiger" wherein hundreds upon hundreds of American soldiers and sailors that died that one single night, are interned at Cambridge American Cemetery just behind our backs. The actual account follows:

DEPARTMENT OF THE NAVY -- NAVAL HISTORICAL CENTER

805 KIDDER BREESE SE -- WASHINGTON NAVY YARD

WASHINGTON DC 20374-5060

Exercise Tiger

By Operational Archives, Naval Historical Center

Related resources:

Oral History: Recollections by LT Eugence E. Eckstam, MC, USNR (Ret.), medical officer on USS LST 507

MacDonald, Charles B. "Slapton Sands: The 'Cover Up' That Never Was," Army 38, no. 6 (Jun. 1988): 64-67.

"U.S. Toll in France is 70,009; 116,148 Total Allied Casualties." Stars and Stripes [European edition] 4, no. 237 (7 Aug. 1944): 1-2. (Includes a brief description of incident at Slapton Sands). [Original newspaper in collection

of Stars and Stripes held by the Textual Reference Branch, National Archives and Records Administration, 8601 Adelphi Road, College Park, MD 20740.]

In preparing for the Normandy Invasion, the United States Army conducted various training exercises at Slapton Sands in Start Bay and in the nearby Tor Bay, beginning on December 15, 1943. Slapton was an unspoiled beach of coarse gravel, fronting a shallow lagoon that was backed by bluffs that resembled Omaha Beach. After the people in the nearby village were evacuated, it was an almost perfect place to simulate the Normandy landings. The training was long and thorough. The culmination of the joint training program was a pair of full scale rehearsals in late April and early May.

TIGER was the code name of the training exercise for the Utah Beach assault forces under Admiral Don P. Moon. It was held from April 22-30, 1944. The troops and equipment embarked on the same ships and for the most part from the same ports from which they would later leave for France. Six of the days in the exercise were taken up by the marshaling of the troops and the embarkation of the landing craft. During the night of April 26-27, 1944, the main force proceeded through Lyme Bay with mine craft sweeping ahead of them as if crossing the channel. Since German E-boats, which were high-speed torpedo boats capable of operating at speeds of 34-36 knots, sometimes patrolled the channel at night, the British Commander in Chief, Plymouth, who was responsible for protecting the rehearsal, threw patrols across the mouth of Lyme Bay. These patrols consisted of two destroyers, three motor torpedo boats and two motor gunboats. Another motor torpedo patrol was sent to watch Cherbourg, the main ports where the German E-boats were based. Following the "bombardment" on Slapton Sands, the exercise "landings" were begun during the morning of April 27, and the unloading continued during the day and the next when a follow up convoy was expected.

This Convoy T-4 consisted of two sections from two different ports. The Plymouth section, LST Group 32, was composed of USS LST-515, USS LST-496, USS LST-511, USS LST-531, and USS LST-58, which was towing two pontoon causeways. The Brixham section consisted of USS LST-499, USS LST-289, and USS LST-507. The convoy joined with HMS Azalea as escort and proceeded at six knots in one column with the LSTs in the same order as listed above. When the convoy was maneuvering in Lyme Bay in the early hours of April 28, they were attacked by nine German E-boats out of Cherbourg that had evaded the Allied patrols. No warning of the presence of enemy boats had been received until LST-507 was torpedoed at 0204. The ship burst into flames, and survivors abandoned ship. Several minutes later LST-531 was torpedoed and sank in six minutes. LST-289, which opened fire at E-boats, was also torpedoed but was able to reach port. The other LSTs plus two British destroyers fired at the E-boats, which used smoke and high speed to escape. This brief action resulted in 198 Navy dead and missing and 441 Army dead and missing according to the naval action reports. Later Army reports gave 551 as the total number of dead and missing soldiers. The final training exercise FABIUS took place between May 3-8, without any enemy attacks.

To keep the Germans from possibly learning about the impending Normandy Invasion, casualty information on Exercise TIGER was not released until after the invasion. On August 5, 1944, Supreme Headquarters, Allied Expeditionary Force released statistics on the casualties associated with the Normandy Invasion, which included information about the German E-Boat attack on April 28. This information was also published in the August 7 issue of The Stars and Stripes, the daily newspaper of the U. S. Armed Forces in the European Theater. The Textual Reference Branch, National Archives and Records Administration, 8601 Adelphi Road, College Park, MD 20740-6001, holds the originals of both these sources. Over the years, details on the training exercises and the resulting losses have appeared in such published sources as Samuel Eliot Morison's *The Invasion of France and Germany, 1944-1945* (1957), volume XI of his 15-volume *History of United States Naval Operations in World War II*, and Roland Rupenthal's *Logistical Support of the Armies* (1953) and Gordon Harrison's *Cross-Channel Attack*, which are both part of the multi-volume series *United States Army in World War II*.

Posted by Ray Pobgee on 6/6/2004, 2:23 am, in reply to "Exercise Tiger"

Two smaller but relevant books that cover these events are :-

The Invasion Before Normandy by Edwin P. Hoyt

ISBN 0-7090-3266-8

The Forgotten Dead by Ken Small

ISBN 0-7475-0309-5

Ken Small discovered a Sherman Tank on the Seabed off Slapton Sands, it was brought ashore and now forms the basis of the main memorial to those who were lost. He has carried the banner on behalf of these men for a number of years and is the leading historian on these events.

Posted by Alan Morton on 6/6/2004, 4:36 am, in reply to "Exercise Tiger"

By the way, that impressive wall I referred to at the Cambridge American Cemetery is called the "Wall of the Missing."

Posted by Kathleen Bronk Ridgeway on 9/4/2005, 9:36 am, in reply to "Exercise Tiger"

My Dad Alfred Bronk was on the LST499 during Operation Tiger. I have just recently visited with him and he, although reluctant, did speak of the events. He was more open to discussing the fate of the LST499 on Utah Beach on DDay. I was able to video some of his memories of both events.

Thanks for your website. I am going to print out and give to him. I am sure he will be interested in it.

"glatton or area"

Posted by BOB CROSS on 9/4/2005, 6:15 am

my wife is the niece of merle vanderhayden of california and she was wondering where her uncles war service in the uk happened, this would help in her efforts to draw a family background it may help if i say he met a girl from chatteris who he went on to marry and they went on to live in southern calif after the war

Posted by Sheila Holtzen on 9/4/2005, 4:44 pm, in reply to "glatton or area"

Does your wife know which bomb group her Uncle was with. That would pinpoint which base he served on. If you know the bomb group, I, or many others, could tell you where he was stationed. As you are probably aware, there were many bases in that local area.

"Conrad Reiman"

Posted by Malcolm Reiman on 9/9/2005, 4:11 pm

My Dad was a radio operator in the 457 BG, 749 BS. Does anyone remeber him? Respectfully, Mal Reiman

Posted by David Wojtyna on 7/28/2014, 2:35 pm, in reply to "Conrad Reiman"

Mal, I believe my girlfriend is in possession of your father's "short snorter." I really hope this reaches you... Feel free to contact me by phone @ #####

"Newsletter and Reunion"

Posted by Nancy Henrich on 7/30/2005, 11:55 am

If you have not received your newsletter or know of someone who hasn't, please let me know so I can get another one in the mail. I received word from Willard Reese that he got his newsletter, but 2 other members in the same state have not. I honestly don't know what is going on with bulk mail and this newsletter.

You CAN NOT make your reservations for the reunion hotel on the internet. You will get a message that the hotel is all booked for those dates. NOT TRUE...but you must call the hotel by August 19.

Posted by Sheila on 7/30/2005, 4:04 pm, in reply to "Newsletter and Reunion"

Nancy, I received my newsletter in Alaska, yesterday, Friday 29th.

Posted by Nancy Henrich on 7/31/2005, 1:38 am, in reply to "Re: Newsletter and Reunion"

Great! Thanks! Nancy

Posted by Robert on 9/7/2005, 8:33 pm, in reply to "Re: Newsletter and Reunion"

Hi Nancy,

I have been trying to get a hold of you regarding information on the reunion. My father is interested but did not receive his newsletter. Robert C. Templin ... ssgt.

Can you drop me an email at #####@aol.com Thanks

RT

Posted by Pat Connelly on 9/8/2005, 7:38 pm, in reply to "Re: Newsletter and Reunion"

I recieved my news letter in Germany 3 weeks ago via the APO, Thanks Nancy, Looking forward to seeing you all in the States next week, I just hope "Ophilia" does not want to vist Savannah at the same time. Hope to see you all and good weather soon. Pat Connelly

Posted by Alex Bennett on 7/31/2005, 8:50 pm, in reply to "Newsletter and Reunion"

Nancy, Have not yet heard anything re; the Savannah reunion. I talked with you earlier and you said I should get the infro anytime before the first of August. No such thing has happened.

Posted by Nancy Henrich on 8/1/2005, 11:39 am, in reply to "Re: Newsletter and Reunion"

Alex...the newsletters were mailed over 2 weeks ago, almost 3 weeks in fact. I show your address as 5 Pinewood Avenue Springfield, VT 05156. I will mail you another newsletter this morning. You should have it shortly. Nancy

Posted by Andy Reeves on 8/1/2005, 5:29 pm, in reply to "Newsletter and Reunion"

Newslatter arrived at Spring Hill FL 7/30/05. Good job. Hope I can make it as I have sold our home and are moving into a "PARENTS SUITE" at my daughtrter and son in laws new home.Thanks-- Andy

Posted by Nancy Henrich on 8/1/2005, 10:40 pm, in reply to "Re: Newsletter and Reunion"

Thanks for letting me know. Hope you can come to the reunion...Lori Barnett has done a great job in planning this one.

Posted by Jerry Sale on 8/2/2005, 8:47 am, in reply to "Newsletter and Reunion"

Dad got his in Illinois last Friday.

Posted by Nancy Henrich on 8/2/2005, 2:59 pm, in reply to "Re: Newsletter and Reunion"

Great! Thanks for letting me know. Nancy

Posted by George & Jane Pobgee on 8/7/2005, 2:21 pm, in reply to "Re: Newsletter and Reunion"

Hi Nancy,

Just thought we'd let you know we received our newsletter in England on Saturday 6th August. Thank you. We are looking forward to meeting up with you all again in Savannah.

George & Jane

Posted by Diane Noon on 9/12/2005, 11:58 am, in reply to "Newsletter and Reunion"

Nancy,

We never received the news letter. My dad Milton Jaraslow wont be able to attend the reunion but we would still like a copy of the newsletter. You have the correct address for us.

Thanks,

Diane

Posted by Nancy Henrich on 9/12/2005, 10:03 pm, in reply to "Re: Newsletter and Reunion"

It will be mailed tomorrow Diane. Nancy

"Lt. Edward R. Stevens"

Posted by Linda Stevens on 9/14/2005, 12:38 pm

Hi,

My Dad, EDWARD R. STEVENS, served with the 457th, 750 Squadron. I know of 2 planes he flew: The Good Pickins and the Fish n Chips. I was wondering if anyone might have a picture of either of these planes in flight.

Posted by Willard Reese on 9/14/2005, 1:47 pm, in reply to "Lt. Edward R. Stevens"

Linda,

To see some pictures of your dad and the planes he flew, just enter the following words, one at a time, in the "Search Box" on the home page: Stevens, Good Pickins, Fish AND Chips. You will also find the nose art of Good Pickins in the NOSE ART button on the home page.

Hope this helps,
Willard

Posted by Linda Stevens on 9/14/2005, 5:32 pm, in reply to "Re: Lt. Edward R. Stevens"

Thanks Mr. Reese. I was hoping that someone might had some other pictures. I know its been a long time and that there are likely no other pictures, but I thought I'd give it a try.

"Champe Dobler"

Posted by Bob Paulsen on 9/14/2005, 5:29 pm

Champe Dobler has moved. He's recieved no correspondence from his Bomb Group for some time, and he's concerned that you don't have his correct address. Could someone please verify his address on your database?

Champe's address is:

Champe Dobler

Alameda, CA

Thank you,

Bob Paulsen

Posted by Bob Paulsen on 9/14/2005, 5:36 pm, in reply to "Champe Dobler"

Correction on Champe's address:

Champe Dobler

Alameda, CA

Posted by Nancy Henrich on 9/15/2005, 12:14 pm, in reply to "Re: Champe Dobler"

Please let Champe know that I will put together a copy of the last 3 newsletters and mail them tomorrow, Friday. I did have his address wrong...I had 801 Harbor Dr. instead of 108. I will correct that in the database right now. Champe is a Life Member of the Association and I want him to know that we value his membership in the Association and his contribution during WWII. Sincerely, Nancy Henrich, Secretary and Newsletter Editor, 457th Bomb Group Association

"Belanger-Hertenstein 44-8368 April 10, 1945"

Posted by Denise on 9/22/2005, 3:40 am

Hello,

My Mother and I were recently contacted by Paul Hertenstein who is looking for Adrian Belanger. They were on the plane 44-8368 from London to Germany together. Paul was a navigator and Adrian was a radio operator on this B 17. Paul contacted my Mother and I because he had been told that we are doing genealogy on the surname Belanger and he was hoping that we knew Adrian. Adrian is not part of our line but we told Paul that we would try to find any info on Adrian that we could. So I did a search on Google and lo and behold I found this site. I am hoping that someone has some information about Adrian that I can pass onto Paul. Any and all help would be appreciated. Thank you for your time.

Posted by Joe Toth on 10/3/2005, 11:32 pm, in reply to "Belanger-Hertenstein 44-8368 April 10, 1945"

Denise - In my search for information regarding Adrian Belanger, I found that on Arpil 10, 1945, he was shot down as you have stated. The aircraft number 44-8368 crashed in Bernau, Germany. This aircraft was assigned to the 749th Squadron. Melvin M. Fox was the pilot, Lt. Col. Rod Francis was the Air Commander. The Bombadier was Capt. Charles E. Musgrove, the Navigator was Beverly C. Robinson, No. 2 Navigator was Paul L. Hertenstein, Flight Engineer was a Lt. Gerald Zalikofsky, 1st Radio Operator was Lloyd J. Blood, 2nd Radio Operator was Adrian A. Belanger, Left Waist Gunner - Sgt. Alvin P. Prukop, Tail Gunner was Capt. Monroe J. Hotaling. Adrian Belanger flew a total of 29 combat missions, this one mission as a Radio Operator, the rest were as a Flight Engineer in 16 different aircraft.

Posted by Denise on 10/5/2005, 4:35 am, in reply to "Re: Belanger-Hertenstein 44-8368 April 10, 1945"

Hello Joe,

Thank you for responding to my post. I think Mr. Hertenstein is wondering if Mr. Belanger is still alive and if so where he lives. But I will pass this information on to him just the same. Once again thank you.

Denise

"Death of ' Jack' V. Van Ingen"

Posted by John Van Ingen on 10/12/2005, 1:39 am

Hello to all,

This is to inform you that John "Jack" V. Van Ingen died on Sunday, October 9, 2005. He is survived by his wife Jean and I will be able to convey messages for her and answer any questions anyone may have. One of his fondest memories was the reunion at Gettysburg that they arranged. The funeral will be Saturday, October 15th, at 2pm, in Hamilton, NY. Jack will be buried at Saratoga NY National Cemetery at a later date. I know he misses you all. If anyone would care to make donations in his name, the 2 organizations are yours and the Alzheimers Association.

Blessings and thanks,

John Van Ingen

My email is #####@adelphia.net

snail mail John Van Ingen

Norwich, NY 607-####

"military slang"

Posted by James Neff on 10/19/2005, 7:20 pm

I ran into an interesting book on military slang today. Thinking it was just a simple word and definition list, I was surprised to find many, many unpublished photographs from the war, as well as Korea and other conflicts. It is worth a look. Some terms are funny. Some insulting. But most we've all used at some point.

"License Plate Frames"

Posted by Jerry Sale on 10/17/2005, 9:22 am

Someone at the Savannah Bomb Group Reunion was taking money for license plate frames with the understanding that they would be made if enough people signed up or the money sent back otherwise. Does anyone know the status?

Posted by R.T.Benos on 10/17/2005, 9:49 am, in reply to "Licesne Plate Frames"

I would be interested in purchasing the 457th license plate frames if you need additional purchasers. What's the status?

Posted by Nancy Henrich on 10/17/2005, 12:47 pm, in reply to "Re: Licesne Plate Frames"

License plate frames have been ordered...but I don't have a date on when to expect them. I ordered them last week, so I expect I will have them within the month. I will post a message when they are in and I have mailed them out to those who ordered. I will have a few extras available and will post that as well. I will set one aside for you Mr. Benos. Nancy Henrich

Posted by Jerry Sale on 10/20/2005, 1:00 pm, in reply to "Re: Licesne Plate Frames"

Thanks Nancy. I'll tell my dad.

"A.J. Smetana: Big Gass Bird"

Posted by Dawn Parker on 9/20/2005, 1:27 pm

My grandfather, AJ Smetana, was the tail-gunner in a B-17 nicknamed the Big Gass Bird from 1944 to 1945, based out of England. I'm looking for more information, possibly pictures, of he and his crew. If anyone could assist me in this search, I would be incredibly grateful.

Posted by Dawn Parker on 9/22/2005, 12:21 pm, in reply to "A.J. Smetana: Big Gass Bird"

Adolph Joseph (A.J.) Smetana was a tail-gunner in a B-17 in the years 1944 to 1945. He was approximately 22 to 23 years old. "Big Gass Bird" was the nickname of his particular plane. I'm not sure if the info I have is correct, but what I've found states that he may have been in Squadron 748 and that his number may have been 43-38394.

Assistance would be helpful.

Posted by Willard Reese on 10/1/2005, 6:45 pm, in reply to "Re: A.J. Smetana: Big Gass Bird"

We have that aircraft listed on the website as "BIG GAS BIRD". (note one less S). If you put this name in the "Search Box" on the home page you will find a couple references to this aircraft. At one time this aircraft was also name "Wreckless".

Posted by Willard Reese on 10/1/2005, 6:50 pm, in reply to "Re: A.J. Smetana: Big Gass Bird"

I did not mention that the number 43-38394 is the serial number of the aircraft. If you enter that in the "Search" box on the home page you will find several more photos of the plane.

Posted by Mal Reiman on 10/22/2005, 1:56 pm, in reply to "A.J. Smetana: Big Gass Bird"

My Father, Conrad Reiman, was the radio operator of the Big Gas Bird #43-38394. I have listed the crew members names on the message board under searching for crew Big Gas Bird dated 10/14/05. I also have a shorter message looking for anyone who knew my Dad. He had listed the tailgunner as Sgt Willard "Red" Saltink. If anyone is in contact with any of them please put them in touch with me at #####@aol.com

Posted by Ken on 3/20/2016, 1:24 pm, in reply to "Re: A.J. Smetana: Big Gass Bird"

I just started digging a little into my Dads service record and found this post. I realize this started some time ago but would love to hear anything anyone can tell me about Red Saltink (Willard Saltink)

Posted by Tim Smetana on 3/11/2015, 1:19 am, in reply to "A.J. Smetana: Big Gass Bird"

My uncle was Adolph J. Smetana. He was a tail gunner with the 351st, 511th Clint Ball squadron out of Polebrook England. He grew up in Medford, Oklahoma. Some of his missions are in the book "castles in the Air"

"Artist seeking help from BG members"

Posted by Jim Derk on 10/23/2005, 2:04 pm

I received this message and thought some members could help

Sir,

I am an illustrator based in the UK that is currently researching 457th BG B-17s. I am wishing to expand the numbers of 457th BG B-17s that appear on my web sites and would like your help if possible.

I want to produce illustrations of up to 20 457th BG B-17 from all four of the constituent squadrons. I would be grateful for any suggestions you may have for representative or famous B-17s from your group that would be suitable for me to cover in artwork form.

So far I have three 457th planes on my site, these being:

40. B-17G-50-VE 44-8152 MISS IDA of the 748th BS/457th BG, Glatton, October 1944

41. B-17G-80-DL 43-37733 Ace of Hearts of the 749th BS/457th BG, Glatton, 1944/5

42. B-17G-105-BO 43-39211 Maguire's Chop House of the 750th BS/457th BG, Glatton, 1944/5

I will send a further E-mail with JPEGs attached of these illustrations so that you can see the kind of work I produce.

At this stage I would be extremely grateful if you could let me know the colours applied to the prop bosses of each of the 457th BG B-17s.

If you can help in these matters (and I eventually have more 457th illustrations available) you would be welcome to use them on your site

if you feel that would be appropriate. As an example, the 100th BG website currently has a number of my illustrations in use and will shortly be adding many more.

The URL for my sites are as follows;

<https://www.aviationillustration.com/shop/>

My 457th illustration are NO.s 40-42 on the ETO 1st AD B17s page

<http://www.markstyling.com>

The 100th BG site of course is as follows;

<http://www.100thbg.com/>

Yours,

Mark Styling

<http://www.markstyling.com>

Posted by craig harris on 10/24/2005, 2:52 pm, in reply to "Artist seeking help from BG members"

748th Sq., - blue

749th Sq., - red

750th Sq., - white

751st Sq., - yellow

Unfortunately, the late Roger Freeman got the 748th and 749th reversed, and that error has been propagated elsewhere.

Cheers!

"What Constituted a Mission?"

Posted by Jerry Sale on 9/1/2005, 9:46 am

Since getting missions in to complete a tour was important to everyone, what constituted a mission counting towards a complete tour? Take off? Bomb Drop? Other?

Posted by Murray Swerdlove on 10/31/2005, 8:32 am, in reply to "What Constituted a Mission?"

Our crew was credited with a mission when we were forced to abort after losing an engine approaching St. Lo in France. Upon return we were asked if we saw Flak, which we did and although only one minor crack was made in the nose, we were given credit for that mission.

"Sgt. Edward J. McGurren"

Posted by Edward McGurren on 10/31/2005, 4:54 pm

Does anyone remember Sgt. Edward J. McGurren who was on Feb 23, 1945 in the lead crew with Major William F. Smith & Capt Don Seesenguth? A photo of the crew is posted on this website. Naturally, he also was on other crews in 1944 - 1945. I have the same name (unusual spelling) and would like to hear any information on him, his family or any contact info. ANY info, even if you just remember him, would be appreciated. Thanks, Edward McGurren

"My dad"

Posted by steve on 11/12/2005, 9:05 am

Looking for bomb squad my dad was part of -- what i gathered so far. It is probable not here but here is info of the Military Record and REport of Separation Certificate of Service paper-
dad arrived at North Africa on May 22, 1944 Coming back Dec 15, 1944

His serial number is: 0 78 373

The battles and campaigns listed are:

Air Offensive of Europe

Rome Arno, Germany

Normandy

North France

South France

North Appenines

His Military Occupation and number was:
Navigator 1034 His Decorations and Citations are:
EAME Ribbon
Air Medal with 2 Oak Leaf Clusters---One Over-Seas Service BAR
Auth 7 Bronze Battle Stars and later a Lapel Button Issue ASR (12 May 45) 84 pts

On another of the papers another number seen after his name on the Orders for Active Duty form: 16056713-
this was dated March 10, 1943 This was when dad was still a PVT and telling him he had to go into the service.

On the Separation Qualification Record it says:

His flight from Natouza Italy were he flew his bombing missions from was:

June 11, 1944 to November 13, 1944

Another paper lists as office symbols at the top, midway it states

Special Orders Headquarters 3 FEB 44

No 28 Army Airforce Navigation School

San Marcos Army Air Field

San Marcos, Texas

Extract

a paragraph with alot of symbols used

then underneath that paragraph is:

ATCHD UNASGD TO 1152nd NAV THG SQ:

AFTD 2ND LT AC- AUS

MILLER, NEIL J 16056713 0708373 Wisconsin Rapids, Wisc

By order of Colonel Hutchison:

P. C. Musgrave

Major, AC

Adjutant

Official: /s/ P. C. Musgrave

P. C. Musgrave

Major, AC

Adjutant

A TRUE EXTRACT COPY:

signed by

ELMER J. DRUHA

1st Lt., AC

Posted by John Pearson on 11/14/2005, 8:33 pm, in reply to "My dad"

Steve: The 457th Bomb Group was based in England.

Also, the 16056713 most likely was his enlisted man serial number while the O-708373 was his serial number as an officer (the first digit is a capital letter standing for officer rather than a zero).

John Pearson

"Black Puff Polly"

Posted by Joel on 11/12/2005, 11:12 am

I had a wonderful talk with a gentleman yesterday who was a crewmember of Black Puff Polly that was shot down over Germany in 1944. It was an interesting conversation and I thank him for that. He was reading a book at the time of our conversation titled "Black Puff Polly". I have searched the internet looking for a copy but can't find one under \$55.00. Does anyone know where I might be able to get a copy?

Thank you to all of our veterans.

Posted by Murray Swerdlove on 11/15/2005, 6:22 am, in reply to "Black Puff Polly"

You can buy Black Puff Polly from the Borders Books web site @ \$15.95.

Posted by A. Nonny Moose on 11/15/2005, 4:18 pm, in reply to "Black Puff Polly"

Sorry to puncture your balloon. Have been searching since your first message. The \$15.95 was the original list price, and that, indeed, appears on www.bordersbooks.com. However, actual, real listings show a minimum price of \$55, which puts you back where you started. Sorry.

“What does "TT" stand for?”

Posted by Edward McGurren on 11/20/2005, 12:31 pm

Can someone help me with the Operational Loading List of the bomb crews of the mission? Under "Duty Crew" what does "TT" stand for? What does the column "Mil Ass" stand for and under this column what does "AEG" stand for? Great site... thanks for your help... it is appreciated.

"My Senior Thesis Project"

Posted by John Floyd on 11/20/2005, 12:44 pm

Dear member of the 457th Bomb Group [H]:

My name is John Floyd. I am a senior at McDaniel College. I am a history major and I am writing a senior thesis on how close government records came to recording the truth during World War II. I have chosen the 457th Bomb Group [H] and more specifically the 748th Squadron as a starting point for these interviews because my grandfather, Wilmot Miller, served as a bombardier/navigator with the outfit. From my primary research he flew from the 13th of August 1944 to the 28th of October 1944. If you have any personal stories that you do not mind sharing I would much appreciate those. To say again, my thesis is to see how close does government records come to the personal recollections of those who served. My email is #####@mcdaniel.edu. I have two mailing addresses, my on campus mail is:

John M. Floyd

Bethesda, Md.

my home phone number is: 301-####. Just leave a message and I will get back to you as soon as possible.

Thank you very much for reading this and I hope to hear from you in the future.

Posted by katherine on 11/24/2005, 1:54 am, in reply to "My Senior Thesis Project"

Hi John,

I am a student at Lewis and Clark College and I am doing an editing project for my historical materials class using my grandfather's POW diary. The diary is mostly about POW life, but the first entry is an extensive account of being assigned the mission, being shot down, and picked up by the Germans. My grandfather, William J. Morrow was in the 750th squadron and was shot down while on Mission 133, 7 October 1944. Feel free to email me if this document sounds like it might be useful or if you have questions.

#####@lclark.edu

“Happy Thanksgiving Day”

Posted by George & Jane Pobjee on 11/24/2005, 3:48 pm

Just wanted to wish a very happy Thanksgiving Day to all our friends in America, and to say we look forward to seeing as many of you as possible in England next May.

Love

Jane & George

“Thank you”

Posted by Edward McGurren on 11/25/2005, 2:21 pm

On Thanksgiving, no matter what faith we follow, we all give THANKS to all of you who fought in World War II and especially all in the 457th. You are a special group of lads who did the job so we can enjoy this great country of ours every day of the year. All of our family thank you and salute you for a job well done.

"Hiddin Heros"

Posted by Patrick J. Connelly on 11/8/2005, 1:01 pm

Hi Veterans look to find any "Hiddin Heros" out there this current Air Force program to honor those who have gone before us (Current Active Duty) If there any 457th BG Members who have recieved The Bronze or Silver

Star during there time in Service can you please responed to this posting or Email me with your Citation or the person who recived it or just brief recap of how the award was erened I sure like add a FirerBaller to offical AF History and Honor and Remember the Sacrifes you made for our Freedom Thanks Hope to hear from you Soon!

TSgt Patrick J. Connelly

Posted by craig harris on 11/8/2005, 5:02 pm, in reply to "Hidden Heros "

Pat, James Bass compiled a list of our Silver Star winners some time ago, I think it was when he was putting together Fair Accompli III. I don't know about Bronze Stars.

James L. Bass, Carthage, TN tel 615-#### fax 615-####, e-mail: ####@bellsouth.net.

Cheers! craig

Posted by Pat Connelly on 11/9/2005, 1:10 pm, in reply to "Re: Hidden Heros "

Thank You Sir I will check the Books and E-mail Mr.Bass if I have any further Question Thanks again and look forward to see all of you again in England next May take care, Pat Connelly

Posted by Pat Connelly on 12/4/2005, 6:15 am, in reply to "Re: Hidden Heros "

Just wanted you all to know we chose Sgt Foltz Silver Star Recipient his broadcast was 28 Nov 05 (I'll try to get a copy) I want Thank all Of You who helped me Mr. Harris, Mr. Bass Mr. Reese and Mr. Burke. Thanks For help and we did get a 457th member honored and remembered. Thanks

“Effect of that attack on the warriors in Europe”

Posted by Jack Scarborough on 12/7/2005, 10:12 am

On this Pearl Harbor Harbor Day, I am curious as to the effect of that attack on the warriors in Europe at that time. I noticed that the 451st did not fly a mission on December 7, 1944. My Dad flew the mission on December 6, 1944 to the infamous Merseburg. He was also on the disastrous mission of November 2, 1944 where his "Mission Maid" and Willard Reese's Fort were the only planes left in the low box to make it back to Glatton.

I had hoped to meet Willard Reese at the convention this year but I had a heart attack September 17. I was fortunate and should recover completely with no permanent damage and I look forward to meeting some of the guys I read corresponding on this message board.

Good luck to all and "Never Forget!"

Jack Scarborough

Shallotte, North Carolina

“Merry Christmas”

Posted by craig harris on 12/24/2005, 8:22 pm

To all Fireballers, their families and friends and other friends of the 457th. May the Peace of Christmas be upon you and your households, and may 2006 be, for you, healthy and happy.

Cheers, and Blue Skies! craig harris

"crew of "

Posted by Jack Muth on 11/12/2005, 10:39 am

Last call to any of you still here who crewed this aircraft July '44 - Feb '45. Pilot, John Fox, co-pilot, Herbert Roclith, bombardier Dick Hinmann, navigator, Jack Muth, enlisted crew -Al Rjaind, Calvin Campbell, Wilfred Fink, Dorsia Stutler and Wharton Tain. Remember the day we lost two engines and made an emergency landing in Zaventum, Belgium?

Posted by Chuck Johnson on 12/30/2005, 5:28 am, in reply to "crew of "

My uncle Larry Brennan was a member of the original Pakawalup crew. They flew it from Wendover to Glatton. Lt Post was the pilot. Evidently when they got to the UK the Post crew left Pakawalup behind in the 457th and were transferred to the 401st.

There they flew Pakawalup II and III.

Any information you have regading Pakawalup and its original crew please forward to my email address.

Appreciate it.

"eyewitness reports of missions"

Posted by Carolyn DeLoach on 12/31/2005, 10:06 pm

I found Willard Reese's unofficial website and thoroughly enjoyed his mission memories. I noticed that he linked to some official debriefing eyewitness accounts (Merseberg). I would like to know how would one go about getting access to such accounts. I can do my own research and live close to DC. Someone please tell me where those records are located.

Posted by craig harris on 1/2/2006, 11:04 am, in reply to "eyewitness reports of missions"

There is a collection of 457th BG records in the National Archives in College Park, MD, but it is not complete, and may or may not contain that which you seek. For a listing of archives in thw Washington DC area, go to www.mightyeighth.org, click on Links. Then click on Air Force Historical Research Agency, Maxwell Field. In the column at left, under Useful Links, find and click on National Archives and Records Administration. The NARA home page has more than one way for you to find installations in the DC area. You can use (at left) Locations/Visit Us, or at bottom of page, National Archives Locations/Washington DC area. Good Hunting. craig

Posted by carolyn deloach on 1/2/2006, 11:25 am, in reply to "Re: eyewitness reports of missions"

Thank you so much. I intend to follow through on this.

"Any information on "Mission Maid" or Frank Rowe (bombadier)"

Posted by Tim Hayden on 1/20/2006, 6:27 pm

Looking for any information on this aircraft and its crew. Frank Rowe was my Grandfather's friend and I spent some time interviewing him in December (last year) about his service and his experiences. From this website, it appears the aircraft Mission Maid # 42-38021 survived 75 missions and ended up back in the states. Can anyone tell me more. I am trying to put together as much info as I can for family. Thanks.

Posted by Bill Gordeuk on 3/31/2014, 12:12 am, in reply to "Any information on "Mission Maid" or Frank Rowe (bombadier)"

I have done some recent research on Rowe and his crew though I have no personal connection. It is a sort of history of WW2 as experienced by one man. Much, however, is inferred from general sources. I can send you the info I have for your personal use if I can somehow get your e-mail address. I see your post is 8 years old but I'll give this a shot, anyway.

Posted by Susan Murphy Rohrer on 7/30/2014, 1:39 am, in reply to "Re: Any information on "Mission Maid" or Frank Rowe (bombadier)"

My dad George Murphy was the turret gunner on the Mission Maid and I know he served on many, many missions. I am pretty certain Mr. Rowe came to our home when I was little. I met some of the other crew members through the years-George Brice for one. I have some flight logs from the Mission Maid. My dad's crew departed from Gander New Foundland for England pretty early in the US involvement in the war. My dad's crew with Lt Poor trained all over the west and I have a picture of him in parachute gear at a camp in Moses Lake Washington. I am happy to talk with you about what I know and have from this crew.

Posted by Susan Murphy Rohrer on 7/31/2014, 12:18 am, in reply to "Re: Any information on "Mission Maid" or Frank Rowe (bombadier)"

Hi Bill, Would you want to share what you have on the crew? Frank Rowe was a friend of my dad George Murphy and I remember his visit to our home in Ann Arbor very well.

Susan

Posted by Bill Gordeuk on 11/4/2014, 11:39 pm, in reply to "Re: Any information on "Mission Maid" or Frank Rowe (bombadier)"

Hello, I created a transcript of Frank Rowe's WW2 career based on info found on the 457th website and others. I was inspired to do this by items I purchased at a sale held at his home in Edison, NJ. in 2013. I can e-mail a copy to you for your personal use. It has info on every mission flown by Crew 408.

Posted by Bill Gordeuk on 3/31/2014, 12:12 am, in reply to "Any information on "Mission Maid" or Frank Rowe (bombadier)"

I have done some recent research on Rowe and his crew though I have no personal connection. It is a sort of history of WW2 as experienced by one man. Much, however, is inferred from general sources. I can send you the info I have for your personal use if I can somehow get your e-mail address. I see your post is 8 years old but I'll give this a shot, anyway.

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"Ed. Coomes Passing"

Posted by Andy Reeves on 10/27/2004, 4:18 pm

For information of all who knew him, Lt. Col. Ed Coomes, USAF Retired passed away on 26 September 2004 at his home in Corvallis OR. Ed was a lead crew pilot with the 750th Sq during a full tour and was highly decorated for several of his missions.

Posted by Diana Reynolds on 10/28/2004, 10:20 pm, in reply to "Ed. Coomes Passing"

Thank you so much for your kind correspondance.

Bill Siler spoke at Ed's memorial service. It was a touch of history which is slowly slipping away.

Posted by Michael Burgess on 1/27/2006, 4:17 pm, in reply to "Ed. Coomes Passing"

My father knew Col. Coomes. He was our neighbor At Larson AFB many years ago. Major Oliver G. Burgess Jr. and I visited the farm years ago. I am very sorry for his passing.

Mike Burgess

"A-2 Jacket on Ebay; Captain J.D. Ofiesh"

Posted by Jim Derk on 1/20/2006, 9:43 pm

I am going to preserve the photos of this jacket on our site.

Jim

Posted by Jim Derk on 1/20/2006, 9:58 pm, in reply to "A-2 Jacket on Ebay; Captain J.D. Ofiesh"

Link is off to the right of the first post or

http://cgi.ebay.com/WWII-AAF-A-2-JACKET-W-749TH-BS-457TH-BG-PATCHES_W0QQitemZ6597469981QQcategoryZ4729QQssPageNameZWDVWQQrdZ1QQcmdZViewItem

Posted by Patrick J. Connelly on 1/28/2006, 12:47 pm, in reply to "A-2 Jacket on Ebay; Captain J.D. Ofiesh"
That jacket sold for over \$1000

"751st Aircraft Names"

Posted by Diane Noon on 12/22/2005, 6:10 am

Hello & Happy Holidays to all!!

I just clicked on the link from the home page for the 751st sq. It stated the aircraft names & listed my father's as "Queen Bee".

He had named it "Queen Bea" for my mother, Beatrice. Can someone correct that for me?

Thanks,

Diane daughter of Lt M Jaraslow
pilot of Queen Bea

Posted by Willard Reese on 12/24/2005, 7:04 pm, in reply to "751st Aircraft Names"

Diane,

You are absolutely correct. Forgive us for this error . It has been corrected.

Willard

Posted by Rich Salik on 2/1/2006, 6:45 pm, in reply to "Re: 751st Aircraft Names"

My cousin was a radio operator on "American Eagle" of the 751st Squadron, 457th Bomber Group(H). Other crew members were 2nd Lt Selling, 2nd Lt French, 2nd Lt Marcum, 2nd Lt. Peterson, and Sergeants Shadman, Conley, Gallucci, and Ryder. His name was Erwin C. Krueger from Chicago. His B-17 went down over Germany on 12 Sep 1944. Does anyone know if a group photo exists for this crew?

"Distinguished Service Cross."

Posted by ANDY REEVES on 1/23/2006, 1:29 pm

In as much as the DSC is just one step lower than the Congressional Medal of Honor, it seems incredible that there is no mention made in 457th Group History of this award to this individual. I seem to recall that there were only a very few Silver Stars awarded to group members for their heroic actions in combat. I am not discrediting the claim of the individual concerned. However, he may have well received the award for a specific heroic action while assigned another USAAF Unit.

Posted by Andy Reeves on 2/2/2006, 2:01 pm, in reply to "Messages 1/14--1/20,06 Re: Distinguished Service Cross."

My comments of 1/23/06 were specifically directed to the Linda Stevens series of messages re her relatives being awarded the DSC. Don't know how this ended up being a separate non referenced message--probably due to the fact that I am 82.

Posted by Linda on 2/3/2006, 12:29 pm, in reply to "Messages 1/14--1/20,06 Re: Distinguished Service Cross."

Over 220 DSC were awarded to the 8th Air Force. It would seem incredible to me no one from the 457th was awarded the DSC. There is no record of the medals awarded to the 457th in the history. The unit was awarded the Presidential Unit Citation. Definition: "The Presidential Unit Citation is awarded to units of the Armed Forces of the United States and allies for extraordinary heroism in action on or after 7 December 1941 against an armed enemy. The unit must display such gallantry, determination, and esprit de corps in accomplishing its mission under extremely difficult and hazardous conditions so as to set it apart and above other units participating in the same campaign. The degree of heroism required is the same as that which would warrant award of the DISTINGUISHED SERVICE CROSS to an individual." Surely, someone among the members of the 457th was awarded the individual award.

"Information on Lt. CHARLES W. JOHNS"

Posted by Linda Stevens on 2/5/2006, 11:27 am

Looking for any information on Lt. CHARLES W. JOHNS, #081549. CHARLES JOHNS was the copilot of EDWARD R. STEVENS. CHARLES was injured in the landing of the Fish n Chips 7/1944.

"Information on Lt. CLARK/CLAUD SULLIVAN"

Posted by Linda Stevens on 2/5/2006, 11:31 am

Looking for any information on Lt. CLARK/CLAUD SULLIVAN was the bombardier of EDWARD R. STEVENS.

"B. 17 42-97579"

Posted by jean paul Favrais on 1/30/2006, 8:57 am

Hello

I search some information on the B.17 42-97579
shot down the 14 June 1944 (mission Le BOURGET)
Thank you for your help jean paul

Posted by craig harris on 1/30/2006, 3:13 pm, in reply to "B. 17 42-97579"

Dear jean paul: As we say in this country, "You have hit the jackpot", meaning you came up a big winner. The "official" word on 42-97579, "Local Mission", 457BG, 750 Sq. call letter "U".

Assigned to USAAF inventory 28 Dec.'43.

Assigned Overseas 28 Jan. '44.

Gained by 457BG 23 Feb. '44.

Failed to return 14 Jun.44, shot down by AA fire, crashed at Combles, France. (Mission was to airfields in the Paris area, Melun and Le Bourget.)

Pilot: Lt. Roy V. Allen - 9 EVD, 1 KIA.

Crew: CP Lt. Verne H. Lewis

N Lt. Lawrence Anderson

B Lt. Joseph C. Brusse

AE S/Sgt. Ray E. Plum

RO Sgt. William C. Goldsborough

AG Sgt. Lwonnard S. Renson

AG S/Sgt. Earnest L. Smith

AG Sgt. Gordon Long

E&E (Escape & Evasion) reports 1195, 1195, 1234, 1453, 1454.

MACR (Missing Air Crew Report) 5804

Where you are in luck is that Thomas Childers, a Brit who wrote "Wings of Morning", also wrote a book about Roy Allen's "Odyssey Through Occupied France and the Camps of Nazi Germany". Title is "In The Shadows of War, Odyssey through . . . etc". I don't remember where I bought my copy, probably Amazon.com.

Henry Holt & Company, LLC, 115 West 18th Street, New York, NY 10011. ISBN 0-8050-5752-8.

Key words: 1.World War; 1939-1945 -- Underground movements -- France -- Biography. 2. Florin, Colette. 3. Mulsant, Pierre. 4. Roy Allen. 5. World War 1939-1945--Prisoners and prisons, German. 6. Prisoners of war -- Germany -- Biography.

In the USA, in 2005 the cable television channel, The History Channel, aired a program called "Shot From the Sky", the story of Roy Allen's ordeal. One should be able to purchase the tape from www.historychannel.com
Best wishes, craig harris

Posted by WM.C.GOLDSBOROUGH on 2/5/2006, 2:23 pm, in reply to "B. 17 42-97579"

The book "In The Shadows of War" can be purchased from any Barnes & Noblebook store.

I'm the Ball Turret Gunner that was on Lt. Allens crew and was shoot down on June 14, 1944 in Plane #42-97579 LOCAL MISSION. Craig Harris's responce has a couple of errors, which I will try to correct! (1) Lt. Lawrence Anderson was the (B)and Lt. Joseph C. Btusse was rhe (N)(2)Wm.C.Goldsborough was the (Ball Turret Gunner)and Armorer not the Radio Operator (2)Leonard E. Henson was the Left Waist Gunner (note spelling of Henson)(3)Ernest L. Smith was the Radio Operator (4) John M. Miller was the (Tail Gunner)

Posted by craig harris on 2/5/2006, 9:45 pm, in reply to "Re: B. 17 42-97579"

Thanks, Bill for clearing up my errors. Always glad to get the record straight, especially where researchers are involved.

Cheers! craig

"License Plates"

Posted by Nancy Henrich on 2/5/2006, 10:19 pm

Good news...finally!!! The company I order frames from has finally responded and I expect to have the order shortly. Will post a message as soon as I have them and will mail out right away to those who've ordered.
Nancy

"Walter Sale, Illinois WWII Memorial"

Posted by Jerry Sale on 8/24/2005, 1:27 pm

The following was recently posted on the Illinois WWII Memorial site.
<http://www.springfield-il.com/ww2Memorial/article.php?articleID=128>

Posted by Diane Noon on 12/22/2005, 6:24 am, in reply to "Walter Sale, Illinois WWII Memorial"

Jerry,

Thats an awesome article!

Good for you! I wish my dad would let me submit something like that here. Our local papers are always looking for vet stories especially since we have a large VA hosp in our town.

Diane

Posted by Jerry Sale on 12/29/2005, 11:42 am, in reply to "Re: Walter Sale, Illinois WWII Memorial"

My dad did not exactly give me permission but he had no objections.

Posted by Marianne Way on 2/6/2006, 4:39 pm, in reply to "Walter Sale, Illinois WWII Memorial"

I am searching the Sale Name. I have a Walter H Sale in my genealogy. What information do you have Walter H Sale? He was in the crew of Major James Maguire that flew on Dec. 18 1944. Marianne Way

Posted by Jerry Sale on 2/8/2006, 10:19 am, in reply to "Re: Walter Sale, Illinois WWII Memorial"

I have taken this offline and sent you a personal e-mail.

"Mission 166 loading list"

Posted by Michael Burgess on 2/7/2006, 5:27 pm

The mission 166 loading list comes up blank. Is there a problem with the set up? I am trying to do research on my father Lt. Oliver G. Burgess Jr. and can not open this loading list.

Mike Burgess

Posted by Willard Reese on 2/7/2006, 7:17 pm, in reply to "Mission 166 loading list"

Mike,

You are privledged to have a peak at our new loading list setup. you can view mission 166 at this URL.

Good viewing.

Willard

Posted by Michael Burgess on 2/7/2006, 9:32 pm, in reply to "Re: Mission 166 loading list"

Mr. Reese,

The mission 166 loading list never shows up on my computer screen. Is this a PDF file? If it is, they take a very long time to process to the screen.

Can you tell me if Lt. Oliver G. Burgess Jr. was on that list and which plane he flew? Also can you tell me if he flew with the 749th Sqd before mission 105?

Thank you,

Mike Burgess

Posted by Willard Reese on 2/7/2006, 9:45 pm, in reply to "Re: Mission 166 loading list"

Mike,

Your dad flew mission 166. He flew for the 749th squadron and in aircraft 113. Don't know why this did not open for you. Check the link URL again. Did you copy and paste or did you just click on the link?

Here is the crew he flew with:

Oliver G. Burgess, Jr
Robert H. Reed
John E. Elwood
Albert P. Banks
Aldo Molestatore
George B. Crockett
Robert J. Burke
Herbert E. Dollar
Kenneth L. Christenson
Hope this helps.
Willard

Posted by Michael Burgess on 2/8/2006, 5:49 pm, in reply to "Re: Mission 166 loading list"

Willard,

Thank you very much for the information on the Mission 166 loading list. To date I have found my fathers name on 39 mission load lists and he was not listed on the November 9, 1944 mission in which he had an engine fire on take off. He landed hard and the landing gear collapsed. I have been told by relatives that my father was shot down, but, he and his crew made it back to fly again during the war. I have not been able to confirm this. I am very curious as to how he made it back with his crew.

Thank you again,

Mike Burgess

"The 457th Bomb Group web site on CDROM "

Posted by Alan Morton on 10/10/2003, 8:19 pm

I have recently received inquiry Emails from families and friends of former WWII members of the 457th Bomb Group asking if the 457th Bomb Group Association web site offered for sale as a CDROM for \$25 each, is compatible to play on the IBM compatible PC's and the Macintosh PC computers. The Home Page of the 457th BG web site vacillates pro and con on this issue.

Recently, another offer suggested that a CDROM (version 2) was available for play on both PC compatibles and MAC operating systems. This advertisement has since been removed and the current advertisement states that the CDROM disk now for sale is only applicable to the IBM compatible PC computers. Which way is it? Secondly, some purchasers of the CDROM disk are upset that the sections entitled Guestbook and Message Board have been omitted in their entirety. Feelings are that this printed dialog is essential for future generations, a hundred years from now, to understand the concerns of the Veteran's children, grandchildren and great grandchildren of today had about their family warriors played during WWII, the make up of the 457th BG in 1943-45.

Comments suggest that the basic web site is a two dimensional account of what happened sixty (60) years ago, it's static. A third dimension is added to the web site by including the sections Guestbook and Message Board to the CDROM. This added third dimension dialog is the a heart and soul of these WWII Veteran's offsprings asking questions sixty (60) years later, that's a dynamic addition for the history books.

Posted by Diane Reese on 10/10/2003, 10:48 pm, in reply to "The 457th Bomb Group web site on CDROM "

Thanks for the information, Alan. It is interesting that these enquiries have not come to either the webmaster or me - I hope people will write to us directly if they have problems. Our email addresses are at the end of this post, in case anyone isn't sure where to find them.

To address your points:

(1) The ad you saw mentioning "Version 2" was a "coming soon" ad which was posted for two days, but was removed because of some difficulty securing the additional content we'd planned to add to V2. We did not want to confuse anyone.

(2) There was one purchaser who was unable to get the cdrom to work on his Mac computers. (Before we made any duplicates, we had modified the original PC cdrom so it was accessible by Macs.) Since we could not recreate the error messages reported by that single purchaser, we elected to remove from the website the

wording that featured Mac computers. We thought it would be prudent to do so, until we were able to work up a set of simple instructions to include with each cdrom for Mac users. We have these now and plan to include them with the next set to be distributed. (As a test, my older son just this moment opened the cdrom on an ancient Mac in our library upstairs, verifying that it does work using the instructions we will provide.)

(3) I agree that there are some very interesting discussions on both the Message Board and the Guestbook, but there are both technical difficulties with reproducing these (the Message Board in particular cannot be duplicated for inclusion on a cdrom given the technology employed: messages are stored on a remote server, not one over which we have any control or ownership), and there may also be legal issues (we do not have blanket authority to reproduce people's comments in other media, and especially not in an item like a cdrom that is sold to others: there may be copyright issues).

How "upset" are the purchasers who have contacted you, by the way? Given that the webmaster's email is all over the site and the cdrom, I would have expected he would have heard from any upset people before now. He has heard nothing.

In future, if you (or anyone else!) receive such communications privately from purchasers or interested parties, please forward them directly to the webmaster (#####@bestnetpc.com) and the "cdrom programming supervisor" :-) (#####@mail.com) rather than posting them here on the board. We'll see the emails promptly and will do our best to respond to any specific concerns directly.

Diane Reese

(PS: You may want to note that this is a labor of love provided by volunteers: the only payment we take is the cost of our materials. We very much appreciate the kind words of thanks and support provided to us by those who have enjoyed the fruits of this effort, and we'll keep doing our best to provide a useful document for those who desire a copy.)

Posted by wayne shearsmith on 2/9/2006, 2:50 pm, in reply to "The 457th Bomb Group web site on CDROM " have an A-2jacket that belonged to SgtEdward Niec 750th sq He served on a B-17named STINKY Does anyone have info on Niec and Stinky?

Posted by Jim on 2/10/2006, 8:58 pm, in reply to "Re: The 457th Bomb Group web site on CDROM " I would make a new thread about this.

Posted by georgia mp on 2/13/2006, 12:40 pm, in reply to "Re: The 457th Bomb Group web site on CDROM " sir! I think you should donate or sell your jacket, to the men of this site. I took a look at your web site, military antq of london. The fact you would ask anyone for information about ed neic. To help line your pockets is an outrage. please use a little class. Did these men not do enough for you? The price of \$2,500 is a small price to donate for your freedom.

"Falk Dodger Ebay"

Posted by Marcy Adams on 2/13/2006, 11:21 pm

Falk Dodger by Roland Byers is on E-Bay for \$29.99 plus \$3.00 shipping. Great Book !!

"Lt Robert F Ortiz Pilot"

Posted by Robert C Ortiz on 2/18/2006, 2:43 am

Just found your web sight, my father passed away a few months ago he would have been so happy to know the 457th is still around. I looked at all the pictures but did'nt see him, i hope someone out there remembers Robert F Ortiz from San Marino Ca.

Thankyou Robert C Ortiz

"Mission 182 3 Feb 1945"

Posted by Leendert Holleman on 2/15/2006, 7:18 am

The loading list of Mission 182 (3 Feb 1945) mentions two A/C "594": Lt. Greason and Lt. Stanley.

The one of Lt. Greason should read "A/C 954", for it was ship "42-102954" that made a crash landing at Langemark near Ypres, Belgium that day. There is photographic evidence of this particular B-17 after its belly landing.

A little monument was erected to commemorate the event and Lt. Haumann was present during the ceremony.

In the A/C database therefore the entry of "43-38594" (Lady B Good) of having landed at Langemark seems not to be totally accurate.

Also in the A/C database, the entry of "42-102954" perhaps needs some reediting?

Any comment is welcome.

Posted by Willard Reese on 2/15/2006, 10:14 am, in reply to "Mission 182 3 Feb 1945"

Leendert,

In response to your question of the mission 182, Feb 3rd, 1945.

I have checked our records carefully and find the following:

The loading lists very clearly show that Lt Greason flew with the 749th Squadron on Feb 3rd, 1945 in aircraft serial number 43-38594 and that he landed in Belgium on that date. The aircraft named "Lady B Good" was returned to Glatton and survived the war and returned to the USA. You can see numerous photos of this aircraft taken at Glatton after the Feb 3rd landing in Belgium.

You may be confusing this incident with the following:

Three days before Lt Greason landed in Belgium, Lt Hottle of the 748 Squadron crash landed near Ypres, Belgium. He flew aircraft 42-102954 on mission #180 on Jan 29th. The loading lists also confirm this aircraft. This aircraft was salvaged and never flew again.

In view of these records we do not see that any changes are in order. If you have further information that might confirm your position, please let us know so that we may set the records straight.

Thank you,

Willard

Posted by Leendert Holleman on 2/16/2006, 2:32 am, in reply to "Re: Mission 182 3 Feb 1945"

Mission 182 narrative of 3 Feb 45 says the plane piloted by Lt Greason crash landed near Ypres.

Lt Haumann was a crew member of this B-17 and I presume he knew the difference between having crash landed or having left town again after an emergency landing.

Since the B-17 that belly landed and stayed at Langemark near Ypres was 42-102954 and not 43-38594, my conclusion still is that 3 Feb 1945 is the correct date.

Perhaps it is possible that the crew loading list erroneously said A/C # 594 instead of A/C # 954?

Moreover, A/C # 594 is also mentioned on 3 Feb 45 with pilot Lt Delmar Stanley (749th Sqn).

Two B-17s with tail numbers "594"?

Leendert

Posted by A. Willard Reese on 2/17/2006, 8:02 pm, in reply to "Re: Mission 182 3 Feb 1945"

Leendert

Today I received an email from a Ms Peggy Racine. She states in her email that her father Lt Emile Racine (still living) flew as copilot for George Hottle on Jan 29th, 1945 and that they crashed landed in Belgium that date. They flew in aircraft 42-102954 (mission 180). They all returned to Glatton uninjured. I think that we must rely on the paper trail and the confirmation of Emile Racine to set this record straight.

If you desire, and with Ms Racine's permission, I will send you a copy of her email.

Posted by Leendert Holleman on 2/18/2006, 4:39 am, in reply to "Re: Mission 182 3 Feb 1945"

Looking forward to the e-mail. It seems it can clarify a mix-up in dates, for local historians in Ypres too.

Perhaps then Lt Haumann was mistaken in the plane he flew that crash landed? Anyways, there are pictures of 42-102954 on its belly at Langemark, so that's one thing we're sure of.

Thanks for looking into this matter.

Leendert

Posted by koenraad dumoulin on 10/1/2012, 4:07 pm, in reply to "Re: Mission 182 3 Feb 1945"

- I was present at the inauguration of the B-17G serial nr 42-102954 memorial plaque at Langemark.

- I did some research at that time and was also not sure if this was the plane of Lt Pilot Craig P. GREASON & Lt Navigator Rudolph(y) HAUMANN (457BG - 749BS - A/C #594) seeing the different dates and crews in your database.

- There are pictures of this B-17 with tail nr undoubtedly visible 2102954 triangle U and Q. This stands for serial nr 42-102954. I went through the files of your website, it stills need to be clarified if this plane was not flewn by Lt George HOTTLE Jr (457BG - 748BS - A/C #954)
- It is IMPOSSIBLE that the B-17 crashlanded in Langemark (Ieperstraat) could be repaired and could even fly again during the war.
- Therefore at this moment I think this B-17 had the Lt George HOTTLE Jr crew coming from the SIEGEN mission dated 29 Jan 1945
- Did you receive any clarifying documents concerning the crew of that crashlanding?
- Please relay to #####@hotmail.com

"Gray Eagle ? B-17G My father could be wrong on the name"

Posted by David P. Harlan on 8/29/2004, 9:44 pm

Please Tell me if you have any information on this plane or its crew members. James W. Brown*, Charles L T Carroll, Clifton G. Bragdon, Rector L. Soder, John R. Boudreau, And Paul T. Harlan Crew # 337 B-17G Please My father is 89 years old now (Tailgunner) and I would appreciate some information for him and myself. Thank you. David P. Harlan

Posted by Joe Toth on 9/5/2004, 11:37 am, in reply to "Gray Eagle ? B-17G My father could be wrong on the name"

David- Upon researching for information about your Dad, I found the following information. First, it wasn't Gray Eagle that he flew on. It was Screaming Eagle and he flew 21 missions on that aircraft and the rest of them in different aircraft for a total of 35 missions. I have the serial numbers of all the planes along with loading lists of those missions that he flew. If you are interested in further information, please contact me at #####@juno.com.

Posted by Dave on 9/25/2004, 9:35 pm, in reply to "Re: Gray Eagle ? B-17G My father could be wrong on the name"

I am very much intrested, I have E-mailed Mr Toth several times but cannot get a response, does anyone have any information on Mr. Toth and his response? #####@wideopenwest.com

Posted by Joe Toth on 9/26/2004, 12:22 am, in reply to "Re: Gray Eagle ? B-17G My father could be wrong on the name"

Dave, I don't understand why I have not received your e-mail. Would you please try again. My e-mail address is #####@juno.com. Telephone me at (719) ##### if you can't get me by e-mail.

Posted by Dave on 1/23/2005, 8:32 pm, in reply to "Re: Gray Eagle ? B-17G My father could be wrong on the name"

Does anyone have any pictures of the Screaming Eagle? The picture available of the nose art is kind of fuzzy that is available at the time of this posting Thanks!

Posted by Dave on 6/1/2005, 10:27 pm, in reply to "Re: Gray Eagle ? B-17G My father could be wrong on the name"

Finally found my Dad's plane. Proof positive. I have all the missions lists and crew members with help from Mr. Toth. Thanks again. Does anyone have any pictures of the screaming eagle besides what is available on this web-site?

Posted by David Harlan on 2/21/2006, 8:50 pm, in reply to "Re: Gray Eagle ? B-17G My father could be wrong on the name"

Correction, Screaming Eagle! Does any one have pictures of the screaming eagle and its crew members? I am especially intrested in crew pictures because my DAD was the tail gunner. Thank you! David P. Harlan, Paul T. Harlan - (father and Tailgunner)

"Loading Lists (Screening Force)"

Posted by Jerry Sale on 2/20/2006, 9:39 am

On the loading list for plane S/N 649, pilot Dale Jeffers, on November 29, 1944, there is a notation above this entry "Screening Force". Does anyone have any idea what this means?

Posted by Leendert Holleman on 2/22/2006, 1:24 pm, in reply to "Loading Lists (Screening Force)"

Jerry,

As I understand a "screening force" was sent out to both protect own communications (VHF and also fighter-to-bomber) as well as to jam enemy radio traffic while the bomber force was underway.

Leendert

Posted by Jerry Sale on 2/23/2006, 8:45 am, in reply to "Re: Loading Lists (Screening Force)"

Thank you for your reply. I was unaware that communications could be jammed during WWII. Do you or anyone else know how this was done?

Posted by Leendert on 2/23/2006, 1:53 pm, in reply to "Re: Loading Lists (Screening Force)"

Sorry, no expert at all about the technicalities, but the B-17 had some devices on board to jam enemy radar. If you google "spot jammer b-17" or the like you'll find some links to sites on the subject.

A nice one is "The Story of Magic Carpet".

Leendert

Posted by Jerry Sale on 2/24/2006, 11:05 am, in reply to "Re: Loading Lists (Screening Force)"

Thanks for the tip. I found the attached link to be informative.

http://www.398th.org/Research/398th_FAQ.html

"Looking for information on my uncle"

Posted by Jeff Robertson on 2/25/2006, 11:46 pm

I am looking for any information anyone may have on my uncle. His name and rank was 1st Lt. Lawrence Robertson. He served in the group as a pilot or co-pilot. He served with the group for the duration of the war. I would appreciate any information concerning him, planes he flew, any crewmembers that served with him. He passed away in 1978 after a long battle with cancer and no members of his immediate family were interested in his service.

My father is 70 and suffering from the early stages on Altsheimer's disease and has expressed his desire to find his service records.

Thank you in advance to anyone who can help me fulfill the wish of my father.

Best regards to all and thank you to all of you who served in the group.

Posted by Jerry Sale on 3/1/2006, 1:08 pm, in reply to "Looking for information on my uncle"

I did some random look ups in the loading lists and could not find your uncle, although I did find 3 other Robertsons (Beverly, Harmon, William). I also did not find it using the search feature. Suggest looking at the loading lists to see if you can find it. From there you can look at least look up the missions he was on and get a description of them.

Posted by Willare Reese on 3/1/2006, 7:57 pm, in reply to "Re: Looking for information on my uncle"

Jerry,

I did check out master list that lists all the crews that are in the Loading Lists. Lawrence Robertson is listed with the following crew:

Lawrence R. Robertson

Joseph P. Sullivan

Ernest T. Evans

Robert J. Finck

William F. Gunton

Dorvon P. Cassidy

Michael D. Flynn

Loren D. Poulsen

Robert W. South

I know it is extremely difficult to search out a crew at this time but when we have completed the loading list we will have a search machine that will search only the loading list and will pull out every occurrence of the name in the loading list with the Month and Date and Target. That should be about a month away.

Posted by Kathi on 3/31/2015, 12:24 pm, in reply to "Looking for information on my uncle"

Is your father's name Donald?

Posted by Jeff Robertson on 3/31/2015, 6:26 pm, in reply to "Re: Looking for information on my uncle"

yes my father's name was Donald.

Posted by Kathi on 3/31/2015, 7:04 pm, in reply to "Re: Looking for information on my uncle"

Then I am your 2nd Cousin. Your uncle Larry was my grandfather.

"Left Waist Gunner (Page 44) Crew Photo's Plane 42-31517 "Augsburg Mission" Feb 25, 1944 (Shot Down)"

Posted by CH(CPT) Kevin B. Compston on 10/18/2005, 10:41 pm

Dear 457th,

The "Left Waist Gunner's" name should be added to the list on your Crew Photo section on Page 44. SGT Marion D. Ross, is the middle Airman. Third from the left with the big smile. His remains were never found. He was the left waist gunner on Lt. James C. Chinn B17 Crew. The planes number was (42-31517). The plane was shot down on Feb 25, 1944. The mission was Augsburg. Marion was from Jackson, Ohio. He was my 2nd cousin, who I never knew, except through the stories passed down from my family. I am an Army Reserve Chaplain with over 27 years military time. I was mobilized last year as I am at the present; when I met Lt. Frank McNichols son over the internet, thanks to your website. I researched last year and was able to hook up with one of the surviving relatives, as stated earlier, Lt. Frank McNichol's son, a retired (Police Officer) from Miami, Florida. He provided a wealth of information and a biography of one of the survivors. SGT Marion D. Ross' name is on the tablets of the missing at Luxembourg Cemetery.

Could you up-date the (Photo Roster) on Page 44 with SGT Marion D. Ross, name added as the Left Waist Gunner. Thanks for all of your service. It's ironic, I am mobilized again this year, in Honduras at Soto Cano Air Base. The Command is a Joint Task Force Command made up of U.S. Army and Air Force Units. I am the Base Chaplain for those unit(s). My Air Force friends joke about there assignment down here.

They say they feel as if they are in the old Army Air Corps or Army Air Forces again. Mainly due to the Air Force units doing P.T. with us and following Army Regulations and Procedures here at Soto-Cano Air Base. It's a great joint-group, to provide (Chaplain Support Ministry to).

Thanks for your dedicated service and sacrifices you made for our Country.

God Bless

In His Faithful Service+

CH(CPT) Kevin B. Compston

USAR, CH

JTF-B Command Chaplain

Soto-Cano AB

Posted by Patrick J. Connelly on 3/2/2006, 2:44 pm, in reply to "Left Waist Gunner (Page 44) Crew Photo's Plane 42-31517 "Augsburg Mission" Feb 25, 1944 (Shot Down)"

Yes Sir I have to agree JTF Bravo is as close to the USAAF as any moderan AF Troop will ever see at least it was for me. (I serviced in JTF B 1989-1990) I guess now there are a few more

"opportunities" to serve in the NEW "Army/AirForce" but such is military life in a world at war. TSgt Patrick J. Connelly USAF son of (T)Sgt Aaron B. Connelly 457th BG WWII

"Sgt. Kenneth Hixson/ plane Slow But Sure or Ramblin' Gambler"

Posted by brian hixson on 2/9/2006, 3:52 pm

My grandpa was a bombardier on "Slow but Sure". Does anyone have any info/pictures of him or the plane

Posted by craig harris on 2/9/2006, 8:33 pm, in reply to "Sgt. Kenneth Hixson/ plane Slow But Sure or Ramblin' Gambler"

Brian: Go back to home page. In search box, type Slow But Sure, with no quotation marks. Hit Search. You will get 16 hits, one or more of which may be of use to you. Ramblin' Gambler won't yield much because, while we know there was a plane with such a name, we have no serial number identification. Good luck. craig harris

Posted by Joe Shea on 3/3/2006, 10:18 am, in reply to "Re: Sgt. Kenneth Hixson/ plane Slow But Sure or Ramblin' Gambler"

Hi: I'm looking at a photo on this site I downloaded. It has a picture of my father, Lt. Jerry Sobjek, who was a pilot of the Ramblin Gamblers, and Sgt Hixson is in the photo kneeling. It's captioned "completion of 25 missions" I've been trying to come up with plane serial #s, no luck. So contact me, and I'll give you all I've got. Not too much.

Posted by Andrew Friesen on 2/19/2006, 11:51 pm, in reply to "Sgt. Kenneth Hixson/ plane Slow But Sure or Ramblin' Gambler"

My dad was also a bombardier on "Slow But Sure" I know that the planes were used by many different sets of crews after one set did their tour of duty. I have a few pictures of the plane as I a few years ago posted a message on this site and got hooked up with the Navigator and the Radio operator on my Dad's crew. Drew Friesen

"Wishing To Contact Former POW's Of Stalag Luft III"

Posted by Robert E. Johnson on 3/8/2006, 10:37 pm

I am interested in contacting former POW's of Stalag Luft III. Attempting to learn more of the recognition process during captivity, and liberation/repatriation.

Also process the military required for physical examinations to confirm wounds received performing last mission, and during captivity.

I located several copies letters signed by Colonel Spivey (Retired Major General). One describes the problems with the recognition process.

Contact me at #####@aol.com or 623-####.

Robert E. Johnson

Posted by Tom Twohill on 9/16/2006, 2:20 pm, in reply to "Wishing To Contact Former POW's Of Stalag Luft III"

Robert:

I am assisting the brother of Warren L. VanEschen who was a co-pilot with the 94th Bomb Group, shot down on 4 March 44. lost his leg and ultimately incarcerated at Stalag Luft III. We believe he may have been repatriated as he sailed home in Feb '45 on the Gripsholm which was shortly after the evacuation of Luft III (Jan '45). I am looking for any records re: his incarceration and repatriation. I am currently attempting to locate the manuscript papers of Charles G. Goodrich re: South Compound.

Any assistance you are able to render would be deeply appreciated. If I can be of any help to you please do not hesitate to let me know.

Thank you,

Tom Twohill

"Require Assistance To Obtain The Recognition Due"

Posted by Robert E. Johnson on 12/23/2004, 12:37 pm

Please note I was advised to change the title of my subject, and provide a copy of my initial letter...

Dear Sir,

I happen to watch "Shot from the sky" on the History Channel last night.

I would like to share with you a letter sent to a B-24 forum, and other veterans...

I met an 83-year-old gentleman last year after I noticed his name in a local newspaper article regarding veterans. I am retired from the military, and was interested when the veteran shared his military past.

He described when as a pilot of a B-24 bomber, he was forced to crash-land his aircraft June 1944, and taken prisoner by the Nazis. He was forced to march from one prison camp to another during the early part of 1945. He contacted frostbite of all four extremities.

I asked if he was awarded the Purple Heart, and his reply was, "no." I was familiar with the Army Regulations, 600-45 dated 1943, 1944, and Public Law 104-106, dated February 10, 1996 that was the initial recognition for former POW's who were wounded while in captivity, or while being taken captive.

I assisted the gentleman with the paperwork to process for the award of the medal. The package was backed by an opinion from a former JAG officer Colonel, U.S. Army retired. He was kind enough to provide a 5-page letter confirming my interpretation of the two ARs, and the Public Law. The decision is pending.

Since the experience, the deeper the research into this subject, the more American WWII veterans I find that experienced frostbite are being deprived what was earned. One can place the blame on many sources. They may include preference, knowledge, support, and state of mind, among others.

I resent the lack of attention for these veterans. How or who can change the trend that has been going on for a good part of 8 years? It took the U.S. Government 51 years to finally recognize the POW's that were wounded.

I believe the system should be applied more efficiently, and enforced by someone powerful enough.

I took note when that specialist stood up recently in Iraq, and brought attention to the Secretary of Defense Rumsfeld the lack of armor in vehicles. It sure accomplished a lot.

Do you happen to have a member in your organization that may have the power, or perhaps know of an individual that does, to correct the lack of recognition these veterans have experienced over 59 years?

There is no doubt there were numerous members of the 457th taken prisoner, and experienced harsh treatment, including frostbite. I do not understand why I am locating so many veterans that were not recognized for their sacrifice.

I would appreciate your assistance.

Regards,

Robert E. Johnson

623-####

Posted by Robert E. Johnson on 3/8/2006, 10:53 pm, in reply to "Require Assistance To Obtain The Recognition Due"

Recognition obtained! Individual was awarded the Purple Heart June 2005.

Robert

"81 Fighter Squadron- To Mr. Bass"

Posted by Patrick J. Connelly on 3/12/2006, 8:15 am

To Mr. Bass I just wanted you to know the modern 81 Fighter Squadron is a live and well and still near the Rhine River and still fling Thunderbolts too, that is, A-10 Thunderbolt II's the current 81st FS is here at Spangdahlem AB Germany and they are very active with the B-17 Museum in Perle LUX. They do a lot of the Fly Overs for the Memorial services in LUX and Belgium to Honor the Airmen of WWII

"Saying hello to old friends....."

Posted by Staff Sgt. Vernon Whatley on 3/13/2006, 8:13 pm

Dear 751 Bomb Squadron: Enjoyed the September 05 reunion in Savannah, Ga. Also write back at #####@aol.com . this email listed above may not be exactly right.

Thanks for writing back and look forward to the next reunion in Panama City!!!

God Bless America,

Vernon and Mary Whatley

Grand Bay, AL...

Post Script: Written for Vernon by John E. Turnipseed/Friend. Please write back at:

#####@aol.com

"Glatton Sta 130"

Posted by Trevor Butcher on 3/13/2006, 12:05 pm

I have a map of the Glatton airfield and have recently moved to Conington, which is very close by.

The map shows a range of Sites. Around Conington village, for example are sites 3, 5 11 and 12.

I wonder if anyone who was based there during the 2nd World War could tell me the purpose of these sites. Where they accomodation, messrooms,etc.
Any information would help me understand my new surroundings and help me picture what the area was like over 50 years ago.
Thanks you in anticipation
Trevor

Posted by Willard Reese on 3/13/2006, 12:59 pm, in reply to "Glatton Sta 130"

Trevor,
Here are a couple aerial photographs that might help you locate some areas. Without seeing your map it would be hard to explain what those numbers were pointing to.
<http://www.457thbombgroup.org/Miscellaneous/bbm040.jpg>
<http://www.457thbombgroup.org/INCOMING/HERBERT/AFStation130Glatton.jpg>
<http://www.457thbombgroup.org/Miscellaneous/bbm086.jpg>
Willard

Posted by George Pobgee on 3/13/2006, 4:53 pm, in reply to "Glatton Sta 130"

Trevor
I am one of the English Historians for the 457th Bomb Group and responsible for the care of the Memorials etc at Connington, I live locally, and I am sure that with the documentation I have, and with help of the other local Historians we will be able to help you with your enquiries. Please feel free to contact me.

Posted by craig harris on 3/13/2006, 11:52 pm, in reply to "Glatton Sta 130"

Hey guys, the sites Trevor refers to are those so labeled on the Glatton Station 130 Site Map shown on page 293 of Roger Freeman's Mighty Eighth War Manual. I think Site 3 was the Enlisted Mess and Site 12 the living area for the high brass, but as practically all of my time at Glatton was spent in the right cockpit seat of a B-17, I really had no way to know. I have not the foggiest idea on Sites 5 and 11, but suspect both were lodging areas for ground personnel. Maybe someone who was there longer can help us. If needs be, I can scan the site map and send it as a .jpg image. We ought to get together and help this young man. Maybe by the May reunion we can sort it out. Cheers! craig

"PX orders"

Posted by Nancy Henrich on 2/24/2006, 1:23 pm

If you have ordered a hat from the PX and did not receive it, please call or email Joe...
719-#### or #####@comcast.net

The company that makes the license plate holders said they are ready to ship my order...hopefully, sometime in this millenium, we will be getting them to you.

Posted by Jerry Sale on 3/15/2006, 2:07 pm, in reply to "PX orders"

Any recent news about the licesne plate holders?

"Newsletters and License Plate Frames"

Posted by Nancy Henrich on 3/22/2006, 11:35 am

Update: Still waiting for shipment on license plate frames. Will post here as soon as they are received and will get them mailed out immediately.

Newsletters were taken to the bulk mail station on Monday, March 13. From there they go to Denver and I know that they still are not out yet because my brother in Denver has not gotten his. If anyone has a fresh pair of horses, perhaps you could loan them to the post office. I'm only 100 miles from Denver, so as soon as I get mine, I will post here and you all can be looking for yours. Nancy

"Newsletters"

Posted by Nancy Henrich on 3/24/2006, 5:16 pm

I received my newsletter today...so the rest of you should be seeing yours any day now. Whew!

Posted by Allen Rodakowski on 3/24/2006, 7:13 pm

Thanks to your wonderful web sight I have found out about a few of my dad's missions on the B-17. According to your sight he flew on aircraft 426 as well as 021. I cannot find 426 tail number on anything in the 751st and would dearly like to get a photo of one. Can anyone help? My dad was Julian J. Rodakowski- I lost him 4 years ago in February. He was a tail gunner.

Thanks Allen Rodakowski-his son

"751st squadron"

Posted by Willard Reese on 3/24/2006, 8:18 pm, in reply to "751st squadron"

Allen,

My apologies. The 426 number assigned as the Aircraft number is actually the "Crew" number. The aircraft number is 456. "Mighty Little John, 751st Squadron. This aircraft was lost on Sept 9th on a mission to Gaggenau in a mid air collision.

Sorry about this mistake. There are so many typos to deal with and errors are the result.

Hope this helps.

Willard

"Stinky"

Posted by Dave on 3/23/2006, 1:28 am

Sgt Edmund Niec's A-2 with 'Stinky' nose art on ebay, finishes today

Posted by Willard Reese on 3/24/2006, 8:39 pm, in reply to "Stinky"

The bid for Stinky closed at over 1000 pounds British. There is also a flight jacket with Kraut Krusher (a 457th aircraft) on sale as well. Not identified as 457th but we did have one. Check out Ebay at the address below.

Willard

Link: <http://cgi.ebay.co.uk/ws/eBayISAPI.dll?ViewItem&item=6614238943&ssPage>

"First encounter with German Jets"

Posted by Joe Shea on 3/3/2006, 10:40 am

I don't have lots of time for research, but I'm interested if someone can recall the first mission time the 457th ran into jets. My dad gave me a short description of that memory one night. He didn't share too much, but he did remember the speed of them, but also how quick they went away.

Posted by Jerry Sale on 3/3/2006, 1:00 pm, in reply to "First encounter with German Jets"

My dad said that he squeezed a few shot off at the German jet and would like to think he hit one but he was uncertain. I'll have to ask him if mid -February 1945 (his last mission) was the mission or it was before that.

Posted by bill goldsborough on 3/4/2006, 11:16 am, in reply to "Re: First encounter with German Jets"

Jerry! I have a remote remembrance of seeing a jet fly pass our squardren somewhere around the time frame of mid to last part of May 1944.

It went by so fass everyone on the plane said what the (H) was that, it was the first and last time we saw them.

Posted by Jack Scarborough on 3/10/2006, 7:43 pm, in reply to "Re: First encounter with German Jets"

In my dad's,(T/Sgt. Jack F. Scarborough) account of the Merseberg mission on 2 November 1944 he tells of enemy jet planes appearing as he was cranking up the bomb bay doors. He said the "jets led our escorts away". He was the top turrent gunner on the Mission Maid that day. Mission Maid and Willard Reese's plane were the only two in the low box to make it back that day. Those mission narratives are available on the 457th website. There are also excellent narratives on Willard Reese's website available through the links page of this site

Posted by Jerry Sale on 3/11/2006, 5:03 pm, in reply to "Re: First encounter with German Jets"

My dad says he remembers seeing the jet a long way away but he doesn't remember when it was. He took a few shots at it just to keep it at a distance.

Posted by Joe Shea on 3/25/2006, 8:18 pm, in reply to "Re: First encounter with German Jets"

Thanks for that info, guys. It's great to try and put a time frame to my Dad's contribution to WWII. This IS a great site. Please keep it up

"The guys that saved the world"

Posted by Mal Reiman on 3/26/2006, 12:34 pm

Before they started the war, Germany was about half the size as Texas. They took Europe and a big chunk of Russia, controlled North Africa and planned to invade England. They had active operations under way to develop nuclear weapons and a bomber that could reach New York City. By war's end they were using surface to surface missiles and jet fighters. They murdered millions of people in death camps. Their ability to produce weapons and move them and troops had to be stopped. The men in this website did just that and at frightening losses. The U.S. 8th Air Force alone had over 26,000 men killed, more than the entire Marine Corps in the Pacific Campaign. Another 28,000 8th AF men were captured after being shot down. The world would be a very different, ugly place right now if these men did not stop the Nazi war machine. This website is run by the real deal. The guys who were there.

I would like to thank Craig Harris and Hap Reese, two 457 BG veterans, for providing me with information about my father Sgt. Conrad Reiman, radio operator in Lt. Guyon Smith's crew, 749 Sqd in 1945. As I told Mr Reese, I would like to say to all: Thank you for what you did for our Country, you guys make me even more proud that I am an American.

"Lt. Edward R. Stevens"

Posted by Linda Stevens on 9/15/2005, 3:20 pm

Hi,

My Dad served in the 457th BG 750th Squadron. What I would like to know is if merchandise from the 2005 Reunion will be available to purchase?

Posted by Joe Toth on 9/15/2005, 7:54 pm, in reply to "Lt. Edward R. Stevens"

Linda - Everything that we have for sale from the PX will be at the reunion. I see by the list that you will not be attending, so when I return home from the reunion, I will be bringing the PX items home with me and we can get together on it then. My e-mail address is #####@juno.com
I will be back home by the 27th of this month.

Posted by Linda Stevens on 9/15/2005, 9:03 pm, in reply to "Re: Lt. Edward R. Stevens"

My Dad age 89 had planned on coming but thinks the trip may be too much for him, so I'm not sure he is going or not. I recently had my 4th total knee replacement and can't travel. But I would love to see the stuff from the PX. I'm extremely proud of my Dad. He is a great hero in so many ways.

Posted by Linda on 3/27/2006, 10:50 pm, in reply to "Re: Lt. Edward R. Stevens"

Hi Joe,

I don't know if I thanked you for the latest material you sent, so I'm thanking you now. Thanks. My brothers, my Dad and I are getting a big kick out of it. You have been amazingly kind.

I heard from another of Dad's crew, CLAUDE SULLIVAN. He was bombardier. He left for vacation right after he contacted me. So I haven't heard back from him. I hope to get some information from him when he returns.

I'm looking forward to anything else you might find.

Thanks again.

Linda Stevens

"My Father - Maj J. T. Stehle, Jr - Group Adjutant"

Posted by Joe Stehle on 3/29/2006, 9:47 pm

I would be very interested in knowing if any of the original group members know of any stories involving my father, Joe Stehle. I believe he was the Group Adjutant for basically all of the time in Glatton - always the paperwork guy, but I would love to know anything about what he did - on or off duty. Thanks for this site - my Dad did not talk about his service very much, but as I try to learn about it I am very impressed and very thankful for the tremendous sacrifice of them men and their families.
Joe Stehle

"loading lists"

Posted by carolyn deloach on 3/29/2006, 4:28 pm

On the mission narrative page, for example July 6, 1944, it states the "loading lists can be found at the bottom of the page". Unfortunately, I am not finding any load lists at the bottom of any page noted for June or July 1944. Is the problem at my end or is the problem on the web page?

Posted by Willard Reese on 3/29/2006, 7:42 pm, in reply to "loading lists"

Carolyn,

We are sorry for the misunderstanding. We tried to clearly note in the "What's New" section that we were far from complete with the loading lists. Copying all those name is a monumental task. What we said in the "What's New" sections is as follows:

"After many months of work and with the help of several people we are posting our introduction to the new "Narratives" setup for your enjoyment. We are still missing many mission and are working to completion but feel that it is now time to post what we have completed thus far."

We also added in that section, the following:

"We have a considerable amount of work to do and will endeavour to upgrade this portion of the site as we complete the work."

To date we have completed and posted about 136 missions of the 236 total.

Our efforts are currently concentrating on the first 100 missions that will include all the missions (hopefully) from Feb 21, 1944 to August 6th, 1944 or thereabouts. We expect this will take us through the coming summer. If you are in need of some of the missions flown during this period and cannot wait till fall, then I'd suggest you contact Mr Joe Toth who has paper copies of these missions.

We are few in number for a huge task. If you can type reasonably well we would welcome you joining us to help speed up the completion of this work.

Willard

Posted by carolyn deloach on 3/30/2006, 12:29 pm, in reply to "Re: loading lists"

My mistake. I thought I had read on a June narrative that a loading list was at the bottom of the page. Then I didn't find one. I just wanted to make sure I wasn't doing something wrong.

I think the service you and your organization are providing to the airmen and their descendants is incredible. I have absolutely no complaint and can fully appreciate the amount of work that goes into what you are trying to do. I want to thank you for all you do.

I can type well and will gladly help in whatever way I can. Just let me know.

Thank you again,

Carolyn

"George Derk, Navigator of Nancy K"

Posted by Jim Derk on 5/30/2004, 12:14 pm

Hello all.

My uncle George, was the navigator for the Nancy K. His crew was flying a replacement plane and was shot down over Germany. I have his mission accounting and it was awe-inspiring. Would be glad to send along to anyone. I would like any photos of him or his crew.

You all were heroes, even if you don't admit it.

Posted by Jim Derk on 5/30/2004, 9:22 pm, in reply to "George Derk, Navigator of Nancy K"

P.S. George's legal name was "Derdzinski" though he was called Derk, too. Your mission 53 report has him as "Derdsinski".

Thanks!

Posted by Jerry Sale on 6/3/2004, 7:13 am, in reply to "George Derk, Navigator of Nancy K"

My father, Walter Sale, flew on the Nancy K on, what I believe to be, it's last mission. He was also a navigator. See the account for Mission 120. The Nancy K must have been a popular of famous plane based on the number of photographs on the site. Could you post the details of your dad's mission to the site so all could read it?

Posted by Jim Derk on 6/3/2004, 9:28 am, in reply to "Re: George Derk, Navigator of Nancy K"

Hi there.... Yes, I have posted the account of his mission.

My uncle was shot down on his mission 24 (Mission 53 of the group) but the Nancy K crew was flying a spare plane that had no name, as the Nancy K was being repaired from flak damage from an earlier mission. (Pilot Lt. Clyde Knipfer named the plane for his wife, Nancy). So your dad must have been a subsequent crew of the plane.

Hap is moving the account of George's mission to the personal recollection area I think.

Posted by Jim Derk on 6/3/2004, 9:33 am, in reply to "Re: George Derk, Navigator of Nancy K"

See "My Uncle's Narrative" on this board dated 6/1/04

Posted by Brian on 10/15/2004, 5:03 pm, in reply to "Re: George Derk, Navigator of Nancy K"

My father Elmer Salo flew many missions on the Nancy K during the summer of 1944. He was a bombardier who was assigned B/N on several missions. The pilot that brought my Dad home safe many times was Herc Phyllides. The plane was previously named "Nancy" when Phyllides was assigned to it. He added the "K" because his wife's name is Kay.

Posted by Lane Lacey on 4/3/2006, 9:19 am, in reply to "Re: George Derk, Navigator of Nancy K"

George...I went to the U of N. H. with Herc's son Tom in the late '60's...They were from Dover, NH, and Tom's living in Concord, NH

Lane

"Rest Home at Pawling, N.Y."

Posted by Jack Muth on 4/4/2006, 7:25 pm

I wonder if any of you out there shared in my experience of the "rest home" at Trinity Boys school in Pawling, NY. The Air Force operated it for the duration - I was there in the Spring of '45 - a dance was held for the "patients" and who showed up but General Doolittle and his wife who were visiting Lowell Thomas who lived nearby; I had the privilege of dancing with the general's wife!

Posted by JOE TOTH on 4/4/2006, 10:10 pm, in reply to "Rest Home at Pawling, N.Y."

JACK

I WAS THERE FOR 13 MONTHS. LATE 1944 AND 1945. I HAVE PICTURES OF THE REST HOME. IF YOU DO NOT I CAN MAIL YOU THE ONES I HAVE.

JOE TOTH

Posted by Jack Muth on 4/5/2006, 7:32 pm, in reply to "Re: Rest Home at Pawling, N.Y."

Dear Mr. Toth'

Yes I would appreciate such pictures and will send you a check for any expense: I am not skilled enough to download from computers but perhaps it can be done via E-Mail - I wonder if perhaps we were there at the same time?

"License Plate Frames"

Posted by Nancy Henrich on 4/10/2006, 6:29 pm

THE LICENSE PLATE FRAMES ARE HERE. I WILL MAIL TOMORROW. YEA!!!!!!!!!!

Posted by Jerry Sale on 4/11/2006, 12:27 pm, in reply to "License Plate Frames"

This news will make my dad's day.

"457th BG Painting"

Posted by Nik Keapproth on 8/17/2005, 11:17 pm

Has anyone heard of a painting by a Mr. Mel Brown done in 1985 of a B-17 of the 457th BG landing in Glatton? I've seen it hanging at a serviceman's association in London; I have photos of the hanging painting to help identify it and I'd like to find and purchase a print of it. I am the grandson of 457th BG member Morris Keapproth.

Posted by Jerry Sale on 8/18/2005, 9:23 am, in reply to "457th BG Painting"

See attached link. Since there are no pictures of most of these painting, I'm uncertain if the one you are looking for is in this bunch.

<http://www.afapo.hq.af.mil/Presentation/Common/artistsdetail.cfm?Letter=B&value=1086>

Posted by craig harris on 4/12/2006, 5:42 pm, in reply to "457th BG Painting"

No Joy. The title you seek is "Miss Ida Comes Home" (but I don't see that on the print I have, instead at the bottom "457th Bomb Group Station 130 Glatton". A good friend gave me a print sometime in the early nineties, and as the print is "out of print", and has been for some time, I feel very fortunate to have one. The original was in Arnold Hall at the Air Force Academy, but we are told that it has been moved, but is still at the Air Force Academy. Sorry. Hopefully someone will be moved by your request and lead you to an available print.

Posted by Jerry on 7/1/2015, 10:55 am, in reply to "Re: 457th BG Painting"

I have been in contact with Mel regarding a copy of a print and he tells me that he doesn't even have one himself.

"License plate frames"

Posted by Nancy Henrich on 4/12/2006, 9:29 pm

I have mailed out 24 frames...only have 1 left. After the hassle the company I order from put me thru this time, I'm not sure I will reorder. Although, the company apologized and promised it wouldn't happen again. Any way...ONE LEFT...any takers???

Posted by Jerry Sale on 4/13/2006, 8:42 am, in reply to "License plate frames"

My dad said he would like a second one. He will take it. How much and where do I send the check to?

"Fate of DURATION PLUS 42-31726"

Posted by Lee Cunningham on 4/19/2006, 10:42 am

According to information that I have been able to research, DURATION-PLUS 42-31726 was assigned to the 306th BG 367th Bomb Squadron at Thurleigh on 10 Feb 1944.; went MIA on a mission to destroy German oil installations on 13 Sep 1944, brought down by flak and crashed near Ammendorf, Germany. with 3KIA 6POW Missing Air Crew Report (MACR) 8829. Pilot's last name was Nattier.

"Maintenance men in the 457th"

Posted by Charles Bristol on 4/20/2006, 4:30 pm

You have a long roster of those who flew for the 457th. My brother, Merwin A. Bristol, was a mechanic specializing in Norden Bombsight maintenance. Do you have any rosters listing the guys who "kept 'em flying" like my brother? Thanks! Chuck Bristo

"Flight Plan for MACR 9773"

Posted by Mark on 4/20/2006, 5:00 pm

Would it be possible to find the flight plan for MACR 9773 on the 4th of October 1944 mission to bomb the synthetic oil refinery in Politz Poland I would like to be able to map it for my Mom who lost her brother on the mission

"What does s/n stand for"

Posted by Mark on 4/20/2006, 4:56 pm

What does s/n in front of a plane's number stand for?

Posted by Willard Reese on 4/20/2006, 5:59 pm, in reply to "What does s/n stand for"

S/N stands for Serial Number. No two aircraft had the same serial number. The number was assigned to the aircraft at the factory where it was made.

Willard

"Where is Politz Poland"

Posted by Mark on 4/20/2006, 4:53 pm

Hi! My Uncle Duane Stowits was killed on mission to bomb the synthetic oil refinery at Politz Poland, his plane crash on an island in Stettin Bay in the Oder River, in October of 1944. Here my question where is Politz Poland? When try finding it on maps of 1944 and maps of Europe from before World War II it looks like it should be Germany. See the confusion.

Posted by Lee Cunningham on 4/20/2006, 6:30 pm, in reply to "Where is Politz Poland"

Mark,

You are correct. Politz is NOT in Poland it is in Germany. According to the MACR number that you gave 9773 the tail number of the B17 that your uncle was in was 42-97638 this would have been painted on the tail as 297638. According to the records I have been able to find this plane was assigned to 457BG/749BS went MIA on 7 October 1944 brought down by flak with 5KIA and 5POW, pilot's name was Flannery.

Posted by Willard Reese on 4/21/2006, 10:19 am, in reply to "Where is Politz Poland"

Mark,

The town of Politz is indeed in Poland. It is on Stettin bay about 50 miles inside the western border with Germany. The town today is shown on maps as POLICE, Poland. Check any of the hundreds of maps available on the Net.

"Passing of Major Franklin DeWolf Rollins, 457th Bomb Group B-17 pilot and Squadron Commander"

Posted by Max R Lund, LtCol, USAF, Ret. on 4/25/2006, 12:09 pm

Major Franklin DeWolf Rollins, USAF Retired, died at age 86, on Friday April 21, 2006 in Las Vegas, Nevada. He served in Europe during WW II, with the 8th Army Air Force, 457th Bombardment Group, as pilot and Squadron Commander.

Among the medals he was awarded were the Distinguished Flying Cross; European Theatre Ribbon W/5 Bronze stars; Air Medal W/2 Oak Leaf Clusters; Presidential Unit Citation; and the French Croix de Guerre. Following the Pennemunde raid, he was a POW of the Germans, and retired for disability in 1945.

A memorial service will be held in San Diego, California, Friday, May 26, 10:00 AM with a part of his ashes scattered in the waters off Point Loma. A military grave side service will be held at Ware Episcopal Church, Gloucester, Virginia, on Friday, June 23, 2006 at 11:00 AM.

"Arf n Arf"

Posted by Hally on 4/26/2006, 11:49 am

My father, Arthur Grasswick, who was the Air Corp tech who built the original Arf n Arf during WWII in England from two different planes and serviced the Memphis Belle during the war, passed away at St. Cloud MN on April 6, 2006 at the age of 82 years. After I had found the information and pictures of the Arf n Arf through your website in 2004 and had given them to him, it brought back so many memories to him of the war. He related stories of his tour of duty in England. He had been stationed at Little Stoughton and various other places, and his unit 5th Air Depot was the first to build barracks at Burtonwood. I have pictures of him standing below the famous Arf n Arf. He also recalled working on many of the other war planes that were pictured on your website and could tell a story or two about each and every one of them. Art quit school at the age of 16

to enlisted in the Air Corp (and he miraculously turned age 18 at the time of enlistment) with his two other brothers, James and Carl, with the promise that the three of them would stay together, which promise was upheld. He served from 1940 - 1945 and attained the rank of master technician sergeant. His brother Carl is still living, but his brother James passed away in 2005. When the Army Air Corp found out that Art's real age was 16, (something they probably knew along) he was issued a new military number and ID at the real age of 18. I appreciate your website and often return to find further information. Thank. Hally Grasswick, daughter to Arthur Grasswick

Posted by Mike Burgess on 4/28/2006, 8:41 pm, in reply to "Arf n Arf"

My Father, Oliver G. Burgess Jr. piloted 1 mission in the Arf n Arf prior to it being cut in half in combat. I am glad he was not in it for the last mission it flew.

Posted by Luke Wright on 8/12/2005, 11:16 am

MY GRANDFATHER WHO IS IN EXCELLANT HEALTH IS LOOKING TO REACH ANY OF HIS FREINDS BUT ONLY REMEMBERS THE PLANE BEING CALLED HALF AND HALF. DUE TO IT'S BEING PATCHED UP SO MUCH HALF OLIVE DRAB AND HALF ALUMINUM. THATS WHAT THE GROUND CREW REFERED TO IT AS. HIS NAME IS RICHARD "DICK" WRIGHT. WE FOUND HIS DISCHARGE PAPERS. HE WAS A MACHINIST AND TAIL GUNNER ON A B17. THE CREW BAILED OUT OVER FRANCE BUT THE PLANE MADE IT BACK WITH PILOT AND CO-PILOT ONLY. IF YOU CAN HELP, IT SURE WOULD MAKE HIM SMILE I'M SURE. THANK YOU.

Posted by Willard on 8/13/2005, 12:50 pm, in reply to "HALF AND HALF -AND - DICK WRIGHT"

Luke

If you have not done so already, you might wish to go to the home page and near the bottom of the page enter the word Wright in the "Search" box.

You will find a couple pictures that show your dad and his crew.

Arf & Arf, the aircraft your father referred to was lost in a mid air collision over the North Sea and all the crew were lost. Again, enter Arf & Arf in the search box and you can read the history of this aircraft and details of it's demise.

Posted by Hally on 5/3/2006, 11:19 am, in reply to "HALF AND HALF -AND - DICK WRIGHT"

Luke: Check on the message board for messages re: Arf n Arf dated 4-26-06, 6-11-04 and 6-9-04. The name of the plane was Arf n Arf. My father Arthur Grasswick put together the Arf n Arf from the halves of two different planes. The name Arf n Arf derives from a British drink: one-half ale and one-half bitters. I have pictures of my Dad standing under the Arf n Arf after it was built. You may also want to type in 42-38064, as that was the serial number of the Arf n Arf. There are also pictures available through this site of the Arf n Arf plane. You were right, it was half olive green and half aluminum. It flew a few missions before it collided with another plane in formation in adverse weather on the way to Merseberg 11-8-44, the pilot flying the plan on its last mission was Arnett Furr. Also, an Oliver Burgess piloted one mission in the Arf n Arf on 9-25-44 to Frankfurt Germany. My father Arthur Grasswick passed away 4-6-06 at the age of 82.

Hally Grasswick, daughter of Arthur Grasswick

"Information of Major Havey-C.O. 749 or 750 Squadron"

Posted by Frank S. Foster on 6/2/2005, 3:12 pm

Looking for a record of service of Major Havey

Posted by Ann Hafer on 5/2/2006, 11:00 pm, in reply to "Information of Major Havey-C.O. 749 or 750 Squadron"

Could you be referring to Lt. Marsh Hovey? That signature is on a "short snorter" in my possession. The person who owned the short snorter was in the 749th, or possibly the 748th. Records on this website may be inconsistent re that point.

Posted by Frank Foster on 5/4/2006, 7:01 pm, in reply to "Re: Information of Major Havey-C.O. 749 or 750 Squadron"

Ann--

Thanks for the response to my inquiry into Major Havey. Lt. Mark Havey would not be the same person. During my tour as a pilot in the 751st in 1944 had several "Hello" meetings with him. He was strangely a cousin of mine: however have been unable to nail down his job --I thought that he was C.O. Of a squadron; however their is no apparent record of him.

Frank S, Foster

Posted by Sully Sullivan on 5/4/2006, 8:25 pm, in reply to "Re: Information of Major Havey-C.O. 749 or 750 Squadron"

I do not believe Major Havey was in the 750th.

Posted by Willard Reese on 5/4/2006, 8:45 pm, in reply to "Information of Major Havey-C.O. 749 or 750 Squadron"

Frank,

If you click on the 750th Squadron bar under the 750th logo on the home page, it will take you to information about Major Havey. As Follows:

Feb 7th, 1945 - Major James M. Havey assumed command of the 750th squadron. Major Havey remained in command until the squadron was returned to the USA and was dismissed.

If you enter his full name in the search box on the home page and dot the "exact" button under the box, it will bring up more info. on Havey. Also if you search his name in the "Narratives and Loading List" button on the home page you will see that he flew a number of missions.

“License Plate Frames ordered”

Posted by Nancy Henrich on 1/11/2006, 1:40 pm

I have called, faxed, and emailed the company I order from with no response and obviously no frames. I have just now again called, faxed, and emailed. If I do not get a response by Monday, I will be refunding the money collected for the frames. I will post any response I do or do not get. Please watch the message board for updates. Nancy Henrich

"The Passing of KENNETH POST, navigator MISSION MAID"

Posted by Juan Arbelaez on 4/17/2006, 1:02 pm

My wife's grandfather, Kenneth Post has passed away April 14th, Memorial service to be held in NJ, Tuesday the 18th, 06.

Does anyone have more info on his service, or pictures that could be of some use?

Thank You

Posted by JOE TOTH on 4/17/2006, 11:43 pm, in reply to "The Passing of KENNETH POST, navigator MISSION MAID"

JUAN

KENNETH POST FLEW A TOTAL OF 38 MISSIONS

WITH 7 DIFFERENT PILOTS. AND IN 22 DIFFERENT A/C THE LOADING LIST SHOWS HE FLEW WITH A LOT OF DIFFERENT CREWS. HOPE THIS HELPS

IF YOU WANT MORE INFO. CALL ME AT 719-#### ORE-E MAIL ME.

JOE TOTH

Posted by Juan Arbelaez on 4/24/2006, 1:24 pm, in reply to "Re: The Passing of KENNETH POST, navigator MISSION MAID"

Thank you for the info. I really do appreciate it. If there is anything you may have, such as pictures or anything, that would be greatly appreciated also.

Thank You

Juan

Posted by Jack Scarborough on 5/13/2006, 4:07 pm, in reply to "The Passing of KENNETH POST, navigator MISSION MAID"

Kenneth Post flew with Ernest Salzer's crew, (my dad, T/Sgt. Jack F. Scarborough, was the top current gunner and engineer), from 25 July 44 through the mission to Politz on 7 Oct 44. I think he was injured when their

plane had to ditch in the North Sea. Check the Mission Narratives section of the website. I remember my dad corresponding with Ken Post when I was a kid. We lived in Greensboro, North Carolina. Through information in the loading lists and the website, I now have pictures of every named plane in which my dad flew. Good luck with your search. I will be glad to help if I can.

Jack Scarborough
Shallotte, NC

"POW diary of William J. Morrow"

Posted by katherine on 11/22/2005, 7:37 pm

I am editing the POW diary of William J. Morrow, my grandfather, and I am looking for information about some of the men he mentions in the narrative. I am a history major at Lewis and Clark College and this a fianl research project for one of my classes.

The list of men includes:

James R. Luper
John H. Derling
Gordon H. Haggard
Norman A. Kriehn
Fredrick A. Asbell

The information I need is mostly just lifedates and places of residence, but any and all information is welcome and appreciated.

Posted by Jerry Sale on 5/3/2006, 11:11 am, in reply to "Mission No. 133"

I googled these names and found an obit for Norman Kriehn in the Mississippi press who died shortly after Hurican Katrina hit. Gordan Haggard is listed as KIA on the mission that you requested. If you go to Lewis & Clark College in Godfrey, Il., you are about 1 mile from where my dad lives. Hope this helps.

Posted by Franz on 5/14/2006, 1:33 pm, in reply to "Mission No. 133"

I recently helped my elderly Aunt clean up her house before she sold it. I stumbled across an old scratch pad that has information from my late uncle regarding his bombing missions of the 457th 750th bombing squadron.

He has many names scribbled in the book along with very detailed info on his bombing missions. What names are you looking for just out of curiosity? Maybe I can associate one of them with a bombing run and then relay the info to you.

Posted by Willard Reese on 5/14/2006, 2:35 pm, in reply to "Mission No. 133"

Katherine,

If you contact me via email, I will give you the name and email address of one of the sons of Col. James Luper. His name is also James.

Posted by Tim Kriehn on 5/24/2012, 1:22 pm, in reply to "Mission No. 133"

I just saw this. Norman Kriehn was my father. If you are still editing and need information, please email me.
Tim Kriehn

"12th Mini Reunion "

Posted by George, Jane & Richard Pobgee on 5/31/2006, 7:14 pm

Just wanted to say a big Thank You to each and everyone of you who attended. You all helped make this a wonderful and memorable occasion. Special thanks to the Fluman Family for all their hard work in making it possible. We look forward to seeing you all again next year. We thought you all might like to know that Patrick Connelly's bucket collection at the end of the banquet raised £106.00 towards the Friends of the 457th funds. Thank you all and keep in touch.

The Pobgee Family

Posted by Candy Fluman on 6/4/2006, 7:03 pm, in reply to "12th Mini Reunion "

Special thanks to Pat Connelly for carrying forward the tradition of the collection for the Friends of the 457th. This will now be cited as the "Patrick Collection!"

"Mini Reunion 2006, England"

Posted by Ann Jones on 5/29/2006, 5:04 pm

I have just come back from a 'wet and windy day' at Duxford Imperial War Museum, Cambridge, England, of helping out at the 'Sally B' sales stall which is a mobile stall, that goes around to various air shows where our B17 'Sally B' displays. 'Sally B' is based at Duxford. She flew over Maddingley American War cemetery today (29th May 2006) where your veterans held a memorial service. I along with my husband are ground crew members for B17 preservation and along with others, we sell memorabilia and do 'walkthroughs' on the aircraft to help raise money to keep the B17 in the air. I had great pleasure in meeting with your veterans today and had taken my husband's 'Fait Accompli' book along with me, to see if I could get some signatures to go along with one that we already had in the book. That one belonged to Andrew Brown Jr, from Portland Oregon, a navigator with the 749th Squadron. We had met him and his wife Sally in the early 80's and remain great friends and now part of their family. As my husband was unable to make it today, due to work, I had the pleasure to 'chat up the men'!! What a wonderful bunch you all were. Thank you for signing the book and thank you to Craig Harris's son and others who helped me find you. It was also a pleasure and honour to meet with you all and I was able to meet for the first time, Craig Harris who I have communicated with on a previous occasion. Now I know why we volunteers give up our time to keep our aircraft in the air, it is to thank you all for the sacrifices you made so that we could have our freedom today. Thank you once again.

Posted by Candy Fluman on 6/4/2006, 7:12 pm, in reply to "Mini Reunion 2006, England"

Thank you so much for the time you and your associates spend with the Sally B. The efforts you make for the fly-over for our Memorial Day service is so greatly appreciated. It was a pleasure to see you visit our coach, and thanks for the treasures I purchased from your mobile stall.

"My Uncle T/SGT Duane E. Stowits"

Posted by Mark Roberson on 3/8/2006, 2:01 pm

Hi my Uncle was killed over Politz Poland 7th October 1944 in plane # 42-97638. If any one has any information, stories or if possible pictures that I could pass on to my mom, Duane's baby sister I sure would be grateful.

Thank you all so very much !

Posted by Willard Reese on 3/8/2006, 2:23 pm, in reply to "My Uncle T/SGT Duane E. Stowits"

Mark,

If you return to the Home Page and enter Stowitz in the "search" box just below the buttons you will find several pictures of your uncle with his crew.

Hope this helps,

Willard

Posted by Mark on 3/8/2006, 3:30 pm, in reply to "Re: My Uncle T/SGT Duane E. Stowits"

Thanks for the help!!!! I had tried that earlier with the correct spelling it only produced to links one was to the honor roll & the second to the mission narrative. The one picture I have seen the 2 I have never seen before.

Thank so very much !!!!!

Posted by Mark on 4/13/2006, 10:22 am, in reply to "Re: My Uncle T/SGT Duane E. Stowits"

My Uncle was awarded the AM and PH - OLC I am pretty sure that PH-OLC is Purple Heart with Oak Leaf Clusters What is the AM my mother nor her sister can remember what it would be.

Posted by Mike Burgess on 5/26/2006, 8:16 am, in reply to "Re: My Uncle T/SGT Duane E. Stowits"

I believe AM was the Air Medal.

Posted by Alice Haddon on 5/25/2006, 7:11 pm, in reply to "Re: My Uncle T/SGT Duane E. Stowits"

Hello Mark,

My mother's name was June Wyman (Smith). She was the youngest sister of your uncle's best friend Robert (Bob) Wyman. The families lived close together on or near the Pine River Road. I am leaving for a trip to Europe and am planning to visit your uncle's gravesite near Maastricht, Netherlands. I am planning to take

photographs. Is there anything I can do you while I am there. My mom died about 2 years ago, but my Aunt Bev is still alive. I took the info and photos I found on the web when I visited her in March. She remembered your uncle's passing very well. She mentioned how your grandmother and one of his army buddies had kept in contact over the years and how she passed away while on her way to attend the buddie's daughter's wedding?
Alice Haddon
Denton, TX

Posted by Mark Roberson on 6/9/2006, 2:27 pm, in reply to "Re: My Uncle T/SGT Duane E. Stowits"

Hi Alice ! --- It was so very nice to hear from you. Yes, I have heard many a stories about my Uncle Duane and your Uncle Bob's pranks that they would pull on folks as they grew up. I have pasted on your e-mail address to my mother Sally and gave a copy of the e-mail to her sister Nan (Nancy)I am sorry that I did not response back to you earlier. I would be very grateful for any pictures that you might take. I am putting together a notebook on my Uncle's last mission one for each of his sisters and Duane's remaining Aunt Caroline (Duane mother's sister) Our families have remained in touch with Duane's buddy Jimmy Mellon, who retired out of the Air Force and became a teach in the San Antonio Texas area, where he and his wife still reside in the surrounding area. Again it is nice to hear from you and I would love to get some pictures upon your return thx mark

Posted by Alice Haddon on 1/10/2015, 10:31 am, in reply to "Re: My Uncle T/SGT Duane E. Stowits"

Hello Mark,

My husband and I are traveling to Germany this summer and are planning to go to Berlin which is relatively close to the area we believe to be the crash site of your Uncle Duane's plane. From what I have found is that the plane was shot down near Stettin Bay and crashed on an island in the Oder River. I found a report that listed the site as Landenberg, Poland. I will keep researching and see what I can find. If you have any additional information you can share that would be great.

Alice Haddon
Denton, TX

"Aircraft Ident."

Posted by F. Ossing on 5/19/2006, 4:08 pm

On page: <http://www.457thbombgroup.org/BB/BBA11.HTML>
the Stirling bomber is No. 7 Squadron, RAF, code letters MG.
best regards,
F. Ossing

Posted by Alan Morton on 6/11/2006, 3:26 pm, in reply to "Aircraft Ident."

Dear Sir: Thank you for the clarification

"Passing of Walter Osika"

Posted by Jack on 11/11/2005, 10:14 pm

I knew Walter for a short time but I would be a lesser man if I did not know him. He passed away last week, it was sudden.

I recall the first time we met and spoke with each other. He was my wife's great uncle, (her maternal grandmothers brother) as he related his war experiences with me I thought about how much mental anguish he must have gone through to reconcile all that in his mind. I know it took me several years to work things out myself. I found out later from my father in law that he rarely if ever spoke to anyone about the war. I guess relating my experiences from several decades later while serving in the USMC allowed him to open up to me. He was buried with full military honors and I was proud to salute as they folded the flag from his coffin and played 'taps' for him.

I have always had an abiding respect for the men and women who fought in WWII. I make an effort to thank everyone of you that I run in to.

Thank You!
Jack Olson

Posted by Susan Nowlin on 6/12/2006, 5:24 pm, in reply to "Passing of Walter Osika"

Walter Osika was my Dad. Your notes and thoughts were very kind. I did not know you were "related" to us. Fortunately for Dad, our funeral director is a long-time family friend and knew how proud Dad was of his military service. We were lucky that on the day of his funeral a full military honor guard was available, so the 21 gun salute, the flag ceremony and taps meant a lot to us. We were so proud of our Dad and miss him tremendously. We went to his gravesite which is in the Veteran's Section on Memorial Day for a special service the cemetery hosted for all the vets.

"Diary Of A 457th BG, 748th Sqdn. B-17 Ball Turret Gunner"

Posted by Alan Morton on 8/2/2004, 5:02 pm

Since we're kicking around the exploits of the 457th Bomb Group ... here's a web site dedicated to the memory of S/Sgt. John J. Briol and excerpts from his "Diary Of A B-17 Ball Turret Gunner," attached to the 748th Bomb Squadron.

It's great reading with WWII photos at URL: <http://www.cloudnet.com/~jfb/> John flew with the Lt. Lauren Spleth crew (C388) aboard the A/C named "Dead Engine Kids."

While you're browsing bring up "Hap" Reese' URL:

<http://www.reese-457th.org/> with close-up exterior and interior photos of a B-17G with 457th BG combat markings on currently flying "Sentimental Journey."

Posted by Robert T. Benos on 8/3/2004, 10:05 am, in reply to "Diary Of A 457th BG, 748th Sqdn. B-17 Ball Turret Gunner," "

Alan Morton: The John Briol website is one of the best. Please note that John senior(deceased) and my dad, Nick Benos (deceased) were both Ball Turret Gunners, trained together at Langley Field, Virginia and were very good friends. John Briol Senior mentioned some of this in his diary and in the Book "Dead End Kids," (Page 172). His son John was very thoughtful and kind enough to post a couple of pictures of my dad at the website. Nick Benos was in the 750th from August, 1944 to January, 1945, and flew 35 missions with the Lt. Salo crew. Thanks. Bob Benos

Posted by Terry Ratner on 5/20/2006, 4:01 pm, in reply to "Re: "Diary Of A 457th BG, 748th Sqdn. B-17 Ball Turret Gunner," "

My father, Col. Irving Lewis was in the 748 squad and 457 group stationed at Glatton Airfield. He trained at Langley field. Father is 91-years old and in good health. His mind is accurate and he remembers everything. Please let me know if anyone is around from his group. He would love to hear from them. He flew 14 missions. Thanks.

Terry

Posted by J. Dufford Buhner on 6/18/2006, 2:15 pm, in reply to "Re: "Diary Of A 457th BG, 748th Sqdn. B-17 Ball Turret Gunner," "

My father, S/Sgt William J. Dufford was also a ball turret gunner with the 748th. I would be very interested in hearing from anyone with knowledge of him or any of his crew.

Posted by Alan Morton on 6/19/2006, 3:02 pm, in reply to "Re: "

This is a special message to Ms. J. Dufford Buhner wherein you wrote, "My father, S/Sgt William J. Dufford was also a ball turret gunner with the 748th. I would be very interested in hearing from anyone with knowledge of him or any of his crew."

The message to you is: are there any photos or full names of your father's entire crew that you have in your possession or are posted presently on this 457th Bomb Group web site? If not, it would behoove you to get this photo data scanned and Emailed to "Hap" Reese (The Assistant WebMaster) AsSoonAsPossible. You will find out that if you post this information on your father's crew to Hap it will energize others to respond to your inquiry tenfold. You owe it to your father and your family to start the ball rolling at your end.

If you are not familiar with the process of scanning photos, etc. "Hap" will explain under separate cover.

"Hap" Reese's Email Address is: #####@bellsouth.net

Posted by Sandy on 12/3/2014, 3:21 am, in reply to "Re: "Diary Of A 457th BG, 748th Sqdn. B-17 Ball Turret Gunner," "

My great uncle Leroy L. Logan was also an engineer and upper turret gunner with the 748th squadron. His plane crashed April 21, 1944. I have a list of those on his plane with him. There are differing accounts as to who was KIA and who survived. In one account, Uncle Roy was listed as a survivor, although he wasn't. Another man was also listed as a survivor though he was also KIA. I would love to know more. Are there any pics of this group of men?

"Seeking survivors of mission 72 Lt. Wilsons plane"

Posted by Ed Nored on 8/1/2004, 6:11 am

about a year ago I purchased the purple heart and related paperwork to Sgt. Ed Attleton who was a ball turret gunner who was one of the 5 KIA on mission 72. Lt. Wilson was piloting(KIA) on his first mission. See mission narrative in mission 72 Honor Roll. Looking for survivors and more info on Ed Attleton. Survivors were SSgt.G. Vassilopoulos, Sacramento Ca., SSgt.F.X.Heeken Detroit, Mich.,Lt. Baily J. Gaudinier,White plain NY and Sgt. Jo F.Schankin hometown N/A His medal, letters and related paperwork are in good hands. thank you. All Emails should include "457" in subject message or I may not reply. Great web site thank you.

Posted by Rich Gaudinier on 9/1/2004, 5:03 am, in reply to "seeking survivors of mission 72 Lt. Wilsons plane"

Hi,

My uncle is Baily (John) Gaudinier. He is retired and living in Seattle, WA with his wife, Esther. I don't know much about mission 72 or the subsequent events; I know that he was shot down, spent time as a POW, participated as a pilot in the airlift of Berlin and then became an accountant for the Airforce, retiring as a (Lt?) Colonel. I have always been very proud of my uncle for what he endured and did for our country.

Sincerely,

Rich Gaudinier

#####@yahoo.com

Posted by Janet Garzia on 6/20/2006, 10:10 pm, in reply to "seeking survivors of mission 72 Lt. Wilsons plane"

my uncle was Frank Garzia who was killed on that mission. I got a copy of a book called Black Puff Polly by Roland Byers that gives an account of the mission (from viewpoint of SSgt Heeken). I purchased it online from an old book site. If you would like copies of those pages, I can scan and email or mail if want me to. I am not sure if it mentions Ed Attleton but i will check.

"Fait Accompli vol. I"

Posted by TL Herbert on 6/29/2006, 1:58 pm

I've been trying to purchase a copy of Volume I of Fait Accompli. The places that have advertised it only have II or III.

My dad had the II and III, so need vol. I to start at the beginning! Can anyone help me track down a Volume I? Thank you.

TL Herbert (father - Comm. Officer Dick Herbert)

Posted by Willard Reese on 6/29/2006, 3:14 pm, in reply to "Fait Accompli vol. I"

Contact Jim Bass directly. He is the author and I'm sure he has the book or can tell you where to get it. His email is: #####@bellsouth.net

Hap

"Lady Katherine/sweden"

Posted by Thell on 11/21/2003, 2:16 am

Is there a website in the US of A, that keep records of ww2 POW:s? During ww2,the crews were ferried back to England from Sweden(in Liberators by night,im told)but some stayed behind to help newcomers.Records,pictures,or anything,will help and add to my article about Lady Katherine

Posted by Kenneth Clayton on 7/6/2006, 2:44 pm, in reply to "Lady Katherine/sweden"

Lt. Donald K. Goss, Pilot for "Lady Katherine" is my Uncle. I have a few photos of Sweden and Lt. Goss with Swedish families.

K. Clayton

Jefferson, Maryland
USA

"Info about Jerry lowenthal"

Posted by lee lowenthal on 6/23/2005, 4:06 pm

Hi,

I hope that someone can help me with some information about my father. He passed away several years ago and while going through his things, I found a picture of him with his crew in front of their plane. I remember that he spoke of the plane as being "Big Gas Bird".

He was the tail gunner. If anyone could help me find any info or other pictures, I would very much appreciate it.

Thanks In Advance,
Lee Lowentha

Posted by craig harris on 6/23/2005, 8:16 pm, in reply to "Info about Jerry lowenthal"

Hi, Lee! I did not have the pleasure of knowing your father, but he was undoubtedly in our 748th Squadron. 43-38394 was at first, "Wreckless" and in March of 1945, was re-named "Big Gas Bird". A white swan, in ascendant flight away from the viewer, and with a big red "hiney" was painted on the left nose, with the words, "Big Gas Bird" right over the nose hatch. Another white swan, flying descendant toward the viewer, is depicted on the right nose. A photo of that is somewhere in our photo archive. If you go to the home page, and enter 43-38394 in the Search box, you will get a page of photos. The sixth one down, I think it is, shows "Big Gas Bird" in flight, in the foreground. It says the mission was to Munich on 09 April 1945, and it was, but it was to Furstenfeldbruck airfield, just west of Munich. In the original photo, a copy of which was sent to me by Bernie Bains, part of the name and the swan can be seen over the No. 2 engine. Bains also said that the loading lists showed that the crew flying the plane in that picture is that of Lt. Marion K. Burk, and I was the copilot at the time. I looked in our flight crew roster for your father's name, but did not find it. Nor did I find the name of Lt. Radcliff, whom I think was the guy who re-named the a/c and caused the nose art to appear. Could your father's crew photo identify the pilot? Could be your dad was on Radcliff's crew. I accused George Greer, who also was around at the time, of the nose art, but he swears that Radcliff did it. Lt. Lindholm's crew also denies authorship. Good luck with your search. Cheers craig harris

Posted by Willard Reese on 6/24/2005, 2:06 pm, in reply to "Info about Jerry lowenthal"

IHere is a photo of the "Big Gas Bird". Enjoy.

Posted by David Sherman on 7/9/2006, 5:56 pm, in reply to "Info about Jerry lowenthal"

My father, Don Sherman was navigator on "the bird" and left me many stories and a few artifacts. I don't recall the name "Lowenthal", however. I'm away from home but when I get back I'll check the crew photo and let you know if there's a Lowenthal there. I'm thinking you might have the right name of the plane, but the wrong bomb group. Or he was in a different crew.

"Newsletters"

Posted by Nancy Henrich on 7/11/2006, 11:12 pm

As of noon today, the newsletters are in the mail. The picture on the front page is from the reunion. It was from the front page of the Peterborough newspaper, and it printed just terrible. I will ask George Pobjee to check with the newspaper there and see if they will give us a copy that I could reprint in the next newsletter.

"Carl August Adolfson; Tailgunner; Luck of the Judith Ann"

Posted by Debbie Adolfson on 3/28/2005, 4:47 pm

My dad was the tailgunner for the Judith Ann. He and his crew had to bail out over France. When he pulled the rip cord for his parachute it broke his jaw. Some French family dressed him up as a French man and gave him a bicycle and sent him on his way. With the grace of God with my Father he made it home. He is 81 years old now and living in Pensacola Florida. We've heard that the Luck of the Judith Ann survived the crash. Does anyone know if this is true. Would love any information on the plane and by all means if there's anyone who knows my father please contact me. Thank you, From a daughter, who almost never was.

Posted by Ray Pobgee on 3/28/2005, 5:06 pm, in reply to "RE: Carl August Adolfson; Tailgunner; Luck of the Judith Ann"

If you go to the 457th Bomb Group Home Page and in the Detail Search Box put in judith ann you will find a fair amount of information and be led to some photographs

Posted by Debbie on 4/18/2006, 5:53 pm, in reply to "RE: Carl August Adolfson; Tailgunner; Luck of the Judith Ann"

Very interesting reading about your Dad. I love aviation and we happen to have the same name..
first and last,
take care

Posted by Judy on 7/13/2006, 9:16 pm, in reply to "Re: RE: Carl August Adolfson; Tailgunner; Luck of the Judith Ann"

Debbie, I found your e-mail while I was surfing the internet having to do with the Luck of the Judith Ann. My dad - Richard Burdett - also flew on the Judith Ann. He was one of the waist gunners. He never said much about that time other than the plane went down over France and he and another crew member through the French underground made their way back to England. My dad passed away in March 1994. By the way, my name is Judith Ann!!!

"My dad Elie R. Carrier Sgt Army Air Corp"

Posted by Michelle Carrier on 7/19/2006, 4:51 pm

I hope to find out about my dads missions. I think he was a member of the 457th Bomb Group. I hope someone out there knows about him so that I can share with my son.

Posted by Mike Burgess on 7/19/2006, 11:20 pm, in reply to "My dad Elie R. Carrier Sgt Army Air Corp"

If you go to mission naratives and type in "carrier" you will show several missions. There was another Carrier in the group.

Your father was in the 748th Squadron. Not all loading lists are available yet, but he shows up on 3 missions:

1. Mission #49 5-23-1944 to Epinal-Blainville, France in Aircraft # 470.
2. Mission 108 8-13-1944 to Brionne, France in Aircraft # 785.
3. Mission 113 8-25-1944 to Peenmunde, Germany in Aircraft # 905.

I hope this helps.

Mike Burgess

Posted by Michelle on 7/20/2006, 1:06 pm, in reply to "Re: My dad Elie R. Carrier Sgt Army Air Corp"

Thank you so much for your response, it is greatly appreciated.

Posted by Alan Morton on 7/21/2006, 4:07 am, in reply to "Re: My dad Elie R. Carrier Sgt Army Air Corp"

Mike:

If Michelle takes your advice she won't be able to bring up your references BECAUSE of the quotes added to the name "Carrier" just type the word Carrier alone.

Posted by Mike Burgess on 7/24/2006, 11:58 pm, in reply to "Re: My dad Elie R. Carrier Sgt Army Air Corp"

Alan,

You are correct! I did not mean for her to use the Quotation marks as part of the entry.

Mike

Posted by JOE TOTH on 7/30/2006, 11:11 pm, in reply to "My dad Elie R. Carrier Sgt Army Air Corp"

MICHELLE

YOUR DAD FLEW 30 MISSIONS. I HAVE ALL THE LOADING LIST. HE FLEW IN 14 DIFFERENT A/C, AND 4 DIFFERENT PILOTS. CALL ME FOR MORE INFO. AT 719-####

JOE TOTH

"Jerry Sale "

Posted by Shawn McDermott on 6/25/2006, 2:29 am

Jerry,

My grandfather was Charles Schobert he flew several missions with your father. He passed away in 1985. I loved hearing his stories. I was wondering if your father remembered him and if so would be so kind as to share any memories with me. I also have a large folder of documents for the period and five or six pictures of crews and planes. Possibly one may have them together. If your interested let me know. If anybody else is interested in the documents or pictures I'd love to share them. And if anybody else knew my grandfather I'd appreciate hearing from them as well. *SM*

Posted by Jerry Sale on 6/26/2006, 10:50 am, in reply to "Jerry Sale "

I'll ask but coupled with the passage of so many years and my dad not quite remembering as well as he used to, he remembers very little about specific people or incidences. He also chooses to not remember some things as I'm sure everyone can understand.

Posted by Jerry Sale on 6/27/2006, 2:41 pm, in reply to "Jerry Sale "

I'm sure everyone would like to see the pictures if they are not already posted on the site. There is a picture of your grandfather for the February 15, 1945 mission on page 2 of the crew photos. The loading list associated with this mission does not list my father but he is clearly in the picture. I believe that this was my father's last mission. Can you confirm that your grandfather is in the picture?

Posted by Shawn McDermott on 7/31/2006, 12:07 am, in reply to "Re: Jerry Sale "

Jerry,

Thanks for the response have been busy and just got back to the site. I'm working on locating someone locally that does photo and document restoration and plan on getting the photos and other items scanned. The photo on page two is one I have not seen before. My grandfather is in the bottom row second from the right. He is also in this one <http://www.457thbombgroup.org/Fate/RLP068.HTML>

titled unknown crew. I contacted the admin to have it updated but does not appear to have been yet. No worries about your father not remembering or not wanting to share, totally understand.

Shawn

Posted by Jerry Sale on 8/1/2006, 9:53 am, in reply to "Re: Jerry Sale "

My dad is the one in the top middle with the Mae West jacket but his name is not listed as part of the crew in description.

"Adam Santora - 450th Squadron, "

Posted by Renzo Ferrera on 8/3/2006, 8:09 am

It is with great sadness that I must inform you of the passing of Adam Santora N-B. Adam was a member of the Salo crew having flown 35 missions from August 1944 to January 1944 including the infamous November 2nd mission 143 to Merseberg. As a member of the 450th squadron Adam completed 20 missions on "That's My Baby" and always considered the plane as a "lucky charm" having stated on numerous occasions that the bomber had "saved my life many times". Adam retired from the USAF as a Lt. Col. and resided in San Diego, California. He will be greatly missed by his family and friends.

Posted by Alan Morton on 8/3/2006, 9:21 am, in reply to "Adam Santora - 450th Squadron, "

Correction: Both Lt. Adam Santora and "That's My Baby" were proudly attached to the 457th Bomb Group, 750th Bomb Squadron.

Posted by Renzo Ferrera on 8/3/2006, 3:57 pm, in reply to "Re: Adam Santora - 450th Squadron, "That's My Baby"

Alan:

You are correct, sorry for the error. I received the news this morning and was not all together when I posted the message.

Bob:

What can I say, it is a shame that we did not have the opportunity to get the members of the crew together earlier when they were alive. I know that Adam wished it so in the last few years but unfortunately it could not be accomplished. I thank you for the many fine pictures you provided to him, in particular he did not have that great picture of some of the crew members in front of "That's My Baby" that you gave to him that brought him great joy and I suspect some well pondered moments.

Thank You REnzo

Posted by Bob Benos on 8/3/2006, 11:10 am, in reply to "Adam Santora - 450th Squadron, "That's My Baby"
Renzo, I am very sorry to hear about Adam Santoro. My dad Nick Benos flew 34 of 35 missions with Adam, mostly on "That's My Baby", a plane that they both respected and loved. Both were members of the Lt. Salo crew. It is truly with great regret that I tell you that he appears to have been the last surviving member of that crew. Bob B.

"Propaganda Flyer"

Posted by Hinnerk on 8/28/2006, 6:08 am

Hi the German text says pretty much:

THE LAST SECRET WEAPON

To prevent Germany from a total catastrophe, to prevent terror, chaos and total annihilation of the whole "Heimat" (very German term roughly translates with homeland) there is but one way.

To save the German soldier from massive material battles in which he, though fighting with highest bravery, must lose, there is but one way.

Only radical matters can be successful now. Only revolutionary or a completely new Geheimwaffe ("secret weapon"), a shift from former ways can save now.

This matter is: making an end!

There is no other matter in the reach of a single soldier, a single farmer, worker or citizen. It is the only "secret weapon" that promises rescue.

Every soldier carries his "secret weapon" in his satchel. It is called: giving up. Every civilian carries his "secret weapon" with him. It is called: Not to be (delayed or deported I'm not sure) by the party.

Jawohl: this paper comes from the enemy. But keep in mind: that the wish of the enemy to avoid useless bloodshed coincides the interest of Germany.

regards,

Hinnerk

"Cross country flights by cadets"

Posted by Ken Blakebrough on 8/4/2006, 2:09 am

I would like to hear from pilots who graduated in class 44F, and subsequent classes, as to whether or not they flew cross country solo flights, day or night, in their Basic Training phase in BT-13 Vultee "vibrator" aircraft.

Posted by Andy Reeves on 8/21/2006, 10:21 am, in reply to "Cross country flights by cadets"

For what it is worth. I was class 44C- Remember our night solo XC's from Enid (Vance AFB now) and flying the "light lines" to Ardmore, Ok. City and return on CAVU nights @ 3K altitude- chewing on a Snickers and really enjoying my newfound freedom. Ah those were the days.

Posted by Ken Blakebrough on 8/28/2006, 2:21 pm, in reply to "Re: Cross country flights by cadets"

Thanks for input, Andy. I am trying to determine if night time X country flights in Basic phase were terminated after the 44-C Affair at Courtland. I was in 44-F and we did no X country flying in Basic.

Our website has concentrated on our combat over seas but the nine months of stateside flight training was almost as hazardous as combat. I was recently shown loss records in stateside training. They were very high in my opinion.

"Rattlesnake Daddy II crash site probably found"

Posted by John DERNEDEN on 8/28/2006, 3:23 pm

Dear Sir,

My name is John DERNEDEN and I am a member of the General Patton museum here in Luxembourg. In my free time, we are researching about the air war here in Luxembourg during WW2. We know since 20 years about a B-17 crash site between the villages of Oberpallen and Colpach near the Luxembourg-Belgium Border. 10 years ago, we did an excavation at this site and took out many parts of this B-17. (Engines Machine guns, duffle bag with different kind of shoes mae west and many parts. But unfortunately we are still unable to identify clearly this B-17.As I collected as much as possible informations about this crash, we concluded that it must be on the 10th January 1945 and that it could be the plane of Lt. Frederick C. GAUSS. I read that he was killed due to a chute failure when he tried to bail out. The .50 caliber machine guns excavated from the crash site had the following serial numbers 601865/1192445/158534/601708. Also lots of Stanniol stripes were found on the spot. I have also the report from an eye witness that saw one of the crew landing just in front of him on a road near the village of Hovelange (between 1200-1300 hours). The Crew member took his pistol out and first thought he landed in ennemy held territory, but the luxembourgish men told him that he landed in allied and liberated territory. Is it possible for you to help me in this difficult case Sir as we are searching for this B-17 such a long time. On your beautiful home page is mentioned a report of L. Arthur FITCH that was on this plane that day. Does it say more details about the events and also after they had bailed out of their plane? I am also interested in getting in contact with any still living members of this crew Sir. I already thank you in advance for any possible help about my request. Attached is a picture of parts from this B-17 shown in our museum in Ettelbruck.

Yours sincerely

Posted by Todd Gray on 7/28/2014, 3:40 pm, in reply to "Rattlesnake Daddy II crash site probably found"

There is a dicription by Lt. Fitch of this mission in a book called Black Puff Polly and other flights to eternity by Roland O. Byers that might be of help.

"My father's aircraft and crew."

Posted by Kurt Gunderson on 9/3/2006, 5:54 pm

My father, Lt. Ejner N. Gunderson, was a B-17 command pilot from late 1944 until the end of the war. He is currently 90 years old and his memory is fairly good, but he does not remember things like all of his crew names, the squadron he was in, his airplane number, etc.

He was based in Glatten, England. I do know a few of his crew names, but that is about all. The names I know are:

August F. Spies, co-pilot

Thomas O. Lowry, don't know his crew position

John F. "Jack" Gwin, radio operator, I think.

I am very interested in finding out:

My father's airplane number

The names of all his crew, and possible contact information, or a source for this information. What happened to his airplane? What squadron my father was assigned to?

Any other specific information about my father and his service record (I know he received an Air Medal)

This important to me as I know very little about my father's early years and his experiences in England during WWII. I will greatly appreciate any information your organization has about my father, his crew, his airplane, etc.. Helpful links will also be appreciated.

Thank you for your help. I look forward to hearing from you.

The son of a "Greatest Generation" veteren.

Kurt W. Gunderson

#####@aol.com

Posted by Willard Reese on 9/3/2006, 8:10 pm, in reply to "My father's aircraft and crew."

Kurt

There is a huge amount of information on the website, including all his missions, who he flew with, the aircraft he flew in on each mission, etc.

Look under the Narratives and Loading Lists button on the home page.

Your Dad's initial crew that he went overseas with is shown in this "Special Order". You'll note that he arrived at Glatten on Feb 12th 1945 along with several other crews.

If you need further assistance please contact me at my email address.

Willard

Posted by JOE TOTH on 9/3/2006, 11:30 pm, in reply to "My father's aircraft and crew."

KURT

YOUR DAD FLEW 29 MISSIONS IN 14 DIFFERENT A/C

HE WAS WITH THE 751ST SQ. I HAVE THE LOADING LIST FOR ALL HIS MISSIONS.THESE ARE COPYS OF THE ORIGINAL LOADING LIST.THE NAMES OF THE CREWS ARE

CORRECT. IF I CAN HELP YOU IN ANY WAY WITH MORE INFORMATION .CALL ME AT 719-####

JOE TOTH

Posted by JOE TOTH on 9/5/2006, 10:53 pm, in reply to "My father's aircraft and crew."

KURT

IF YOUR DAD WOULD A COPY OF OUR LAST NEWS LETTER. PLEASE LET ME KNOW WHERE TO MAIL IT.ITS NEVER TO LATE TO JOIN THE 457TH B/G

JOE TOTH

Posted by Kurt Gunderson on 9/10/2006, 6:31 pm, in reply to "Re: My father's aircraft and crew."

Dear Mr. Toth,

He might enjoy it. Send to:

Ejner Gunderson

Bakersfield, CA

He has a computer, but does not know much about it. I have given him the email address of the 57th's web site, but he has been unable to find it. I am too far away to help him.

What I would like to know is how to find out more information about his crew and their whereabouts, if any of them are still alive, and how to get in touch with them. Also, if dad's health remains good I told him that we might consider attending a reunion next year if you have one.

Thank you very much again for your responses.

Kurt Gunderson

"Contact crew piloted by Arthur M. Ford"

Posted by Jack Muth on 9/24/2006, 3:23 pm

I was the navigator on John Fox's crew Billy Moore and Art Ford were Nissan hut mates. If any of you are still alive please respond. We flew from July '44 to Feb '45.

"28. May 1944_downed aircraft _457th Bomb Group"

Posted by Günter on 10/1/2006, 3:38 am

Hi,

does anyone know where the following 457th BG planes crashed on 28th of May in 1944:

42-31520, pilot C. Knipfer,

42-97067, pilot R. Stohl,

42-97452, pilot E. Hauf.

Thank you in advance.

Günter

Posted by JOE TOTH on 10/2/2006, 10:54 pm, in reply to "28. May 1944_downed aircraft _457th Bomb Group"

GUNTER

42-31520 751st. CRASHED IN DOELLBACK GER.

42-97067 749th CRASHED IN OSTERHOLZ GER.

42-97452 750th 751st CRASHED IN THE CHANNEL

JOE TOTH

Posted by Günter on 10/3/2006, 3:46 am, in reply to "Re: 28. May 1944_downed aircraft _457th Bomb Group"

Thank you Joe for your support.

Günter

"John G Makie"

Posted by John Makie on 9/28/2006, 9:40 am

I would like to know how I can get more information on John G Makie who was listed on the 457th Bomb Group Roster of Airmen Created from the crew loading lists.

Posted by JOE TOTH on 9/28/2006, 2:40 pm, in reply to "John G Makie"

JOHN

I HAVE BEN LOOKING FOR JOHN G MACKIE FOR A NUMBER OF YEARS. JOHN WAS WITH THE 751st SQ. HE FLEW A TOTAL OF 56 MISSIONS. AND I FLEW 19 MISSIONS WITH HIM. GEORGE H BANE WAS THE PILOT ON MOST OF HIS MISSIONS. I HAVE COPYS OF THE ORIGINAL LOADING LIST. I HAVE SOME PICTURES. OF JOHN ALSO. YOU CAN CALL ME AT

719-####

JOE TOTH

Posted by John Makie on 9/28/2006, 2:47 pm, in reply to "Re: John G Makie"

Thankyou for the prompt response.

I did notice yu had mentioned John G Mackie (with a 'c'). I am trying to track my father's missions via the combined operations. He could be anywhere in the WWII records, since he was involved in many special missions not known to many then, let alone now.

Posted by Alan Morton on 9/29/2006, 8:19 pm, in reply to "Re: John G Makie"

John, I'm intrigued by the statements you make regarding your Father's "missions via the combined operations" and the assertions that "he was involved in many special missions not known to many then, let alone now."

Also, what's the answer of your Father's name John G. Makie versus that of John G. Mackie suggested by Joe Toth?

Posted by John on 9/30/2006, 3:31 pm, in reply to "Re: John G Makie"

I have extensively been researching my father's war efforts for some time now. The name Mackie versus Makie is a very common spelling error. I was hoping that you didn't have any detailed information on him. That would interest me more since he is Canadian. This is just a tip of the ice berg. My father grew up most of his life as Maki. He is registered in the Royal Canadian Navy as John G Makie.

You may be another victim in the world search for information on my father. I apologize if I have offended you or anyone in your association.

If you are interested in guiding me to groups that may be able to help me mostly in WWII western europe, please feel free to pass on any info.

Thanks

John M Makie

Posted by Alan Morton on 9/30/2006, 5:24 pm, in reply to "Re: John G Makie"

John, Initially, I brought up two issues, the first was the following: I'm intrigued by the statements you make regarding your Father's "missions via the combined operations" and the assertions that "he was involved in many special missions not known to many then, let alone now." This sounds rather clandestine, no less to accomplish same with a slow flying B-17 bomber. Could you be more specific ... I assume your Father was an Officer. What position did he fly on the B-17 aircraft and what were his duties.

Posted by John Makie on 10/2/2006, 11:02 am, in reply to "Re: John G Makie"

Yes, the story is intriguing and inspiring to find out why after 65 years my fathers story is still hemmed up somewhere in the OSS, SOE and Camp X records. Keep in mind, in Canada there was a fifty year 'gag' order on all special service agents that worked during WWII (perhaps a probable saying 'loose lips sink country's truthfulness'). Most of which are not here today. My research has taken me to archives in England, Norway, Canada and United States. My best results are from veterans who knew of the group, but were told not to say anything. That is, until now.

My reason to query this chat room was simply to determine if this was another list of names that hid most of the 72 men that were KIA but were recorded as MIA, or to a lesser extent, not mentioned at all.

Posted by Alan Morton on 10/3/2006, 3:56 am, in reply to "Re: John G Makie"

John ... You're in the driver's seat now! Go to the 457th BG Web Site Home Page. Scroll down the page 'til you see the Category Button entitled "What's New" and click on it!

Hap Reese has just completed ALL of the 457th Bomb Group's Loading Lists, from February, 1944 to April 1945 inclusive, that are available at the National Archives, are now posted in the Narratives section of the website. A narrative also accompanies each mission and the "Search" capability has been reindexed to search for the name of any flyer.

Good Luck!

Posted by Sheila on 10/3/2006, 1:47 pm, in reply to "Re: John G Makie"

John I notice that you mention the OSS. I do know that some of them operated out of a large country manor house that is situated in Holme village, and is the next village to Conington. It is known as Holmewood Hall and is still standing today. They packaged supplies that were dropped into France for the resistance, but to the best of my knowledge they didn't fly those supplies out of Glatton, but used the local railroad and trucks to move them to other parts of the country. I think either flow and dropped by the RAF at Tempsford Bedfordshire or the Harrington Carpetbaggers in Northamptonshire.

Not sure if you are aware of Holmewood Hall, and there is very little known about the work that went on there, so thought I would mention it.

I believe that the Commander of the Holmewood Hall operation was Major Robert Stroud.

Posted by Jerry Sale on 10/4/2006, 9:53 am, in reply to "Re: John G Makie"

John - I'm into mysteries. What did you dad do during WWII? I had an uncle that is a similar mystery. After spending 20 years in the Air Force probably starting in WWII, he spent another 20 years drawing a check from the U.S. government. He was supposedly a cryptographer, and an electronics, explosives and lock expert. He would be gone for weeks at a time and no one in the family knew for how long or for what. His public facing job was a locksmith.

Posted by Jerry Sale on 10/4/2006, 10:06 am, in reply to "Re: John G Makie"

I found this on an internet search under a site called CSI Center for Study of Intelligence Bulletin Sumer 2000, Issue 11. Is this your relative?

Society members who were present for the ceremony included Col. Gary Chris Solar; Mr. John Gordon Makie, who in 1942 served with the Combined Operations Force--Commando Unit under Intrepid and Lord Mountbatten; Capt. Michael Rozak, Royal Canadian Air Force, and Dr. Collin Briggs, the Society's historian.

Also this under a site looking for people called International Veterans Rendezvous.

YOUR NAME: John M Makie

YOUR E-MAIL ADDRESS: #####@sasktel.net

WHICH SECTION DO YOU WANT YOUR ENQUIRY ENTERED IN?: Canadian Forces

SERVICE/UNIT DETAILS: Special Operations Executive

RANK: Not Used in SOE, RCN - Chief Petty Officer

YEAR/S OF SERVICE: 1942 - 1946

LAST KNOWN WHEREABOUTS: Winnipeg MB, Canada

OTHER INFORMATION: I am looking for anyone who served with the Special Operations Executive, under water demolition Unit. 72 men served in Norway, France, and the remaining 6 men in Burma and Hong Kong. These carefully selected men were from Britain, Australia and Canada. Anyone who can help in identifying the authenticity of this service in these theatres of operation would be greatly appreciated.

0159CAN

Posted by John M Makie on 10/6/2006, 10:06 am, in reply to "Re: John G Makie"

Yes Jerry. John G Makie is my father. The request was sent awhile ago by me (John M Makie) with no results. My father is now 82 years old and has agreed to help me write a book on his war experiences. I am cautiously reaching out for help from anyone who has any information that will lead to any formal records about this group. Your interest is very encouraging. And if I may offer a challenge to see if you can come up with any more information that directly relates to this group.

Posted by Alan Morton on 10/4/2006, 5:18 pm, in reply to "John G Makie"

In retrospect John, I'm inclined to believe you initially were just interrogating Any and All WWII military service data bases, such as the 457th BG web site (Flight Crew Roster), for your Father's name ... trying to re-create his clandestine activities dealing with the British, Canadian and America government military services.

If the aforementioned is true, that's why it has taken so long herein for us to glean from you ... "where and what you were coming from and after."

Assuming the above to be correct ... was your Father EVER formerly attached to the 457th Bomb Group, and if so what Bomb Squadron was he assigned to? Was he a Flight Officer (FO) or an enlisted man (EM)? What was his crew position and duties aboard the B-17? When was he attached to the 457th BG? And lastly, what was his Pilot's full name?

And, your Father is now deceased, correct? In what country and city did your Father reside, at death?

Posted by JOE TOTH on 10/4/2006, 7:46 pm, in reply to "Re: John G Makie"

THANK YOU ALAN MORTON FOR YOUR RESPONSE. YOU HIT THE NAIL RIGHT ON THE HEAD.

JOE TOTH

Posted by John Makie on 10/4/2006, 9:14 pm, in reply to "Re: John G Makie"

I have been researching on the internet for a long time. That is why I'm very careful not to disturb any message boards with too much of nothing. Yes, you are correct I 'googled you'. You folks are very informative and to the point regarding your association. I have enjoyed my stay with you. But it is time to move on. My father is alive and well. However, I have been an IT consultant for some years now and am able to cover a wider swath you might say in receiving info regarding his extraordinary wartime experiences on the internet. My only key I used was that he mentioned he had the choice of wearing any allied jacket while on base. He chose an american flying jacket. I just wondered if there was more that met the eye or ear per say. I believe his final rank was a petty officer. He got back home after 4 years of spy work with only a few tell tale marks (never documented) at the ripe old age of 20.

"Me & Col. John D. Parker "

Posted by Patrick J. Connelly on 6/4/2005, 1:31 pm

The following is link to a photo of Me

TSgt Patrick J. Connelly USAF AD son of waistgunner Aaron B. Connelly and

Col. John D. Parker 457th Navigator at the Memorial to 385th BG Perle Lux July 2004 Bottom Photo I am far left in uniform Col. is in the center (8AF Ballcap Red Tie)

Posted by Patrick J. Connelly on 6/5/2005, 1:27 pm, in reply to "Me & Col. John D. Parker "

Oops lets try again hope it works this time Ok the Link is Here see Original message for Photo Explained

Link: <http://http://photobucket.com/albums/y52/ww2societyeurope/Perle%202004/>

Posted by Willard Reese on 6/5/2005, 2:10 pm, in reply to "Re: Me & Col. John D. Parker "

Patrick,

That last posting did not work either. You have HTTP:// in there twice. If you remove the first one then you must also add a : (colon) in the second one. Hope this helps. I did see the photo.

Willard

Posted by Patrick J. Connelly on 7/10/2005, 7:50 pm, in reply to "Me & Col. John D. Parker "

Ok take 3

<http://photobucket.com/albums/y52/ww2societyeurope/Perle%202004/>

"My father"

Posted by Michael K. Shiners, DDS on 10/17/2006, 3:51 pm

My father John F. Shiners (Jack) was the personell Officer for the 457th. I would greatly appreciate hearing from anyone who remembers my dad, and would like to share information about the group and your experiences.

Thank you for your service to our country, and any information you may care to share.

Posted by Alan Morton on 10/17/2006, 10:08 pm, in reply to "My father"

Hi Michael ... If there is a downside to the 457th Bomb Group web site it is the heavy emphasis on the B-17 Flight Crews, their Aircraft and the missions flown by the 457th Bomb Group per se, in 1944-1945. For example, when the Glatton Air Base was initially set up in the latter part of 1943 the first personnel to arrive were "Permanent Party" officers and enlisted men. A goodly number of these men and women operated the Base from its inception till closing at war's end. By the same token the Flight Crews manning the B-17s in combat were "Transitory" and stayed approximately six month durations on average. All of the 457th Bomb Group published books written have dealt with the Missions flown, the targets, and the Aircraft and Flight Crews lost. I've tried to remind former 457th BG members that the unsung heroes of the 457th Bomb Group were the Permanent Party that stayed behind after we Flight Crew members came back to the States.

That's why we old combat veterans worry so deeply for our young service men and women fighting and dying in Iraq and Afghanistan today for twelve months on end, then relieved, and sent back again with little time to recover from combat!

The only thing I can offer with regard to the "Permanent Party" stationed at Glatton would be the various published issues of the 457th BG Association Roster that identified the Permanent Party personnel as well as the Flight crews. Was your Father a 457th Bomb Group Association Member? If he was, you might refamiliarize yourself with these Rosters, names and personnel classifications for some common denominators to your Father.

Your best bet is to purchase the 3rd Volume of James L. Bass's "Fait Accompli II Trilogy" This volume deals with an overview of the entire Base and it's Personnel. Call or write Mr. James L. Bass, Carthage, TN - Tel.

(615)####, Fax (615) ####

Mr. Bass is currently the President of the 457th Bomb Group Association.

Posted by Mike Shinnars on 10/18/2006, 12:00 pm, in reply to "My father"

Dear Mr. Alan Morton;

Thank you very much for your thoughtful note that you posted. I was very happy to hear from you. I called Mr. Bass today and hopefully he will return my call at his convenience. With luck hopefully I can get more information regarding my dad and the group. I can't express the gratitude that I feel for all the young men and women that made such great sacrifices to guard our freedom during WWII. You all are heroes and I truly believe that you were members of the "Greatest Generation". May God bless all of you and THANK YOU!

Posted by Alan Morton on 10/19/2006, 1:29 pm, in reply to "Re: My father"

Thanks for the kind words Mike! It's rather ironic when one tries to evaluate the two terms "Permanent Party Personnel" vs. "Transitory Flight Crew Personnel." Actually, the sum total for an operational combat Air Base, like specifically the 457th Bomb Group, is like looking at an iceberg floating in the ocean ... what you see above the water line is nothing compared to the size of the part below the water line.

Unfortunately, few vital statistics were kept for history's sake of the 457th Bomb Group's "Permanent Party Personnel" during and after the War's end that shows a ratio between the two groups. What would have been the number of actual Permanent Party personnel required to support one (1) B-17 Combat Flight Crew?

Twenty to One? Fifty to One? One Hundred to One? A Thousand to One?

Secondly, what were the categories of ALL these Permanent Party personnel ... such as MP's, Fire Rescue, Doctors, Nurses and orderlies, Ammunition Armorers, all types of Aircraft Mechanics, Radio communications specialists, Ambulances, Payroll, Officer and Enlisted Men Mess Hall personnel, Parachute riggers and on and on. Sadly, fifty years after the fact, there is no one writing about the virtues of the Permanent Party types by name or detailed group photos thereof. These Permanent Party people were the heart and soul of the 457th Bomb Group. We Flight Crews delivered the goods to Berlin et al.

I apologize for not knowing and mentioning other categories of equal importance to the sum total.

I know I speak for all the Flight Crews when I belatedly point out our deep appreciation of everyone that helped make Fait Accompli a reality for the "Fireball Outfit" - The 457th Bomb Group!

Posted by Willard Reese on 10/19/2006, 3:00 pm, in reply to "Re: My father"

Rather belatedly but timely.

Jim Derk and I are currently working on a section of our website that will be called "Service Personnel". It will have pictures of those who served on the ground and photos of the areas in which they worked.

Unfortunately, there is not much written material about these men who served our Bomb Group so well. I do have copies of almost all the daily bulletins that were posted in each squadron area and I'm trying to glean something from them that might be of interest. We should have the "Service Personnel Photo Archive" ready and posted in a week or sooner.

Posted by Jerry Sale on 10/20/2006, 10:59 am, in reply to "Re: My father"

I asked my father some time ago whether there were any blacks on the base and he said that since the army was segregated at that time there were none serving in uniform in the 457th but he was uncertain if there were any serving as civilian service personell. Can any of you answer?

Posted by Sheila on 10/21/2006, 10:53 pm, in reply to "Re: My father"

Although Britain itself didn't practice segregation, they abided by the laws of America, and during the war, they tried to discourage contact between these 2 peoples, to avoid possible problems between the cultural differences of the two countries.

The bases were segregated, as were the local towns closest to the bases, to a certain extent. With base commanders trying to make sure that the two groups of peoples were not given access to the local town on the same days.

Because of the fact that the English hadn't been used to segregation before the war, there were a great many misunderstandings and problems socially, in the local towns and villages.

If this is of particular interest to you, you may like to read the book published by Graham Smith, entitled "When Jim Crow met John Bull"

"2005 Reunion in Savannah"

Posted by Andy Reeves on 2/21/2005, 9:08 am

Will there be a registration package including hotel info, tours, hospitality room etc be sent out to all or will this info be posted on the web cite. Have a busy summer ahead and need to plan and budget ahead. Appreciate reply. Thanks-- Andy

Posted by Nancy Henrich on 2/21/2005, 11:49 pm, in reply to "2005 Reunion in Savannah"

Andy...all reunion information will be in the next newsletter...which I'm planning to have out the first week of May. Lori Barnett, our hostess, is making all the plans and finalizing prices, activities, etc, as we speak.; The newsletter will have all the registration forms needed. At this point, all we have for sure are the dates, Sept 18-22 and the location, Savannah. Nancy Henrich, Secretary

Posted by tom gibbs on 7/1/2005, 9:02 pm, in reply to "Re: 2005 Reunion in Savannah"

my dad is in your group and my wife and i would like to go to the reunion . we would like to know the days of the reunion and where you all are staying . thanks tom

Posted by Lee Finneran on 3/19/2006, 4:00 am, in reply to "2005 Reunion in Savannah"

Just saw this. Is this an annual reunion? Would love to attend. My Dad was in WW 2 and a article written by him has been posted on this website. Thanks in advance for any info. Lee

Posted by Nancy Henrich on 4/10/2006, 6:37 pm, in reply to "Re: 2005 Reunion in Savannah"

Lee, I just saw your message from 3/19...sorry I didn't get to it sooner. We have stateside reunions every odd numbered year...the next one is in November 2007 in Pensacola. In May of the even numbered years, we go to England for a mini-reunion at Peterborough, near the old air base. All members and/or family/friends are invited to attend reunions. If you are interested, I will send you a newsletter and an application to join our association. Dues are just \$25 for two years. Send me your mailing address if you would like. I usually send a newsletter to interested persons so they can see what one is...and then most people do decide to join. Nancy Henrich, Secretary, 457th Bomb Group Association

Posted by Lee on 10/24/2006, 5:44 pm, in reply to "Re: 2005 Reunion in Savannah"

Hi Nancy,

Sorry it's taken me so long to get back to you, lots of reasons but none of 'em that good. I'd hate to bore ya with the details. I'm tremendously interested in hearing the details of the reunions and such as my sister-in-

law and her husband will be stationed in England next year. Good timing I guess. Either way, I'd love to attend if possible. Ya got my e-mail address and I look forward to hearing from you. I hope that this note finds yourself in great health and happiness. All the best, Lee

"Robert F. Marcum - School Project"

Posted by Andrew Patterson on 10/10/2006, 9:09 pm

Hi, my name is Andrew Patterson and I am currently attending Central High School in Omaha, Nebraska. My advanced placement history teacher is having his student's research one of the seventy nine graduates from Omaha Central that died in World War II.

Robert F. Marcum – He served with the 751st Bomber Squadron, 475th Bomber Group. Robert was killed over Eberswalde, Germany, on September 12, 1944. He is buried in Neuville en Condroz, Belgium.

If anyone has information on Robert F. Marcum, his B-17 the American Eagle, memories they would like to share, pictures or comments you can contact me at #####@hotmail.com.

All comments and suggestions are welcome.

Thank you,

Posted by Jerry Sale on 10/12/2006, 10:04 am, in reply to "Robert F. Marcum - School Project"

I have no inside information but there is a lot available on this site. Use the search feature for Marcum and you will discover a picture of the plane & pilot, the cross in the American Cemetery in France where Robert Marcum is buried and the mission narrative for the mission on which he was killed including words from the only survivor. In addition if you get into the mission narratives from the home page you can find something about all the missions Robert Marcum was on. Also look at the other pictures and stories to get a feeling of what life was like on the base and during the missions. Hope this helps.

Posted by Jerry Sale on 10/12/2006, 1:27 pm, in reply to "Re: Robert F. Marcum - School Project"

I have no inside information but there is a lot available on this site. Use the search feature for Marcum and you will discover a picture of the plane & pilot, the cross in the American Cemetery in France where Robert Marcum is buried and the mission narrative for the mission on which he was killed including words from the only survivor. In addition if you get into the mission narratives from the home page you can find something about all the missions Robert Marcum was on. Also look at the other pictures and stories to get a feeling of what life was like on the base and during the missions. Hope this helps.

Posted by Alan Morton on 10/16/2006, 5:36 pm, in reply to "Robert F. Marcum - School Project"

Hi Andrew ... See the message posted on this Message Board dated 2/1/2006 from Rich Salik regarding the 751st Bomb Squadron Aircraft Names. Rich's Email address is #####@juno.com .(drop him a line). Whatever you find out from Rich, please post your findings under your posting herein dated 10/10/2006 for others to see. Many Thanks.

Posted by Rich Salik on 2/1/2006, 6:45 pm, in reply to "Re: 751st Aircraft Names"

My cousin was a radio operator on "American Eagle" of the 751st Squadron, 457th Bomber Group(H). Other crew members were 2nd Lt Selling, 2nd Lt French, 2nd Lt Marcum, 2nd Lt. Peterson, and Sergeants Shadman, Conley, Gallucci, and Ryder. His name was Erwin C. Krueger from Chicago. His B-17 went down over Germany on 12 Sep 1944. Does anyone know if a group photo exists for this crew?

Posted by Andrew Patterson on 10/25/2006, 2:09 pm, in reply to "Re: Robert F. Marcum - School Project"

Thank You Richard, did you ever find a picture of the crew of the American Eagle? If you did get a picture of them or if you have any pictures of your cousin, would you mind emailing them to me.

Thanks, Andrew

"Thank You"

Posted by Herb Dollar on 10/27/2006, 2:13 pm

Alan Morton

Thanks again for contacting me and introducing me to this website. I will enjoy going through it. I have submitted a message to Mike Burgess. Hope to compare notes with Mike.

"Sgt. Lloyd J. Blood"

Posted by Kelly Adams on 4/25/2005, 10:44 pm

I am looking for anything that anyone can tell me about my cousin. I only have bits and pieces about him. I wasn't even born before he died but feel a great closeness to him and really want to find out more. The last that I know was that his plane was shot down plane #s/n 44-8368 he paracuted and drowned in a lake. The pilot of his plane Capt. Melvin M. Fox, Air commander, Lt. Col Roderick Francis, Bombardier, Capt. Charles Musgrove, Navigator Lt. Beverly Robertson, Navigator 2, Lt. Paul Hertenstein, Flight Engineer, Lt. Gerald Zelikofsky, radio operator 2, Sgt. Adrian Belanger, Left Waist Gunner, Sgt. Alvin Prukop and the Tail gunner Capt. Monroe Hotaling. Lloyd was the radio operator. Thank you for taking the time to read this and anything anyone knows would be helpful or any pictures of him or his crew. Thank you again.

Posted by Jerry Sale on 4/26/2005, 10:47 am, in reply to "Sgt. Lloyd J. Blood"

I have no other information, other than what is on this site. If you type "blood" in the search feature on the first page, you will come up with some leads that you can click on.

Posted by Joe Toth on 5/4/2005, 6:37 pm, in reply to "Sgt. Lloyd J. Blood"

I don't know if you are aware of this, but Lloyd J. Blood is listed on the Wall of the Missing in the Netherlands American Cemetary. He was shot down on April 10, 1945 and was so listed. Hope this helps.

Posted by Kelly on 4/24/2006, 7:26 pm, in reply to "Re: Sgt. Lloyd J. Blood"

Thank you for your kindness. Yes I am aware that he is on the wall of the missing.

Posted by Roger Ditzel on 5/18/2006, 1:36 pm, in reply to "Sgt. Lloyd J. Blood"

I have known Lloyd (Luke) all of his life. Lloyd's mother and father were my folks best friends. He was 2 years older than I and entered the Air Corp about a year before I went into the Army. I just found this network a few days ago. I still live in our hometown of East Pembroke, N.Y. I have been trying to figure out how you are related to him. I will be glad to give you any information that is available to me.

Posted by Rene Millert on 8/19/2006, 11:32 am, in reply to "Re: Sgt. Lloyd J. Blood"

Dear Mr. Ditzel!

Two years ago, my friends and I found the crash-position of the B17 of Sgt. Blood. We could identify the serial number of the airplane with help the Radio Call Number .

Sgt. Blood has not drowned in the lake. He could not leave the airplane . His body burned up to the unrecognizableness. German Soldaten buried him at a for me unknown place.

These statements are blegts through a German police-document and through statements of eyewitnesses.

I believe, that Sgt. Bloods lies as unknown soldier in Holland.

Unfortunately, we have no idea and no conversation-partners to follow this trace .

Sincerely, Rene Millert

Germany

Posted by Bill Murray on 8/20/2006, 12:40 am, in reply to "Re: Sgt. Lloyd J. Blood"

Rene,

If you have access to the police documents that you mentioned, I can translate them from German to English. I was a German linguist in the Army. Just send me the scanned documents as an email attachment and I will post the translation on this site.

Danke im Voraus!

Bill Murray

#####@cox.net

Las Vegas, NV

Posted by Roger Ditzel on 8/27/2006, 10:41 am, in reply to "Re: Sgt. Lloyd J. Blood"

Rene Millert,

In reply to your e-mail I would like for you to send me the serial number of Lloyd Blood's air craft and the location that you found the plane. The German police document and statement from the eyewitnesses would also be a big help. The pilot met with Lloyd's mother when he returned to the states and told her that he was

the last one to bail out and that he was able to count all the members of the crew. The German officer that he was brought before showed him Lloyd's dog tags and told him that Lloyd had landed in a lake and drowned.

Thank you
Roger Ditzel

Posted by Bill Murray on 9/2/2006, 12:05 am, in reply to "Re: Sgt. Lloyd J. Blood"

Rene,

Thanks for the info that you sent. I will repost your narrative from your email on Aug. 20 for the others on this message board.

Thank you for sending those original documents!

Best wishes,
Bill Murray
Las Vegas, NV

Rene's email to me:

"Hi Bill,

The village Hopfendorf doesn't exist in Germany. It is a misspelling. Götschendorf must be called it.

At the main-position of the crash, we found remains of a May swim vest and parts of a parachute.

One airman landed in the Kölpin-See and was rescued by a fisherman.

Sgt. Blood's body was recovered by German soldiers. I have hints that he could have been buried in Gollin, ca. 8km south from Götschendorf. After the war, Americans should have picked up a dead person there. That could be, because the other captured airmen were brought to airfield Prenzlau and to Karin hall. Karin hall was a residence of Hermann Göring and lies 2 approximately km from Gollin. Here, Luftwaffe soldiers were stationed.

Many greetings, Rene (end of email)

Here is the translated part of the German Police documents, dated April 10, 1945, which pertain to Sgt. Blood's plane: From pg. 3 "...

2.) 1 four-engine American bomber crashed by Hopfendorf. The plane broke up in the air as the crew bailed out. 1 crew member remained in the plane as it crashed and was burned beyond recognition. No terrain damage." (End of translation)

Note: I will forward copies of Rene's documents, crash site maps, etc. with a complete translation to anyone who requests them. Contact me at: #####@cox.net

Posted by Kelly on 8/24/2006, 6:34 pm, in reply to "Re: Sgt. Lloyd J. Blood"

Lloyd Blood was my cousin. My mother is Diane Dusel/King was her maiden name. Please contact me

Posted by Roger Ditzel on 8/25/2006, 11:04 pm, in reply to "Re: Sgt. Lloyd J. Blood"

I have met some of the King's that lived in Attica, N.Y. and I knew a Gerald King that lived in East Pembroke. My mother and father Lottie and Lawrence Ditzel were life long friends of Margerey and Harold Blood. Lloyd was 2 year older than I was. I imagine you have read the e-mail that Rene Millert sent. I don't agree with a lot of what he says, number 1 that Lloyd burned up in the plane. I would like to keep in touch with you and find out what information you have.

Posted by Roger Ditzel on 8/27/2006, 10:56 am, in reply to "Re: Sgt. Lloyd J. Blood"

Kelly,

I just posted a response to Rene Millert that you might be interested in. Until I get a reply back from him I'm afraid that I will have to believe what his mother told us as being true. I don't think we will ever know the exact truth.

I have a couple of pictures of Lloyd that I might be able to e-mail you if you like.

Keep in touch,
Roger Ditzel

Posted by Kelly on 8/31/2006, 9:04 pm, in reply to "Re: Sgt. Lloyd J. Blood"

Dear Roger,

I would love to see the pictures of my cousin that you have. You said you knew a Gerald King that was my grandfather and Marjorie was my grandfathers sister. We called her Aunt. I never knew Harold he died at an early age. Please keep in touch. Kelly

Posted by Alan Morton on 8/19/2006, 5:56 pm, in reply to "Sgt. Lloyd J. Blood"

Hi Kelly ... We converse again.

As you already know I flew on this same mission April 10, 1945 as your cousin Radio Operator, T/Sgt. Lloyd J. Blood.

First of all, as Officers and Enlisted Men attached to the 8th Air Force, 457th Bomb Group, Glatton we came as Flight Crews identified by the Pilot's last name. I really haven't researched it deeply, but I'm inclined to believe that Lloyd J. Blood was a member of the Lt. Melvin M. Fox Flight Crew that flew their FIRST mission on September 19th, 1944, Mission No 124, Target: Soest, Germany.

As Lt. Melvin M. Fox became more proficient as a combat Pilot he caught the eye of the Squadron Leaders and the Base Commander. When a Mission was planned a "Lead Crew" of ten (10) men was assembled of primarily Officers and usually three (3) Enlisted men. Reason being that the "Mission Lead Crew Plane" was of a special configuration; and only required a Flight Engineer Top Turret gunner, a Radio Operator gunner and a Waist gunner. The rest of the Lead Crew was made up of typically seven (7) Flight Officers.

The "original" Melvin M. Fox Flight Crew that arrived at Glatton consisted of:

Melvin M. Fox - Pilot

Robert E. Southern - CoPilot

Beverly C. Robertson - Navigator

Horace W. Whipple - Bombardier

Adrian A. Belanger - Flight Engineer

Lloyd J. Blood - Radio Operator

Ronland Vevier - Ball Turret

Alvin Prueop - Waist Gunner

Harold A. Arndt - Tail Gunner

Usually the Squadron Commanders and the Base Commander had certain Pilots, Navigators and Bombardiers that "they would specifically choose when they put together a Mission Lead Crew." Possibly, the same rational was applied with the three (3) Enlisted Men positions.

All of the above to point out Kelly, your best bet is to run down the names of the "original" Flight Crew listed above that trained together in the USA

and started as Combat Flight Crew at Glatton. The

Melvin M. Fox Flight Crew was attached to the 749th Bomb Squadron, 457th Bomb Group.

Another area you might research are the 457th BG Combat Mission Loading Lists found at http://457thbombgroup.org/NARRATIVES/II_index.html? simply type in Blood for a listing of ALL missions flown by your cousin.

Some "Original Melvin M. Fox Flight Crew members" may still be alive!

Cheers, Alan Morton

Posted by Alan Morton on 8/19/2006, 6:22 pm, in reply to "Re: Sgt. Lloyd J. Blood"

Kelly,

One thing is a fact ... after the Lead Crews arrived back at Glatton after the Combat Mission they headed up ... a Base photographer took the photo of the assembled Lead Crew members. So, if you can peruse the photos of the various Combat Mission Lead Crews.

Try Mission 224, dated April 5, 1945 wherein Fox's plane and crew was assigned to lead the Formation after the plane with Major Dozier crashed on take-off because of an engine fire. Major Havey assumed the Lead with Lt. Melvin M. Fox as his pilot.

If you can find this Lead Crew photo taken of Major Havey upon his return from the Mission, you may see a photo of your cousin.

Cheers, Alan Morton

Posted by Alan Morton on 8/19/2006, 7:16 pm, in reply to "Re: Sgt. Lloyd J. Blood"

VOILA ...

Go to:

<http://www.457thbombgroup.org/aircrews/Fox%20crew%20and%20Col%20Francis.html>

and

<http://www.457thbombgroup.org/aircrews/Fox%20crew%20and%20Col%20Francis%202.html>

I don't agree that these photos are of Lt. Col. Francis and Capt. Melvin M. Fox and Crew getting ready for a mission. These guys are unloading their gear and guns RETURNING from some other mission and being met by Lt. Col. Francis.

Posted by Ken Blakebrough on 8/31/2006, 9:16 pm, in reply to "Re: Sgt. Lloyd J. Blood"

I agree with Alan Morton.

The photos are of a aircrew having just returned from a mission and being greeted by some of the "brass". Note the equipment strewn about the plane including gun barrels and chutes. Furthermore, I opine that the two greeting officers in topcoats are Lt/Col Francis and General H. Turner from either Wing or Division. Francis as second in Group Command is probably filling in for Col. Rogner whom we may presume was away from the base.

Posted by Alan Morton on 9/1/2006, 8:14 pm, in reply to "Sgt. Lloyd J. Blood"

Kelly ...

With all the information and support the 8th Air Force, 457th Bomb Group Association web site has provided you, you still have not posted a photograph of your cousin, Radio Operator, T/Sgt. Lloyd J. Blood in his military uniform to add to our Photograph Section. Surely, you or some member of your family by this time has unearthed such a photo. If you are totally unfamiliar with the process of transmitting a photograph to Hap Reese, web master of this web site let him know ASAP by Email: #####@bellsouth.net . You owe this favor to your beloved decorated cousin and his last mission KIA on April 10, 1945 for all of history to see.

Posted by Alan Morton on 10/28/2006, 12:52 pm, in reply to "Sgt. Lloyd J. Blood"

To see a photograph of T/Sgt. Lloyd J. Blood on this web site click on this URL:

<http://www.457thbombgroup.org/BB/BBP66.html>

Many thanks to childhood friend of Lloyd Blood, Roger Ditzel.

"Herbert E. Dollar"

Posted by Mike on 10/25/2006, 6:04 pm

Does anyone know if Herbert E. Dollar is still with us? He flew many missions with my father, Oliver G. Burgess. It appears Herbert flew about 41 missions total.

Posted by John Pearson on 10/26/2006, 7:34 pm, in reply to "Herbert E. Dollar"

I heard from him in early March '06.

Try (714)####.

Posted by Alan Morton on 10/27/2006, 12:03 am, in reply to "Re: Herbert E. Dollar"

Mike Burgess ...

I noticed the Message posted on the web site by

John Pearson regarding the area code and phone number of Herb Dollar.

I thought, "Hell, I have that same area code!" So I placed a call to Herb in Yorba Linda, CA from Fullerton, CA and relayed your message to him. We spoke for a while about the "good old days" and the 457th BG web site. Herb's going to go over to his daughter's house tonight to see the 457th Bomb Group on her computer. Herb is alive, well and still kicking ... at 83!

Posted by Jeff Bell on 10/27/2006, 12:45 am, in reply to "Re: Herbert E. Dollar"

Herbert E. Dollar is my Grandfather and he was great man that I heard from many of the people that he fought with during the war. 41 missions that is really awesome and I can't wait to hear more from him and how he merged victorious over the Germany.

Posted by Herbert Dollar on 10/27/2006, 2:02 pm, in reply to "Herbert E. Dollar"

I'm Herb Dollar and I am still here. Yes, I flew with Oliver Burgess for a complete tour. I would be interested in talking with you. Please contact me at (714) ##### (I live in California) or respond to this message with your number and I will contact you. Hope to hear from you soon.

Posted by Mike Burgess on 10/28/2006, 5:28 pm, in reply to "Re: Herbert E. Dollar"

I will call you on 10-28-06 in the evening. I am happy you are still going strong.

"FAREWELL from Jack Muth, navigator, and the the rest of the crew of PACAWALLOP, June to February, 1944!"

Posted by jack muth on 10/27/2006, 8:30 pm

To the 457th:

FAREWELL from Jack Muth, navigator, and the the rest of the crew of PACAWALLOP, June to February, 1944!

Posted by Alan Morton on 10/30/2006, 4:18 pm, in reply to "last call"

Hi Jack ...

Is it really LAST CALL, "FAREWELL?" I'd like to help you try and find the fellows you flew with in WWII at Glatton ... But I need your help FIRST! Send me an Email to #####@adelphia.net and give me your phone number at home so I can call you back and I might be able to help solve your delemma. For openers: Go to the Home Page and scroll down the page to almost the bottom where you'll see a SEARCH box. Type in Muth and hit the Search button. Click on each and every title listed and then we can talk!

"John S. Tarabula"

Posted by Jamie Tarabula on 11/2/2006, 5:42 pm

John Tarabula is my grandfather and I am desperately trying to find out information about him or any pictures. Any help would be greatly appreciated. Thank you!

Posted by Alan Morton on 11/2/2006, 7:42 pm, in reply to "John S. Tarabula"

WOW Jamie ... you sure don't give much information to help find your Grandfather as to what he did, if and when, he was attached to the 457th Bomb Group.

But, here goes ... there was a Flight Crew member on the Lt Parkes E. Rea Flight Crew that flew combat missions with the 749th Bomb Squadron:

Lt Parkes E. Rea - Pilot

Lt John R. Thompson

Lt John V. Schell

Lt Harold S. Friedman

Sgt Leroy Pellonari

Sgt Wayne R. Rodline

Sgt Edward B. Tecker

Sgt John S. Tarabula

Sgt Nick C. Martin

It appears Sgt. John S. Tarabula was an enlisted man (EM) and flew the Ball Turret position on the B-17 Flying Fortress.

Go to the Home Page of this web site and scroll down the page till you see a series of Buttons, then click on "Photo Archives." Pick the title "Air Crew Archives" and look through the photos.

"cigarette smoking in service"

Posted by jack muth on 11/1/2006, 8:05 pm

Remember the lunch boxes given us on long missions? Inside was a tiny Lucky Strike box with 3 cigarettes. Years after as a VA Compensation & Pension MD, I saw an inter-office VA memo endorsing the passage of a bill to compensate any veteran with lung disease who had smoked during war time. Can you imagine what that proposal would have cost by now?

Posted by Alan Morton on 11/1/2006, 10:48 pm, in reply to "cigarette smoking in service"

Jack ... As a former 457th BG Navigator, there is no way you could have possibly managed to side-step my message I posted to you on October 30, 2006 by accident. As I stated then, I wish you'd drop me a line.

Again ... my Email address is: #####@adelphia.net

If you'll Go to the Home Page and scroll down the page to almost the bottom ... you'll see a SEARCH box. Type in your last name and hit the Search button. Click on each of the applicable titles and you'll see photos of many of your old Crew! Then we can talk about the crew, LUCKY STRIKE GREEN cigarettes ... and finding them. Please drop me a line ... friend!

Posted by Alan Morton on 11/2/2006, 3:33 pm, in reply to "cigarette smoking in service"

Thanks for the Email today, Jack

I notice back on 5 August 1944 you flew with the John A. Fox crew as Navigator:

John A. Fox ... Pilot

John B. Folson

Jack R. Muth

Richard R. Hinman

Alfred J. Rubino

Calvin Campbell

Richard J. Imhoff

Guy P. Wharton

Wilfred Finke

All told thirty-five Missions.

If the aforementioned Crew list is correct, let me know so I can start (hopefully) locating those crew members that may still be alive?!

Posted by jack muth on 11/3/2006, 9:42 am, in reply to "Re: cigarette smoking in service"

crew members correct but I don't remember Folsom,Imhoff or Wharton

Posted by Alan Morton on 11/3/2006, 11:26 am, in reply to "Re: cigarette smoking in service"

Hi Jack ... here's an opportunity for you to set the record straight and list the Fox Crew by full name and position that each flew aboard the B-17 ... as you remember. By the way Jack, check out the Home Page button entitled Mission Narratives and Loading Lists to refresh your memory of each Mission you flew and the Flight Crew Loading Lists per se. All of these records were compiled using the official 8th Air Force, 457th BG records stored in the National Archives in Washington.

Also Jack, have you read any of the great books written by former 457th BG Officers and Enlisted men that you flew with?

For the record Jack, do you want to mention your health from smoking in the service ... as a warning to others, younger than our generation?

"Aircraft identification"

Posted by Jack Owens Jr on 11/3/2006, 5:37 am

Hi, I've been trying to research some of the missions my dad flew with the 751st and have ascertained some 30 missions flown but in most cases the aircraft flown are identified only as 3 digits e.g A/C 131 and not a full serial number. Is there a way of cross matching these? It would be nice to see if any of the 17 different airplanes he flew have names or photo's. Wonder if anyone can help?

Posted by Mike Burgess on 11/3/2006, 10:01 am, in reply to "Aircraft identification"

Jack,

Go to the Aircraft Database to look.

Posted by Jack Owens on 11/3/2006, 6:20 pm, in reply to "Re: Aircraft identification"

Thanks Mike, I finally realised that the last 3 digits of the serial numbers were used as the A/C number on the mission narratives. It's nice to be able to match up the narratives with photo's of the various planes. Somehow brings things alive.

My next task is try to locate my Dad in some of the crew photo's.

What a terrific site this is and I marvel at the work that must have gone into it.

“NEW: 457th BG Base Personnel: Ground/Staff/Mission Support”

Posted by Alan Morton on 11/4/2006, 11:58 am

An entirely new section to the 457th BG Web Site is mentioned in the "What's New" button on the Home Page. It's entitled, "457th BG Base Personnel: Ground/Staff/Mission Support" Click on:http://457thbombgroup.org/service_personnel_1/intro.html

“305th Bomber Photos for 42-97532”

Posted by Chris Coffman on 11/6/2006, 4:34 pm

Hello,

I am working on a project for the 305th Bomb Group where we collect documents and photos from the group. I was wondering if I could get some copies of your photos for the damage to the 305th Plane 42-97532? I was wondering as well if you could tell me how you got them and maybe that would help me locate 305th photos as well.

Any help would be great.

-chris

“Crew Questions”

Posted by Alan Morton on 11/6/2006, 5:32 pm

Another point Jack ... was the ideal flying weather in the southeeastern states year round, and not having to contend with snow and ice. The southwestern states were great for classification centers, selection of Pilots, Navigators and Bombardier officer training. Gunnery, Mechanic, Radio and Armorer schools training for enlisted men. Months-round training of each B-17 Air Crew started to become cohesive units. Florida and surrounding states were saturated with these advance Flight Training Bases.

Typically, the next step was heading by troop train to Hunter Air Force Base (Home of the 8th Air Force Command Headquarters) and being assigned to a brand new B-17s to fly to England via the "Snowball Route ... Labrador, Greenland, Iceland and finally Preswick, Scotland. From there each Air Crew went by train to assigned 8th Air Force Bomb Groups like the Glatton 457th Bomb Group near Peterborough, England.

"T/Sgt. Robert T. Payne, Radio Operator, 457th BG, 750th Sqn."

Posted by Leslie Anne Payne Washburn on 6/22/2004, 3:54 pm

My father, Robert T. Payne, served in the 457th. He passed away 5/18/04. Unfortunately, he never talked (at least to me) about his time in the service. He is missed by all Tuesday, June 22nd 2004 - 10:03:06 AM Copied from the Guest Book and transferred to the Message Board this date - Alan Morton

Posted by Alan Morton on 6/22/2004, 4:20 pm, in reply to "T/Sgt. Robert T. Payne, Radio Operator, 457th BG, 750th Sqn."

Well Leslie, Let's see if we can't find some information about your Father formerly with the 457th Bomb Group. He was a Life Member of the 457th BG Association to begin with. As you see I've added his rank as a Technical Sergeant (T/Sgt.) and he was the Radio Operator on the B-17 Flying Fortress crew (C436) piloted by Robert P. Hey, with the 750 Bomb Squadron. From here on I've got to do some digging about his missions flown and identify the rest of the crew. I do know that the pilot Robert P. Hey passed away back in 1995. But, I'll be back, Leslie! Cheers, Alan

Posted by Alan Morton on 6/22/2004, 8:21 pm, in reply to "T/Sgt. Robert T. Payne, Radio Operator, 457th BG, 750th Sqn."

The plane your Father flew aboard on Mission 221 to Bremen, Germany was A/C 43-38863 on March 30, 1945.

The target was partly overcast with cloud coverage. Bombs were dropped from 24,500 feet and the results were observed to be very good, with several direct hits. The assigned targets were submarine and ship building yards along the Dutch coast.

Bremen maintained its reputation and provided moderate and accurate antiaircraft fire. Twelve planes sustained damage.

The crew included;

Lt. Robert H. Hey --- Pilot

Lt. William S. Owens - Co-Pilot

Lt. Christopher Zissler - Navigator

Sgt. George C. Gately - Flight Engineer

Sgt. Robert T. Payne - Radio Operator

Sgt. Edward A. Bruder - Chin Turret Gun

Sgt. Andrew V. Clark - Ball Turret Gun

Sgt. Robert W. Packingham - Tail Gunner

Sgt. Edward A. Smith --- Left Waist Gun

Posted by gary packingham on 12/28/2004, 1:51 pm, in reply to "Re: T/Sgt. Robert T. Payne, Radio Operator, 457th BG, 750th Sqn."

Please let us know who is asking about this mission. My father was Robert Packingham and we recently came across this message. Our mother has been in ciontact with another crew member, George Gately and would like to be able to tell George more about the remianing survivors of this crew and their families. As the children of Robert, we would appreciate knowing more about this crew and their times together too.

thanks in advance,

Gary Packingham

Posted by kevin Lynch on 10/21/2005, 8:41 am, in reply to "Re: T/Sgt. Robert T. Payne, Radio Operator, 457th BG, 750th Sqn."

Happened to find this site. My father - in - law was Christopher Zissler, the navigator on the flight you mentioned. Unfortunately he died too young of a sudden heart attack in 1985. He left behind six kids. He kept a diary documenting his thoughts about some of the flights he was on during his time in the bomber group.

Posted by Wendell Warman on 2/1/2006, 1:48 am, in reply to "Re: T/Sgt. Robert T. Payne, Radio Operator, 457th BG, 750th Sqn."

For Mr. Gary Packingham. My name is Wendell Warman and I have recently been trying to contact some of my old high school friends. In searching for Jane I discovered a memorial notice at the Bexley High School alumni site that was quite alarming. Your information has come up in doing some research trying to uncover specifics of this, if in fact true. If you are Jane's husband I am truly sorry for you loss and my intrusion but would like information about Jane and her life if you so choose. If not, accept my apologies for intruding in your life. Jane was pretty important to me while in high school and has always had a special place in my heart and thoughts. Thanks for you consideration,

Wendell Warman

Posted by Dorie Hamilton on 11/11/2006, 8:54 am, in reply to "Re: T/Sgt. Robert T. Payne, Radio Operator, 457th BG, 750th Sqn."

Robert Payne was my grandfather. His wife's name was Anne. I realize this reply is coming quite a long time after you posted, but it has been a while since I checked the posting.

Posted by Alan Morton on 11/12/2006, 12:39 pm, in reply to "Re: T/Sgt. Robert T. Payne, Radio Operator, 457th BG, 750th Sqn."

Hi Folks ... If per chance you wanted to get in touch with the writer of a posted message, odds are they sent the posting using their Internet Email address. You'll note that if you click on the sender's name, that is underlined, you'll be informed of that sender's Email address.

"2nd Lt Stewart Barnes, 748th Bomb Sq."

Posted by Ken Morgan on 11/13/2006, 4:21 pm

I am a relative by marriage of Lt Stewart Barnes(B-17 Co-pilot). He arrived in England Jan/44 and was killed on April 21, 1944. His plane blew up over England. I would like to hear from anyone that may have known of Lt Barnes and any more detailed information on his aircraft (name), crew members, and any circumstances surrounding his aircraft loss. Lt Barnes was from Ft. Smith Ark and was trained in Class 43J, at Carlstrom Fld Fla, Gunter Fld Ala, and BAAF, Blytheville, Ark. This is an awesome web site.

Posted by Alan Morton on 11/13/2006, 8:10 pm, in reply to "2nd Lt Stewart Barnes, 748th Bomb Sq."

Hi Ken ... For openers, go to the Home Page and scroll down the page just below the category buttons to the Website Search blank, and simply type in Barnes.

Posted by Ken Morgan on 11/13/2006, 11:17 pm, in reply to "Re: 2nd Lt Stewart Barnes, 748th Bomb Sq."

Alan, thanks for helping me out on Stewart. I found all the information on his aircraft accident. Stewart was my late wife's Uncle. I have lots of memorabilia on his training, letters, and short life in the Air Force. For many years I have wondered about his fatal accident. Unfortunately, all of his relatives are gone except for his niece, my sister-in-law. My late wife, would have appreciated this information. I am only sorry that I did not investigate Stewart's loss many years ago. He gave his life, like thousands of others, that we may be free and enjoy the good life that he was never able to experience. My "God Bless" all of these families even though these events happened over sixty years ago.

Ken Morgan USAF 1951-1955

Posted by Alan Morton on 11/13/2006, 8:50 pm, in reply to "2nd Lt Stewart Barnes, 748th Bomb Sq."

Ken ... Immediately above your posting regarding Lt. Stewart Barnes, you'll see Page 1, 2. and 3. Click on Page 2 and scroll down the messages until you come to a posting entitled, "Airmen Killed in Action vs Airmen Killed in Service." Lt Stewart Barnes was Killed in Service (KIS). Lt Barnes is incorrectly identified as KIA.

"Help with project for Lt Rudolph (Mel) Stohl"

Posted by Jay Sterbenz on 11/13/2006, 8:04 pm

Hello All,

I was chatting with Lt. Rudolph (Mel) Stohl recently and he mentioned that he would love to see some pictures of his old girl, s/n 42-97067 "Black Puff Polly" and of the crew. Are any additional pictures available of Black Puff Polly? I'm hoping to get some good pictures so I can get them printed out and framed for Mel.

Thanks on behalf of myself and Mel for any and all help,

Jay Sterbenz

Posted by Alan Morton on 11/14/2006, 12:46 pm, in reply to "Help with project for Lt Rudolph (Mel) Stohl"

Hi Jay ... Simply put Jay, you're going to have to do your own research and assemble the photos of A/C 42-97067 from the website. Go to the Home Page and scroll down the entire page till you see a Search Box. Type in ... 42-97067

Posted by Jay Sterbenz on 11/14/2006, 4:37 pm, in reply to "Re: Help with project for Lt Rudolph (Mel) Stohl"

Hello,

Thanks... I've taken a look at the pictures on the site and it looks like the main B.P.P picture is actually Calamity Jane II. I just thought that maybe someone had some pictures that aren't already on the site.

Thanks again,

Jay

Take a look at the two pictures.

Black Puff Polly <http://www.457thbombgroup.org/Fate/RLP030.HTML>

Calamity Jane II

<http://www.457thbombgroup.org/Fate/RLP027.HTML>

Posted by Alan Morton on 11/15/2006, 1:28 am, in reply to "Re: Help with project for Lt Rudolph (Mel) Stohl"

Hi Jay ... The 457th Bomb Group flew its First Combat Mission on February 21, 1944. Black Puff Polly (A/C 97067) flew its First Combat Mission on March 13, 1944; and was shot down on its Last Combat Mission on

May 28, 1944. Black Puff Polly was only in the combat arena for a total of three (3) months. Obviously, in that short period of time, few close-up photos were taken of Black Puff Polly.

I'm certain Hap Reese will correct the Calamity Jane II aircraft photo error of 42-97060 that ditched on August 5, 1944, of which there are many photos. See:http://www.457thbombgroup.org/Aircraft_in_Flight/bbf064.jpg

Posted by Alan Morton on 11/15/2006, 9:53 pm, in reply to "Re: Help with project for Lt Rudolph (Mel) Stohl"

Just to set the record straight: Black Puff Polly, 42-97067 had a large call sign "Y" on its verticle stabilizer.

Calamity Jane II, 42-97060 had a large call sign "Z" on its verticle stabilizer.

Delayed Lady, 42-97062 had a large "J" on its verticle stabilizer.

Click on the following to see a photo of Calamity Jane II:

<http://www.457thbombgroup.org/Hardstand/bbh033.jpg>

"USA Veterans Day/Remembrance Day"

Posted by George & Jane Pobgee on 11/11/2006, 11:41 am

On behalf of the 457th Bomb Group Association and the Friends of the 457th we laid poppy wreaths on both memorials at Conington.

The attached cards read

"Lest we Forget, In Memory of the Airmen of the 457th Bomb Group Who gave their lives That Freedom Might Prevail"

The grass was cut yesterday and everything tidied up for the occasion. Both memorials looked stunning in the morning sun. Thinking of you all

George & Jane

Posted by Alan Morton on 11/17/2006, 7:25 pm, in reply to "USA Veterans Day/Remembrance Day"

Dear George and Jane, Kindly accept the gratitude and appreciation of the 457th Bomb Group Association members and the American people for your timely remembrance of our USA Veterans Day and Britain's Remembrance together with the Poppy Wreaths laid on November 11, 2006 by the FOTE.

Many Americans are unaware of what the Poppy symbol means to the British people. I've included the poem ... "In Flanders Fields" By: Lieutenant Colonel John McCrae, MD (1872-1918) Canadian Army.

See: <http://www.arlingtoncemetery.net/flanders.htm>

"Air Crew questions"

Posted by Jack Owens on 11/6/2006, 7:08 am

Just looking at the site, a couple of questions come to mind :

- 1) Was the 457th Bomb Group comprised entirely of crew from the southern USA states
- 2) What happened to crews who completed the required number of missions (25 or 30?)

perhaps these points are addressed somewhere on the site but forgive me if they are and I've just not seen anything yet.

Appreciate any responses.

Jack

Posted by Alan Morton on 11/6/2006, 12:08 pm, in reply to "Air Crew questions"

Hi Jack ...

One area I'm certain you may not have familiarized yourself with is the Message Board itself. Just above your title "Air Crew Questions" posted today you'll see "Page 1, 2, and 3." This identifies to the reader that there are almost three (3) full pages of questions that are held in abeyance for the reader's perusal. The number 3 page lists the oldest questions and answers, then page 2, and finally page 1, current questions. You'd be amazed how many questions posted have already been addressed before.

But, to answer your two questions today ... The Air Crews are assembled from all the USA, but the point of embarcation overseas to the ETO and 8th Air Force Headquarters were from Hunter Air Force Base, in Savannah, Georgia.

The No. 2 question, Normally, as an Air Crew completed its required Combat Missions, those crews returned to the USA and were dispersed throughout the USA to train other Combat Air Crews; or go back into training to fly B-29s in the Pacific Theatre of Operations (PTO).

Posted by Jack Owens on 11/6/2006, 6:35 pm, in reply to "Re: Air Crew questions"

Thank you Alan for your helpful answers. You're right, I am still coming to terms with the mechanics of the site and should perhaps spend a little more time perusing earlier postings before shooting questions.

Actually, the reason for my two questions yesterday was that my Dad was from Texas, although he apparently joined the 457th from an existing posting in England. Unfortunately he died in 1957 when I was quite young so I cannot verify exactly the circumstances but I am given to understand that he had joined the war effort via enrolling in the RCAF and then RAF, subsequently transferring to the 8th Air Force.

Equally, I deduce from the mission records on this site that he would have completed his required level of missions sometime in mid 1944 although it seems he did not return to the US until 1945. He had married my mother, in July 1944 in London and details I have would suggest he remained in England so I'm keen to follow up in what capacity he remained. I don't think this site will have the detail to investigate things further in this regard but your suggestion to review the earlier pages has pulled up the fact that there is an on line process of following up veterans records so I'll try and do that.

Thanks once again for your response and I shall continue looking up the wealth of interesting material herein. What a valuable and intriguing resource this is.

Kind regards,

Jack Owens

Posted by Linda on 11/18/2006, 5:58 pm, in reply to "Re: Air Crew questions"

Your father may have done what my father did. While his whole crew returned home after their missions were completed, Dad stayed in England to fly Bombardiers back and forth to North Africa to practice dropping bombs. Dad was telling me that the Germans would paint their places to look like American places. He said if the Germans weren't shooting at him, the Americans were.

Posted by Alan Morton on 11/6/2006, 8:56 pm, in reply to "Air Crew questions"

Get in touch with Shiela Holtzen at #####@alaska.net

=====

and possibly ... Wally P. Fydenchuk #####@hotmail.com (Re:Americans In RAF/RCAF) WWII

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Posted by Jack Owens on 11/7/2006, 5:33 pm, in reply to "Re: Air Crew questions"

Alan, Thank you for your further assistance and suggestions. I'll certainly follow up those contacts.

Best regards,

Jack

"Stanley P Szydlowski"

Posted by Mat Benjamin on 11/14/2006, 4:00 pm

I am looking for information on Stanley P Szydlowski. He is my grandfather. I am hoping to find some pictures of him, crews he was on, and aircraft he has flown in. I have searched this site pretty well, and am hoping there are some pictures out there that have not made it to the site. Any help and information about his tour overseas would be fantastic.

Posted by Alan Morton on 11/18/2006, 8:52 am, in reply to "Stanley P Szydlowski"

Mat ... You've got to give us more information on your grandfather. Was he an Officer or an Enlisted man? When was he attached to the 457th Bomb Group in England? How old was he? If he was a member of a Flight Crew, what function did he perform on the aircraft? Do you know what rank he attained? Do you have any information as to the Pilot's name that your grandfather flew with?

Posted by Mat Benjamin on 11/19/2006, 1:23 pm, in reply to "Re: Stanley P Szydlowski"

I'm sorry, My grandfather was at Gatton, England from 1943-1945. He was a Staff Sergeant and it appears from the flight manifest that most of his assignments were as a waist gunner. Most of his assignments were on a crew with pilots Lt. William T Robertson and Lt. Clifford Hendrickson. My grandfather would have been in his mid 20's while in service. He attained the Air Medal with clusters. That is all I can remember without his DD214 in front of me. Hope that helps some.

Posted by Alan Morton on 11/19/2006, 3:30 pm, in reply to "Re: Stanley P Szydlowski"

Mat ... I'd suggest you keep your grandfather's DD214 next to your computer at all times, if you wish locate his history with the 457th Bomb Group in WWII. First of all, you mention two (2) pilots by name ... Robertson and Hendrickson.

Lt Clifford Hendrickson and his entire crew were killed on December 23, 1944 over England. For the Mission Narrative click on: <http://www.457thbombgroup.org/Fate/RLF097.HTML>

Do you have any of your grandfather's 457th BG photos or the names of any crew members he flew with?

Posted by Alan Morton on 11/19/2006, 4:27 pm, in reply to "Re: Stanley P Szydlowski"

Mat ... You threw me off when you mentioned "flight manifest" and his assignments as a waist gunner. In those days they were called "Loading Lists"

Based on our Loading Lists your grandfather was a crew member of the William T. Robertson flight crew. Here are the names of the entire crew on September 25, 1944. He was with the 749th Bomb Squadron. All of this information is readily available by going to the Home Page button entitled: Mission Narratives and Loading Lists. (Note: Co-Pilot Hendrickson must have been promoted to a Flight Crew Pilot shortly before he was killed on 12/23/44 with his entire crew over England.)

William T. Robertson ... Pilot
Clifford Hendrickson Co-pilot
Einer L. Mankin Navigator
Charles W. Carbery Bombardier
Bernard Stutman Flight Engineer/Top Turret Gunner
Clifford B. Digre Radio Operator
John F. Brown Ball Turret Gunner
Julius Kornblatt Left Waist Gunner
Louis A. Dahle Right Waist Gunner
Stanley P. Szydlowski .. Tail Gunner

Posted by Mat on 11/20/2006, 2:40 am, in reply to "Stanley P Szydlowski"

I have searched this site pretty well. I looked at the loading lists. It was there that I got a lot of my information. What I am searching for are names of planes he was on and especially pictures of him. There are none to my knowledge around with any of my family members. I was hoping someone out there has some that have not been posted to this site as of yet.

Posted by James Tobin on 1/12/2016, 12:09 pm, in reply to "Re: Stanley P Szydlowski"

Hi There.

I only just saw this message on the 457th website. I guess you know this already but just in case, Stanley Szydlowski features in a book by Clifford Digre entitled 'Into Life's School'.

Regards James.

"Looking for information in respect of my father Lt. Jack R, Owens"

Posted by Jack Owens Jr on 2/5/2006, 11:16 am

I believe my father may have flown with the 751st or 457th bomb group and would be interested if anyone has any information in this regard.

Thanks and kind regards

Jack Owens JR

Posted by JOE TOTH on 2/5/2006, 9:51 pm, in reply to "Looking for information in respect of my father Lt. Jack R, Owens"

JACK

YOUR DAD WAS WITH 751ST.

HE FLEW HIS FIRST MISSION AS C/P. ON MAY 19 AFTER THAT HE HAD HIS OWN CREW. HE FLEW 29 MISSIONS .IN 17 DIFFERENT A/C. HOPE THIS HELPS

JOE TOTH

Posted by Jack Owens Jr on 2/6/2006, 6:01 am, in reply to "Re: Looking for information in respect of my father Lt. Jack R, Owens"

Further to the kind response of Joe Toth, and encouraged by this info I have a number of further questions I would really like to follow up : is there any other information available on the type of aircraft flown and on the missions ? Is there a crew list or squadron list available to see if any one else can be contacted or if there are any surviving members and friends who knew my father? (my initial enquiries and indeed discovery of this site were initiated by an Internet posting I fortuitously came across from a Sergeant John D. Ward but I have no means of knowing when that query was posted on the Internet)

Are there any dates and info pertaining to how he joined the 751st - I understand he may have transferred either from the RCAF or RAF ?

Any further information would be really appreciated.

Posted by Willard Reese on 2/6/2006, 9:59 am, in reply to "Re: Looking for information in respect of my father Lt. Jack R, Owens"

Jack,

Check out this 457th URL for a description and details of your dad;s mission. Note the link at the bottom of the page. Hope this helps.

Willard

Link: <http://www.457thbombgroup.org/test/ma83.html>

Posted by Jack Owens Jr on 2/6/2006, 7:22 pm, in reply to "Re: Looking for information in respect of my father Lt. Jack R, Owens"

Willard, Thank you for your expeditious response. The Mission Narrative is very interesting. My Dad died when I was very young so I only have anecdotal references from other family members to go on with regard to his service history. The only issue I have with your response is that it refers to his middle initial as B whereas it is R. I assume this is a typographic error as the crew mentioned in the narrative includes Sergeant John Ward whose original request for info on my Dad contained the middle initial R.so mistaken identity appears unlikely. Is there anyway I can access further details as mentioned in my posting of yesterday's date ? The earlier response from Joe Toth refers to 29 missions completed by him in 17 different aircraft. Can I access the database where this info was obtained ? Meantime thanks once again for your info to date.

Kind regards Jack Owens Jr

Posted by Jack Owens on 11/21/2006, 8:31 pm, in reply to "Re: Looking for information in respect of my father Lt. Jack R, Owens"

Unfortunately, I have to report that it now seems that the Jack B Owens for which records exist herein is actually not my father. My father's middle initial is R not B and whilst I initially thought this might just be a typing error, other information has now come into my possession that confirms this is a different Jack Owens. What initially led me to this site was an unconnected internet enquiry from a Sergeant D. Ward looking for a pilot and fellow crewman, Jack R Owens.

I ultimately found Sergeant Ward to be a crewman with the 751st and the pilot of his 751st Crew was Jack B Owens. It therefore appeared cut and dried that this Jack Owens was my late father as a lot of other information relating to the squadron and the dates matched the profile of my Dad.

However, I have now come across some old records which show that my Dad served with the 305th Bomb Group in England rather than the 751st.

It is quite disappointing to discover that the detailed mission records on this excellent site do not after all relate to my Dad. More so in that the 305th Group do not seem to have such detailed info available on line. None the less, the mission details herein offer a fascinating insight into the lives of my father's fellow aviators during those hazardous times and I have been priviledged to read them. I am sure the relatives of Jack B Owens will be very proud to read them too some day.

Thank you to all who have spent time assisting me.

Kind regards,

Jack Owens (jr)

Posted by Sheila on 11/30/2006, 2:09 am, in reply to "Re: Looking for information in respect of my father Lt. Jack R, Owens"

Jack, I for one was glad to do what little bit I could. This may have been the wrong site, but at least by finding it you now know a little more than you did previously.

"457thbombgroup.org Web Site - Help"

Posted by Jennifer Foster on 11/24/2006, 10:51 pm

I have been unable to access the above web site for the last week. I am looking for information on my grandfather, Gordon D. Hobson. He was a tail gunner in the De Layed Lady. Any help is appreciated. Thank you.

Posted by Alan Morton on 12/1/2006, 11:08 pm, in reply to "457thbombgroup.org Web Site - Help"

Well Jennifer ... I don't know where you've been ... but time is running out on you. You won't tell us much about your Grandfather. Is he still alive? How old is he? You seem to know from some source that he flew with the Eighth Air Force and was attached to the 457th Bomb Group and was a Tail Gunner on a B-17 Flying Fortress bomber.

De Layed Lady, A/C sn 42-97062 had a large letter "J" on its verticle stabilizer. De Layed Lady was shot down by fighter aircraft on May 27, 1944. Your Grandfather obviously flew on this aircraft before that date.

We've got to work back from May 27, 1944 to try and reconstruct what Bomb Squadron, Flight Crew and Pilot your Grandfather was attached to in early 1944. The 457th Bomb Group flew its First Combat Mission on February 21, 1944. Your Grandfather flew his first combat mission on March 6, 1944

as the Tail Gunner assigned to the 749th Bomb Squadron. Here's the Flight Crew and Pilot:

Lt. Marsden W. Mattatall, Pilot

Lt John L. Fowler

Lt Manford Markowitz

Lt Ralph C. Jordan

Sgt Joseph Waszierscz

Sgt Axel R. Olson

Sgt Milton F. Rudd

Sgt Gilbert C. Goode

Sgt Anthony J. Nunes

Sgt Gordon D. Hobson, Tail Gunner

How's that for openers?

All of your Grandfather's Combat missions are on this website for FREE! All you have to do is continue what I started and look it up yourself!

Posted by Jennifer Foster on 12/5/2006, 10:18 am, in reply to "Re: 457thbombgroup.org Web Site - Help"

I am so thrilled that someone responded. I am so anxious to get any additional information. My grandfather passed away June 13, 1995 from cancer. He never discussed the war and it was hard to get any information out of him. He lived in Anniston, Alabama when he died. He married my grandmother on June 30, 1944. My grandmother was from Peterborough, Eng. I know that they met at a Red Cross Dance held in January of 1944. I would like to know what all of the symbols on the planes mean. And also what the abbreviation A/C stands for on the Loading List page. I noticed that he flew with some different crews. Was this common? I did find him in a crew picture on this website. But there was a typo on his name. It was listed Gordon D. "Hovson" instead of "Hobson". But the family recognizes that it is him in the photo. He is on the front row, left side. I visited the WWII memorial in D.C. when it first opened. I had the pleasure of talking to many WWII vets. I thank all of the men and women who sacrificed so much. You truly are the greatest generation.

Jennifer Foster

Posted by Jennifer Foster on 12/5/2006, 10:46 am, in reply to "Re: 457thbombgroup.org Web Site - Help"

Dear Alan,

After re-reading your message, I had more questions. I forgot to put this in my previous response but he was in the 749th squadron. Something seems off with which plane he was in. I have always been told that his plane was the Delayed Lady. Is it likely that he flew in several different planes? Your message said that Delayed lady went down in May of '44. I was told that he flew a total of 35 missions. There are 26 listed on the website. Fourteen missions were flown from May to July 25th. Is there a way to figure out what plane the crews were

flying in from the Mission Narrative/Loading List page on the website? I appreciate any help. Thanks so much, Jennifer

Posted by Alan Morton on 12/5/2006, 1:02 pm, in reply to "Re: 457thbombgroup.org Web Site - Help"

Hi Jennifer ... I've been responding to peoples questions on this web site many years now AND naturally, all the comments offered and questions answered are basically alike. Main one is "my relative never wanted to talk about the war." I'd take exception to that. My personal relationship with my grandkids and WWII is pretty common ... "Gotta run, haven't got time, too many fun and games with my own life ... to listen to you right now, granddad." Then, after I'm dead ... it's "He never wanted to talk about the war!"

If you were to peruse ALL of the questions asked and answers given (that are posted on this Message Board) you'd find that they are all basically alike.

So ... where you've got to start is reading a few of the text books that has been written on the 457th Bomb Group ... Or, read all of the messages posted on this web site Message Board AND read all of the answers provided. Otherwise, you've got me, "Re-inventing the wheel" over and over again. Personally, I'd strongly suggest you purchase the 457th Bomb Group Association President's books the "Fait Accompli trilogy." I don't make a cent off of the purchase ... he's the one to pay and thank, not me.

According to the weather man it's going to be a long and cold winter in the USA. In those winter months you'll satisfy every question you have about your grandfather Gordon D. Hobson. Call President James L. Bass, Carthage, TN, Tel. (615)#### today. You won't regret it!

Posted by Willard Reese on 12/5/2006, 2:26 pm, in reply to "Re: 457thbombgroup.org Web Site - Help"

Jennefer,

In the early months of the year 1944, up until about August, the regulation number of required flights to complete a tour was 25. This was changed by Gen Doolittle sometime in August 1944. Your grandfather's last mission, according to the loading lists, was July 25th, 1944. My count of his missions on the search program is 24. He did not fly any missions after the 95th Mission on July 25th. We do have some loading lists missing during those first 6 months so in all likelihood he flew 25 missions and 24 of them are listed on the website.

Above the list of the crew names is a 3 digit "A/C #" number. These are the last three digits of the aircraft serial number. If you take this number and enter it in the "Search" box on the "Home Page" it will come up with all the information and images related to that aircraft, including pictures of crew (if any exist). Keep in mind that many aircraft had no name and that none of us flew in the same aircraft for ALL of our missions. Planes suffered damage and needed routine maintenance periodically so we were assigned to other aircraft.

Is your dad in the picture below? (The aircraft behind them is one named "Kraut Krusher".)

Hope this helps,

Willard

Posted by Willard Reese on 12/5/2006, 2:48 pm, in reply to "Re: 457thbombgroup.org Web Site - Help"

I muffed the input for the picture in the previous email. The site is:

<http://www.457thbombgroup.org/aircrews/Jordan%20Crew2.html>

Sorry.

Willard

Link: <http://http://www.457thbombgroup.org/aircrews/Jordan%20Crew2.html>

"42-31595 Flying Jenny"

Posted by Eddie Maddox on 12/14/2006, 8:01 am

Hello,

I am interested in any info concerning acft.31595 and it's crew. My great uncle, Alphus O. Maddox was the tail gunner on this crew which was lost on mission #8 on Mar. 6, 1944.

Thanks

Posted by craig harris on 12/15/2006, 12:44 pm, in reply to "42-31595 Flying Jenny"

Eddie: You have the ser. no. and name correct. I found some info on the demise of 42-31595 and Lt. Whalen's crew on which your great uncle was tail gunner, on the very tough mission to Berlin on 06 Mar. 1944. I found two conflicting accounts:

- 1.) Apparently, damaged (or worse) by an attack by an Me109, 42-31595 collided with an Me410, MACR 3197. Or,
- 2.) it collided with 42-31627, Lt. Graves, MACR 3198.

All aboard were KIA in both accounts. The a/c crashed near Brachwitz, Germany. This is information you probably already have, but it is the best I can come up with. Perhaps some of the other guys can find more. Best of luck -- Craig Harris

Posted by craig harris on 12/15/2006, 1:00 pm, in reply to "42-31595 Flying Jenny"

Eddie: You have ser. no. and name correct. Good start. I found two conflicting accounts of the demise of 42-31595, "Flying Jenny" and the crew of Lt Whalen, on which your great uncle was tail gunner, on the very tough 06 Mar. 1944 mission to Berlin.

- 1.) Damaged in an attack by an Me109, 42-31595 collided with an Me-410, MACR 3197, OR
- 2.) 42-31595 collided with 42-31627, Lt. Graves, MACR 3198.

All aboard 42-31595 were KIA in both accounts. I realize this is information that you probably already have, but it is the best I can do. Perhaps some of the other guys can weigh in on this. In any even, good luck with your search, and Merry Christmas!!

"Lt. EDWARD STEVENS beach landing"

Posted by Linda on 5/9/2006, 12:20 pm

Hi all,

My Dad, EDWARD R. STEVENS, 457th BG, 750th Squadron, had his plane badly damaged on one of his missions. He lost 3 engines and was unable to get above the cliffs at Dover, so rather than ditch the plane, he chose to land on the beach at or near the cliffs. The landing was successful. Dad and his crew were later picked up off the beach. I'm trying to locate anyone who might be aware of this event. As it was not an accident, I have been unable to locate an accident report. The time period would be 4/1944-8/1/1944. Any information or suggestions appreciated.

Posted by craig harris on 5/9/2006, 1:21 pm, in reply to "Lt. EDWARD STEVENS beach landing"

The following is from a list of accidents that was still in my in-box from six years ago, from #####@aol.com: 440708 STEVENS, EDWARD R B-17G 42-97889 AAF STA 130 457. I have no idea as to whether that URL is still good, but the entry indicates that an accident report exists. cheers! craig harris

Posted by Bob Benos on 5/9/2006, 2:27 pm, in reply to "Re: Lt. EDWARD STEVENS beach landing"

Linda / Craig - I think the current site is listed as follows: <http://www.accident-report.com/>

If this is the site, go to USAAF accidents and check the alphabetical listing of names. I ordered and promptly received an accident report for the Lt. Salo crew (My dad's crew) who was returning from a mission and diverted to a British Airfield due to weather. They were flying "That's My Baby" a well known plane assigned to the 750th squadron. Surprisingly, there was 7 pages of information. Good Luck

Posted by Linda Stevens on 12/14/2006, 10:27 pm, in reply to "Re: Lt. EDWARD STEVENS beach landing"

The landing on the beach was not an accident, so there is no accident report. I did locate a member of his crew and found out the landing was on June 25.

Posted by Sheila on 12/16/2006, 11:11 pm, in reply to "Re: Lt. EDWARD STEVENS beach landing"

Linda, I believe that you will find that when ever a plane lands in conditions or places that are not normal, you will find that there is an accident report filed. Whether the plane was damaged or not, a beach landing is not normal for a B17. There were actually 3 accident reports filed in 1944 with Stevens as the last name. An Edward R Stevens. An Edward E Stevens, and an Edward Stevens. Do go to the site that is mentioned in the other message and look up how to get the report that pertains to your Dad.

Death of Donald K. Goss - Pilot

Posted by Kenneth Clayton on 12/20/2006, 1:40 pm

Mr. Goss passed away 12/20/2006. He flew "Lady Katherine" on its last mission.
Entry made by his nephew, Kenneth Clayton - Jefferson, MD.

"DEAD ENGINE KIDS"

Posted by Jennifer Foster on 12/5/2006, 5:32 pm

Dear Mr. Reese,

I am having a little trouble with my computer and I don't know if my last response was posted. I wanted you to know that the picture you sent is my grandfather. Again, he is the gentleman on the front row, all the way on the left side. We are certain of it. I am so glad you could identify the plane because I couldn't make it out. I mentioned that there was a typo with his name on the crew picture. It was listed as Hovson instead of Hobson. The "v" and "b" are right next to each other on the keyboard. When I put Hovson in the search box it pulled up one more mission. That makes a total of 25. Thanks for telling me what the A/C # means. I will do a search of the planes. I also know that my grandfather finished up his tour in Peterborough and was then sent to an undisclosed location. Then, around October 8, 1944 he returned to the States on the Queen Mary. We have no idea where he was for those few months. This website is such a blessing. I will definitely see about purchasing the book that Mr. Morton recommended. Thank you again for my help.

Jennifer

Posted by Mel Brown on 12/23/2006, 12:45 pm, in reply to "(no subject)"

Dear Miss Foster:

After reading the exchange of notes between you and others here, I want to recommend a fine book that will give you a solid idea of what your grand dad went thru during his time with the 457th BG. It is titled DEAD ENGINE KIDS and is basically the diary of a 457th ball turret gunner named John Briol. Regulations prohibited the men from keeping journals but fortunately some did anyhow as they are unique in showing later generations the day to day life for an 8th AF B-17 crew. Here's the URL; <http://www.cloudnet.com/~jfb/> Good luck and all the best from Texas. Mel B

Link: <http://www.cloudnet.com/~jfb/>

Posted by Claude Sullivan on 12/23/2006, 3:29 pm, in reply to "(no subject)"

Jennifer, After finishing missions, all personnel were sent to a "RePo/DePo," a staging site, for processing for return to the US. The length of time spent there was determined by the number of people waiting return to the US and the availability of transportation.

I flew my last mission 30 August 1944 and was at the "RePo/DePo" about two or three weeks in September returning to the US on the Queen Mary about the first week in October.

Therefore, it is quite possible that your Grandfather and I were on the ship at the same time.

"Information on my uncle Kenneth L. Andersen"

Posted by Michael Andersen on 12/27/2006, 8:21 pm

My uncle Kenneth (Kenny) Andersen flew B-17G aircraft out of Glatton Afd during the war. I was wondering if anyone on this message board flew with or knew of him. I am hoping to piece together his service in the Army Air Corps during WW-II. Thanks in advance.

Mike Andersen

Posted by Alan Morton on 12/27/2006, 9:33 pm, in reply to "Information on my uncle Kenneth L. Andersen"

http://www.457thbombgroup.org/aircrews/Andersen_Crew_Kenneth_L.html

The above URL will identify your Uncle Ken. It also lists probably the only airmen that your Uncle knew in detail. These are the airmen that made up your Uncle's B-17G Flight Crew attached to the 457th Bomb Group. You've got to accept the fact Mike that most of these airmen were in their early to mid 20's at best in the above photo. Accordingly, all of these young airmen ARE NOW (if still alive) in their early or mid 80's and dying fast.

You're going to have to roll up your sleeves and learn to use this most absolute, comprehensive web site in the world; together with your Family's records on your Uncle and build your own historical file. Good Luck,
Alan Morton

"Museum and website honors 457th co-pilot KIA."

Posted by carolyn deloach on 12/27/2006, 7:20 pm

While searching for information on Lt. John B. Folsom, Jr. from the 457th who was killed August 6, 1944, I found a website that honors Folsom's memory and has on display his footlocker that was returned to his parents.

Folsom was my father's best friend. They trained together in the States and were bunkmates at Glatton. My father (Lt. Benjamin Hoyt DeLoach) was on R&R at a Red Cross 'Flak Shak' when Johnny was KIA. My Dad said he returned to base to find Johnny's bunk occupied by a replacement and his footlocker sent back to the states. That footlocker is now on display at Johnny's hometown museum in Sumter, SC.

Just thought you guys at the 457th Association would like to know about it. The website is <http://sumtercountymuseum.org/exhibits/ww2/gold.html>

As a descendant of a 457th bomber pilot, I can't tell you how much your website has helped me research my father's war record. Thank you so much for all your hard work.

Carolyn DeLoach

Posted by Alan Morton on 12/28/2006, 9:00 am, in reply to "Museum and website honors 457th co-pilot KIA."

Thank you for the information about Lt. John B. Folsom, Jr. from the 457th who was killed August 6, 1944, Carolyn. It's nice to see that John's footlocker is on display as a reminder of his service and loss.

On the flip side to your story, the co-pilot on the flight crew I flew in combat with passed away about eight years ago almost to the date of his wife's death. A "military memorabilia collector" attended an auction wherein he noticed the auctioneer was about to sell off individually this entire Officer's uniform, combat medals, wings and flight records to the highest bidder for the next of kin. Fortunately, the collector recognized the lot and bought it. The uniform is now thankfully, mounted on a mannequin together with the co-pilot's name, combat record, medals and wings in the collector's basement showroom. It's a bizarre world we live in.

"The passing of Roland O. Byers"

Posted by bob pierson on 12/29/2006, 6:27 pm

From the 12/11/2006 edition of the Moscow-Pullman Daily News (dnews.com)

Roland Orion Byers, age 87, of Moscow passed away Dec. 9, 2006, at his home in Moscow. He was born on Sept. 9, 1919, at Boston, Ohio, the son of J. Robert and Hazel Byers. He attended school in Somerton and Centerville, Ohio, and graduated from Centerville-Smith Township High School in 1937.

After attending three years at Ohio University he enlisted in the Army Air Forces in 1941, serving as an enlisted man for one year, in the 50th Bomb Squadron. He then passed the exam for Flying Cadets and subsequently was commissioned as a Second Lieutenant and was awarded his wings as a navigator in class 43, March 4, 1943. He was assigned as an instructor at the AAFNS (Army Air Force Navigation School) at San Marcos, Texas.

He instructed for on class for six months after which he volunteered for combat duty. He was assigned to the 750th Squadron of the 457th Bombardment Group with the duty in the 8th Air Force in England flying mission 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 served as a Squadron Navigator flying missions as a Lead Navigator. He was decorated with the Distinguished Flying Cross and Cluster and the Air Medal and five Clusters. He was separated from the Army Air Force in 1945, as a reserve officer. In 1945 he returned to Ohio University to complete his B.S. degree in 1946 and enrolled in graduate school in which he completed his M.S. degree in 1949.

In the fall of 1946 he accepted a position as assistant professor of aeronautical engineering at Wichita Municipal University at Wichita, Kansas, where he taught classes in engineering until April 1951, when he was recalled into the Air Force and served for two and a half years during the Korean War as Engineering Officer in charge of engineering changes on the B-47 as manufactured by Boeing, Douglas and Lockheed. He was separated from the Air Force active duty in 1953. He retired from the Air Force as Lt. Colonel in 1969 with 26 years of active and reserve duty.

In 1954 he accepted a position as assistant professor of civil engineering at the University of Idaho in Moscow. In 1957 he was appointed chairman of the General Engineering, a position he held until he retired in 1981 as professor and chairman emeritus of General Engineering. During his tenure of General Engineering he served on many committees in both the college and the University of Idaho. In 1965 he was appointed as University of

Idaho Faculty Representative to the Big Sky Conference and then (AA) National Collegiate Athletic Association, a position he held for 16 years. He was selected by the student body for the Outstanding Faculty Award on two occasions during his teaching career. Roland also served as ski coach of the ski team of the University of Idaho. During the period of 1955 to 1957 the ski team won the National Collegiate Athletic Association(NCAA) 1st place award for the Alpine-jumping and cross country National Champion Award.

After retiring from teaching in 1981 he authored several books including historical novels,"To the Sundown Side", about the mountain men trapping beaver in the Shining Mountains. Also the "Linchpin", a story about travel across the Oregon Trail in 1843. He also wrote two factual books, "Flak Dodger" and "Black Puff Polly", a record of the crews who flew in the Air Force in World War II over Germany.

Roland is survived by his devoted wife, Elaine Hohenberger Byers of 62 years; one daughter, Sheila Byers of Coeur d'Alene, Idaho; one granddaughter, Mariah Struthers of Carey, Idaho; one great-granddaughter, Molly Belle Poderick; and three brothers, Kenneth Byers of Kent, Ohio, William Byers of Kent and Donald Byers of Banaville, Ohio. Roland is preceded in death by a daughter, Sharon Kay Byers, a sister, Virginia Byers Criss and a brother, Robert E. Byers. The family requests that memorials be made to the Roland Byers Endowment Scholarship Fund at the University of Idaho.

"L'Envoi"

When earth's last picture is painted, and the tubes are twisted and dried,
When the oldest colors have faded, and the youngest critic has died,
We shall rest, and, faith, we shall need it-lie down for an aeon or two,
Till the Master of All Good Workmen shal set us to work anew!

And those that were good will be happy: they shall sit in a golden chair;
They shall splash at a ten-league canvas with brushes of comets' hair;
They shall find real saints to draw from - Magdalene, Peter and Paul;
They shall work an age at a sitting and never be tired at all!

And only the Master shall praise us, and only the
Master shall blame;

And no one shall work for money, and no one shall work for fame;
But each for the joy of the working, and each, in his separate star,
Shall draw the Thing as he sees It for the God of Things as They Are!

-By Rudyard Kipling

Posted by Claude on 12/30/2006, 5:49 pm, in reply to "The passing of Roland O. Byers"

Sorry to hear the news.

Roland was indeed a gret men whose accomplishments were leigon.

"Photo of Hurricane."

Posted by G.W.GIFFORD. on 1/2/2007, 9:41 am

The listed photo of an aircraft related to be a Hurricane is not, the aircraft is an Fairy Albacore of the fleet air arm.

the wing of the aircraft is mounted mid fuselage and the Hurricane was set at the bottom of the fuselage, this aircraft was a torpedo bomber and considered one of the ugly aircraft of WWII.

"Ground echelon veterans"

Posted by Malcolm Holland on 1/6/2007, 5:41 pm

Hello,

I was wondering if it would be possible to use the facility of your group's newsletter or website to post a request.

I'm looking to make contact with any ground-based veterans who were stationed in the UK during WW2 with the 8th Air Force, from any of the Bomb Groups based here. This would include anybody who was involved with the running of any of the camps in any way, from Ground Crew, to Cooks, and from Fire Fighters to Admin Staff.

I'm trying to do some further research, on the ground operations, to fill a gap that so far appears to have been largely overlooked, that of the sterling efforts required 'behind the scenes' to keep the bomber offensive going.

I'm looking for any first hand accounts of life on or off duty, from surviving veterans, or memories from more recent generations. I would like to here about any tasks that were carried out, no-matter how mundane, to get

a clearer picture of how things were organized and done, especially as there were variations of operational procedure from base to base.

I appreciate that I'm interested in events from over 60 years ago, but there may still be people with memories of this period of our history.

I apologise for this rather generalised email, but I'm trying to contact as many Bomb Group websites as possible. Given the vast subject matter, I'm sure you will appreciate it's a fairly daunting task. Much as I would like to write each a personal mail, time constraints at present won't allow it. Once again, my apologies. Any help given will be greatly appreciated.

Malcolm Holland
Swindon
England
#####@aol.com

"My father, Stuart B. James"

Posted by Pete B. James on 12/17/2006, 8:54 pm

Hello! Greetings from Casper Wy.

I am hoping someone can help me find information about my father:Stuart B. James. He was in the 8th A.F.,457th bomb group,751st bomb squadron. He flew #42-97131 nose art of "HOME JAMES" I have all that info, but nothing personal. Please help!

Yours truly:
Pete

Posted by Joe Toth on 12/29/2006, 12:15 pm, in reply to "My father, Stuart B. James"

Good Morning Pete,

I am sorry it took me so long to get back to you regarding information concerning your father.

I know he was with the 751st squadron as I was. I have researched his missions. So far, I have found 31 combat missions in 18 different aircraft that he flew in.

I flew 4 missions on the same day that your father did.

I have copies of the original loading list which go into more detail that what you will find on this website.

I live in Pueblo, Colorado, not too far from Casper, Wyoming. I do get up to Denver once in a while and if you would like to get together, I can meet with you and provide this information to you.

Also, if you would e-mail your phone number to me, I would be most happy to return a call to you and we can talk about your father's missions.

Joe Toth
(719) #####
#####@msn.com

Posted by JOE TOTH on 1/7/2007, 10:33 am, in reply to "My father, Stuart B. James"

PETE
TRY WWW.NARA.GOV PHONE 1-866-272-6272
JOE

"New pictures of the 748th Squadron"

Posted by Travis Johnson on 1/10/2007, 4:11 pm

Hi - My Great Uncle Jack W. Utter was in the 748th. I recently met with and got several pictures from him. I have searched your site and there are no photos of him. I would like to send them to someone.

Posted by Sandy on 12/3/2014, 3:41 am, in reply to "New pictures of the 748th Squadron"

Travis, my great uncle was also in the 748th but KIA in April 21, 1944. Would your pics include that time period?

The Boeing B-17G Flying Fortress, 457th Bomb Group

Posted by Alan Morton on 1/10/2007, 4:55 pm

Joe ...

The following URL was prepared by Hap Reese for your enjoyment and is posted on the 457th Bomb Group Association, Inc. web site: <http://457thbombgroup.org/walkthru/walk.html>

Cheers, Alan Morton

"B-17s still flying"

Posted by joe shaffer on 1/10/2007, 7:58 am

I was told that there is a B-17 flown by the 457th still flying in the U.S. ? True?

Posted by Alan Morton on 1/10/2007, 4:14 pm, in reply to "B-17s still flying"

Hi Joe ...

See and read the following: http://www.arizonawingcaf.org/b-17_ovw.asp?menuID=17~17~18~18

Posted by Bill Anthony on 1/10/2007, 8:19 pm, in reply to "B-17s still flying"

Joe

If you are looking for a B-17 that is still flying check this link. <http://www.b17.org/>

This plane tours the country and you can book a flight. I flew on it last fall. My Dad was a crew member and in the 457th. Very historic and enjoyable.

Posted by Jerry Sale on 1/16/2007, 1:55 pm, in reply to "B-17s still flying"

The 457th Bomb Group flies no B-17's but there are more than one B-17 that fly with the Triangle U 457th markings including the Sentimental Journey.

Posted by Joe Shaffer on 1/16/2007, 5:02 pm, in reply to "Re: B-17s still flying"

Thanks to those who solved the mystery of the B-17s from the 457th which are still flying. As it turned out there are some restored 17s which use the Triangle U tail markings including Sentimental Journey. Thanks again.

"Final Salute SSGT Leonard S. Henson"

Posted by W Henson on 9/24/2006, 9:15 pm

Former SSGT Leonard S. Henson passed away 24 Sept 06. Leonard was a waist gunner with Lt. Roy Allen's crew assigned to the 749th sqdn, 457th bomb group. 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. Funeral services are pending at the York Funeral Home in Wayne City Illinois. He was 83 years of age.

Posted by craig harris on 9/25/2006, 12:47 pm, in reply to "Final Salute"

Very sorry to read of your loss. Our gratitude to you for letting us know. I have notified the 8thAFHS Membership Records Office, and the 8thAFHS NEWS, so that Leonard Henson's name can be memorialized in TAPS in the Dec. 2006 8th AF NEWS.

craig harris

Posted by w.c.goldsborough on 9/25/2006, 4:31 pm, in reply to "Final Salute"

to the henson family I extend my deepest sympathy on the death of my brother crew member Lennie and may the supreme architect of the universe watch over him and his family and give them peace.

bill. goldsborough

Posted by Joseph C. Brusse on 9/25/2006, 6:52 pm, in reply to "Final Salute"

I extend my condolences to the family of Leonard Henson as they grieve his loss. I regret that I have not maintained a closer relationship with Leonard and his family during his long illness.

Posted by Kim Lewis on 1/18/2007, 11:03 am, in reply to "Final Salute"

My most sincere sympathy to you and your family. My family's prayers go out to you and my deepest respect and gratitude are held for Mr. Henson and all the men who flew w/my father Verne Lewis.

"What does it mean "flying spare" and "cut over target" mean?"

Posted by carolyn deloach on 1/20/2007, 5:22 pm

My father's personal mission card does not list him flying on July 19, 1944, yet he is on the load list for that day and the formation diagram shows him in formation but has the notation to omit Spare A532 (his a/c) over target. His individual flight record does show him flying a total of 3:45 hours that day but does not give him combat credit. So, what does 'flying spare' and 'cut over target' mean?

"Veterans return to Glatton"

Posted by Peter T.Wood. on 2/14/2004, 9:37 am

If you guys are coming over to Glatton this year we would like to Com down and meet you all. We are all Army Air Force enthusiasts and a re enactment group as well so we can uniform up if you would like us to. Just let us have dates and times and we will greet you with the respect you deserve

Posted by craig harris on 2/14/2004, 11:57 am, in reply to "Re veterans return to Glatton."

Peter: WE ARE COMING! We will begin to gather at the Bull Hotel in Peterborough on Saturday, May 29, 2004, with our reunion officially beginning on Sun., May 30. That day we will visit the old "Glatton" airfield at Conington, and dedicate the Glatton Memorial Monument that afternoon. On Monday we will attend the Memorial Day Ceremonies at Cambridge American Military Cemetery at Madingley. After that we will visit Duxford. Tues. May 31 is "Peterborough Day". We have the morning to just knock around and in the early afternoon it has been our custom to visit the Mayor for a reception in the City Hall. Finally, there will be a banquet that night at the Bull Hotel. Most will depart Wed. AM, June 1.

If you come, and -- believe me -- you would be most welcome, you should contact Will Fluman Boiling Springs, PA, tel. 717-####, e-mail #####@aol.com. You might also check with one of our British historians, Ray Pobjee, former Mayor of Peter-borough, #####@aol.com. Please e-mail me if I have left anything out. Cheers! Craig Harris

Posted by gtownsend on 1/22/2007, 5:15 pm, in reply to "Re: Re veterans return to Glatton."

dear will.as you will see i have a new email address.now #####@btinternet.com hope all is well happy new year gordon and ros

Posted by Alan Morton on 2/14/2004, 12:19 pm, in reply to "Re veterans return to Glatton."

Peter,

I have an Eighth Air Force buddy that lives nearby and was stationed at Polebrook and flew with the 351st Bomb Group in WWII. He was telling me about a group of people that attended his 351st BG Reunion last year by surprise and absolutely blew the American veterans away with their kindness. Are you by chance with this same group?

Posted by Janet Wood on 2/19/2004, 1:48 pm, in reply to "Re: Re veterans return to Glatton."

Dear Alan

Thanks for your email, but no - it wasn't our mob - but we should have liked to have blown them away. Keep in contact if you're an 8th Air Force nutter - we are!

Regards, Pete

Posted by Peter Wood on 3/26/2004, 3:18 pm, in reply to "Re: Re veterans return to Glatton."

We have been told no uniforms at the 457th Bomb Groups reunion at Glatton in May. Can you confirm yes or no and any reason?

"Flight trip"

Posted by Richard Fenimore on 1/17/2007, 3:44 pm

I am looking for that one of a kind Christmas present for my brother. Are there any flying B117's that offer rides, etc? He would dearly love to fly in one. He has flown in a number of what he calls stove pipes. Surely there are some that make trips to strrips around th3 USA.

THANK YOU

R.W.Fenimore

#####@aol.com

Posted by Jerry Sale on 1/23/2007, 1:40 pm, in reply to "Flight trip"

At least 3 still fly and give rides in the U.S.

Sentimental Journey

Aluminum Overcast

Nine-0-Nine

Look for them on their respective web-sites for more information about tours.

"Father's Medals"

Posted by Linda Stevens on 1/14/2006, 11:09 pm

Hello, my father and I remember clearly that he was awarded the Distinguished Service Cross. I have used all resources available, including my Congressman Lacy Clay, who was very helpful. From every resource I received the statement that all my father's records were destroyed in the fire at the Personnel Center. Can any help me with verifying this award?

Posted by Linda STEvens on 1/17/2006, 4:08 pm, in reply to "Father's Medals"

I am looking for someone who can verify that my father 1st. Lt. EDWARD R. STEVENS, was awarded the Distinguished Service Cross. Dad served in the 750th Squadron. He served in Glatton England 1943-1944. He was a B-17 pilot and flew at least 2 planes, "Fish and Chips" and "Good Pickin". He has stated that he was awarded the DSC and I remember seeing the award as a young adult. Unfortunately, all my Dad's service records were destroyed. I have involved my Congressman Lacy Clay, who also has had no luck finding records. Can any one verify or tell me where I might find copy of his records?

Posted by Willard Reese on 1/17/2006, 8:16 pm, in reply to "Edward Stevens medals"

Linda,

Several questions you have raised are presenting a problem. First the 457th did not arrive in Glatton until 1944 (so 1943-1944 cannot be correct). Also, we now have a roster (that we think is complete) of all flyers who flew with the 457th. We do not list an Edward R. Stevens. That does not mean that he was not at Glatton, only that we do not have him listed. Can you tell us the names of some other members of his crew? That will help us locate him.

Also, is it possible that your father received the Distinguished Flying Cross and not the Distinguished Service Cross?

Most everyone I know from our Group who has sought his records, has been able to obtain them.

I got mine by starting with the following website and succeeded in getting all records including a list of my earned medals. I obtained replacement medals from the Air Force at no cost.

<http://www.archives.gov/st-louis/military-personnel/standard-form-180.html>

I hope this helps,

Willard

Link: <http://www.archives.gov/st-louis/military-personnel/standard-form-180>.

Posted by Linda Stevens on 1/17/2006, 10:07 pm, in reply to "Re: Edward Stevens medals"

I tried to write the query from memory and yes you are correct, my dad didn't arrive in Glatton until 4/1944. Between 4/1944 and 8/28/1944 he flew at least 32 missions and from what info I have, I believe he flew 34. And yes he was a recipient of the DFC. But according to him and my own memories he was also awarded the DSC. Sorry, you need to redo your records, they are not complete. My Dad most certainly served in the 8th Air Force, 94th Wing, 457th Bomb Group (H), 750th Squadron. His station number was 130. I know the names of at least 3 B-17's my father flew, " FISH N CHIPS", #42-97889. See the following site.<http://www.457thbombgroup.org/PLANES.HTML#Accidents>, also:<http://www.457thbombgroup.org/BB/BBC41.HTML>.

Also:<http://www.457thbombgroup.org/PLANES.HTML> Please check for the reference to my Dad in the accidents section. Please note the "Fish n Chips" was shot down 10/10/1944 while being piloted by Lt. Angier. The "Good Pickins". See <http://www.457thbombgroup.org/BB/BBC10.HTML> You will note that this plane failed to return with Lt. Kerr as the pilot. Please note the reference to my father on a mission on 6/25/1944 to Montebartier. <http://457thbombgroup.org/Narratives/MA77.HTML>. The 3rd plane was "the Ole 98". I have no pictorial reference for this plane. I have sent in and hand delivered the form 180. I live 3 blocks from the Personnel Center. My Congressman Lacy Clay also contacted the Personnel Center. My father's records were destroyed in the fire at the Personnel Center. I do have a record of my Dad's missions, including Group Mission Number, Target Area and Duration. My Dad is going to send me copies of personal records he has. If I receive anything of interest I'll let you know.

Posted by Jerry Sale on 1/18/2006, 12:56 pm, in reply to "Re: Edward Stevens medals"

You could look through the loading lists for more information about when your dad flew. You must live in the St. Louis Area. Where? I recognize your representative's name. My father served in the 457th from this area and I thought he was the only person that did until recently. There was an article in the paper a year or so ago about a guy named Woodard, I believe, that also was from St. Louis that served in the 457th. That makes at least 3 that are still with us from St. Louis.

Posted by Linda Stevens on 1/18/2006, 2:18 pm, in reply to "Re: Edward Stevens medals"

Hi Jerry,

If the loading lists you are referring to are on the 457th site, I've checked them all. He is mentioned in several places. I have a list of all my Dad's mission date, duration and location. Dad's going to send me some other personal records that he has. My Dad is 90 y/o and sharp as a tack. He has verified that he received the DSC, in addition to the DFC, Air medal with 5 oak leaf clusters, 2 Battle Stars, Presidential Unit Citation and several more he can't remember. My father is a very humble man when it comes to his heroism during WW II. He has spoken very little about his military experience, until recently. I was aware of his many awards, as they were kept at my grandmother's house until she died. My Dad was unmarried during the War so everything went to my Grandmother. I used to open the boxes and read the citations everytime I went to my Grandmother's. I can remember all the awards except for one. This medal had an Eagle on it, but I just can't remember the name. BUT, I definitely remember the DFC. The problem is, I have no paper trail and the people on the DSC site want paper before they will list him. I received a note last night from a Willard Reese. He informed me that my Dad never served with the 457th. I sent him several web sites as proof and told him he needs to update his records. On his flight record, my Dad had this, it is quite clearly printed 8th Air Force, 94th Air Wing, 457th Bomb Group, 750th Squadron. Upset me a little. Anyway, hopefully I straightened things out last night. My Dad moved to Florida last year, but I'll mention your Dad's name. You never know, Dad might have known him. Thanks, Linda

Posted by Willard Reese on 1/18/2006, 6:03 pm, in reply to "Re: Edward Stevens medals"

Linda,

I sincerely apologize if my remarks about your father's name not appearing on our roster upset you. That surely was not intended. If you reread what I wrote in my message you will see that I only wished to correct an oversight.

My message said

"We do not list an Edward R. Stevens. That does not mean that he was not at Glatton, only that we do not have him listed. Can you tell us the names of some other members of his crew? That will help us locate him."

I hope that after you talk to your dad you will be able to get a list of some of the members of his crew. That will help us to correct an oversight in our roster. There were some 6,000 men who served with the 457th and there are bound to be some names missing, especially during the early months of the group's existence when records were kept rather loosely.

Again, I apologize for the misunderstanding.

Willard

Posted by Linda Stevens on 1/18/2006, 11:23 pm, in reply to "Re: Edward Stevens medals"

Willard,

I talked to my Dad tonight. He is blank on crew members names. My Dad is a member of the 457th Org. He said for you to talk to Nancy Henrich (457th Org. Sec.). This is the person my Dad has corresponded with. I guess

the reason I'm upset is that I've given you several references to my Dad's service in the 457th. I want the recognition he is due. The following is a reference to my Dad's plane the Fish n Chips.42-97889. Surely you can check to see if that serial number was in the 457th.

[damaged in landing accident 09-Jul-44, later fate unknown] - Ref. 6 has photo confirm on name and s/n, not on MIR Aug 44 "Fish n' Chips" 748,750 J . The serial number is 42-97889.

I'm going to email you a copy of my Dad's Mission Log and someother information.

Posted by Claude on 1/23/2007, 8:31 pm, in reply to "Re: Edward Stevens medals"

I was the navigator on Stevens,crew having joined the crew when we were formed at Dalart Texas in early January 1944.

On February 17, 1944 we rode the train from Dalhart to Kearney Nebraska for OTU. Left Kearney on March 1st. on our way to England in our brand new B-17. Arrived Galton late March 1944.

Incidentally, on page 41 of 457th Crweu Pictures, there is a picture of our crew and "Good Pickin." I am second from left, front row in the picture. And more thng...the caption says picture probably taken at Wendover...not true. We were never at Wendover as a crew. Picurwe was taken at Glatton.

Posted by Linda on 1/25/2007, 12:12 pm, in reply to "Re: Edward Stevens medals"

Hi Sully,

Glad to hear you're still around. Dad been having trouble with his vision. He had 3 or 4 operations and finally seems to be able to see a little. He's been pretty depressed. Not good for a 90 year old. You take care.

Linda

Posted by Linda Stevens on 1/19/2006, 12:27 am, in reply to "Re: Edward Stevens medals"

Hi Williard,

Here is a reference from the 457th.Org site: MISSION NO. 77

MONTEBARTIER, FRANCE

25 JUNE, 1944

The target was a buried oil dump in southern France, situated in the village of Montebartier on the banks of the Midi Canal, the connecting waterway between the Bay of Biscay and the Mediterranean Sea. The 457th furnished all 36 craft for the 94th C Combat Wing. Major Leroy Watson was Air Commander with Lt. Dozier as pilot of the lead C box. Lt. Joseph Reilly was Commander of the low C box, with Lt. Harris S. Mathis as pilot. Lt. Max D. Peterson was Commander of the high C box with Captain Donald E. Lady as pilot.

Again the route to the target took the Group over the invasion coast. The weather was CAVU over the target and bombing results were good. Bombing was from 15,000 feet. Flak was moderate to heavy and accurate, with four craft suffering damage.

Lt. Scott B. Ormsby's plane was hit by a flak burst starting a fire in one engine. Four of his crew bailed out. However, he dropped his bombs in the Channel and returned to the Base. Lieutenants Edward R. Stevens, Sherrill R. Williams and Charles C. Canfield, all flying in the lead box, were hit in their engines and gas tanks and aborted the mission. Capt. Richard E. Hoelzer, flying in the low box, was hit and knocked out of the box, but returned to the Base.

(Compiler Note: For Li. Vincent A. Lemon account of bailing out over France, see Chapter 19.)

Please note the reference to EDWARD R. STEVENS and SHERRILL WILLIAMS.

Linda Stevens

Posted by Normand R Menard on 3/22/2006, 8:57 pm, in reply to "Re: Edward Stevens medals"

Linda, does your Dad have his original Discharge form? On the back,line 33 are listed Decorations and Citations that he may have received. Good Luck with your search.

Posted by Linda on 3/27/2006, 10:35 pm, in reply to "Re: Edward Stevens medals"

Normand, thanks for responding. No Dad does not have his original discharge papers. He does have a W something that was given as a replacement to the original. There isn't even a place on this form for citation and awards. All of Dad's records were destroyed in the fire at the Personnel Center. I'm basically depending on my own memory and that of my Dad's.

Thanks so much for contacting me, I really appreciate any help.

Linda Stevens

Posted by Claude on 1/24/2007, 12:56 am, in reply to "Re: Edward Stevens medals"

I flew the mission on 25 June as lead navigator High B Box with Major Persch as Commander and Lt. Bill Dohtry as Pilot

Posted by Jerry Sale on 1/19/2006, 10:18 am, in reply to "Re: Edward Stevens medals"

The medal you mentioned with the Eagle on it may have been the Air Medal. It is/was an eagle with lightning bolts in its talons in a dive with many points on it. It hung from a blue and gold ribbon. I did get to look at my dad's medals occasionally and that one was my favorite. My dad, like many others, was not awarded all of the medals he was due during the war or for many years after. My nephew helped him apply for them about 10 years ago and he got a whole shoe box full of them

Posted by Linda Stevens on 1/19/2006, 11:39 am, in reply to "Re: Edward Stevens medals"

Jerry,

Yes my Dad was awarded the Air Medal with with 5 Oak leaf clusters. He was also awarded the Distinguished Flying Cross, The Presidential Unit Citation and several Battle Stars. These awards survived the death of my Grandmother, age, time and many moves. All my dad's medals were kept in a trunk that my Dad sent her from China. Dad wasn't married at the time so his awards were sent to his mother. My Grandmother had a trunk chuck full of medal boxes. Everytime we visited my Grandmother, I spent most of the day looking at the medals and reading the citations. So I fell pretty confident about most of the medals my Dad was awarded. The DSC is a very imposing looking medal and I clearly remember playing with the medal. Plus my Dad has said that, yes indeed he was awarded the DSC. But the man who has the site that lists DSC recipients, will not list Dad without a paper trail. And there simply is no paper trail. Congressman Clay managed to get the Personnel Center to award Dad 3 or 4 awards that they determined Dad was do just because his time in the AAF, WWII and other factors. I have an early picture of my Dad in his uniform and he already has the DFC and the Air Medal with clusters. There is a third ribbon in this picture but because of my Dad's position, I can't make out what it is. There is a man in Overland who runs a military store. He and I worked together to determine what medals Dad was do because of the time period in which Dad served (ie. he was in the Army before Pearl Harbor and served well after 1950)and the places he served (ie European Theatee). My Dad is a very humble man and never spoke about his military service until just lately. Time makes the difference. But I still have to pull everything out of him. If you go to the following site you will see a picture for which I believe Dad won the DSC:<http://www.457thbombgroup.org/FATE/RLP063.HTML>Dad landed this plane with no injuries to his crew.
Linda

Posted by Jerry Sale on 1/20/2006, 9:31 am, in reply to "Re: Edward Stevens medals"

My dad did not want to talk much about the war either until the 50th anniversary and then he wanted to talk a little. We have since been to 2 bomb group reunions and we enjoyed them very much.

Posted by Claude Sullivan on 3/20/2006, 12:28 am, in reply to "Re: Edward Stevens medals"

I was the navigator on Stevens' crew. I first met Stevens at Delhart Texas, January 1945 and flew with him to Glatton and several missions with our crew before being assigned as a lead navigator.

The other officers on our crew were Charles Wilson Johns, Co-Pilot, Charles Canty, Bombardier and me.

I am sorry I cannot remember any of enlisted members at this time. I do have copies of some orders with their names, but have temporarily misplaced them. I will search for a copy and post another message when I find them.

Posted by Claude Sullivan on 3/20/2006, 12:34 am, in reply to "Re: Edward Stevens medals"

Just posted a message and obviously made an error in the date. Of course it should have been January 1944, not January 1945

Posted by Linda on 3/27/2006, 10:29 pm, in reply to "Re: Edward Stevens medals"

I don't know if you're back yet, but I saw you made a post 3/20. I think the date would be 1/1943. That's when Dad went to Glatton. I have the names of the enlisted men. There is at least one living, James Neelan. I have spoken with him several times. My curiosity is about the landing Dad made on the beach in England after being shot up on the way to Germany, with a load of munitions? Dad tells the story all the time, but I'd love to hear it from someone else. He also talks about the crash landing he made in Glatton in the Fish n' Chips, 7/9/1943.

The other thing I'd like to know is if you remember if Dad was awarded the DSC. I remember seeing it and reading the citation from the time I was a young child until well into my teens. Dad says he was awarded the DSC. But his military record was destroyed in the Personnel Center fire. Do you remember anything about it? I'm eager to hear from you.

Linda Stevens

Posted by Andy Reeves on 4/9/2006, 12:06 pm, in reply to "Re: Edward Stevens medals"

Re. Posting of Linda 03/27/2006. Don't see how Edward arrived at Glatton 1/1943. I don't believe that Glatton and the 457th BG existed at that time. Group was promulgated on May 18, 1943 and flying combat started from Glatton in February of 1944.

Posted by Linda Stevens on 4/28/2006, 11:31 pm, in reply to "Re: Edward Stevens medals"

Hi Andy,

Your correct. I made a typo. Dad was at Glatton in early 1944. He was there till 8/29/1944.

Posted by Christopher on 1/23/2007, 5:24 pm, in reply to "Edward Stevens medals"

Linda,

You should check with the Veterans Service Department in the Hometown where your father returned to after the war. It was common practice for vets to apply for benefits and a copy of their discharge, including service awards, were filed with the Department. Some Veterans Services Department are by City others by State. You can contact me at #####@yahoo.com if you would like more information.

Chris

South China, Maine

Posted by Patrick J. Connelly on 1/20/2006, 4:16 pm, in reply to "Father's Medals"

This is a link to Vanguard the company that makes most of our Ribbons and Medals worn by today's service personnel it is current to OIF/OEF GWOT but it also includes those awarded during Vietnam Korea and WWII hope it of some help <http://www.vanguardmil.com/store/ribbonusaf.php>

Posted by Jerry Sale on 3/11/2006, 5:06 pm, in reply to "Father's Medals"

I have some information on an alternate source for military records other than the Page Avenue. St. Louis site.

"Thanks for the Savannah Reunion"

Posted by Jerry Sale on 9/26/2005, 10:03 am

This is a big thank you to all involved in planning and initiation the Savannah Reunion. My father was particularly pleased that tipping was included at most of the events. It's a little bothersome to have people with their hands out everywhere.

Posted by Bob Chatham on 9/27/2005, 11:20 pm, in reply to "Thanks for the Savannah Reunion"

We regret not being able to make the reunion in Savannah. I am an aviation historian, life member of the 457th BGA, and had looked forward for some time to attending. However, a gal named Katrina paid us a visit here on the Mississippi Gulf Coast on Aug. 29. We had our hands full here at home. Let's hope we can make the next reunion. I hope that all that attended in Savannah had a wonderful time.

Posted by Richard Gibbs on 1/25/2007, 5:17 pm, in reply to "Thanks for the Savannah Reunion"

Do you have the dates of the reunion this fall in Pensacola? Thanks.

"Hand guns"

Posted by Jerry Sale on 1/26/2007, 8:57 am

Did all officers carry hand guns on missions? If not, who did? What type? Were they government issue or privately purchased?

"WWII Watches"

Posted by Jerry Sale on 1/24/2007, 1:01 pm

I'm guessing that there were army air corps watches issued to at least the flying officers. Is this true? If yes, what type of watches were issued?

Posted by Claude Sullivan on 1/24/2007, 11:31 pm, in reply to "WWII Watches"

Right, we were issued GI Watches, but were supposed to turn them in when clearing the base for rotation State Side. However, as you can imagine many were "lost" the day before turn-in date.

I do not remember the make, but they were ordinary watches, white face, black numbers, silver colored case and leather strap. Probably something like those we used to get from sending in box tops from cereal boxes.

Posted by John Pearson on 1/29/2007, 2:57 pm, in reply to "Re: WWII Watches"

As a Navigator, my issued wrist watch as a black-faced Elgin that some referred to as a "hack" watch. You pulled the stem out to stop it on zero seconds, set to the correct minute and hour, and when "hack" was announced you pushed the stem back in to re-start it. Thus, all in the gathering would have watches showing the same time.

Posted by Mike Burgess on 1/26/2007, 7:35 pm, in reply to "WWII Watches"

I believe the one my father brought back was a Timex. During Korea I think he had an Elgin.

“Possible 2007 Cerrimony Chiggay, France”

Posted by r4rex burke on 2/5/2007, 6:50 pm

I received a Christmas card from a person in Chiggay, France hoping that I would be to attend the Ceremony in Chiggay, France commemorating the Crash of the 457th Bomnb Group B-17 El Lobo. There were about 6 former 457th Bomb Group members that attended the dedication of the monument. I am wondering if any of the other members of the 457th Bomb group that attended the dedication had received an invitation for the 2007 celebration. The French association was very appreciative that members were able to attend the monument presentation that Pierre Colson had worked so hard to be build. The Christmas card did not give a date when the ceremony in 2007 would take place.

“Spetchley Park, Worcestershire, England”

Posted by Tim Davies on 2/28/2007, 3:53 am

I work for Spetchley Park Gardens in Worcestershire, owned by the Berkeley Family for just over 400 years. During WW2 the 8th Air Force used Spetchley as a rest/recuperation base and we are trying to collect as many memories/pictures etc from this period for our archives, so we may commemorate the brave young airmen who fought in the sky over Europe.

I'd be very grateful if any one would be willing to share there experiences while staying at Spetchley so we can create a new section on our website.

Many Thanks, Tim Davies

Link: <http://www.spetchleygardens.co.uk>

"Cletus R. Newman"

Posted by Karen Newman Zientek on 2/27/2007, 8:05 pm

Does anyone remember Cletus R. Newman? He was my grandfather and my daughter is doing a report for school and I don't have much information because he was divorced from my grandmother. Any help would be greatly appreciated.

Posted by Alan Morton on 3/4/2007, 8:18 pm, in reply to "Cletus R. Newman"

Hi Karen ...

Someone, on your side of the fence, is going to have to give up some history about Cletus. What you are asking for, is almost an impossible task. I'd be happy to help you, BUT in actuality, your family knows more than I do, about your Grandfather than anyone. You know his age, you know where he grew up. You know whether he was a flying Officer or an Enlisted man. You know when he enlisted in the service of his country. You know when he went overseas, and you know he was attached to the 457th Bomb Group. You have photographs of him in the service.

Your Grandmother must have a file of some of his time and records in the service. She knows when and where they were married. She would also know if he was commissioned a Pilot, Navigator or Bombardier. She would also know what Bomb Squadron (there were four) he was attached to. She would know which Air bases and the dates he was attached to during his Officer training. He may have been divorced from your Grandmother, but surely there were other family members he kept in touch with. If he is dead, do you have a copy of his obituary? Copies of his Discharge papers?

You see Karen, "you hold all the cards of knowledge" and I know nothing but a name.

Give it some thought Karen and get your daughter busy looking too, she's the one writing the report.

Best regards,

Alan Morton

Posted by Karen on 3/5/2007, 3:48 pm, in reply to "Re: Cletus R. Newman"

Thanks Alan. We have already started down that path...I was just checking if anyone else knew him during his service and had any stories to share.

Thanks.

Posted by Alan Morton on 3/5/2007, 9:59 pm, in reply to "Re: Cletus R. Newman"

Not so fast Karen. I deliver, even when I get no help from you.

Turns out four (4) separate aircrews had trained as crewmen on B-24's but when they got overseas they were mistakenly assigned to the 457th Bomb Group.

Col. Rogner, the Base Commander gave them the opportunity to relocate to a B-24 base or to stay and be checked out in B-17's. They all chose to stay and completed their tours in B-17's. The four crews were: Ralph Coons - 750th, Fred Smithson - 748th, Jesse Castanias - 749th, and the George Bane - 751st Bomb Squadrons.

The Jesse Castanias crew had a Waist Gunner by the name S/Sgt Cletus R. Newman. The Crews first Combat Mission was February 3, 1945 aboard Aircraft #167. Here's the entire crew by Rank, Name and Position flown:

Lt. Jesse J. Castanias .. Pilot

Lt. Myron P. Barry .. Co-Pilot

F/O Jack Lorber .. Navigator

S/Sgt. Stephen T. Cowell .. Chin Turret/Toggler

S/Sgt. Martin Norsic, Jr. .. Flight Engineer and Top Turret Gunner

S/Sgt. Stanley F. Bendzynski .. Radio Operator

S/Sgt. William F. Waters .. Ball Turret Gunner

S/Sgt. Cletus R. Newman .. Waist Gunner

S/Sgt. Michael Denitti .. Tail Gunner

Posted by Sheila Holtzen on 3/5/2007, 8:59 am, in reply to "Cletus R. Newman"

I'm afraid I can't help you much, but I did go to the NARA website and I noticed there were two different men who enlisted, both had this exact same name. One enlisted at Ft Sam Houston in Texas, and one enlisted at San Francisco California.

If you access the NARA site, you can click on either or these names and it will give you the bare minimum of information. But there are service numbers, so that might enable you to carry your research further, if either of these gentlemen might possibly be your Grandfather.

However, if there are family members still alive who knew your Grandfather, you really do need to speak with them. They probably have the information and history that you and your children should learn and know.

Please don't leave it too late to question them!

Good Luck.

Sheila

"History of Glatton/Conington 1945-1980s"

Posted by joe landy on 12/24/2006, 2:49 pm

Hi all.

Long time since I posted on this message board!

I am a young aircraft engineer working at Aerolease ltd, the current occupier of Conington airfield.

Through my work at the airfield over the last 2 years, I have been fortunate to meet many people who have been involved with workings over the years. From Fenair in the 1970s through Klingair, through to Flying-Club-

Conington/Aerolease. I have also know a chap who worked with General Domestic Appliances in the 1970s, who looked after the Beechcraft Queenair which was based there for around 2 years.

I would like to appeal for some help with compiling a kind of date line, showing what happened at conington, and when. I can see from old maps e.t.c what the land was like prior to the 8th air force arriving and building the airfield, and I can see what has occurred in the past 20 years or so including the construction of the current buildings, but I am stuck as to what happened in between! Please send me (or post here) your ideas of what the airfield was used for over the last 50 years, or anywhere in between.

I have noted that most websited simply say 'currently occupied by Klingair, the airfield was used by the USAF in 1945.....'

Please help me compile the rest of the history whilst those in the know are still with us!

Perhaps Erwin Klinger still posts here?

I would like accurate dates for ANYTHING please!

Many thanks

Joe.

Posted by Willard Reese on 12/24/2006, 4:50 pm, in reply to "History of Glatton/Conington 1945-1980s"

I may have some photos taken between 1945 and 1970 that may help. Contact me via email, please.

Hap Reese

Posted by sally Heathcote on 3/11/2007, 10:56 pm, in reply to "History of Glatton/Conington 1945-1980s"

Hi Joe

My family have lived in Conington for many generations.

We may be able to help you, my great grandfather and my grandfather along with most of my family farmed the land all around the airfield.

My uncles farm house is the one that sits in the middle of the airfield.

My family can give you all the information you would want.

Email me if I can help.

Sally

"Edward Dozier"

Posted by Jack on 1/29/2007, 10:38 pm

I was wondering if there is anyone who might have known my Great Uncle Edward Dozier. As a child I read the book on the Fireball Outfit, and as a High School History teacher I have made it a point to research him and as many of the other men who he served with. That being said, I hope to make contact with someone who might be able to tell me more about him and his time in the Army Air Corps. Any help would be appreciated

Posted by Alan Morton on 1/30/2007, 8:43 pm, in reply to "Edward Dozier"

Hi Jack ... As I've pointed out to other young adults trying to learn about a family member that flew with the 457th Bomb Group in the 1944-45 WWII era; you're running out of "living" Officers and crewmen that flew with Major Edward Dozier. Those "still living" are in their mid to late 80's and possibly incommunicado.

If you are after his Army Air Corps Officer training and combat flying record, that's feasible to compile. If you're after his persona per se with other Flying Officers he interfaced with at this late date ... you're probably too late.

Posted by craig harris on 2/17/2007, 11:37 pm, in reply to "Edward Dozier"

We have not completely run out of friends of Ed Dozier. He was squadron commander of the 748th Sq. from 19 Mar.,1945 when he took over from Lt. Col. Wilbur D Snow, up to his untimely demise in the crash of lead aircraft, "Miss Ida", on 05 April 1945. This famous crash is detailed in each on the the 457th histories, the James Bass "Fait Accompli" trilogy, Ken Blakebrough's "The Fireball Outfit", and "Flak Dodger" and "Black Puff Polly" by the late Roland Byers.

Dozier's lead crew was at the head of the line on the long runway (28-10) and took off first,with No. 2 on fire and not delivering takeoff power. The a/c fell (returned) to earth, skidding across the ground. It hit a haystack (and you know how dense an English haystack can be). The impact broke open the fuel tanks, the escaped contents of which ignited. The resulting fire detonated the bomb load. There was one survivor, William J.P.

Meng, Jr. who spent a long convalescence. We heard sometime in the last two years that Meng has also passed away.

There are at least two things you probably will NOT read about Ed Dozier. One is that he was crazy, rakehell, the life of the party with great talents for cutting off the neckties of his colleagues at parties. Such stories, however, would have a high likelihood of being true. His cutting off the necktie of Gen.J.K. Lacey at the 200th-Mission Party on Mar. 02 1945 is legendary.

The other is that he was, arguably, one of the finest B-17 pilots in the 8th Air Force, and clearly the best lead pilot/aircraft commander. This, too, would be true. He would lead the entire 8th AF on a mission (1,400 a/c) and "tail end Charlie" would not have to change speeds over eight or ten miles per hour.

Edward Dozier, a man for whom I had tremendous respect, and whose fun-loving nature would not let you dislike him, is buried at the Cambridge American Military Cemetery at Madingley under a beautiful maple (I think) tree, next to his tail-gunner, Jack Taifer. Each time the 457th meets in mini-reunion in Peterborough (the even-numbered years) we visit the Cemetery. I go to Ed's grave, render a salute, then bow my head sadly and think of this very fine man, how much fun he was, and how much the world lost at this man's death. Then I think of and how much he contributed to our mission, leading to our give our best efforts even during his short term as Sq Commander, and then I stand tall, and salute again.

Keep chugging at your research. You can probably corral several of us who were there at the last, and can tell you more about him, and lead you to others who can enhance your search.

Craig Harris, copilot, 748th Sq.

Posted by Paul Kelly on 3/6/2007, 8:15 am, in reply to "Edward Dozier"

Hi Jack, My name is Paul Kelly from the UK and I am currently in the process of writing a book on the crash that killed your Great Uncle. I came upon this story when I purchased some WW2 flight equipment from a US dealer for research purposes, and it turned out it belonged to the waist gunner Robert L. Todd who was also killed in the crash. I have spent 18 months researching Robert and this story, visiting many of the key locations including the crash site, where luckily I also interviewed the sole living witness John Williams from the UK who was 16 at the time and one of the first on the scene of the crash. I will be happy to share any information I have with you however limited - maybe we could trade notes as I plan to write a section on each member of the crew [your uncle included] as part of the over-view. Feel free to contact me at anytime.

Posted by craig harris on 3/11/2007, 12:30 pm, in reply to "Edward Dozier"

I sent a bunch of stuff about Ed Dozier to Paul Kelly, thinking he was the one looking for info for his great uncle Ed Dozier. Because it was anecdotal and a lot of it, it was sent private e-mail. I have had no response from him, and the fault is mine, not his. MY BAD. I should at least read who it is that wants the data. So, I will send to you by e-mail that which I had sent to him. I apologize. Result was not too bad, only lost a week. craig harris

Posted by Paul Kelly on 3/12/2007, 11:33 am, in reply to "Re: Edward Dozier"

Yes, I have sent you a humble apology Craig, I mistakenly thought the information you sent me was from someone else who I have been in correspondence with, I have met so many new people on this project I have completely got lost with addresses, again my apologies and thank you.

"Death of Dave Summerville"

Posted by Alan Morton on 12/2/2006, 11:48 am

Chuck Spiteri

E-mail address: #####@sbcglobal.net

Hometown: Vista, CA

Comments: I'm sad to report that my neighbor and friend of 30 years, Dave Summerville passed away on November 28th.

He was a great neighbor, friend and a hero to me.

One of "America's Greatest Generation."

I would like to purchase a copy of *Fait Accompli*, if anyone can direct me to where I may obtain this book.

Thank you,

Chuck Spiteri

Thursday, November 30th 2006 - 01:51:41 PM

Posted by Alan Morton on 12/2/2006, 1:54 pm, in reply to "Death of Dave Summerville"

I personally spoke with Mr. Chuck Spitera this date and thanked him for his message informing us of the death of Dave Summerville. Additionally, Chuck has been given the name and phone number of the Association's President and author of the Fait Accompli trilogy.

Posted by Alan Morton on 12/8/2006, 3:27 pm, in reply to "Death of Dave Summerville"

David K. Summerville - Obituary

David K. Summerville, 85, passed away Nov. 29, 2006, in Oceanside, Calif. He was born in Gray, Iowa, on April 28, 1921. He was a resident of Vista for 29 years. He attended the University of Iowa from 1939 to 1942. He was a captain in the Army Air Corps during WWII. He flew 27 missions as a B-17 pilot with the 8th 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.

He was an active member of many groups and associations, serving in many capacities. He belonged to the Airline Pilots Association, Retired Airline Pilots Association, Vista Masonic Lodge #687, National Sojourners, Camp Pendleton #243, Vista Hi-Twelve Club #454, Heroes of 76, Forty-Niner Camp, Camp Pendleton, Scottish Rite in San Diego, Al Bahr Shrine in San Diego, Palomar Shrine Club, San Luis Rey Shrine Club, Sunnyvale Disabled American Veterans #141, 457th Bomb Group of the 8th Air Force, Vista American Legion #365, Vista VFW #7041, Vista Lions Club, Vista Elks Lodge #1968, Vista Senior Center, Vista 60 Plus Club, Clipper Pioneers, American Numismatic Association, Vista Historical Society, San Diego Aerospace Museum and Grace Presbyterian Church in Vista.

He was preceded in death by his wife of 50 years, Lillian Summerville, in 2001; and his daughter, Sheri Lee Schaffer, in 2005.

He is survived by his son, W. Scott Summerville of San Marcos; two grandchildren; and three great-grandchildren.

Inurnment will be in the Gray Cemetery in Gray, Iowa. Arrangements are the direction of Allen Brothers Mortuary, Vista Chapel.

"reunion 2007"

Posted by Patti on 10/26/2006, 10:40 pm

Is there a reunion planned for 2007?

Posted by Joseph Toth on 3/13/2007, 2:51 pm, in reply to "reunion 2007"

PATTI

THE NEXT REUNION WILL BE IN PENSACOLA

FLA. NOV.1 THRU. THE 4 TH. MORE INFO IN THE NEXT NEWS LETTER.

JOE TOTH

Posted by Patti Bizic on 3/13/2007, 5:18 pm, in reply to "Re: reunion 2007"

We will be there, my dad and I! We live in Pensacola.

Patti

"Free WWII Museums & Memorials video to honor WWII veterans"

Posted by Scott Ramsey on 2/13/2007, 8:07 pm

This video is really a tribute to all WWII veterans. The video showcases different WWII Museums and Memorials throughout the Southeast set to some big band and WWII era songs. Ever since I attended the 2004 WWII Memorial dedication in Washington, I have been interviewing veterans and collecting any written personal accounts. With all the things our veterans have done, I have tried to say thank you through this video. If any WWII veteran would like a copy, please contact me. I DO NOT ACCEPT MONEY FOR THE VIDEO. I would appreciate and enjoy anything anyone has written about the war. I also try to attend any WWII reunion in my area to present the video and show my gratitude for the men and women of WWII.

God Bless, Scott Ramsey

Posted by Claude Sullivan on 3/14/2007, 12:32 am, in reply to "Free WWII Museums & Memorials video to honor WWII veterans"

Would like very much to have a copy of your video. Please inform me how I can obtain a copy.

Posted by Alan Morton on 3/14/2007, 2:16 pm, in reply to "Free WWII Museums & Memorials video to honor WWII veterans"

The easiest way for the public to communicate with Mr. Scott Ramsey is by Emailing him directly. To do this ... simply click your mouse arrow on Scott Ramsey's name and ... volia, an Email addressed form will appear. Fill out your request and launch directly to Scott.

"B-17 GP/HE bombs and fins"

Posted by Art Vaughan on 3/18/2007, 3:23 pm

1. Can anyone tell me precisely how the fins were attached to the bombs?

I have been unable to tell if the screws shown in some photos I've seen are used to attach the fins or if there is some sort of twist-n-lock arrangement where the screw(s) is only a security device so the fins cannot later come off.

2. In regard to the bomb shackles, it appears there are two levers on them which mate with actuators on the racks. From the cutaway drawing I have seen, it appears ONLY one actuator is required to release the bomb hooks. Is the other used to retain or release the safety wires?

"Runway & Hardstand Use"

Posted by Art Vaughan on 3/21/2007, 12:11 pm

1. There are 3 runways - the main one: 10-29 and two shorter ones: 15-33 & 05-23. What sort of distribution of use was there on these three?

2. Presuming the main runway was usually used, was normal take off & landing east to west (29) or the reverse (10)?

2. In regard to hardstands, did the same planes normally use the same hardstand day after day?

3. Were the hardstands marked and if so, where?

4. How were the planes moved to the runway before a mission and returned to the hardstands after? Was there someone who guided the pilot or was he just supposed to watch the other planes and know where to go? Art

Posted by Alan Morton on 3/25/2007, 8:16 pm, in reply to "Runway & Hardstand Use"

Hi Art ...

I know nothing about you or what prompts you to ask about the runways or the hard-stands. What amazes me is why your questions haven't at least been answered by one of the former Pilots that went through this ritual every time we taxied out, took off and landed as we headed out and returned after every mission. Actually, it reminds me so much of the current traffic congestion in the morning and returning home 24-7 on the Los Angeles freeways... sans bombs. I hope some 457th BG B-17 pilot will see your comments and answer your questions.

Something else amazes me ... initially Hap's 457th BG website dealt almost totally with the trials and tribulations encountered by the various flight crews flying combat missions and targets in 1944 and 1945. In the past year, Hap has included narrative and pictorial coverage of the entire ground support system that supported the flight crews, plus a POW matrix par excellence.

Come on 457th BG Glatton Air Base old timers ... help answer Art's posted questions. And also, his posted message: B-17 GP/HE bombs and fins - Art Vaughan 3/18/2007, 3:23 pm

Cheers, Alan

Posted by Art Vaughan on 3/27/2007, 9:34 pm, in reply to "Re: Runway & Hardstand Use"

Dear Alan,

Thanks for the support. Maybe the spring air is getting to everyone ... or basketball.

My uncle was a pilot w/the 457. I'm a family history nut and have been putting some materials together for my uncle's kids who never bothered to ask questions while their Dad was still around.

Had a great time at the reunion in Peterborough last May!

"B-17 #42-97899"

Posted by David Burbo on 4/4/2007, 9:22 pm

I am looking for some info on a B-17 # 42-97899 taht my great uncle Maynard E. Judson was a tail guuner on. The plane was piloted by J. Francias Angier and was shot down over Hamburg on Oct.25,1944. If anyone has any information about this plane or any photos I would love to talk to you and see any photos that you have. Thank you very much.

Posted by Alan Morton on 4/6/2007, 8:41 pm, in reply to "B-17 #42-97899"

Hi David ...

Plane s/n 42-97899, piloted by Lt John F. Angier, was hit by a couple bursts of flak as they approached the target at Hamburg. The entire right wing was on fire and the #3 engine fell away from the plane. They dove down trying to extinguish the fire and leveled off for a few minutes before it exploded. Some chutes were seen. Howard Lang's chute failed to open. (See John Angier's story of this mission in "Black Puff Polly" by Roland Byers)

Just as a matter of interest: as a former Flight Engineer like Lang, the Engineer's position was a precarious position immediately behind the Pilot and Co-Pilot. The Engineer's gunner's standing position was in the Top Turret. In order to operate the Top Turret the Engineer had to fly in the turret WITHOUT his chest pack parachute on, which he laid on the floor next to his turret. The likelihood the Engineer could not find his chute as the aircraft went into a dive to blow out an engine fire is REALITY. At this point, if the aircraft exploded the Engineer would have been blown out of the aircraft without his chute. This scenario is more likely fact than suggesting Lang's chute failed to open because of a chute malfunction.

Posted by Alan Morton on 4/9/2007, 7:25 pm, in reply to "Re: B-17 #42-97899"

Hi David ...

Boy are YOU lucky! I spoke to Don Osborne the Left Waist Gunner who lives in Taft ,CA ... He's about to publish a book of his WWII experiences with the 457th BG. He told me that Pilot Angier is alive and he too has a published book re: WWII. Osborne will be at the upcoming Reunion in Pensacola Beach, Florida on Nov 1st through Nov 4th, 2007. Don also has earlier photos of various crew members going throught flight training in the states.

Cheers, Alan

Posted by Alan Morton on 4/9/2007, 6:45 pm, in reply to "B-17 #42-97899"

Hi David ...

Have you personally tried to get in touch with any of the following crew members that survived being shot down (POW's)? We'll tweak the system at this end and see what happens!

The crew was as follows:

Plane s/n 42-97899

Pilot Lt John F. Angier POW

Copilot Lt Samuel E. Cashman POW

Navigator Lt Samuel A. Plestine KIA

Bombardier F/O Robert J. Maitland POW

Aircraft Engineer Sgt Howard H. Lang KIA

Radio Operator Sgt William M. Thomas POW

Left Waist Gunner Sgt Charles D. Osborn POW

Ball Turret Gunner Sgt Edwin C. Vantine POW

Tail Gunner Sgt Maynard E. Judson KIA

Could be that the above surviving crew members (POW'S) might have what you are looking for in photos & info.

Ironically, Pilot Angier is a Life Member of the 457th BG Association. I called Long Distance Info. at his previous 1990 address in Newport, VT (alas, no listing).

What I'd like to find for you is a photo of the Angier crew!

Cheers,

Alan

"Glatton Memorial"

Posted by Ian Allen on 1/27/2007, 7:23 am

Hello,

Yesterday I was driving down the A1 towards London when I noticed an old water tower sticking up through some trees. At this point I could also see the top of two flag poles with the Stars and Stripes and the Union Jack flying high side by side - I decided to take break in my journey, turn off the motorway, and investigate! I found the memorial by the two flag poles, set in a small attractive garden, with the water tower in the background.

I can confirm that everything was very clean, tidy, and well looked after, with the flags still having the creases in them where they have been folded.

I could not see the airfield from this corner, and due to time, had to continue on my journey. This morning I have found your website, photos of the old airstrip, and read about the exploits of the brave American aircrew.

I shall return to the Gatton airfield next week, and pay my respects at the churchyard memorial that I have seen in photographs this morning!

If anyone in the U.S. requires anything while I am there - photos - research, anything...I think it would be the least thing that a grateful Englishman could do.

Many thanks,

Ian

Posted by George Pobgee on 1/28/2007, 5:24 am, in reply to "Glatton Memorial"

Ian

Firstly thank you for taking time to send your message,

We run a small organisation over here in England called " Friends of the 457th bomb group". We look after the interests of the Bomb group which includes caring for the memorials. Its always nice when messages of appreciation are received.

If you are returning to see the memorial in the church yard, can I also suggest that you visit the Admiral Wells Pub, in the village of Holme (just to the north of the old airfield)not only do they serve excellant food and drink, they also have a large display of photographs taken during the war, around the walls in the bar area.

If you require any other information, locally, or about the group please e-mail me.

George Pobgee

English Historian and "Friend of the 457th"

Posted by Ian Allen on 1/29/2007, 4:36 pm, in reply to "Re: Glatton Memorial"

George,

Thank you for your message and information which I will act upon when I travel up from Farnham later this week.

My interest and admiration of these "vets" comes from the stories of my Father in-law, Fred Lee, who was in the Navy during the Normandy landings - the trip back to Arromanches we have now may on several occassions.

There ship was attacked by a very rare German aircraft....

<http://www.eurosurf.com/hmsnith/hmsnith.5.html>

Thanks again George,

Ian

Posted by Irene Brennan on 5/1/2007, 3:13 am, in reply to "Glatton Memorial"

We have been asked by a friend in America to scatter some of his ashes at Glatton where he flew from in World War 2. His name was Jack Muth and I believe he was a navigator on the aircraft called Packawallup.

Could you please advise me where this should be done, (presumably the memorial itself or elsewhere) and is there anyone we should contact before doing so?

Posted by George Pobgee on 5/3/2007, 4:36 am, in reply to "Re: Glatton Memorial"

Irene

I am one of the English Historians of the Group and I oversee the care of the memorials etc at Conington (Glatton).If you wish to contact me on my E-mail (####@tesco.net)I will be only too pleased to assist you.

"World War II Allied Aircraft Crashes in The Netherlands"

Posted by Jan Nieuwenhuis on 5/4/2007, 2:50 pm

This perhaps may interest you...

The final version of my "World War II Allied Aircraft Crashes in The Netherlands" software is now available for any one interested...

It can be downloaded via the website <http://ww2.texlaweb.nl/>

Database is not yet that large as it is in the development phase, so any information for the database is highly appreciated...

I'd also appreciate it if you could send me any comments/remarks about the programme...

Please note that the software is completely free-of-charge and that it is completely free of advertising.

Greetings from Texel Island - The Netherlands

Jan Nieuwenhuis [phonetic: Jæn Njueh'his]

Archive & Database Management: Aeronautical- & War Museum Texel - <http://www.lomt.nl/>

Link: World War II Allied Aircraft Crashes in The Netherlands

"Charles Hrubos"

Posted by Marie Ramsey on 5/3/2007, 11:21 pm

Am looking for any photos or information on our family member, Charles Hrubos, Wing Gunner for Lt Robert Krumm - the plane they were flying landed in Sweden and they were interned there for the duration of the war. We understand there are probably very few, if any, of those who knew Charles Hrubos who are still living, but would appreciate any information we can get. Thank you and God bless you

Posted by Alan Morton on 5/4/2007, 1:50 am, in reply to "Charles Hrubos"

Click on these two photos: The one photo is of the entire Krumm Flight Crew. The other photo is of three of the Flight Crew Officers ...

<http://www.457thbombgroup.org/Crews/bbc006.jpg>

<http://www.457thbombgroup.org/aircrews/KRUMM%20GREEN%20BYERS%204%20MAY%201944.html>

The position your relative Charles Hrubos was identified was a Waist Gunner. The name Waist Gunner was derived from the waist of the aircraft's fuselage that had two (2) fifty (50) caliber machine gun positions. These two positions were on the Left and Right at the slimmest part (the waist) of the fuselage ... hence the name "Waist Gunners."

Pilot Lt. Robert Krumm apparently returned to the States after being released by Sweden at the end of WWII; but was later KIA fighting in the Korean War. The Co-Pilot Leo R. Green died of Cancer in 1949. The Krumm Flight Crew number was C040.

Some of the Robert Krumm Flight Crew had joined the 457th Bomb Group Association, in fact the Crew Radio Operator was Billie Hightower (now deceased) was President of the 457th BG Association back in 1993-97, as was Navigator Roland Orion Byers.

The one photo above of the three Officers, includes the Crew Navigator Roland Orion Byers, age 87, of Moscow, Idaho passed away Dec. 9, 2006.

One observation about the photo of the Krumm Flight Crew ... there is a question of the specific Krumm Flight crew members that ended in Sweden. It was not uncommon to hear of a flight crew that was a composite of different crew members than the Krumm Flight crew in the attached photo. What is not known at this time is the date the aircraft piloted by Krumm landed in Sweden and who was listed on the Loading List as the crew for that Mission?

Well, it's a beginning but not the end! Sorry.

Posted by Alan Morton on 5/4/2007, 6:37 am, in reply to "Charles Hrubos"

Well Marie ... It's Friday, 3:30 am on the West Coast. Here's a little additional information for you about this Mission 73 to Berlin, on June 21, 1944. The sad tale to report is we have no records (Loading Lists) for this mission. The Pilot was Robert M. Krumm, a veteran of twenty-nine combat missions. Aircraft #42-10715 had lost two engines and could not maintain flying speed to keep up with the Bomber Group formation, The pilot left the formation, dropped his bombs in the Baltic Sea and landed in Sweden. The only identified crew members aboard the A/C were the two Pilots Krumm and Green, the Flight Engineer T/Sgt Joe Hibbs and the Left Waist Gunner Tony Tozzi.

What would be of help Marie would be ... "did your relative Charles Hrubos ever return to the States and his home town?"

Posted by Marie Ramsey on 5/5/2007, 11:04 pm, in reply to "Re: Charles Hrubos"

Hi, Alan - THANK YOU for your kind responses - we had seen the photo of Robert Krumm's group, but the info about the term waist gunner was very helpful! We have been told he severely injured his arm, and according to family stories, the injury had to do with a gun turret - however it happened, he may have been hospitalized for about a year, part or all of which time was in France, but we aren't yet sure where or for how long or even how accurate these stories are.

But yes, he did return to the States and his home town, but so far, the details are still sketchy. We are currently in the process of trying to assemble as much information as we can find, and are especially interested in whether he was ever mentioned in any letters or other accounts by anyone who knew him and served with him. We are looking forward to any new information, and are deeply grateful to people like you, who are so willing to assist us in our search. God bless you!

Posted by Alan Morton on 5/6/2007, 9:49 pm, in reply to "Charles Hrubos"

Hi Marie ...

Here's some additional information you might find informative about your relatives position as a Waist Gunner on the B-17 bomber. You mentioned something about an injury to Charles in connection to the Waist Gunners position.

Immediately forward of the two Waist Gunner's positions was a Ball Turret that hung partly outside the aircraft. It was a sphere that could be entered from inside the fuselage by the Ball Turret gunner with the aide of the Waist Gunner. The two gunners worked as a team. Once the Ball Turret was physically turned with the two 50 caliber guns pointing down toward the earth it exposed a entry hatch, when opened allowed for ingress and egress by the Ball Turret Gunner aided by the Waist Gunner. The Ball Turret Gunner's life depended on the Waist Gunner's support.

Usually, but not guaranteed ... the Ball Turret Gunner would be a short stature person that could easily roll up in a contorted ball and stay inside this contraption for extended periods of time over enemy territory to protect the Bomber's underside from German fighter pilot attacks.

I mention this Ball Turret position for I flew as the bomber's Flight Engineer and operated the Top Turret. I wanted to see and feel getting into this Ball Turret. I was just over six feet tall. I was helped by our Waist Gunner as to how to step down into

this little sphere and straddle my legs around a gun-sight and have two 50 caliber guns and ammunition on each of my sides. Then the turret hatch was closed and locked over my back. The controls to operate this Ball Turret were over and behind my head.

See: <http://457thbombgroup.org/walkthru/b17-11.jpg>

I mention the above because Waist Gunner Charles Hrubos could have easily been hurt by this Ball Turret and explains his extended hospitalization.

Here's another idea to explore! Call or write the Swedish Embassy in Washington, DC and ask for their help. Send all the information I provided herein about the Lt. Robert Krumm B-17 Bomber and crew's internment back in 1944 and the specific mission date and German target. Sweden has all the data regarding the Krumm crew during WWII and their eventual release.

Good Luck.

Posted by Marie Ramsey on 5/6/2007, 11:15 pm, in reply to "Re: Charles Hrubos"

Hi, Alan! Thanks for the additional information - AND the suggestion about the Swedish Embassy! We will continue to explore every possible resource, and will post again as soon as we hear any additional information - meantime, all the best!

Posted by Alan Morton on 5/7/2007, 1:46 pm, in reply to "Charles Hrubos"

Here's a surprise Marie ... Hap Reese, this Web Site creator and its Web Master looked up another source (MACR records) of WWII, 8th Air Force, 457th Bomb Group and advises that the following Flight Crew flying Aircraft s/n 42-107015 was the actual crew that landed in Sweden on June 21, 1944:

Pilot - Robert M. Krumm

Copilot - Leo R. Green

Navigator - Frank E. Vandavelde

Togoleer - Anthonh J. Tozzi
Eng/TT Gunner - Joseph L. Hibbs
Radio Operator - Harold A. Dussau
Ball Turret - Robert Bridges
Tail Gunner - James M. Cole
Waist Gunner - Marion L. Belt, jr.

Then Hap proceeded to check the loading lists and found the ONLY mission that Hrubos flew with Krumm was Mission #6 on March 3rd, 1944. He never flew another mission with Krumm although Krumm flew 25 missions after that till June 21st. Hrubos flew with the Breit crew for the rest of his 14 missions. The last on JUNE 29th, 1944. So Hrubos could NOT have been with Krumm in Sweden on June 21st.

The last mission that Hrubos flew was on June 29th, 1944 and that was with the Breit crew. An excerpt from the narrative description of the Breit mission of June 29th is as follows. Hrubos was aboard this flight:
"Eight craft of the low box bombed a target of opportunity, the railroad marshalling yards at Wittenberge, with good results. The craft piloted by Lt. Norman Breit encountered considerable flak. Thinking the craft was going down, three of the crew bailed out. Intense and accurate flak was encountered and fifteen craft sustained damage."

Apparently the rest of the crew returned to Glatton since Breit completed 27 missions, the last on July 28th. Summary: My guess is that he was a POW in Germany and was one of those who bailed out on the Breit mission of June 29th. It is strange that he flew his first mission with Krumm on March 3rd (mission No 6) but then did not fly another mission until Mission No 59 on June 4th and from that time on he flew with the Breit Crew. He did not fly for nearly 3 months after his first mission. (Maybe this is the time he was in the hospital for an injury).

This record shows that a Charles J. Hrubos, s/n 36279812 (Residence Wisconsin), 457th Bomb Group, was a POW at Stalag Luft, was liberated and repatriated at wars end.

Posted by Marie Ramsey on 5/7/2007, 5:23 pm, in reply to "Re: Charles Hrubos"

WOW!! Amazing information - our thanks to Hap Reese (btw, this website is fantastic, Hap!!) and to you for your resourcefulness and perseverance! With each new tidbit of info, we find more and more to research - which is wonderful!! I found some websites on Stalag Luft, but haven't yet had a chance to dig deeper - is there any way to know which camp? (Apparently there were many designations, e.g., Stalag Luft I, II, III, IV, etc). Bless you both!

Posted by Alan Morton on 5/7/2007, 6:37 pm, in reply to "Re: Charles Hrubos"

Funny you should ask ... I could ast like I know what Hap is doing but I know better to kae credits that go to Hap! So, without further posturing ... here's Hap's message to me to pass on to you ...

Alan,

You will want to let Marie Ramsey know that Charles was in Stalag Luft IV..... and if she wants to follow up on this to connect to: <http://aad.archives.gov/aad/> and enter his full name and continue. Look at both selections that come up in the next window. Additional information can be found by selecting "View Records" in each section.

This is your baby so I'm letting you do all the correspondence.

Hap

Cheers, Alan Morton

Posted by Alan Morton on 5/8/2007, 10:57 am, in reply to "Charles Hrubos"

Hi Marie ... Just as a matter of personal interest ... now that we've hammered through the life and times of Charles Hrubos during WWII ... the question arises, "where and what is he doing today?"

Posted by Marie Ramsey on 5/8/2007, 2:29 pm, in reply to "Re: Charles Hrubos"

He unfortunately died about 5 years ago, so we can't get to know him any better personally. That is why all your help is so valuable to us, and we appreciate it so much! We are still trying to assemble as much information as we can, and will be happy to update you as we learn more. Best regards!

"749th squadron"

Posted by Scott on 4/21/2007, 11:42 pm

Hello, I am currently in the CAF who is part of the crew who flies the "Sentimental Journey" We honor the 457th BG and the 749 SQ. The question I have is was there a name for this squadron? We are on tour as of this Monday, and we are doing a west coast tour until late Aug. and I would like to have that put on my flightsuit and jacket.

Thanks Scott

Posted by Jerry Sale on 4/26/2007, 1:42 pm, in reply to "749th squadron"

Thanks for flying the triangle U. My dad always enjoys seeing your plane when it comes to Wood River, Illinois. He also likes going through the plane for free, which I'm sure you allow all WWII flyers to do. I'll ask him about the squad names. If you didn't know already the 457th bomb group was known as The Fireball Outfit or The Fireball Group.

Posted by Scott on 4/26/2007, 3:28 pm, in reply to "Re: 749th squadron"

Thanks for the information, and yes we allow all servicemen to go thru the plane for no charge, Again thank you for your help....and for your fathers,

Col. Scott "Scooter" Rajkowski

C.A.F.

Posted by Jerry Sale on 4/27/2007, 10:27 am, in reply to "Re: 749th squadron"

You guys suspended the rules and let my dad sit in his old navigator's seat the last time you were in town. He really enjoyed it.

My dad said that he thought that the squadron's did not have names but only a number. He did say that his squad (751st) had the most distinctive patch with the ram in the cross hairs.

Posted by Alan Morton on 4/29/2007, 1:08 am, in reply to "Re: 749th squadron"

Jerry ...

See: <http://www.457thbombgroup.org/aircrews/Zigler%20Crew%20Sept%2027.html>

Does your Dad (standing second from left) still have that head of hair?

Posted by Jerry Sale on 4/30/2007, 9:17 am, in reply to "Re: 749th squadron"

He still has a pretty healthy head of hair but not as much as in the WWII pictures on this site. %^)

Posted by Mike Burgess on 5/10/2007, 12:02 am, in reply to "749th squadron"

Scott,

My Father flew with the 749th Squad. during WW II. Oliver G. Burgess is listed on several of the loading lists. One of his crewmen is still alive and in California. His name is Herbert Dollar. I would bet he would very much like to tour That B-17.

Mike Burgess

Posted by Jerry Sale on 5/10/2007, 11:24 am, in reply to "Re: 749th squadron"

The Sentimental Journey, Aluminum Overcast and the Nine-0-Nine all tour and have a web site that tells their schedule. Look for them in your area.

Posted by Alan Morton on 5/10/2007, 2:34 pm, in reply to "749th squadron"

Visit web site: <http://www.arizonawingcaf.com/pages/touring.html>

Touring Aircraft B-17 Flying Fortress Sentimental Journey

2007 Air Show Schedule

Arizona Wing CAF

We've Always Done It Like That

Posted by Alan Morton on 5/14/2007, 6:34 pm

The following appeared in the Santa Ana CADET, Santa Ana Army Air Base newsletter, dated April 2007.

Rewritten herein, with approval of Editor Art Lambert.

The U.S. standard railroad gauge (distance between the rails) is 4 feet, 8.5 inches. That's an exceedingly odd number. Why was that gauge used? Because that's the way they built them in England and English expatriates built our U.S. Railroads! Why did the English build them like that? Because the first rail lines were built by the same people who built the pre-railroad tramways, and that's the gauge they used. Why did "they" use that gauge then? Because the people who built the tramways used the same jigs and tools that they used for building wagons, which used that wheel spacing.

Okay! So why did the wagons have that particular odd wheel spacing? Well, if they tried to use any other spacing, the wagon wheels would break on some of the old long distance roads in England, because that's the spacing of the wheel ruts. So who built those old rutted roads? Imperial Rome built the first long distance roads in Europe (and England) for their legions. The roads have been used ever since. And why the ruts in the roads? Roman war chariots formed the initial ruts, which everyone else had to match for fear of destroying their wagon wheels. Since the chariots were made for Imperial Rome, they were all standardized in the matter of wheel spacing.

The United States standard gauge of 4 feet, 8.5 inches is derived from the original specifications for an Imperial Rome war chariot. And the bureaucracies live forever. So the next time you are handed a specification and wonder what horse's --s came up with it, you may be exactly right, because the Imperial Roman army war chariots were made just wide enough to accommodate the rear end of a war horse!

Now, for the twist to the story! When you see a Space Shuttle sitting on its launch pad, there are two big white colored booster solid rockets attached to the sides of the monstrous orange colored main fuel tank. These are solid rocket boosters, or SRB's. The SRB's are manufactured by Morton Thiokol at their plant in Utah. The engineers would have preferred to make them a bit fatter, but alas the SRB's had to be shipped by train from the factory to the launch site in Florida. The rail line from the factory happens to run through a tunnel in the mountains. The SRB's had to fit through the tunnel. The tunnel is slightly wider than the railroad track, and the railroad track as you know is about as wide as a horse's rear end. So, a major Space Shuttle design feature of what is arguably the world's most advanced transportation system was determined over two thousand years ago by the width of a Imperial Roman war horse's rear end!

"Photos and info"

Posted by J. Mark Wallace on 5/16/2007, 10:26 pm

My uncle Captain Wade E. Knudson flew 48 missions with the 457 Bomb Group 749 Squadron. I have photos of Wade and his crew and wonder if you would like for me to send them to you for your history/records etc....I would be happy to send them.

Wade E. Knudson

6-3-20 - 12-26-04

B. Cranfills Gap, Texas

D. New Braunfels, Texas

Posted by Alan Morton on 5/17/2007, 7:54 am, in reply to "Photos and info"

Wade ... please send anything and everything regarding your Uncle's 457th BG service. Please identify each and every member of his Flight Crew if known. If you peruse the various Photographic sections of the web site you'll notice a common practice, at that time, of listing the persons in a photo en mass, helter-skelter without identifying specifically each person by position in the photo.

Also, much time be saved on our part can if you know when he approximately flew his first combat mission. If you are in doubt of "the best photo scanning techniques to employ" ... please call the Web Master, Hap Reese at 1-386-#### in Florida.

Best regards, Alan Morton

"A BONANZA of B-17's in flight!"

Posted by Alan Morton on 5/17/2007, 8:49 am

Click the "WHAT'S NEW" button ... A BONANZA of B-17's in flight!

Hap Reese's daughter and grandson Gregory kicked-up the \$400-plus each to fly aboard the B17 "Aluminum Overcast" out of a San Francisco, CA area airport this past week or two. Videos of the WWII Flying Fortress in all it's glory! Also, other B-17 Video postings a part of You Tube Broadcast Yourself (www. youtube.com). Don't miss it!

"Myron E. Francisco Navigator Perpetual Hell"

Posted by Mark Francisco on 5/22/2007, 5:28 pm

I would like to know if any crew members from "Perpetual Hell" or "Miss Cue" are still with us and could contact me at my e-mail address. I am in the process of scanning all of my fathers photos and documents. I would also like to ask someone affiliated with this site to please change the spelling in the "Crew Lists" because my dad's name is listed as "Byron" and it should be "Myron"...thanks in advance for doing so. I will contact Hap Reese regarding how to get the photos and documents to the web master for posting. This is a truly wonderful site and since my dad didn't talk about the war much (other than some humorous stories), it's nice to be able to see the pictures and read the stories.

"Need info about this crew"

Posted by Keith Heitmann on 11/30/2005, 11:36 pm

My wife's uncle Donald Robert "Bob" Lallky served in the 457. Unfortunately he wasn't able to provide us with much information other than the names of the crew he served with.

Cal Schnelllar - Pilot

"Blackie" Blackmore - Co-Pilot

Al Beck - Bombardier

Johnny Austin - Radio Operator

William Bennet Waist Gunner

Bill Garrett - Tail Gunner

Willard Hedge - Ball Turret Gunner

Robert "Bob" Lallky - flight engineer

unknown - Navigator

The crew completed their 25 missions and then volunteered for 7 additional missions.

If anyone is acquainted with the men of this crew and have information about which squadron they served in, plane name, aircraft serial number, or plane code or any other information it would be appreciated.

Posted by Joe Toth on 12/1/2005, 6:25 pm, in reply to "Need info about this crew"

Keith - Donald was with the 751st Squadron as a Flight Engineer. He flew in 12 different aircraft for a total of 31 missions. After a search through my loading lists, I was able to obtain this information for you. The navigator on one of his missions was Francis E. Hornek. I have all the loading lists for the missions Donald flew on. If you wish further information please e-mail me at #####@juno.com

Posted by Keith heitmann on 12/1/2005, 8:11 pm, in reply to "Re: Need info about this crew"

Fantastic! Thanks for the info and anything else you can add. Please send me the loading lists as you have indicated. It is much appreciated.

Posted by Hronek, Thomas on 5/23/2007, 12:37 pm, in reply to "Need info about this crew"

Frank Hronek, my father, was the navigator on this air crew. At times the crew were spit up but Bob flew on Franks first and last mission.

Frank flew 37 missions between dec. 44 and april 17,45.

the air crew names you have all went threw training together. there was another ball turret gunner that went threw training with them. at the end of training, this crew was about be broken up because the crews were being down sized to one tail gunner instead of two.

the ball turret gunner was assigned to another crew and everyone else was about to be reassigned. willard hedges was a tailgunner and did not this crew to be split up so he transfered to a tail gunner. hedges was a tall guy, over 6'. the ball turret was a confined area for a lot shorter man.

please let me know of an stories that you know.

Posted by Keith Heitmann on 5/23/2007, 2:19 pm, in reply to "Re: Need info about this crew"

Robert Lallky is my wife's uncle. So I don't have any stories to add. He did mention that the crew was swapped around several times to other aircraft on various missions. And also that the planes were ofen only crewed by 9 men instead of the normal 10 at that period of the war.

I believe Bob flew approximately the same number of missions or thereabouts. He was a flight engineer but often ended up in the radio compartment according the the mission crew lists found on this site.

He's coming up from Florida, where he lives now, for this upcoming Memorial Day with his youngest of three daughters. Bob is in poor health and requires assistance. But if I get the chance I'll ask him if he remembers anything.

I'll tell him I heard from you. I did find some info on the 457th and their airfield on the net here somewhere last year and printed it all up for him. I didn't make a copy for myself.

Posted by Hronek, Thomas on 5/23/2007, 9:40 pm, in reply to "Re: Need info about this crew"

Kieth, I tried to email you a message but it appears not to be active. Please email me with an updated address. thanks

"457th Bomb Group PRISONERS OF WAR (POW) Fliers Roster "

Posted by Alan Morton on 2/7/2007, 5:10 am

One of the most important SIGN POSTS on the 457th Bomb Group Association web site HOME PAGE is, the center TOPIC BUTTON called the "WHAT'S NEW" button. The reason being, once you've randomly clicked on all of the buttons and you've decided come back to the web site days, weeks or months from now the question will be, what did Hap Reese ADD or REVISE since your last visit?

It will blow your mind to see and read the unbeknownst revised or newly added additions to the web site for the very first time. So get in the habit of visiting the "WHAT'S NEW" button first thing. Additionally, a couple of inches further down on center is a calendar notice as to when "WHAT'S NEW" was last "Updated 2/05/2007." Try the "WHAT'S NEW" folks ... you won't regret it, it's a time saver and a great prompter!

Posted by Wm.C.Goldsborough on 2/8/2007, 11:14 am, in reply to "457th Bomb Group PRISONERS OF WAR (POW) Fliers Roster "

In the new listing of POW's the narrative of Roy Allen lists me as a POW I was not a POW I evaded. How do I get this and other errors corrected. Thanks Bill

Posted by Willard Reese on 2/8/2007, 1:50 pm, in reply to "Re: 457th Bomb Group PRISONERS OF WAR (POW) Fliers Roster "

William,

Sorry about this mixup. I went by Roy Allen's descriptive story in "Black Puff Polly" in which he said that, except for Anderson, all the other members of his crew were POW's.

I will correct this without delay. Can you verify for me in what prison camp the other members of the crew were in? Did anyone else evade with you?

Thank you for picking this up.

Willard Reese

Posted by wW.C.GOLDSBOROUGH on 2/11/2007, 9:39 pm, in reply to "Re: 457th Bomb Group PRISONERS OF WAR (POW) Fliers Roster "

Willard: no one evaded with me. But I was told by the underground oper. who picked me up that they had picked up three others. and one of them had to be Roy Allen. As to the P.O.W.Camps I have no idea where or what their #'s were.

Bill Goldsborough

Posted by Sheila on 5/27/2007, 6:23 pm, in reply to "Re: 457th Bomb Group PRISONERS OF WAR (POW) Fliers Roster "

As a volunteer researcher for many WWII family members, I thought you all might like to know, that is if you don't already, that a search can be done on the NARA site for WWII POW's. I looked at the Roy Allan crew, and besides Roy Allen, I found listed Verne H Lewis.

This is the information that I found regarding the camp he was in. It also gives other information, I have chosen not to post.

LEWIS VERNE H

GERMANY Stalag 7A Moosburg Bavaria 48-12 (Work Camps 3324-46 Krumbachstrasse 48011, Work Camp 3368 Munich 48-11)

Also JOSEPH C BRUSSE.

Stalag Luft 3 Sagan-Silesia Bavaria (Moved to Nuremberg-Langwasser) 49-11.

ROY E PLUM

Camp undefined.

There are too many people with the name of John Lewis for me to determine at a quick glance whether any are the man from this crew.

Here is the page that you need to conduct a search.

<http://aad.archives.gov/aad/series-description.jsp?s=644&cat=all&bc=s>

Hopefully this may help some of you determine where your relatives, crew members or friends may have been held!

Regards, Sheila

Posted by Kenneth J. Beattie on 5/27/2007, 2:53 pm, in reply to "457th Bomb Group PRISONERS OF WAR (POW) Fliers Roster "

My father, Staff Sgt Kenneth M. Beattie, was a B-17 tailgunner, on the Tarfu. He was shot down over Munster, Germany in 1945. He was held prisoner for four months .

My father passed away March 15, 2007. He had eight children, seven of whom survive him. service during the war. At the end of his life he shared a his service memories with us. He is buried at the Mount Tahoma Military Cemetary. We are very proud our father. Sincerely, Kenneth John Beattie

Posted by Alan Morton on 5/28/2007, 11:50 am

Arlington National Cemetery ... In Flanders Fields
<http://www.arlingtoncemetery.net/flanders.htm>

Posted by Alan Morton on 5/29/2007, 3:38 pm

This Year Remember Them: Let Them Sleep.

From a California Newspaper:

"Searching for crew: Big Gas Bird: Names listed:"

Posted by Mal Reiman on 10/14/2005, 9:06 pm

My Dad, Conrad Reiman, was radio operator of the "Big Gas Bird." #927. His crew were: David "Windy" Rodrigwe: Nav., Sgt Willard "Red" Saltink: tail gunner, Lt Raul "Jako" Phaneuf: Bomb., Bill "Pop" Copley: Eng., Sgt Robert "Headcheese" Handman: Gunner, Lt Victor Lt Guyon "Smitty" Smith: Pilot. There's also a picture of Lt Victor "Mickey Man" Smith. Is anyone in contact with these men? I'd love to hear from them! Respectfully Mal Reiman (please send E-Mail)

Posted by Mal Reiman on 3/15/2006, 10:27 am, in reply to "Searching for crew: Big Gas Bird: Names listed:"

I haven't heard anything yet. Anyone know these guys?

Posted by craig harris on 3/16/2006, 2:25 pm, in reply to "Searching for crew: Big Gas Bird: Names listed:"

I would be pleased to help you, but my problem begins with the fact that the only "Big Gas Bird" I know, and the only one in 457th BG records, was in the 457th BG, 748th Sq., s/n 43-38394, Call letter N, from 17 Aug. 44 to end of hostilities and then flown to USA. Its first name was "Wreckless", and was named "Big Gas Bird" sometime in March, 1945 and I flew it to Furstenfeldbruck on 09 April 1945. There are some other Bigassbirds, various spellings in 351st BG, 303rd BG, 100th BG. None of the personnel names you give are among our flight crew roster, compiled by Joe Toth in 2003.

Are you sure you have the right bomb group?

Posted by Mal Reiman on 3/17/2006, 5:13 pm, in reply to "Re: Searching for crew: Big Gas Bird: Names listed:"

Dear Mr Harris,

Thank you very much for responding to my question. Let me start off to say that you guys from The Mighty Eighth have my utmost admiration and respect. True American heroes.

The crew members I named are from his collection of photos from the war. Some of them have April 1945, Glatton Eng written on the back. He had 457 Bomb Group, 749 Sqd items with the photos. One of the photos has 4 of the men I listed with my Dad in flight gear standing by a B-17. The back has written Skeleton

Crew, Big Gas Bird, #927. There are also photos taken out of the waistgun window of Paris. On the back is written VE Day, Cooks Tour. I can see an upsidedown triangle with a 7 in it on the wing. I don't know if he flew on Big Gas Bird/Wreckless or another ship. Maybe Big Gas just for the Cooks Tour flight? There are earlier photos of his crew and him in front of a B-17 but I can not make out the markings. He didn't talk about the war very much and we didn't push it, but he sure was proud to have served. It is a honor to speak to you Sir and I thank you for your assistance.

Posted by Eugene Lower on 8/22/2014, 7:01 pm, in reply to "Re: Searching for crew: Big Gas Bird: Names listed:"

My brother was on it when down 12 Sep 44, it was B17 42-31638 Big Gas Bird

Posted by craig harris on 3/16/2006, 2:35 pm, in reply to "Searching for crew: Big Gas Bird: Names listed:"

Photo of 43-38394 Wreckless/Big Gas Bird can be found in photo archive, page 37. The photo of a/c in flight is labeled 4 April 1945; it is really 9 April 1945 and our crew was in the aircraft when the photo was taken. [Furstenfeldbruck is air base just west of Munich.] Big Gas Bird is also in aircraft database under 43-38394.

Posted by Lawrence Charlesworth on 5/30/2007, 2:27 pm, in reply to "Re: Searching for crew: Big Gas Bird: Names listed:"

I was a crew member who flew in the Bird. We flew the last 30+ missions until the surrender.

I have a photo of the Crew while we were shipping to England. Have collected a few additional pictures from various sources on the Internet. Let me know if I can be of help.

Larry

Posted by Kirby Pacheco on 11/4/2014, 9:58 pm, in reply to "Re: Searching for crew: Big Gas Bird: Names listed:"

My wife got a call from a pastor of a church in Wichita Falls TX. His Uncle Glen Lawson was a member of the crew of the Big Gas Bird. Our Patriot guard Riders are going to do a flag line for this American Hero. I been trying to find some more info to pass on to our PGR group. It is going to be an honor to stand a flag line this hero. Thank you to all the Greatest Generation for my freedom. My Father was in the pacific Theater at the end of the war. He was a waist gunner/ radio operator on a B-25

Posted by Larry Charlesworth on 12/14/2014, 10:47 pm, in reply to "Re: Searching for crew: Big Gas Bird: Names listed:"

I was on the Big GasBird. I am 89.

Posted by Ken on 3/20/2016, 1:35 pm, in reply to "Re: Searching for crew: Big Gas Bird: Names listed:"

Larry, did you fly with my Dad, Red Saltink. He like so many never talked about his service and I would love to hear anything you could tell me about that time. He passed away in 03 and I hope you could fill in some details. Thanks, Ken Saltink

Posted by Walter Charlesworth on 2/3/2017, 10:42 am, in reply to "Re: Searching for crew: Big Gas Bird: Names listed:"

Ken,

Sad to say my dad passed away on July 4, 2015. He didn't talk much about the Big Gas Bird, but I know the time he spent in that plane was filled with good and bad emotions. Just ordered Donald Miller's book in the hope of learning more about what they went through...blessings to you and yours!

"457 BG Deceased Buried - Rhone American Cem., FR."

Posted by Andy Reeves on 6/10/2007, 12:16 pm

Hi Alan. Are there any 457BG members buried at the Rhone Cemetery in Southern France. I recently visited this beautiful spot and was asked to lay a wreath. There are a number of USAAF members buried there however I did not have time to research units and names. There is a complete pictorial and history on the military cemeteries web cite for those interested

Posted by Alan Morton on 6/10/2007, 4:23 pm, in reply to "457 BG Deceased Buried - Rhone American Cem., FR."

The best account Andy of those Air Force airmen buried at the Rhone Cemetery in Southern France is the following web site:

http://www.abmc.gov/cemeteries/cemeteries/rh_pict.pdf

A snippet from the above web site relates the following:

ON 15 AUGUST 1944 THE ALLIED FORCES LAUNCHED THEIR CAMPAIGN TO ASSIST THE NORMANDY OPERATION AND LIBERATE SOUTHERN FRANCE. THE PREPARATORY AIR BOMBARDMENT HAD BEGUN IN JULY AND HAD GROWN STEADILY IN INTENSITY. AS THE ASSAULT CONVOYS ASSEMBLED, THE U.S. TWELFTH AND FIFTEENTH AIR FORCES STRUCK AT THE BEACH DEFENSES, AS WELL AS AT THE BRIDGES ASTRIDE THE RHONE TO ISOLATE THE BATTLE AREA.

The James L. Bass trilogy entitled, "A Historical Account of the 457th Bomb Group (H) FAIT ACCOMPLI" includes a section "The Lost and Missing" compiled from a composite of information supplied by the The American Battle Monuments Commission, B. W. Bains, Roland O. Byers and Craig Harris. Both Byers and Harris were Flying Officers with the 457th Bomb Group during WWII. "The Lost and Missing" includes a full breakdown of all the cemeteries in England and on the European Continent proper.

Posted by Alan Morton on 6/10/2007, 9:12 pm, in reply to "Re: 457 BG Deceased Buried - Rhone American Cem., FR."

As stated earlier ... The James L. Bass trilogy entitled, "A Historical Account of the 457th Bomb Group (H) FAIT ACCOMPLI" includes a section "The Lost and Missing" compiled from a composite of information supplied by the The American Battle Monuments Commission, B. W. Bains, Roland O. Byers and Craig Harris. Both Byers and Harris were Flying Officers with the 457th Bomb Group during WWII. "The Lost and Missing" includes a full breakdown of all the cemeteries in England and on the European Continent proper.

What I neglected to point out in the above statement is that "The Lost and Missing" lists each and every "applicable" cemetery in the European Theater of Operations and the names of the Internees and the Date Missing or Date of Death.

Additionally, the "Lost and Missing" section lists the Names, Date of Death and Place of Internment of those former 457th BG servicemen buried in cemeteries in the United States as of the FAIT ACCOMPLI publication date of 1995 ... if the aforementioned was forwarded to James L. Bass prior to publication.

Posted by Andy Reeves on 6/11/2007, 9:25 am, in reply to "Re: 457 BG Deceased Buried - Rhone American Cem., FR."

Alan; Thanks for the info. As I said, I was asked to present a floual wreath accompanying USA Lt. Gen Bob Graham9 USMA (Class 1950) Retired,.He was a former commander of the VI US Army Corps which spearheaded the S FR. invasion on night of 15 Aug, 44. Graham commanded the VI Corps in Germany for three years. This Corps was responsible for defending the " FULDA GAP" during the cild war era
I will use your info to see if any of ours are there.

"Population of 457th Base"

Posted by Jerry Sale on 6/14/2007, 11:24 am

How may people populated the base? Were there any civilians and about how many? What was the ratio of support staff to people who flew?

Posted by Jerry Sale on 6/14/2007, 12:02 pm, in reply to "Population of 457th Base"

How many people populated the base? Were there any civilians and about how many? What was the ratio of support staff to people who flew?

Posted by Sheila on 6/14/2007, 5:10 pm, in reply to "Population of 457th Base"

Jerry,

In regards to civilians I assume you mean how many civilians were working with the 457th at Glatton, either directly, or by contract.

As everyone knows who was based or lived there, the base was surrounded by the entire civilian population of Conington village. And on the other side of the base there was Holme village

The house I was raised in was directly opposite many of the quonset huts. Smack bang in the middle of the village.

Posted by Willard Reese on 6/14/2007, 8:51 pm, in reply to "Population of 457th Base"

Message modified by board administrator 6/14/2007, 9:01 pm

You might want to look at this old document. It was the original composition of the field but I don't think it changed too much over the year and a half we were there.

Hap

Posted by Jerry Sale on 6/15/2007, 9:34 am, in reply to "Re: Population of 457th Base"

This is part of what I wanted. Do you remember any civilians working on the base or was it all military?

"Plane S/N 43-38026"

Posted by Jean on 2/10/2006, 8:54 pm

i :-)

My Uncle John Palladina was shot down on Sept 28, 1944 I believe in the plane s/n 43-38026 piloted by Charles J. Schultz. He was the radio operator. There is conflicting information about his death versus what I have been able to find on line but - is there anyway I could find out what the name of this plane was.? I had received info that it was "Mission Maid" but it can't be since that plane continued into action after Sept 28, 1944. His plane was definitely lost. One man did escape however, his name apparently was/is Lt Richard A. Houghten.

Any info would be appreciated. He does still have 3 siblings living and a lot of nieces and nephews that have heard many stories but nothing about him in the service.

Thank you for your time,

Jean Kilbourne

Posted by craig harris on 2/10/2006, 10:54 pm, in reply to "plane s/n 43-38026"

Jean, I hesitate to tell you this because you probably have already done it. If you will go back to the home page, type 43-38026 in the search box, you will get 13 hits. The very first entry gives the mission narrative and a list of the crew of 43-38026 and their fates. The aircraft was lost and apparently Houghton survived the crash. None of my resources show any name for this a/c.

Wish I could tell you more. Best wishes. Craig

Posted by Richard Houghten on 6/15/2007, 7:25 pm, in reply to "Re: plane s/n 43-38026"

My father (who passed away 25 years ago) survived the loss of the plane and was a POW in Stalag Luft I until the end of the war. Sorry, I have no other information about the flight other than my father's comments that it happened very quickly and he bailed out and was about 100-2000 feet from the plane when it exploded. He saw one other parachutist but no knowledge of who made it out.

Richard Houghten II

"Looking for Info on "High Box" B17-G"

Posted by Don on 11/14/2004, 11:53 pm

Hello I was looking for some information on a B-17 Crew that was shot down on 10/07/1944 over a bomb run on Politz, Germany. On the back of the photo the names are:

First Lieutenant: Staeff "Mike Opps"

First Lieutenant: Nail "Navigator"

First Lieutenant: Lowery "Tail Gunner"

First lieutenant: Schloendarn "Bombardier"

First Lieutenant: Knydson "Air Commander"

First Lieutenant: Flannery "Pilot"

Staff Sergeant: Petty "Waist Gunner"

Staff Sergeant: Stourts "Radio Operations"

Staff Sergeant: Lagosa "Engineer/Tur/Gunner"

This B17 had only 9 for a crew mostly all officers. I believe that this Plane was named "High Box" (NOT SURE) from the photo she does not have a belly turret but the tail has the markings of the 457th BG. The letter that

I have dated 12/13/1944 says that Lt Flannery's plane departed England on 10/07/1944 on a bomb run over Germany when his aircraft was the lead plane and was hit by anti-aircraft, from observation from other aircraft Flannery's B17 took a direct hit in the nose section and fell into a flat dive, only 1 parachute was seen to emerge from the plane. Another letter that I have from 1947 says that from captured German records, Lt Flannery's plane was shot down by anti-aircraft fire and crashed into the sea near Langenberg, nine miles north of Stettin, Germany. (53° 27' north latitude, 14° 33' east longitude). As per the Quartermaster General's office this crew is listed as missing in action as of 6 May 1947. I wanted to know if anyone had information on this B17 and if the name was "High Box" I cannot make out the serial number on the B17. But I believe this B17 was assigned to the 748th Sq of the 457 Bomb Group, First Air Division, 94th Composite Bombardment Wing. Thank you for any information you can provide.

Posted by Willard Reese on 11/15/2004, 9:46 am, in reply to "Looking for Info on "

Go to the home page and enter "Flannery" (without the quotes) in the search box. You will find considerable information on this crew and this mission.

Hap

Link: <http://www.457thbombgroup.org/Narratives/MA133.HTML>

Posted by Don on 11/15/2004, 8:35 pm, in reply to "Re: Looking for Info on "High Box" B17-G"

Thank you very much, is there a way to find out what the name of this aircraft was? From the crew photo it looks to be "High Box" but not sure. Can you help?

Posted by Willard Reese on 11/15/2004, 9:52 pm, in reply to "Re: Looking for Info on "

The aircraft they were flying that day was S/N 42-97638 named "Follow Me" from the 749th Squadron. I hope this information helps to complete what you've already accumulated.

Willard

Link: <http://www.457thbombgroup.org/FATE/RL04.HTML>

Posted by Don on 11/16/2004, 10:25 am, in reply to "Re: Looking for Info on "

Thank you so very much, this really helped me a lot. Lt. Flannery is a cousin (By Blood) on my mother's side of the family. I was doing some genealogy and I came across some photos and military papers with his name on them. Most are from the 8th Air Force, missing in action, KIA, and so forth. The photo that I have must have been from a different bomb run, because it also says on the back: Kassel, Germany Bomb Run, October 2nd, 1944, came home with heavy flak damage with two engines running. So maybe he had to change planes due to the damage on his I would think? Because the crew list is different than the one he flew when he was killed, except for four crew members that came with him from the Kassel run. When I mention the plane's name might be High Box because it is also written in the upper right hand corner "HIGH BOX" so I went from this information. So I could be wrong. Again thank you.

Posted by Joe Toth on 5/5/2005, 12:02 am, in reply to "Re: Looking for Info on "High Box" B17-G"

Don - After many months of viewing this request of yours about High Box, I do not believe the answers you received are quite correct.

The term, "High Box" is the position in the formation that your cousin was flying at that time. There is also a term "Low Box" position, etc. If you are interested, I may have or be able to locate the track formation showing high box in which your cousin flew.

Posted by Don on 6/17/2007, 7:55 am, in reply to "Re: Looking for Info on "High Box" B17-G"

Thank you very much I would be interested in the track formation of my cousin's aircraft "Follow Me".

"Clifford Brown, gunner"

Posted by LtCol Jeff Church on 6/17/2007, 3:25 pm

If anyone is looking for gunner Clifford C Brown he is alive and still married to his wife of many years living in Riverside, CA. I'm told he is not the type for reunions. Ironically I recently met a man named Bob working at a Walmart in Reno (he noted my USAF shirt) He was in the other group in the 94th: the 351st and he told me he was a gunner too.

Posted by Alan Morton on 6/17/2007, 11:56 pm, in reply to "Clifford Brown, gunner"

Hi Jeff ...

I've read a lot of postings on the 457th BG web site but never seen this type of Message Board posting before. Why? It goes no where. So, since I live in Fullerton, CA I decided to run down Clifford C. Brown. I found his telephone number and called him, and explained my call. Clifford does not have a computer and really has little interest in the existence of our web site, which I told him about. A really nice type of guy who is married with six children (I'd bet my bottom dollar his kids would love to know about our web site). Turns out Lt. Col. Jeff Church is a friend of one of his sons ... so Clifford tells me.

There is nothing obviously mentioned about S/Sgt Clifford C. Brown on our web site Roster ... but after some research I found he was a Tail Gunner on B-17's and flew with the ...

Pilot Oliver G. Burgess, Jr Flight Crew (749th Bomb Squadron)

Albert V. Teutschel, Jr

Louis Pike

John E. Elwood

Aldo Molestatore

Richard C. Weaver

Robert J. Burke

Clifford C. Brown

C. T. Snyder

Jeff, you might suggest to his son that he look up our web site.

Cheers, Alan Morton

"Plane #s for Jerome (Jerry) A. Sobjek"

Posted by Joe Shea on 7/22/2006, 9:29 pm

I keep trying to put my Dad's record together, and came across his name on several missions under the loading list. It looks like he was the #2 pilot in some, and #1 in later missions. I have a question about the plane #s in the loading lists. They are 3 digit numbers. By any chance do they cross to the long set of numbers on the aircraft data base? If so, I'm hoping more and more that plane #706 may have been his "Ramblin' Gamblers". Just interested, that's all. Thanks for this great site.

Posted by Mike Burgess on 7/25/2006, 4:08 pm, in reply to "Plane #s for Jerome (Jerry) A. Sobjek"

I found your dad's name on 5 missions.

#33 in what I think is Plane # 42-32079 Jayhawk / Delayed Lady II

#36 in what I think is Plane # 42-31706 Slow but sure.

#40 The same as #33

#41 The same as #36

#49 in Plane 692. I did not find the name for this plane.

The first 2 planes were assigned to Squad. 749 which would be the correct Squad.

Good luck with your search.

Posted by Joseph Shea on 6/18/2007, 10:54 pm, in reply to "Re: Plane #s for Jerome (Jerry) A. Sobjek"

Thanks. A lot more missions can now be identified that my dad, Jerome Sobjek flew on, the first few as co-pilot, and the rest as pilot. Basically he flew every mission listed from mission 33 through mission 99. Now I'm curious if he flew the historic mission #100? And I wish I could still identify which plane was the one named 'Ramblin' Gamblers' Thanks

"457th BG Leather A2 Jacket on Ebay"

Posted by Eric Zemper on 6/22/2007, 8:31 pm

Currently, there is a leather A2 jacket from the 457th (751st Bomb Squad) on Ebay. The name Felix Kramer is on the name tag. Looks genuine to me. It can be seen at: [http://cgi.ebay.com/8th-AAF-A-2-A2-Patched-Bomber-Jacket-Idd-457th-](http://cgi.ebay.com/8th-AAF-A-2-A2-Patched-Bomber-Jacket-Idd-457th-BG_W0QQitemZ170124422392QQihZ007QQcategoryZ4729QQssPageNameZWDVWQQrdZ1QQcmdZViewItem-Eric Zemper)

BG_W0QQitemZ170124422392QQihZ007QQcategoryZ4729QQssPageNameZWDVWQQrdZ1QQcmdZViewItem-Eric Zemper

Posted by Andy Reeves on 6/23/2007, 10:50 am, in reply to "457th BG Leather A2 Jacket on Ebay"

Very interesting. I was fortunate enough to have 2 A2 jackets, my USAAF issued one and one that I bought prior to Aviation Cadet Training while I was learning to fly at Spartan School of Aero at Tulsa Ok. I had duplicate patches made at Glatton and put on the 2nd jacket when home. I still have the USAAF jacket but I sold the older one from Spartan to some collector who advertizes in Flying Mags and various VA interest pubs. The collector paid me in excess of \$700.00 for what it is worth. Thought that someone would be interested. This one was in near pristine condition.

Posted by Willard Reese on 6/23/2007, 2:05 pm, in reply to "Re: 457th BG Leather A2 Jacket on Ebay"

In checking out this jacket name in our loading list and database, I found that we never had a Felix Kamer fly with the 457th.

If you note the Nametag is a newer looking leather and is in two colors (blue and silver). I have one of these namepltags and it has no color.

Otherwise the jacket looks authentically 457th. This is not a criticism of the ad but only an observation.

I emailed the seller with this observation and this is his response:

"I think you may be onto something as I have also not been able to locate this soldier in the 457th database. Looking at the stitching on the nametag it doesn't look that old. You are also right in saying that the nametag doesn't appear to be vintage 1940's. This jacket came out of the "woodwork" from an old estate. I believe it was never purposely altered in order to deceive. The rest of the jacket is completely original, but I wouldn't put any bets on the originality of the name. The nametag may be Vietnam era by the looks of it."

Posted by Eric Zemper on 6/23/2007, 3:29 pm, in reply to "Re: 457th BG Leather A2 Jacket on Ebay"

Since there are two people listed on the 457th roster with the last name of Kramer, it may be possible that this jacket was handed down to a son who added his own name tag to it later? A blacklight test on the nametag would help to settle the question as to if it was applied pre or post WWII.

-Eric Zemper

"Fate Vincent L. Frost"

Posted by Pete James on 5/29/2007, 12:19 am

I'm wondering if anyone knows the fate of POW Lt. Vincent L. Frost.

Posted by Alan Morton on 6/10/2007, 10:04 pm, in reply to "Fate"

You're going to have to provide much more information to us Pete, if you expect the web site to be of help to you! All that I know about Vincent L. Frost was that he was a Pilot with the 751st Bomb Squadron, 457th Bomb Group.

Now, you tell us what your relationship with former POW 2nd Lt. V. Frost. I do know he and his crew were assigned the Crew Number C285.

Are you aware of the circumstances as to when he was taken Prisoner, the Mission and Target and Date thereof? Do you have any photos of him and his crew. Do you know the the names and positions each flew on the aircraft?

Did you know him after the War's end? Are you his age? I've answered your query .. now it's your turn, Pete. We need Facts to answer Fate!

Cheers, Alan Morton

Posted by Pete James on 6/10/2007, 11:34 pm, in reply to "Re: Fate"

Dear Alan,

Thank you for your response, forgive me for the lack of info. My interest has to do more with the B-17 he was flying. My father, Stuart B. James flew in the 457th bg/751st bs in the B-17 named Home James. I'm trying to figure out if it is the same plane that Lt. Vincent L. Frost went down in on mission #104- date Aug. 06, 1944- target-Genshagen. I know the serial # of my dad's plane was 42-97131. I can't get a letter of separation on my dad because of the fire in the records room. I thought maybe if I could figure out when Lt. Frost took over the plane, I might have a better idea when my dad came home.

Again thank you for your time.

Pete B. James

Posted by Alan Morton on 6/11/2007, 12:04 pm, in reply to "Re: Fate"

As you surmised Pete, plane 42-97131, "Home James" also known as aircraft #131 was the aircraft Lt. Vincent L. Frost was flying that "fateful" day.

Thanks for the detailed information you provided!

If you are referring to the Military Record Facility that burned to the ground with ALL of our duty and medical records in St. Louis, MO in the 1970's. I can relate to that. My records went up in smoke too and the VA won't acknowledge any claims without the records.

Cheers, Alan Morton

Posted by Alan Morton on 6/11/2007, 5:36 pm, in reply to "Re: Fate"

Just a reminder:

<http://www.archives.gov/st-louis/military-personnel/fire-1973.html>

It might be worth reminding any and all servicemen and servicewomen currently serving in the U.S. Armed Forces to make copies of any and all military records, especially Health records before you leave the services and return to civilian life. Why? Because you'll need copies of these records to validate your claim that your impaired health to the Department of Veterans Affairs ... was Service Connected! Odds are there will not be another devastating fire; and you won't be challenged! But, it's nice to have your own personal records to back up your claims 40 or 50 years from now! Many of us WWII types don't.

Posted by Andy Reeves on 6/23/2007, 10:37 am, in reply to "Re: Fate"

Hi Alan. Cant stress the importance of saving all records for years ongoing. I did not have a hospital record of my wound that attested to my purple heart . This was necessary when my consideration for CRSC award came up. My Congressional Rep, Mrs Ginny Brown Wait contacted the national records center and low and behold, the Glatton record came up. This resulted in my award. As the old saying goes" Save your Confederate Money boys, it might be worth something someday".

Posted by Alan Morton on 6/25/2007, 1:54 pm, in reply to "Re: Fate"

VERY IMPORTANT: The process of preparing a detailed "Health Claim to the VA" is laborious and very slow ... once you have collected and validated your claim data." I remember the individual in the VA saying ..."it will be approximately two (2) years before your claim is looked at because of the back-log of claims being considered by the VA."

Just to make certain I would have some recourse after this long wait, I sent my Claim to the VA by "Certified Mail" AND asked for a "Signed Receipt."

Why all the above trouble? Because, after waiting over two years, I called the VA headquarters in Los Angeles and was told ... "We have no record of your Claim." My reply was, "You may not have any record of my two year old claim ... but, I do, I have a signed and dated receipt from the Los Angeles VA district office." The cost of this signed USPostOffice receipt is pennies AND it was a life saver. I was asked to FAX my VA-signed receipt and lo and behold, the filed two year old Claim was FOUND. FATE ACCOMPLI!

Cheers, the best of health and good luck to ALL former and present United States Service Men and Women!

"Information on ac 42-32086"

Posted by Dale Rockwood on 6/28/2007, 4:29 pm

I am creating a painting of Lt. Malcolm with nose art "you never know" can you please let me know what color strip was on her tail. My client wants to show two aircraft. tail42-97062 with J on tail. other aircraft 42-32086 with noseart "YOU NEVER KNOW" is in foreground of painting. I need to know the specifics of each aircraft in order to present this project accurately. If you need my address please let me know. Thank you.D Rockwood

"Addresses needed"

Posted by Errin on 2/10/2005, 1:50 pm

Dear everybody,

I am looking for the addresses of the following persons: Clement W. Kelsey and Rupert L. Phipps. I know Phipps died in 1984 but I would still like to speak to his family.

Thanks a million,

Errin

Posted by Carole Ann Phipps Wilson on 7/1/2007, 11:26 pm, in reply to "Addresses needed"

I'm Rupert L. Phipps' daughter. What do you need?

“Grandfather Hershel Street”

Posted by Brent Caldon on 7/3/2007, 1:32 am

looking for information on my grandfather.

Hello, I'm looking for information on my grandfather Hershel Street. He passed away back in 1998. He told stories of being a radio operator on B-17s flying out of England during World War 2, but wasn't specific as to what unit he served with. He told of being shot down over France late in the war, and making his way through enemy territory to the US lines. He had a very nasty scar on his left leg from that incident.

I have talked to my uncle, and was told that my grandfather was a radar operator, and wasn't assigned to a specific crew because the planes didn't all have radar. I don't know how accurate this is though.

Recently, I came across my grandfather's discharge papers, and it listed him as a member of the 751st Bombardment Squadron. This is the first solid lead I have found as to what unit he served with. If anyone has any information about Hershel Street, from California, I'd appreciate it. Thanks,

Brent Caldon

“HAPPY 4th OF JULY”

Posted by Eric Brumby on 7/4/2007, 3:22 am

TO all our friends across the pond...HAPPY 4th OF JULY. have a great day.

eric and annie

"Bubble sextants"

Posted by Allen Rodakowski on 6/23/2007, 7:31 pm

I have several bubble sextants and was wanting to ask any bomber navigators what was the most often bubble sextant used in the B-17 during the second world war.

I would also think that the sextants could have considerable value since artifacts of world war two are getting pretty rare. Thanks

Posted by Claude on 7/5/2007, 12:53 pm, in reply to "Bubble sextants"

Flew 33 Misions, 750th Sqdn, 457 Gp.(Navigator)..never used the sextant!!!!!!!!!!!!!!Mine is in the local City Museum.

Posted by Allen Rodakowski on 7/6/2007, 7:39 pm, in reply to "Re: Bubble sextants"

Thanks for the information. I guess taking an average of 10 readings on a bouncing bomber is not so easy. Pilotage and dead reckoning must have been the preferred way. I find those bubble sextants interesting though. Allen

“Newsletter and Reunion Information”

Posted by Nancy Toth on 7/9/2007, 8:04 pm

Newsletters will be mailed Wednesday or Thursday, depending on when the printer finishes them and gets them to me. I have sent copies of the Reunion Registration page and Secretary's Information page to Willard Reese to post on the website for advance registrations. Any questions about the Reunion, call George Grau at 1-251-####. Questions about the newsletter, call me at 1-719-####. I would appreciate knowing when newsletters are received, so please drop me an email when you get yours: #####@comcast.net.

There was no March newsletter. Nancy

"457th BG Book"

Posted by Scott Ramsey on 7/14/2007, 2:22 pm

Good day to all,

I am wondering if anyone knows if there was ever a book published on the 457th BG, and if so what the best one is titled? I have been looking and only could find one, 'The Fireball Outfit' by Ken Bakerbrough. I would appreciate any information on this and if anyone knows of an art print that represents the Bomb Group? Thank you

Posted by Claude (Sully) Sullivan on 7/15/2007, 5:27 pm, in reply to "457th BG Book"

Hi, Scott.

I have 5 (five) 457th Bomb Group Books...

1. "Black Puff Polly" by Roland Byers
2. "Flak Dodger" by Roland Byers
3. "Fait Accompli I" by Homer Briggs and James Bass
4. "Fait Accompli II" by James Bass
5. "Fait Accompli III" by James Bass

I do not know if any of these are still in print. I hope someone can answer this question for you.

Sully

"Bill Stanton"

Posted by jim stanton on 7/20/2007, 11:52 pm

Looking for anyone who flew with Sgt. Bill Stanton - radio man. He was my father. He flew over Germany in 1944. I don't remember his squadron or where exactly he was stationed, but can get that information.

Jim Stanton

Posted by Alan Morton on 7/21/2007, 8:22 pm, in reply to "Bill Stanton"

Hi Jim ...

Go to the "HOME PAGE" of this web site. Scroll all the way down this page until you come to a blank white rectangle followed by a statement "Website Search." Type in one word only in the rectangle ... Stanton. Then, hit the Search Button. Voila there's all the information on your Dad!

Cheers, Alan Morton

"Why a P-51 Mustang with a Triangle U on its vertical stabilizer?"

Posted by Alan Morton on 7/11/2007, 9:06 pm

Eric Zemper, a young WWII aviation historian/enthusiast sent me a beautiful photo of a North American Aviation P-51 Mustang with a black triangle U painted on its vertical stabilizer Since this icon is the specific markings of the 457th Bomb Group (H) B-17 Aircraft, the question is ... why, when and where was this fighter aircraft included in the Glatton Air Base inventory, if ever? Does anyone ever remember seeing this aircraft? If so, what was its assigned function?

Posted by Alan Morton on 7/13/2007, 9:42 pm, in reply to "Why a P-51 Mustang with a Triangle U on its vertical stabilizer?"

Well, true to form ... the 8th Air Force Fighter Aircraft have their own icons of identification. And, since the Bomber Groups use the same geometric forms and alphabet as the Fighter Groups it's only natural that there would be a few similarities and duplication of the symbols used for quick identification.

The P-51 Fighter Aircraft in question is the only one of a series of Fighter Aircraft that use black triangle on the vertical stabilizer. This particular P-51 happens to use the white letter U in its black triangle center.

To see the myriad of identification call-letter icons on 8th Air Force Fighter

Aircraft:<http://www.littlefriends.co.uk>

Cheers

Posted by Jerry Sale on 7/16/2007, 8:59 am, in reply to "Re: Why a P-51 Mustang with a Triangle U on its vertical stabilizer?"

I follwed the link in your mail message and could find no other P-51's with a letter marking on its tail. I found only numbers and various color and painted paterns. Did I miss something?

Posted by Peter Randall on 7/19/2007, 6:43 am, in reply to "Re: Why a P-51 Mustang with a Triangle U on its vertical stabilizer?"

8th AF fighter units used the geometric signs of square, triangle and circle to differentiate the three squadrons within the individual fighter group; unlike the bomber units who used the symbols to indicate the Bomb Division. Not all fighter units used this system and in fact its use died out after a while, but if you check the 20th, 55th and 364th FG pages on my Littlefriends web site, you will see illustrations of what I am talking about. The "U" in a triangle therefore only indicated the particular a/c within the squadron and not the unit as a whole. Hope this helps clear things up for you.

Link: Little Friends web site

Posted by Jerry Sale on 7/23/2007, 8:44 am, in reply to "Re: Why a P-51 Mustang with a Triangle U on its vertical stabilizer?"

So as an example the 20th Flight Group, 55th Squad had a trinagle for a symbol and they put it on the tail of the A/C. Then the particular plane may have been designated using a U in the triangle. Is this correct? Did all planes in a flight group that used a symbol put the symbol on the tail?

Posted by Jerry Sale on 7/25/2007, 9:07 am

I'm coming to the bomb group reunion in November and will be flying. Where is the closest airport?

"Closest Commercial Airport - Pensacola"

Posted by Alan Morton on 7/30/2007, 2:07 pm, in reply to "Closest Commercial Airport - Pensacola"

Jerry ...

Suggest you copy your Message title, "Closest Commercial Airport - Pensacola" and bring up Google. Then paste in your query "Closest Commercial Airport - Pensacola" and in seconds you'll have many specific answer(s) to your question.

Cheers, Alan

Posted by Alan Morton on 7/31/2007, 5:39 pm, in reply to "Re: Closest Commercial Airport - Pensacola"

Jerry ...

I should know better than to put the following title in quotes. Never add quotes!

What I should have suggested you type is the following only: Closest Commercial Airport - Pensacola

When you add the quotes to the title it creates an entirely different title as far as the Google is concerned ... and no cigar!

Sorry!

Cheers ... Alan

Posted by Scott Ramsey on 7/30/2007, 11:13 pm, in reply to "Closest Commercial Airport - Pensacola"

Mr. Sale, there is also an airport in Fort Walton. I would think you would be able to fly in there as many flights take off from there. I live in Panama City, about an hour away, and people drive there since the fares are cheaper to fly out there. Please contact me if I can be more help. Here is the website if you would like to get more information.

<http://flyvps.com/>

"Alfred Thoman Jr crew, 749"

Posted by richard gibbs on 7/29/2007, 4:44 pm

this crew was in our hut in the 749th squadron. we trained with them in ardmore okla. i was gunner on dale jeffers crew. this crew was flying during june and july of 1944. when they had around 18 missions the crew was split up and William Morrow was made a lead navigator and finally got shot down at politz. Think the rest of the crew was sent back to states or transferred some place. anyway they left our hut. i have never seen any of them on the roster except for William Morrow. also have never seen anything on the roll of honor. just seemed to have vanished into thin air. does anyone have any memories of his crew?

Posted by Alan Morton on 7/31/2007, 7:04 pm, in reply to "Alfred Thoman Jr crew, 749"

Suggest everyone read the following Short Story by Richard Gibbs that's posted on this web site. Just click on the following URL:

<http://www.457thbombgroup.org/New/Recollections/Anecdotes/Isolation.html>

Talk about "Isolation!"

"Death of Earl Nathan Pledger"

Posted by Bob Kerr on 7/24/2007, 2:05 pm

Earl N. Pledger of Danville, Arkansas passed away 06 March 2006. Earl was the right waist gunner on B-17 tail #23568 stationed at Glatton and was severely injured by flak over Paris on 20 May 1944 after 19 missions. Earl was 88 when he passed away.

Posted by Alan Morton on 8/6/2007, 4:56 pm, in reply to "Death of Earl Nathan Pledger"

Hi Bob ...

I transmitted the newspaper clippings you sent on Earl to Hap Reese, the 457th Bomb Group web master. He in turn will send the Obituary clippings on to the Editor of the 457th Bomb Group Newsletter, Nancy Henrich. Then, one your clippings may appear in the next 457th BG Association Newsletter sent to all 457th Bomb Group Association, Incorporated members.

Additionally, at the 457th BG November Reunion in Florida a formal "Special Service reading will be held for all those 457th Bomb Group servicemen and servicewomen that expired" since the previous Reunion. This function is a sacred part of every Reunion.

Best regards to you and yours.

"Loading Lists and S2 (Intellegence) Personnel"

Posted by Eric Zemper on 6/24/2007, 4:43 pm

Having done a search through the Loading Lists, I could not find that my Grandfather Duane Zemper was listed. He was part of the S2 personnel with the 457th and had flown many missions. I don't have a copy of his log book here, but as I recall it had about 20 missions or so. Were the S2 personnel not an "official" member of any crew and therefore not listed in the Loading Lists?

Thank You - Eric Zemper

Posted by Eric Zemper on 8/6/2007, 9:20 pm, in reply to "Loading Lists and S2 (Intellegence) Personnel"

I have been informed that the S2 unit was not a part of the 457th, but under a separate chain of command operating within the 457th. Therefore, it would not be in any of the official administrative records of the 457th, including the loading lists. This would also explain why my Grandfather is not mentioned on the roster of this site that lists all the men who flew missions with the 457th, despite having flown several missions with them.

Also, the log book mentioned in my previous post now appears to be a partial log book only for the missions that S2 flew on, not specific to any S2 member. I was told that the missions flown by specific members of S2 and the aircraft they flew on were considered top secret at the time and the information they contained were not to be released. Does anyone know if these records of S2 personnel are now available and if so, where to get them?

Thanks - Eric Zemper

"U. S. Armed Forces personnel vs the Dept. of Veterans Affairs"

Posted by Alan Morton on 6/28/2007, 12:27 pm

The US Department of Veterans Affairs provides patient care and federal benefits to veterans and their dependents. Sixty-five years ago when WWII ended, Xerox machines had not been invented yet. The consequence, in 1945 it was difficult U. S. Armed Forces personnel to obtain copies their military service and health records for their personal retention. Accordingly, Veterans had to depend on the Government repository in St. Louis, MO to validate individual Service Personnel ... alas the fire in 1973 wiped out most of these records.

See: <http://www.archives.gov/st-louis/military-personnel/fire-1973.html>

Today, WWII Veterans sixty-five (65) years later are in their 80's plus. Additionally, Korean, Viet Nam, Desert Storm and now Iraqi Wars are on the books. Additionally, military injured personnel are overwhelming the VA and Government Hospitals today.

The purpose of the above is to alert all current Military Personnel (present and past) to build up their military records with copies thereof BEFORE they leave the Services.

Here's an example of problems I personally ran into with the VA:

It might be worth reminding any and all servicemen and servicewomen currently serving in the U.S. Armed Forces to make copies of any and all military records, especially Health records before you leave the services and return to civilian life. Why? Because you'll need copies of these records to validate your claim that your impaired health to the Department of Veterans Affairs ... was Service Connected! Odds are there will not be another devastating fire; and you won't be challenged! But, it's nice to have your own personal records to back up your claims 40 or 50 years from now! Many of we WWII types didn't.

The process of preparing a detailed "Health Claim to the VA" is laborious and slow ... once you have collected and validated your claim data." I remember eight year ago the individual in the VA telling me ... "it will be approximately two (2) years before your claim is looked at because of the back-log of claims being considered by the VA."

Just to make certain I would have some recourse after this long wait, I sent my Claim to the VA by "Certified Mail" AND asked for a "Signed Receipt."

Why all the above trouble? Because, after waiting over two years, I called the VA headquarters in Los Angeles and was told ... "We have no record of your Claim." My reply was, I do, I have a signed and dated receipt from the Los Angeles VA district office." The cost of this signed USPostOffice receipt is pennies AND it was a life saver. I was asked to FAX my VA-signed receipt and lo and behold, the filed two year old Claim was FOUND. Cheers, the best of health and good luck to ALL former and present United States Service Men and Women!
Alan Morton

Posted by Joe Shea on 8/7/2007, 2:01 am, in reply to "U. S. Armed Forces personnel vs the Dept. of Veterans Affairs"

I understand your frustration. My wife has run up on the same problems. Unfortunately, her medical record was lost while she was still active duty. Injuries she received in the first 10 years of her service disappeared, including a tumble down the stairs while on duty (Dislocated elbow)
She is in the VA system, and was recently upgraded to 20%, and does receive good care. It's just that her arm does bother her, limits her mobility with it, and that is not covered.

"The War" Documentary by Ken Burns and the 457th"

Posted by Eric Zemper on 8/1/2007, 9:24 pm

Hello- I'm sure many of you will be watching the documentary "The War" by Ken Burns starting next month on PBS. I wanted to inform everyone here that Duane Zemper (former 457th S2 Officer) may be appearing on the documentary. The Ken Burns crew spent a day filming interviews with him back in February. They did not say for sure if he will or will not make the final cut, so we will have to wait and see if he will make an appearance on the documentary.

The attached picture is of Duane Zemper with a member of the local PBS station, posing with an emmy the PBS station won for a documentary.

-Eric Zemper

Posted by Alan Morton on 8/4/2007, 3:12 pm, in reply to "The War" Documentary by Ken Burns and the 457th"

I had been in touch with Eric Zemper (Duane Zemper's Grandson) earlier this year regarding the 457th BG Mission Loading lists. Eric had then sent the following photos of Duane Zemper during WWII that seem apropos now to see a young military intelligence S2 Officer aviator in action at the time.

Posted by Alan Morton on 8/7/2007, 10:02 pm, in reply to "Re: "The War" Documentary by Ken Burns and the 457th"

Here are a few photos of Duane Zemper as he looked when he resided in the 457 and as he looks today.
Link: <http://www.457thbombgroup.org/new/Zemper.html>

"Cecil Craig Harris passed away Monday"

Posted by Alan Morton on 8/9/2007, 12:39 pm

Message modified by board administrator 8/9/2007, 8:34 pm Cecil Craig Harris' Death

Former Past President of the 457th Bomb Group Association Cecil Craig Harris passed away Monday, August 6, 2007 at Duke University Hospital.

Services for Cecil Craig Harris were held Wednesday, August 8, 2007 at the Howerton-Bryan Funeral Home followed by graveside services at Markham Memorial Gardens, Durham, NC.

You will need to open this file with Adobe's PDF

Link: <http://www.457thbombgroup.org/untitled 8.pdf>

"Looking for 457th Veterans' comments for a book project."

Posted by Paul Kelly on 3/12/2007, 11:52 am

Hi everyone,

I am a new UK member to the site, and [as elsewhere explained] I am currently writing a book about the Ed Dozier/Don Snow crew & 'Miss Ida' crash on Apr 5th 1945.

There are many research aspects to the project, however one aspect I am trying to re-create and am currently lacking is actual personal knowledge of the crew's actual personalities, ie what were they like, what was their likes & dislikes that type of thing, it's so I can build up an character impresion for the reader, and show them these men were real and not just numbers so to speak.

I have already received some wonderful contributions from Ken blakeborough, Willard Reese, John Pearson, and Craig Harris for which I am very grateful for, I would like to offer and request any other veterans who are willing and able to please contribute their own thoughts so I can make the best possible attempt at this and remember the men in the correct light.

As a reminder the crew names were:-

Lt Donald B Snow

Maj Edward Dozier

Lt James P Guyot

Cpt William J Meng

Lt Harry G Vaal

Lt Herbert L Stempler

Sgt Joseph E Adams

Sgt Robert W Pinckney

Sgt Robert L Todd

Lt Jack E Taifer

Please respond in private to myself #####@aol.com, I would also appreciate your own rank and grade to include with the quote,[ie Lt - Navigator] thank you very much in advance, all replies are very much appreciated, a copy of the finished book will of course be donated to the organisation and be made available to all members.

Posted by Donna Ryen on 8/14/2007, 9:34 pm, in reply to "Looking for 457th Veterans' comments for a book project."

Hi Paul:

I am a TV producer working on a documentary segment for PBS for WFUM Michigan Television. We will air locally alongside the wKen Burn's series on the WAR. Our 15 minute piece is profiling an interview with Duane Zemper. He tells of his conversation with the Bombardier before he helped push him up into the plane "miss Ida" on April 05, 1945. I have a lot more information - Duane was the guy who discovered William Meng's eyes blinking in the mud. I have been searching for William Meng. Do you have any leads? And do you have any photos?

I will be happy to send you a copy of the show. Duane was a photo officer with the 457th in the intelligence section.

Please contact me at my email address.

By the way. Willard Reese has been so helpful! Thanks. Donna

Posted by Paul Kelly on 8/15/2007, 8:04 am, in reply to "Re: Looking for 457th Veterans' comments for a book project."

Hi Donna, thank you very much for the response I will contact you to progress further, it sounds like you have some exceptionally interesting information to share which of course will be reciprocated as I have gathered quite a bit myself over the past 2 years.

I believe William Meng passed in 2005, however I'm not sure of his resting place, and there are a number of photographs of him available on this very site which permission for use would have to be obtained from web master Willard Reese, who was also very helpful to myself when I started looking for information for my research, [many thanks again Willard].

Thanks Donna, I'll be in touch - Paul.

Posted by Donna Ryen on 8/15/2007, 5:09 pm, in reply to "Re: Looking for 457th Veterans' comments for a book project."

Hello Paul.

I'll look forward hearing from you when you return. I talked with Zemp today and told him about our emails. I will also contact Willard to see if he can direct me to William Meng's photos on the website if I cannot find them - thanks again - Donna -

Below are 2 web links to the project.

Front Page - Livingston County Press and Argus (Wednesday -April 15, 2007)

<http://www.livingstondaily.com/apps/pbcs.dll/article?AID=/20070815/NEWS01/708150333/1002>

Newsletter: Howell Library August 2007.

Livingston County:

http://www.howelllibrary.org/newsletter/news_current.pdf

“Looking for a Reunion Photo(s) - Bill Meng -748th”

Posted by Donna Ryen on 8/19/2007, 9:08 am

I am looking for a photo of Bill (William JP) Meng taken at the reunions he attended. He may also be in the the 748th squadron Group Photo.

It is my understanding that Bill attended the 1999 reunion at Gettysburg and perhaps '96/'97 reunion stateside.

Any help would be greatly appreciated. Thank you. Donna

“2008 reunion at Glatton”

Posted by Charles Alexander on 7/29/2007, 6:22 pm

A few weeks ago there was a box on the website that mentioned a possible 2008 reunion at Glatton. Can't find it now. Also saw something in the last newsletter about it. For planning purposes I need to know the proposed dates.

My father-in-law, Clifton R. Smith, was a co-pilot with the 457BG/750bs from January 1945 through the end of the war. My wife and I will be attending the 2007 reunion and would like to attend the 2008 Glatton reunion.

Thanks

Posted by Will Fluman on 7/31/2007, 9:49 pm, in reply to "2008 Reunion?"

Pleased to know you are planning to join us on our RETURN TO GLATTON in 2008. Our reunions in Peterborough are always over the Memorial Day week-end so that we can attend the Memorial Service at the Cambridge American Cemetery. The dates in 2008 will be Saturday, May 24, to Wednesday, May 28. Look forward to seeing you there.

Posted by Donna Alexander on 8/4/2007, 12:08 am, in reply to "Re: 2008 Reunion?"

Thank you for responding. My dad was a pilot with the 457th. I went to Peterborough and Glatton with him before he died (1990) and am very much looking forward to a return. My sister and I are also planning to be in Pensacola in November. Donna Alexander (daughter of Lt. Clifton Smith)

Posted by Carole Ann Phipps Wilson on 8/21/2007, 1:45 pm, in reply to "Re: 2008 Reunion?"

Many thanks for this information.

My father, Lt. Rupert L. Phipps, was a navigator-bombardier with the 749th squadron of the 457th. I'm thinking about coming to the 2007 reunion in Pensacola in hopes of meeting someone who knew my father. I've also been planning to go to England and visit Glatton, but now will include the 2008 reunion in those plans. I'm so happy to have discovered this message board!

Carole Ann

"B-17 A/C 42-102905"

Posted by Daniel on 8/27/2007, 6:16 am

Have been doing some tracing of the missions wich 42-102905 participated in. Found the following page in the narratives section.<http://www.457thbombgroup.org/NARRATIVES/MA148.HTML>

According to this #905 participated in mission no148 the 16th November 1944. This is wrong because at this time #905 was in Sweden. It forcelanded Oct 7th 1944 and was later scrapped after donating parts to a 351st aircraft.

"Americans RAF/RCAF/ USAAF WWII"

Posted by Wally Fydenchuk on 10/8/2005, 10:56 pm

I am researching US citizens who served with the RCAF and RAF during WWII. After Pearl Harbor, many would transfer to the USAAF.

I believe Arthur Tieman (457 BG) was ex RCAF. Any information would be appreciated.

Please contact: #####@hotmail.com

Posted by richard Mitchell on 8/28/2007, 4:17 pm, in reply to "Americans RAF/RCAF/ USAAF WWII"

I am trying to contact Don Vogle who served with 268 Squadron raf and transferred to the US airforce. He was shot down over france, south of the Falaise Gap shortly after D-Day 1944 and "walked out" with the help of the french "underground".

understand he is still alive and living in the USA.

I served on 268 Squadron from November 1942 until March 1945, with a three month "break" in mid-1944.

Can you post this message as I would like to contact Don.

RJF Mitchell, DFC

S/Ldr (Ret'd)

Posted by WPF on 6/25/2013, 4:05 pm, in reply to "Re: Americans RAF/RCAF/ USAAF WWII"

Don Vogel died April 2, 1999

"Planning a visit to Glatton Field"

Posted by Brian Salo on 8/28/2007, 7:38 pm

My father, Lt Elmer A Salo (deceased 1988), was a Bombadier with the 751st during the summer of 1944. I will be going to London in October 2007 and am planning to spend a few days in the area of Glatton Field. If my father was still alive I would have asked him what sites I should visit. As he has passed I will ask the 457th membership if they can suggest sites to see, places to stay, etc. Thank you. Brian Salo

Posted by George Pobjee on 8/30/2007, 5:54 am, in reply to "Planning a visit to Glatton Field"

Brian

I have sent you a separate e.mail, please contact me.

George

"Morse Code Key"

Posted by Rod Peterson on 9/1/2007, 8:01 am

From the "I should have asked my father when he was alive" department. Recently I was doing some internet surfing regarding "telegraph" keys, a couple different versions of which I've had for some time (I am also a ham radio operator). The most common key one sees is called a J-38 and they are everywhere.

Growing up, naturally that's the kind of key I figured my father (Les Peterson, R/O, 750th) would have used. Now I'm not so sure. I now have the impression the J-38 was more of a training key (Radio School, Scott Field, IL, modern identifier BLV), and my guess is something more substantial might have been used in the actual aircraft.

So, any old B-17 radio ops around who can answer the question in my dad's stead, I would like to know.

Thanks.

Rod Peterson (K4QG)

Link: woodbutcher.net

"Info on Earl F. Saucer"

Posted by Eric Cornelius on 9/2/2007, 12:55 pm

I am looking for any information that anyone may have on my grandfather Earl F. Saucer. He was killed in a training mission on Dec 23, 1943. I have read the narrative of the accident and know that one member of the crew was not on board the plane when it took off. His name is T.J. Shields. I am looking for any information about the man that my family has never known.

Thank you, Eric Cornelius

"Ben W. McChesney, 457th, 749th Squadron"

Posted by Kit McChesney on 9/2/2007, 2:05 pm

My father, Ben W. McChesney, passed away on July 23, 2007. He was part of the 748th squadron, and flew 35 missions out of Glatton with the 457th. On his first mission he flew in the tail gunner position, on mission 148, on November 16, 1944. He completed his 35 missions with 214, March 21, 1945. His crew members (he served as tail gunner on one mission under Lt. Richard B. Fitzhugh; co-pilot on 17 missions with Lt. Wayne B. Tweten; co-pilot on one mission with pilot Lt. Victor F. Pfendler; co-pilot on two missions with Lt. Josey H. Nelson; co-pilot with Lt. Edmund W. Hubbard, Jr.; navigator on one mission with Lt. Lester G. Radcliff; he flew 12 missions as pilot with his co-pilot Lt. William C. Manspeaker.

Posted by Alan Morton on 9/2/2007, 7:38 pm, in reply to "Ben W McChesney, 457th, 749th Squadron"

Hi Kit ...

You may or may not know, that the 457th Bomb Group Association, Inc. has a scheduled Reunion in Pensacola, Florida this November 1 thru 4, 2007. The particulars on this Reunion are spelled out on the web site Home Page. What may be of interest to you is the fact that at this Reunion a Special Religious Service identifying those former 457th BG service men and women who have recently passed away.

Further, it would help if you would drop an Email message to the Association's Secretary forwarding his Obituary to the assure your Father's death is properly announced and the Obit is published in our next Association News publication. Nancy Toth, Secretary can be reached by Email: #####@comcast.net

Alan Morton

Posted by Kit McChesney on 9/2/2007, 8:45 pm, in reply to "Re: Ben W McChesney, 457th, 749th Squadron"

Alan--

Thank you. I did know about the reunion. I'll contact Nancy and let her know about my father's death.

As an aside, I was sitting outside a coffee shop this morning in Boulder, Colorado, and heard the sound of a prop aircraft overhead. I looked up and to my surprise, spotted a shiny B-17 flying overhead. As it passed, flying fairly low, I saw the characteristic "U" inside the black triangle of the 457th on its tail. I was surprised, to say the least, and it sent chills up my spine. I assume the plane was in town for a Labor Day celebration.

Kit McChesney

Posted by Rod Peterson on 9/2/2007, 9:36 pm, in reply to "Re: Ben W McChesney, 457th, 749th Squadron"

That airplane is "Sentimental Journey" and is a regular on the airshow circuit. It was at a local airport several years ago after I had returned from a Mini Reunion at Glatton and had obtained copies of several pieces of information about the base including an airport diagram.

As I watched it in the pattern from my house it occurred to me that whatever the origin of that actual airplane (it never saw combat and was never actually in the 457th) that documentation might be of interest to the crew and the organization, so I gave it to them.

I have no idea if they ever did anything with it but I know I felt better afterward.

Rod

Link: woodbutcher.net

Posted by John-Patrick McChesney on 2/22/2014, 8:19 pm, in reply to "Ben W McChesney, 457th, 749th Squadron"

My grandfather, Ben W. McChesney, passed away on July 23, 2007. He was part of the 748th squadron, and flew 35 missions out of Glatton with the 457th. On his first mission he flew in the tail gunner position, on mission 148, on November 16, 1944. He completed his 35 missions with 214, March 21, 1945. His crew members (he served as tail gunner on one mission under Lt. Richard B. Fitzhugh; co-pilot on 17 missions with Lt. Wayne B. Tweten; co-pilot on one mission with pilot Lt. Victor F. Pfendler; co-pilot on two missions with Lt. Josey H. Nelson; co-pilot with Lt. Edmund W. Hubard, Jr.; navigator on one mission with Lt. Lester G. Radcliff; he flew 12 missions as pilot with his co-pilot Lt. William C. Manspeaker. Please contact me with any additional information you might be able to provide. Thank you

Posted by Kit McChesney on 2/22/2014, 8:34 pm, in reply to "Re: Ben W McChesney, 457th, 749th Squadron" John-Patrick ...

I have plenty of information about my father, your grandfather, if you'll contact me directly.

Kit

Posted by Kit McChesney on 2/22/2014, 8:47 pm, in reply to "Ben W McChesney, 457th, 749th Squadron"

Just realized that way back in 2007 when I posted my dad's information here, that I mistyped the squadron number. It's the 748th, not the 749th.

"Info on Captain C J CRAVEN"

Posted by Sheila on 9/17/2007, 11:25 am

Some time back, during one of my many researches, I came across a photo of Captain C J CRAVEN. His information tells me that the photo was taken in Cambridge, on 13-9-1944.

He is listed as being with the 750th Bomb Sqd, 457th Bomb group.

I can find no mention of him on this site, and if any one is interested I will post the website address where I obtained the information.

"Bernie Stutman"

Posted by Randall Stutman on 9/24/2007, 11:01 pm

A heartfelt thanks to Cliff (CB) Digre who visited with me this past August and gave me stories and words and images of my father that our family can cherish. My Dad was lucky to have had a friend like Cliff Digre. And now so am I.

Bernie kept his memories of the war and his missions with the 457th tightly locked up in his heart and head. For 50 years, I wondered what he experienced and learned. When he passed away in 1984, I thought those recollections were gone forever. Cliff Digre unearthed so many stories for me. I will cling to those stories and pass them to my children and grandchildren. Thanks from the bottom of my heart.

"Death of wife Willard Reese"

Posted by Posted by Willard (Hap) Reese on 10/1/2007, 1:58 pm

The 457th Bomb Group web site will be temporarily down for the rest of this week due to the death off my wife of 63 year, The site will be down from October 1 through 6, 2007 inclusive. This notice will apply only to posting messages on the Message Board or the Guestbook. The balance of the web site remains active and may be perused at anytime.

Posted by Andy Reeves on 10/3/2007, 10:40 am, in reply to "SPECIAL NOTICE - Temporary Web Site DOWN TIME"

Dear Hap.

My sincerest condolences in the loss of "your wingman" of 63 years. I fortunately still have mine of 62 and she has "checked my 6 oclock" over all of these years. Replacement would impossable. Best wishes-- Andy

"The Gathering of Mustangs & Legends (The final Roundup)"

Posted by Alan Morton on 9/22/2007, 9:42 pm

A wee bit off the beaten path but fondly remembered ...

The Gathering of Mustangs & Legends "A Once in a Lifetime Aviation Celebration"

September 27 - 30, 2007

Rickenbacker International Airport (LCK)

Columbus, OH

see: <http://www.gml2007.com/>

Posted by Andy Reeves on 10/3/2007, 10:49 am, in reply to "The Gathering of Mustangs & Legends (The final Roundup)"

I for one hope that there is a video report on this gathering since after I left the group I flew the "Spam Can" with the 475th and 8th Fighter groups. Truly the Caddy of the Air.

"PENSACOLA HERE WE COME!"

Posted by Alan Morton on 10/10/2007, 12:10 pm

For all of you lucky enough to be planning to attend the The 18th Biennial Reunion of the 457th Bomb Group this Nov 1 - 4, 2007 in PENSACOLA, FL you must plan to go out to Pensacola's Naval Air Station (NAS), and home of the The National Museum of Naval Aviation.

"T/Sgt Aaron Hossin? Camp Rapid, South Dakota 1943"

Posted by Paul Kelly on 10/11/2007, 1:13 pm

Good afternoon/morning/evening all depending on time zone,

I have recently added a letter cachet, envelope or cover, to my collection that was found in a dealers in the States.

It was posted on the 14th August 1943 at 6pm, from 457th Bomb Group [H], Camp Rapid, Rapid City, South Dakota by a T/Sgt Aaron :then the surname is very unclear, it looks like Hossin as the 'ossin' part is clearly legible but the first letter is slightly misleading.

I've checked the search feature on the website for 'Aaron' but no surname contains 'ossin', and Hossin does not feature either.

I wonder if anyone has a record or recalls a T/Sgt with a similar name based at Camp Rapid in Aug 43.

I understand it's probably a needle in a haystack but any information is appreciated.

Many thanks - Paul Kelly.

"A/C 42-32098 and 42-38433 are reported "crash landed in Belgium"

Posted by Philippe Save on 1/10/2005, 5:02 am

Does anyone know exactly where in Belgium?

Many thanks

Philippe

Posted by jenaux philippe on 10/11/2007, 3:36 pm, in reply to "B17 crash landed in Belgium"

hello,

42-32098 crash landing to Buzet just next door to Nivelles and about 30 miles to Brussels(belgium)

best regards

"Jimmy Dixon"

Posted by Pat G on 10/11/2007, 10:09 pm

My uncle's name is James R. Dixon. I know that he was a POW in WWII but refuses to speak about the war. I have been looking to see if I can find anything about him and found James R. Dixon of South Carolina listed on your roster. Could this be the same person? Have you been in contact with the Jimmy Dixon from your unit?

Posted by Alan Morton on 10/11/2007, 11:50 pm, in reply to "Jimmy Dixon"

Come on Pat G, get your duster in gear ... This web site is an absolute treasure of information, on all aspects of the 457th Bomb Group during WWII. You're not going to earn the respect of anyone of we 457th BG Veterans or your Uncle if you're waiting for me to do your research for you. I'll cut a deal with you ... I'll do a Biography for you on your Uncle James R. Dixon for \$2000. and gift wrap it OR I'll point you in the right direction and you do your own research on Uncle Jim. He'll be more proud of you if you pick the latter. S/Sgt Dixon was the Ball Turret Gunner aboard B-17G A/C No. 606, Piloted by 1st. Lt. Norman M. Chapman of the 750 Bomb Squadron. The Chapman Crew's last mission was on October 17, 1944. They were shot down by flak. That's all you get! Cheers, Alan Morton

Posted by Pat G on 10/12/2007, 12:38 pm, in reply to "Re: Jimmy Dixon"

Buddy, I'm way ahead of you!! Thanks

Posted by John Wranesh on 10/12/2007, 6:40 am, in reply to "Jimmy Dixon"

There was a James Donneau Dixon listed in a roster for Stalag Luft IV as being from South Carolina. If he is still alive and has not yet received his VA benefits he should contact the Veterans Administration pronto!

Posted by Pat G on 10/12/2007, 12:50 pm, in reply to "Re: Jimmy Dixon"

Sorry about the last email --- I tabbed the wrong email address. I think he receives benefits --- just does not or will not mention the war. I wanted to know if this James R. Dixon was my James R. Dixon --- just to satisfy my "I want to know instinct". If his hometown was Bonneau, SC, it is. If his middle name is Donneau as this email indicates, it isn't. I wondered because Windham's account (last paragraph) sounded as if he had contact with all the survivors and all but two had got together. If that was the case, I'm almost positive, it is not my JRD. Thanks.

Posted by John Wranesh on 10/12/2007, 9:45 am, in reply to "Jimmy Dixon"

Upon rechecking the Stalag IV roster maybe the entry should read "James Dixon, Donneau, SC." The document is rather old and I could not find Donneau on my maps--a very small town perhaps and unlisted. Good Luck in your search.

Posted by Pat G on 10/12/2007, 12:33 pm, in reply to "Re: Jimmy Dixon"

This is the Jimmy Dixon --- It should read Bonneau, SC with a "B" --- not far from Monks Corner and Charleston

Posted by Sheila on 10/12/2007, 11:13 pm, in reply to "Re: Jimmy Dixon"

I have listed among information for Stalag Luft I, a James Dixon of Aiken S.Carolina. This may or not be your uncle.

This man was housed at the South Compound, Barrack 13, room 12.

He was previously in the North Compound, Barrack 3 Block 303.

Nara also has a James R Dixon listed who resided in BERKELEY county SC. and enlisted at Fort Jackson, Columbia, SC. Once again I am unsure if this information pertains to your uncle. If this is your uncle and you don't have his serial number, I have access to that information also.

I do hope that you can get him to tell his family a little about his experiences during the war, but having 2 family members of my own who were POW's, I know that it may be too painful for him!

Posted by Pat G on 10/13/2007, 12:37 am, in reply to "Re: Jimmy Dixon"

Thank you --- I will have to check to see if Bonneau (his home) is in Berkeley county. It could very well be since both are along the SC coast. I have no way of getting his serial number. Talk about taboo subjects!! Can I get to the Nara information? I got interested while watching Ken Burns', The War, and started digging simply for my own information in hopes to better understand him.

Posted by Sheila on 10/13/2007, 3:06 pm, in reply to "Re: Jimmy Dixon"

I will e-mail you personally, with 457th BG in the subject heading

Posted by Sheila on 10/13/2007, 3:25 pm, in reply to "Jimmy Dixon"

Pat I have just e-mailed your Uncles military and POW information to you.
But I accidently put 45th BG in the subject heading. Look out for the e-mail.
If you have already mistakenly sent it to your spam account, let me know and I will resend it.
Regards,
Sheila

Posted by Alan Morton on 10/13/2007, 6:52 pm, in reply to "Re: Jimmy Dixon"

You are indeed fortunate Pat G to have Sheila, a British born and an American citizen living in Alaska willing to freely assist your cause regarding your Uncle Jimmy Dixon. My only request of Pat G and Sheila is that all relevant communications regarding the Jimmy Dixon data search, rational, and discoveries be incrementally posted only on this 457th BG Message Board for continuity. Sheila is the equivalent of Google!
Why? So other families may see and learn the process of using this great data base and web site and learn how to use it to their advantage too,
Specifically, carrying on dialog on the same Jimmy Dixon subject on both the web site Message Board and by private Email concurrently. This process leads to missing facts and figures. It's like writing two separate (2) books on the same subject story ... and publishing only one book to the Public!
Or in this case, like posting part of the Jimmy Dixon history time-line on the Message Board and the other by private Email. This web site's entire existence is to provide family relatives of the Eighth Air Force, 457th Bomb Group combat and ground personnel based in England and their contributions to winning WWII in Europe. AND, how to use this web site for their family history searches.
Cheers, Alan

Posted by Sheila on 10/13/2007, 9:46 pm, in reply to "Re: Jimmy Dixon"

Hello Alan
I am happy to supply the website address for Nara. It has a wealth of information for those who are able to understand and navigate it.
<http://www.archives.gov/st-louis/>
However, as far as posting all of the information that I gave to Pat, that must be up to him to decide. It does give his uncles serial number and birth year, and those are things I don't like to post on an open message board for security reasons.

I can tell you though that I believe Jimmy Dixon was in more than one POW camp during his captivity. The previous information was from my private resources.

The other information from Nara is as below.

S/Sgt James R Dixon

Date reported 10-17-1944

Residence South Carolina

457th Heavy Bomber Group

European Theatre Germany

Last report 7-12-1945

Detaining power.. Germany

Individual has been reported through sources considered official.

Returned to Military Control, Liberated or Repatriated

Stalag Luft 4 Gross-Tychow (formerly Heydekrug) Pomerania, Prussia (moved to Wobbelin Bei Ludwigslust) (To Usedom Bei Savenmunde) 54-16

I am always willing to help the 457th whenever I can, although as you all know, so much of your history and records have already been lost.

For those of you that haven't already done so. A written or oral history of your wartime military service is an inheritance your family should be proud of, and if not your family, then your local historical society. Your contributions to our freedom means an awful lot to most of us!

Regards,
Sheila

Posted by Pat G on 10/13/2007, 11:19 pm, in reply to "Re: Jimmy Dixon"

Shiela did exactly as she should have and I appreciate her help. The only thing she sent by personal email was personal info that did not need to be printed publicly. Your site is an invaluable tool and I hope that any who are looking for their family connections will use it often. I would never have found anything about my uncle had the messageboard not been there. You are special people. Thanks for your help. I have other relatives that I'm "chasing down" so, I'll be back!

Posted by Pat G on 10/15/2007, 12:13 am, in reply to "Re: Jimmy Dixon"

Told you I'd be back. I have gone over practically every photograph on your site hoping to recognize my uncle in one of them. I didn't. Is there a picture of the crew of the BTO?

Posted by Alan Morton on 10/14/2007, 5:38 pm, in reply to "Jimmy Dixon"

<http://books.google.com/books?id=eFKrwCULu3IC&pg=PA319&lpg=PA319&dq=german+88mm+and+105mm+%22anti+aircraft>

[%22+against+brit+and+american+bombers&source=web&ots=9TJQP72_nH&sig=gwGiae7VIWHbyM-lzfa6DCLXhhM#PPP1,M1](http://books.google.com/books?id=eFKrwCULu3IC&pg=PA319&lpg=PA319&dq=german+88mm+and+105mm+%22anti+aircraft+%22+against+brit+and+american+bombers&source=web&ots=9TJQP72_nH&sig=gwGiae7VIWHbyM-lzfa6DCLXhhM#PPP1,M1)

Please click on the above URL to better comprehend the mindset of the German People as WWII was coming to an end and its demise ... "Germany And the Second the Second World War"

"Zemper Film"

Posted by Willard Reese on 10/7/2007, 11:22 pm

The Link shown below will take you to a PBS TV station in Detroit, MI where you will see a short documentary produced by station WFUM-TV in conjunction with Ken Burns, "The War". The production includes stories and pictures and videos of the 457th as told by Duane Zemper, photo officer for our Group.

Once on the site, click on "Watch WWII: Through the lens of Duane Zemper", a Quicktime movie will run. Allow several seconds for the movie to start.

Link: WFUM Zemper Collection

Posted by Norman on 10/9/2007, 10:59 pm, in reply to "Zemper Film"

I watched it and really enjoyed it. Wished it had been longer!

Posted by Andy Reeveson 10/15/2007, 11:33 am, in reply to "Zemper Film"

Truly an outstanding presentation and one that every 457BG Vet should see. It brought back many many memories both good, sad and bad. Thanks Zemp for your wonderful contribution.

"Germany and the Second World War (Specifically Volume 7)"

Posted by Alan Morton on 10/16/2007, 8:45 am

I posted the Subject Book on the 457th Bomb Group web site earlier this past week against another Message on the Message Board. Later, I felt this multi-volume book summed up everything we Americans could ask about ourselves and tell our offsprings about WWII as we remembered it. And, we original members of the 457th Bomb Group wanted to verbalize for history how it started; who we were; what we fought for; what many of us died for; and the fortitude we exemplified defending our country, the United States of America, here and around the World.

When I read "Germany and the Second World War (Specifically Volume 7)" I started to realize the absolute mad drive and the dedication of the German people to die for Hitler's cause ... to rule the World. Prior to America declaring War on Japan and Germany we were the only remaining isolated power in the World left that could save the entire World from defeat and slavery.

As you read this book you can immediately see and watch the American War Machine as it unfolded between 1941 and 1945 inclusive in the greatest build-up of mass produced War products in the Air, on Land and in the Sea.

Finally, the combined efforts of Great Britain, Russia, United States of America and allies defeated Germany and Japan.

To read this book, simply double click your mouse arrow on any part of attached URL below:

http://books.google.com/books?id=eFKrwCULu3IC&pg=PA319&lpg=PA319&dq=german+88mm+and+105mm+%22anti+aircraft+%22+against+brit+and+american+bombers&source=web&ots=9TJQP72_nH&sig=gwGiae7VIWHbyM-lzfa6DCLXhhM#PPP1,M1

"Phillips?"

Posted by Charles on 10/18/2007, 2:39 pm

Hi! I'm a new member of the 457th Association. My deceased father-in-law was a co-pilot with the 750th Squadron. I will be attending the Pensacola reunion. As a new member my name, address, and phone was posted in the most recent newsletter. A gentleman left a message on my answering machine saying he lived in Austin and wanted to welcome me to the 457th Assn. and, if I was attending the reunion, to tell everyone hello. However, he left no info other than identifying himself as "Phillips". I'd love to contact him and have some conversations about the 457th. Does anyone have contact information for an Association member by the name of Phillips living in the Austin, TX area? Thanks, Charles Alexander

Posted by Joseph Toth on 10/18/2007, 6:23 pm, in reply to "Phillips?"

YOUR PHONE NO IS NOT LISTED IN THE LAST NEWS LETTER. IF YOU WILL CALL ME I CAN HELP YOU. CALL ME AT 719-####
JOE TOTH

"Help ID Photo"

Posted by Ron on 10/18/2007, 2:27 pm

My father was a radioman in a B17. I have a picture of him and his crew in front of their plane. I'm trying to get more info on the plane.

On the photo is the following:

(518AB 3G 42 470) CREW 26 REEVES GROUP.

Can anyone help? Thank you.

Ron

Posted by Willardon on 10/18/2007, 2:33 pm, in reply to "Help ID Photo"

It would help if you would give us your fathers full name with middle initial.

Posted by Ronon on 10/19/2007, 8:27 am, in reply to "Re: Help ID Photo"

Raymond W. Barnes

Posted by Alan Morton on 10/19/2007, 1:04 pm, in reply to "Help ID Photo"

Hi Ron ...

We need more info on your father. First of all, above and beyond his full name Raymond W. Barnes we're stuck. Our Roster listing shows no Raymond W. Barnes. First thing that comes to mind is, were you aware there were at least fifteen (15) plus distinct Air Forces stationed around the world during WWII.

See: <http://www.armyairforces.com/>

One of the major hurdles is finding out from relatives know: what country was his Air Force located. For example the 8th Air Force was stationed in England and the 15th Air Force was established in the Mediterranean theater as a strategic air force. Both Air Forces had B-17's and B-24's in their inventories. Then there's the Pacific theatre of operations and on and on.

Could you scan the photo you have and send it to Hap Reese? His home address is: Palm Coast, Florida
His phone Number is: 1-386-#### (to save time call "Hap" direct.)

Best regards, Alan Morton

"Lt. Dino Tonelli"

Posted by Gordon Boon on 4/8/2006, 6:30 pm

Lt. Tonelli was a friend of my dads(Lt. Verne Boon)

Does anyone know what plane he was assigned to ?

Thanks,Gordon

Posted by Paul Tonelli on 10/23/2007, 8:47 am, in reply to "Lt. Dino Tonelli"

Gordon,

Just found your post Tuesday Oct. 23, 2007 (only a year and a half after your original posting). I hope all is well with you and your family. I was sorry to hear about the passing of your mom.

As far as my dad and the B-17 in WWII, I believe the name of the plane he was on was "What a Strain." There may have been a slang type spelling of "What a." I remember his leather flight jacket had 32 bombs on it representing 32 bombing runs. He eventually reached the rank of Capt. and was the lead bombardier in many (if not all) of those missions.

Posted by Arthur on 8/11/2012, 4:29 pm, in reply to "Re: Lt. Dino Tonelli"

I am responding to some pretty old emails, but here goes. My father, Arthur N Hoffman was the 751st Sqd. Navigator for the 457th from before their arrival in England to Sept., '44. He flew I think more than 1 mission with Dino Tonelli. I do have crew photo(s) with both men in them. Please feel free to contact me if interested.

Sincerely,

Art Hoffman (Jr)

Posted by Alex (Olek) Brzeski on 4/22/2014, 4:21 pm, in reply to "Lt. Dino Tonelli"

Dear Mr Boon,

I am writing to you from a small Normandy village called Lyons La Foret where I believe your father had been hidden after his B17 42.102464 was shot down in 1944.

This year being the 70th anniversary of the liberation of France we are planning celebrations during the summer during which we are wanting to pay respect to those who risked their lives. This is why I am trying to track down relatives of air crew who crashed locally. Your father plane is one of them as it crashed just outside Fleury La Foret about 4/5 miles away from our village.

I would dearly like to speak to you directly concerning the events and would therefore like to ask if you can contact me. I can be contacted via email at #####@gmail.com or if you would like to contact me via SKYPE simply search for Alexander Brzeski (in France). Being of British origin I speak fluent English.

I look forward to hearing from you very soon.

Olek Brzeski (Olek is the Polish version of Alex).

"Lt. Rupert L. Phipps"

Posted by Martin Culpepper on 5/26/2006, 9:45 pm

Does anyone know the whereabouts of Lt. Rupert L. Phipps, navigator on Mission 126?

Posted by Harold Jansen on 2/24/2007, 5:50 pm, in reply to "Lt. rupert l. phipps"

Yes, I do have his complete military record, story as an Evadee and photo's.

Harold E. Janseb

Posted by Martin Culpepper on 5/7/2007, 6:53 pm, in reply to "Re: Lt. rupert l. phipps"

Rupert and I went to school together after the war and I became close friends with him and his family. He told me a lot about his experiences.

I wonder if anyone knows of his whereabouts

Posted by Carole Ann Phipps Wilson on 6/29/2007, 1:31 pm, in reply to "Re: Lt. rupert l. phipps"

I'm his daughter. Martin, please e-mail me.

Posted by Harold E. Jansen on 8/4/2007, 4:58 pm, in reply to "Re: Lt. rupert l. phipps"

Dear Carole,

I wrote a book called Flight 648 delaing about the crew of your father and stay with the underground.
I do have supporting documents, photos etc. Could you please contact by email.

Regards,

Harold E. Jansen

Posted by Carole Ann Phipps Wilson on 8/8/2007, 6:41 pm, in reply to "Re: lt. rupert l. phipps"

Hello,

Thanks for posting to me. I've been trying to get a copy of your book, which is apparently out of print.

I'm going to try to e-mail you now. If you don't get an e-mail from me within the next 24 hours, please post to me here again.

Cheers, Carole Ann

Posted by m. brown on 10/23/2007, 6:26 pm, in reply to "Re: lt. rupert l. phipps"

Dear Mr. Jansen,

My nephew Eric Brown teaches Shakespearean literature in Bergen, Norway and has forwarded me what he believed to be your contact information as per my request. It has been many years since our last correspondence but if you recall I am the son of 446th Bomb Group Radio Operator T/Sgt. Richard C. 'BUD' Brown, one of only three men to survive the crassh of B-24 28814 during Operation Varsity on March 24th, 1945. Your superb Unit History stirred me on to much in the way of my own research and if I remember correctly you were putting together another book when last we corresponded. As a matter of fact, if you recall, it was I who did some research as per your request regarding the next of kin and gravesite photo of one 457th vet, KIA, Wilbur Parker from Roslindale, MA. I am most curious to know how that book came out, elated at potentially finally finding you again and very interested in relating the research I have since compiled. Please let me know if there is any way to send you a copy of my research in the mail and if we might resume our correspondence.

Sincerely

C. Mark Brown

"Donald G. Karr and Crew"

Posted by Dennis Burke on 10/24/2007, 4:11 pm

Hello all,

I wonder if anyone knew or indeed knows any of the men from Donald G Karr's Crew lilsted below.

On January 24th 1944 they had a lucky escape when they had to crash land in Ireland on their delivery flight from the USA.

They were:

2/Lt. Donald G. Karr 0-803829

2/Lt. John E Haight 0-751731

2/Lt. Joel H. Apel 0-681975

2/Lt. Richard M. Condon 0-690372

S/Sgt Kenneth M. Krise 33249569

Sgt Phillip Finkelstein 32496500

S/Sgt Morris J. Woodell 14188230

Sgt Paul M. Rogers 39458458

Sgt Charles L. Edwards 16052024

Sgt Eugene H. Paprota 32478767

if you are a friend or relative, please do contact me.

with best regards

Dennis Burke

Dublin Ireland

Link: Foreign Aircraft in Ireland 1939 - 1940

Posted by Paula Woodell Dirks on 4/25/2016, 8:46 pm, in reply to "Donald G Karr and Crew"

Hello. Yes, Morris Jackson Woodell was my grandfather. He survived the war and was a proud veteran and an amazing grandfather.

Posted by Dennis on 4/26/2016, 9:07 am, in reply to "Re: Donald G Karr and Crew"

hello paula, thank you so much for replying, could you drop me an email at

#####@yahoo.com

I left spaces either side of the @ symbol above to avoid spam!

I created a webpage about D G Karr's crew. Mr Karr is still alive.

<http://www.csn.ul.ie/~dan/war/krouskop.htm>

"PHOTO OF MY FATHER"

Posted by DARLENE on 10/31/2007, 9:04 am

THERE IS A PHOTO OF MY FATHER, LAFETTI TRACE, ON THIS WEBSITE. I WOULD LIKE TO KNOW IF THE ORIGINAL OR COPY IS AVAILABLE TO BE DOWNLOADED AND SENT TO ME. I WOULD LIKE TO GIVE FRAMED COPIES TO MY SISTERS AS CHRISTMAS GIFTS. ANY HELP WOULD BE GREATLY APPRECIATED.

Posted by Alan Morton on 10/31/2007, 3:46 pm, in reply to "PHOTO OF MY FATHER"

Hi Darlene ...

There's a heck of a lot more data on this web site in addition to a photograph of your Father.

His entire Flight Crew history can be gleaned from this web site ...

ALL of the combat mission history of S/Sgt. Lafetti Trace flew as a Tail Gunner with the Lt. William B. Biracree Flight Crew.

It's all yours for the taking!

Congratulations,
Alan Morton

Posted by Alan Morton on 10/31/2007, 9:37 pm, in reply to "PHOTO OF MY FATHER"

For the record ... I sent a copy of the photograph of her Father and crew the first thing this morning by Email. The photo was apparently taken in the States after the crew finished Flight Crew Training in Florida before going over seas with the 8th Air Force.

Darlene acknowledged receipt of same, Wednesday, November 31, 2007

Alan

Posted by Alan Morton on 11/1/2007, 12:17 am, in reply to "PHOTO OF MY FATHER"

<http://www.457thbombgroup.org/aircrews/Biracree%20Crew%20William%20B.html>

Click on the above URL to launch the photo of the Pilot William B. Biracree Flight Crew.

Back row: Left to right: Officers: George L. Brandstetter, James R. Ogletree, W. Crouch and William B. Biracree

Front Row: Left tp right: Sgts. Robert F. Devaney, James A. Carey, George Young, Arthur j. Christensen, Laffetti Trace and Archie E. Bruce.

(The above names agree with the names that accompanied the photo.)

Lt. Robert F. Marcum- American Eagle- 9/12/44 Mission

Posted by Scott Wilson on 11/4/2007, 12:29 pm

Hello,

I am a History teacher at Omaha Central High School in Nebraska. Lt. Marcum graduated from here in 1940, and served with the 751 Sq of the 457th BG. We are trying to write a biography of him for our memorial and would very much like to include anything anyone could contribute about him, the mission, or his crew/aircraft. I can be emailed at #####@ops.org

Thank you!

"Remember me" by Miss Lizzie Palmer

Posted by Alan Morton on 11/6/2007, 12:04 am

Greetings: This young artist is just 15 years old and wise beyond her years and extremely talented. If this video doesn't touch your heart you are in deep trouble this Sunday, November 11th ... Veterans Day!

It is the hottest thing on the Internet and on Fox News. Miss Palmer put this YouTube program together herself.

There have been over 3,000,000 hits in just one day alone this month. In case you missed it, here it is:

<http://www.youtube.com/v/ervaMPt4Ha0&autoplay=1>

Veterans Day, 1954 BY THE PRESIDENT OF THE UNITED STATES OF AMERICA

Posted by Alan Morton on 11/6/2007, 3:33 pm

Veterans Day, 1954 BY THE PRESIDENT OF THE UNITED STATES OF AMERICA

A PROCLAMATION 3071

Whereas it has long been our customs to commemorate November 11 the anniversary of the ending of World War I, by paying tribute to the heroes of that tragic struggle and by rededicating ourselves to the cause of peace; and

Whereas in the intervening years the United States has been involved in two other great military conflicts, which have added millions of veterans living and dead to the honor rolls of this Nation; and

Whereas the Congress passed a concurrent resolution on June 4, 1926 (44 Stat. 1982), calling for the observance of November 11 with appropriate ceremonies, and later provided in an act approved May 13, 1938 (52 Stat. 351), that the eleventh of November should be a legal holiday and should be known as Armistice Day; and

Whereas, in order to expand the significance of that commemoration and in order that a grateful Nation might pay appropriate homage to the veterans of all its wars who have contributed so much to the preservation of this Nation, the Congress by an act approved June 1, 1954 (68 Stat. 168), changed the name of the holiday to Veterans Day.

Now, Therefore, I, Dwight D. Eisenhower, President of the United States of America, do hereby call upon all of our citizens to observe Thursday, November 11, 1954, as Veterans Day. On that day let us solemnly remember the sacrifices of all those who fought so valiantly, on the seas, in the air, and on foreign shores, to preserve our heritage of freedom, and let us reconsecrate ourselves to the task of promoting an enduring peace so that their efforts shall not have been in vain. I also direct the appropriate officials of the Government to arrange for the display of the flag of the United States on all public buildings on Veterans Day.

In order to insure proper and widespread observance of this anniversary, all veterans, all veterans' organizations, and the entire citizenry will wish to wish to join hands in the common purpose. Toward this end, I am designating the Administrator of Veterans' Affairs as Chairman of a Veterans Day National Committee,

which shall include such other persons as the Chairman may select, and which will coordinate at the national level necessary planning for the observance. I am also requesting the heads of all departments and agencies of the Executive branch of the Government to assist the National Committee in every way possible.

IN WITNESS WHEREOF, I have hereunto set my hand and cause the seal of the United States of America to be affixed.

Done at the City of Washington this eighth day of October in the Year of our Lord nineteen hundred and fifty-four, and of the Independence of the (SEAL) United States of America the one hundred and seventy-ninth.

DWIGHT D. EISENHOWER

"Email link doesn't work"

Posted by Norman Woodis on 11/6/2007, 7:12 pm

I sent some photos for the site a month ago to Mr Haps email and I'm not sure if they were rec'd. After the restructuring I noticed a new email so I resent them but it was undeliverable. ?

Posted by Norman Woodis on 11/7/2007, 12:33 am, in reply to "email link doesn't work"

Actually it appears that my mail has been rejected as spam. I give up.

Posted by Sheila on 11/8/2007, 1:41 am, in reply to "Re: email link doesn't work"

Please dont give up on trying to submit your photos.

Mr Hap Reese has recently suffered the loss of his wife of 63 years.

What he has built here is an excellent website, and I'm sure your photos will be a wonderful addition.

There was also a reunion a week ago, and I would think that some of the active members who might otherwise advise you, are busy, having only just returned home from the reunion. Some may still not have returned home yet. I'm sure if you can wait a little longer, someone will inform you on how to post your photos.

Posted by Willard Reese on 11/8/2007, 12:27 pm, in reply to "Re: email link doesn't work"

Messages are frequently rejected by your (or my) email server because they are too large in bytes.

The email addresses on the website are correct.

Reduce the size (bytes) in the email and resend. Or, break the email into two or more transmits.

That's my guess anyway since you did not say what email server you were using.

Hap

Posted by Alan Morton on 11/8/2007, 1:43 pm, in reply to "Re: email link doesn't work"

Hap ...

Wouldn't it be more expeditious, considering the unfamiliarity of Mr. Woodis with the Email links process, that he simply take the photos involved to Kinkos ... have Kinkos scan the photos and put the end products on a CD, and then Norman can drop the CD package in the mail to your home address.

Alan

Posted by Norman Woodis on 11/8/2007, 2:35 pm, in reply to "Re: email link doesn't work"

The only one rejected was the new one to #####@mail.com. I also sent the pics to #####@bellsouth.net, they got through I assume but I will send them again.

Posted by Diane Reese on 11/8/2007, 5:30 pm, in reply to "Re: email link doesn't work"

Mr. Woodis, my email you cited above does restrict incoming file size. I will privately email you from my work email account, where you could send larger files.

As Alan Morton suggests, you could also copy the picture files onto a CD, or have it done at a Kinko's or other copy center, and send it through the mails to Hap's Florida address. Thanks for keeping at it!

Posted by Norman Woodis on 11/8/2007, 5:53 pm, in reply to "Re: email link doesn't work"

I don't think it's the file size because they are all small kb files. I'm familiar with using email and sending files, but for some reason they are returned with a message like "does not like host" or some other incompatibility issue when using the #####@mail.com address. They did not come back that way from the first email address I used which was Mr. Haps email at the bellsouth account. Those were sent over a month ago. I just never heard from anyone and wondered if they were rec'd. They are probably in the bellsouth account if it is still active. Thanks for the help.

Posted by Diane Reese on 11/9/2007, 3:29 am, in reply to "Re: email link doesn't work"

Some mail services do not like mail.com as a host, they think it's a spam site (but it's not! that's where I've had my web email for several years). It might be something like that.

But we have been able to get in touch and the photos are on the site. Thanks for sticking with it, and thanks for your contributions!

"Info on my father: M/Sgt Raymond C. Anderson"

Posted by Lyn Nagel on 11/9/2007, 7:11 pm

He was in the 457th BG 750 squad. he said his records were lost in a fire. I think he is in one of the unidentified group photos. Do you have any info on him or his group. I am going to show him this site on Sunday.

Thank you

"How were crews assigned?"

Posted by Carole Ann Phipps Wilson on 8/15/2007, 7:31 pm

Hello,

My father was a navigator-bombardier in the 749th Squadron. He usually flew with Lt. William S. Fisher's crew as the bombardier with someone else as the navigator for that crew. However, on September 26, 1944, mission 126, my father was assigned as both navigator-bombardier with Lt. Carl H. Gooch's crew and someone else was the bombardier with Lt. Fisher's crew on that same mission. Can someone explain how crews were assigned at that time, please?

Many thanks, Carole Ann

Posted by Carole Ann Phipps Wilson on 9/27/2007, 9:59 pm, in reply to "How were crews assigned?"

I found out from a validity "A" source that my Dad volunteered to be the navigator/bombardier with Pilot Carl Gooch's crew on 26 September, 1943. My Dad said he volunteered because they had no navigator or bombardier that day. Apparently there was both a navigator and a bombardier available to fly with Pilot Fisher's crew, the crew my Dad usually flew with.

This was my Dad's 13th mission, and I wonder what he was thinking about as he parachuted out of the Jayhawk when it went down due to flak while returning from the Osnabruck target. Probably he regretted volunteering, but I doubt he was superstitious about it being #13. For the 36 years I knew him, he was always rational, logical, and skeptical of anything that smacked of superstition.

I would still like to hear from anyone who knows how the crews were typically assigned. For example, did they assign on the basis of mixing newbies with experienced crews, or did they keep classmates together when possible, or some other way?

Would really appreciate any insight,

Carole Ann

Posted by Andy Reeves on 10/15/2007, 5:03 pm, in reply to "Got a partial answer, but still curious."

As I recall, replacement crews were split up for the first mission. I flew with Selwin crew as tail gunner and formation reporter to Maj Selwin, mission commander. After that I flew with my regular crew until Ed Coomes was selected for lead crew. After that I flew with several different crews when Ed was mission commanders pilot. I finished with Oscar Kemp. Mission requirements dictated crew changes, ie illness, flack house leave etc. Whenever possible crews flew together. Hope this helps.

Posted by Carole Ann Phipps Wilson on 10/20/2007, 11:18 pm, in reply to "Re: Got a partial answer, but still curious."

Many thanks for your interesting reply.

Please excuse my ignorance, but what is "flack house leave"?

Also, if someone were ill or on leave, etc., did the officer in charge ask for volunteers during the morning meeting, or how did it usually happen for someone to volunteer to fly with a different crew?

Really appreciate hearing about your own experiences. What squadron did you fly with?

Many thanks,

Carole Ann

Posted by Andy Reeves on 10/25/2007, 10:48 am, in reply to "Interesting reply--thanks"

Flack house leave was a vacation from combat, usually 5-7 days, granted crew members after 15 missions, to an English Estate run by Red Cross for rest & recuperation. The squadron operations officer usually assigned crew members to those slots needed. Volunteers, a rarity, were considered. This assignment of needed crew members was usually done the day before a mission was to be flown. Hope this answers your question.

Posted by Carole Ann Phipps Wilson on 10/25/2007, 9:35 pm, in reply to "Re: Interesting reply--thanks"

Ah--I never heard of that Red Cross practice of using English estates before.

Your info about volunteers helped me make sense of seemingly conflicting info I've been told.

Thank you so much! Carole Ann

Posted by Sheila on 10/26/2007, 9:29 pm, in reply to "Thank you, I appreciate your help"

Some of you might be interested in this book. I believe it is available in the USA at some of the book stores, also on the net.

'FLAK' HOUSES THEN AND NOW. The story of American Rest Homes in England during WWII. By Keith Thomas. Published November 15, 2006.

Posted by mark on 10/29/2007, 9:52 pm, in reply to "Thank you, I appreciate your help"

Richard C. "Bud" Brown

I am the son of T/Sgt. Richard C. "Bud" Brown, Radio Operator/Mechanic/Gunner with the 705th Sqdn. of the 446th Bomb Group. In the winter of 1944/1945 my father flew 13 missions with the same crew before being shot down and forced to bail out, landing in the Rhine River on March 24th, 1945 during the Remagen Bridge offensive.

The last mission was a supply drop and was considered by some to have been every bit as dangerous as the famous but ill-fated Ploesti mission due to the inability of the Liberators to use their machine guns to defend themselves against intense enemy fire. At the extremely low level required for a supply drop and with the heavy concentration of Allied troops on the ground mission #13 was most unlucky for my father indeed. Easy prey for small arms fire and German cannonfire this was one 'milk run' that was not so easy. When the order to bail out was given my father said that he was standing between the Pilot, 2d Lt. Dale Beasley and Copilot 2d Lt. Tom Campbell. Straining at the controls in a desperate attempt to gain enough altitude for the crew to escape the burning ship, Lt. Beasley then yelled for everyone to get out. In the ensuing mayhem my father remembered traversing the narrow catwalk and hurling himself out of the open bomb bay doors, hitting his foot hard on the way out (He was never made a member of the Caterpillar Club although we still do have a piece of the chute and I later bought him a Purple Heart for his foot from a military memorabilia dealer.). With far less than the required height to safely parachute he had little time to think, pulled the ripcord almost immediately and with the Rhine coming up fast remembers nothing more than a hard tug and a big splash. Only three men were to survive from a crew of eight that day (The Armorer and Bombardier lived to fly another day as their skills were not needed on a supply drop.).

My father landed in the Rhine, S/Sgt. Thaddeus "Tag" Nanna landed on one side of the river and Sgt. John "Red" Heslin landed on the other. Ultimately, Captain Beasley gave his life so that my father might keep his and give me mine. For that I am forever grateful and proud to have been born as a direct result of such an epic struggle and such heroic sacrifice. S/Sgt. Richard Brown went on to fly as waist gunner with another crew but he never saw Red Heslin or Tag Nanna again and always wondered whatever became of his crewmates.

Although my father rarely ever talked about his war experiences my brother and I were always fascinated with any anecdotes we were able to get out of him. For instance on one mission my father said they were actually sent to bomb Birchstergarten and kill Hitler in his "Eagle's Nest". As it happened the formation was given a

different I.P. enroute due to Intelligence reports that the Fuhrer was not present at the time. It was recollections like that that kept us coming back for more and so as the story goes he started out as a shipfitter at the Fore River Shipyard in Quincy, MA where the aircraft carrier "Lexington" was built. He then gave up his Deferment with the shipyard and volunteered for the Army Air Corp in April of 1943 hoping to become a pilot himself. Washed out due to dexterity problems he maintained that it was because he was left handed and that the aircraft controls were primarily designed for right handed manipulation. He did manage to get up in a trainer on one or two occasions but I believe the real reason he never received the coveted wings was that he was erroneously considered a draftee by the AAF. It seems that in his good nature and naivety he had consented to help a harried recruiter with his quota and let himself be counted as having been drafted much to his later chagrin as he most certainly ended up suffering the consequences of that less than desirable status. Nice guys finish last but then again had he become a pilot who knows how different his fate might have been. After basic training in Buffalo, N.Y. he sailed aboard the converted troopship "Aquitania" unescorted and relying solely upon speed in those U-Boat infested waters. They stopped in Reykjavik, Iceland for supplies and continued on to England, arriving during the fall of 1944 where he was stationed at the Earl of Flixton's estate in Bungay. It was there that he fondly remembered the cockiness of the British Lancaster pilots who would land permission or not, roll right on up to the mess hall, park their aircraft and saunter inside for a bite with a casual "Hi Yank!". Apparently formation flying was considered nothing short of perilous and coming out of the clouds with another B-24 sitting on top of them was not uncommon so much so that in one instance he recalled that upon later inspection tire marks were found on top of thier wings.

Everyone had bicycles in those days. On the base it was the most convenient form of transportation and he remembered with some spiteful trepidation the uneasy relations that existed even among Allies as the bicycles were eventually destroyed rather than relinquished to the perceived arrogant expectations and apparent dismay of the local English population. Also, after having been shot down over Wesel, Germany the following spring he missed his ride and ended up having to stay in Belgium for a couple extra weeks due to a softball game he was so preoccupied with no less. That same week back home, the local paper actually printed an article about him with news of his exploits and promotion unaware of the fact that he was considered M.I.A. at the time. When he finally did manage to make it aboard an airplane returning to England he found himself surrounded by newly released and jubilant Army Air Corps POWs but not before receiving two bottles of the finest wine from a generous M.P. who swore that they had been liberated from the private wine cellar of none other than Heinrich Himmler himself. What a souvenir that was and don't I wish I had those today! After VE Day the now seasoned Vet was sent back to the States to learn the ropes aboard the B-29 Superforts destined for the Pacific Theater. During the long flight home and seemingly alone in the vastness of the open skies, somewhere over the Canadian Maritimes he also told us of a particularly fateful discussion among the crew as to the necessity of requesting permission to change altitude when out of the blue shot a commercial airliner directly beneath them. What an inglorious end that might have been! He then remembered training aboard the Superfortresses in Sioux Falls, SD when they dropped the big one. Delirious with joy and relief the men went nuts destroying an old farmer's Tin Lizzy in an outburst of emotion that was probably lost on the local population. He did however recall the fact that everyone later chipped in to replace the demolished vehicle and so I guess that even in war boys will be boys!

p.s. I am looking for the address of the author of my father's unit history Harold E. Jansen who I notice answered a question of yours. Would you happen to know how he may be contacted as I have some questions about my fathers 705th squadron.

thank you,
Mark Brown

Posted by Carole Ann Phipps Wilson on 11/13/2007, 2:24 pm, in reply to "Re: Thank you, I appreciate your help"

Mark,

I've e-mailed you Harold Jansen's address.

Please post here if you don't get it.

Carole Ann

"Earl Woodard"

Posted by Jerry Sale on 11/12/2007, 8:05 am

I am saddened to report the passing of Earl Woodard per the obit. in the St. Louis Post Dispatch today. I spoke to Earl several times about his service and his escape on foot over the Pyrenees after his plane was shot down over occupied France.

Posted by Jerry Sale on 11/14/2007, 1:59 pm, in reply to "Earl Woodard"

See link below.

<http://www.legacy.com/STLToday/DeathNotices.asp?Page=LifeStory&PersonId=97784735>

"Pensacola Beach Reunion"

Posted by Jerry Sale on 11/8/2007, 1:28 pm

Thanks to George and all that helped put on the reunion. I had the privilege of accompanying my father to the reunion and we all had a great time. We look forward to the next one in Colorado Springs.

Posted by Sully on 11/9/2007, 1:04 pm, in reply to "Pensacola Beach Reunion"

Please provide the dates of the Colorado Springs Reunion.

Thanks

Posted by Jerry Sale on 11/14/2007, 2:07 pm, in reply to "Re: Pensacola Beach Reunion"

It will be about this same time of year in 2009. I'm sure that there will be more information in the future.

"Col. James R. Luper"

Posted by Henry A Whitmore III on 11/1/2007, 7:56 pm

If anyone would be willing to send me personal testimony of serving with my grandfather, I would be very grateful. I know he was a West Pointer and a tough leader, so favorable and unfavorable memories are welcomed. Thank you

Henry A. Whitmore III

Posted by Andy Reeves on 11/14/2007, 12:32 pm, in reply to "Col. James R. Luper"

Hello Henry. I well remember your grandfather when he was commander of the 457th BG. In fact, I was in the high box lead as co-pilot with Capt Ed Coomes when your grandfathers aircraft was hit by flack. The aircraft peeled off below us and disappeared from view. It was some weeks before we learned of his status. He was a very "spit and polish" officer schooled in the traditional West Point Mold. As I recall, the very few times that I saw him, he had his everpresent 'SWAGGER STICK' in hand. I specifically remember him chewing me out one time for not having my shoes shined after riding my bike to the o,club in a rainstorm. I did not appreciate that as I had just gotten out of the hospital after recovering from a flak wound. Three days later at officers call he pinned my purple heart on me, looked down and said " Nice looking shoe shine" He was a tough leader that molded a bunch of non soldiers into a fine fighting unit that accomplished their mission. You can justly be proud of him.

Posted by Henry Whitmore on 11/14/2007, 7:33 pm, in reply to "Re: Col. James R. Luper"

Thank you very much for the reply. I met Duane Zemper just a couple of days ago. As it turns out, he lives rather close to me. I have come to understand that he was difficult to work with. Not a man to hang out with the men, but military all the way. Doing the job right and saving lives. I wish maybe that he was remembered as someone everyone liked, but that wasn't his job. Thank you again for giving me another piece of my garndfather.

Posted by Patrick Crow on 2/14/2013, 3:51 pm, in reply to "Re: Col. James R. Luper"

Andy Reeves,

Perhaps you knew the bombardier on Captain Luper's flight, Henry P. Loades? Hank was my grandfather. Any additional information is welcomed!

"Mission 143 - Merseberg - Nov 2, 1944"

Posted by Bob Benos on 1/25/2006, 11:02 am

Over the last two years, I have been doing some detailed research concerning the infamous Mission 143 to Merseberg on November 2, 1944. This includes the review of association records, all published material, declassified microfilm and personal interviews with Larido Battisti (Tailgunner) who was with the Lt. Wm. McCall crew on that mission. Despite this, I cannot seem to determine the precise 457th "Box" formation. Does anyone have any information or suggestions as to how I can obtain accurate information regarding the number and location of each "box" of 457th planes, where each box was located (high, low, etc.) and primarily which plane or crew was assigned to each particular box and their location in the box. Thanks.

Posted by A. Willard Reese on 1/25/2006, 11:46 am, in reply to "Mission 143 - Merseberg - Nov 2, 1944"

Bob,

The following website gives a pretty good idea of the box formation. This diagram shows a squadron formation of 12 aircraft. Our Groups were made up of three 12 aircraft formations (usually 36 aircraft but sometimes more or less). The lead squadron flew at a fixed altitude with the high box on the right and the low box on the left. Read the details on this page.

Hope this helps.

Willard

Link: http://www.398th.org/Research/Formations/Formations_Description.html

Posted by Bob Benos on 1/26/2006, 3:40 pm, in reply to "Re: Mission 143 - Merseberg - Nov 2, 1944"

Reese thanks a million for the response. Actually I have previously visited the referenced web site and it gives a very detailed breakdown on heavy bomber formation flying. Now if I can only find out which 457th planes were assigned to each respective box, the box location and the individual positions of each 457th plane within each particular box. I do have bits and pieces of info. but not a complete picture of where each of the 457th crews were in the 36 plane formation. Thanks again. Bob B.

Posted by A. Willard Reese on 1/26/2006, 8:12 pm, in reply to "Re: Mission 143 - Merseberg - Nov 2, 1944"

Bob,

I have all that detailed information on the Merseberg mission, including crew names assigned to aircraft. It's not in digital form however. If you can tell me just what you are looking for, I probably can send it to you via email.

I suggest we make email contact from here on. Since I was there (Nov 2nd), I dedicated a major amount of time to making a study of the mission and I have collected information that may not appear anywhere else.

Posted by Mike Crosman on 9/9/2007, 6:55 pm, in reply to "Re: Mission 143 - Merseberg - Nov 2, 1944"

Hi,

Do you by any chance have the mission routes flown for this mission. I am doing a mission briefing for Merseberg and would like to have it.

Thanks,

Mike

Posted by Willard Reese on 9/9/2007, 7:46 pm, in reply to "Re: Mission 143 - Merseberg - Nov 2, 1944"

I hope this is what you are looking for. Some of the text is hard to read but it's all there.

Hap

Posted by Seth on 12/7/2015, 5:44 pm, in reply to "Re: Mission 143 - Merseberg - Nov 2, 1944"

Hi everyone,

My relative Henry W D Short was the Aircraft Engineer on 44-6155 which was shot down during this mission. Do you by chance have any specifics about this aircraft during the mission?

Thanks,
Seth

Posted by GEORGE KORB on 10/21/2016, 2:18 pm, in reply to "Re: Mission 143 - Merseberg - Nov 2, 1944"
I WAS THE LEAD NAVIGATOR ON THIS MISSION WITH PILOT WILLIAM DAWSON (LOW GROUP)

ANY INFORMATION AVAILABLE

Posted by Jon Gerstenschlager on 12/7/2006, 5:36 pm, in reply to "Mission 143 - Merseberg - Nov 2, 1944"

Hi Bob:

Your email from January caught my eye. My grandfather was shot down on mission 154 - Bolhen later that month - 11/30/44. I was curious what type of info you were able to find out on mission 143, and if there are resources for me to find out about mission 154? My grandfather's (Gerald Whitman) plane was Hamtramack Mama (42-107026). any suggestion as to how to find out about that mission?

Posted by Willard Reese on 12/7/2006, 7:14 pm, in reply to "Re: Mission 143 - Merseberg - Nov 2, 1944"

Jon,

The information I collected some years ago was from the National Archives in Maryland. I have a copy of every document, about that mission to Merseberg by the 457th, that is presently in the Archives (perhaps more than 100 pages). If you are interested in getting the same sort of information for mission #154, I can give you the name of a researcher in Maryland who you can hire to copy (or scan) the documents for you. Contact me via email for such information.

P.S. I'd highly recommend getting scanned copies....scanning results in perfect copies of the original.

Hap

Posted by Bob Benos on 9/10/2007, 10:05 am, in reply to "Re: Mission 143 - Merseberg - Nov 2, 1944"

Hi Jon: Since 2006, I have accumulated an enormous amount of detailed information about Mission 143, including 140 pages of declassified microfilmed documents which have been scanned. The documents include details on weather, flight paths, fighter escorts, codes, targets, squadron formations, crews, 457th damage and losses, and 457th crew claim reports for bringing down various German fighter planes. Since 2006, I have also researched other "rough" missions. It just so happens that I have similar information on mission 154, because my dad was also on that mission. If you would like, I will e-mail you and make arrangements to obtain the relevant information concerning your dad's crew. Just to let you know, I was able to get all these documents by contacting the researcher that Willard Reese suggested. He does a great job. Bob Benos

Posted by BOB WHITE on 9/25/2007, 4:40 pm, in reply to "Re: Mission 143 - Merseberg - Nov 2, 1944"

Bob

I was just reading the message board and your email about mission #154 came up and caught my eye. My father was the pilot of 42-107026 Hamtramack Mama LT JOHN W WHITE. I have found alot of onfo. about the mission and the plane on the website.

If you have anything about your grandfathers time will he was a crewmember of my dad, please let me know. I have some pictures of the plane and of the crew but thats about all, the stuff that my dad brought back was stolen from him years ago.

Thanks

Posted by Brian McDaniel on 11/16/2007, 9:15 pm, in reply to "Mission 143 - Merseberg - Nov 2, 1944"

My father was the radio op/gunner on the mission. He was shutdown/rammed by a F190. Lots of questions are still unanswered about the flight

"Robert C (BOB) Danielson"

Posted by Courtney Carlson on 9/7/2006, 3:12 pm

Seen in Sioux City Journal that one of your Bomb Group buddies has passed on,paper says he was a bomb site an auto pilot tech.

Thought you men would be interested.

My Dad flew in B17's also and was POW in Stalag 17,he was a TTE,flew with Frank Harte crew.

Have a great day.
C Carlson in Calif.

Posted by Alan Morton on 9/7/2006, 3:58 pm, in reply to "Robert C (BOB) Danielson"

Was your Dad Robert Danielson with the 8th or 15th Air Force in WWII? I can't find any reference to the last names Harte or Danielson on the 457th Bomb Group Flight Crew personnel records. I assume TTE is the abbreviation for Top Turret Engineer. Where in California do you live?

Posted by Alan Morton on 9/7/2006, 4:11 pm, in reply to "Robert C (BOB) Danielson"

Courtney,

You state an Obit or an article was posted in the Sioux City Journal regarding a 457th BG buddy. Could you recite the specific posting. Was the buddy's name listed as Robert Danielson? What was the date of the posting in the Journal?

Posted by Courtney Carlson on 9/7/2006, 6:54 pm, in reply to "Re: Robert C (BOB) Danielson"

The date of the posting was Sept 7, 2006 Obit was Robert C Danielson, 86 years old, he had to be in the 8th Air Force, he passed away the 4th of Sept 2006. My Dad was in the 100th Bomb Group as a TTE and his pilot's name was Frank Harte, Dad was shot down Apr 22nd 1944. Go to the Sioux City Journal web site and click on Obit and it will come up, then click on Robert C Danielson. Let me know how you made out.

Courtney Carlson Lake Isabella Calif.

Posted by Alan Morton on 9/10/2006, 6:34 am, in reply to "Robert C Danielson"

For the record Courtney, your Dad, S/Sgt. Paul V. Carlson, Top Turret Gunner and Flight Engineer flew with the 100th BG, 349th Squadron and was shot down on his 9th Mission by enemy aircraft. He ended up a POW. We hope he's still alive and well.

Posted by Alan Morton on 9/7/2006, 7:17 pm, in reply to "Robert C (BOB) Danielson"

Thank You Courtney for the information regarding former 457th Bomb Group airman Robert C. Danielson. His Obituary is replicated

herein: <http://siouxcityjournal.com/articles/2006/09/07/obituaries/local/bb36f63fe9565215862571e2000e1a9d.txt>

Posted by Alan Morton on 9/14/2006, 11:36 am, in reply to "Re: Robert C (BOB) Danielson"

For your information: This specific Obituary will remain actively displayed for a short period of time by the Newspaper. After that point, to see or read the Obit in its entirety ... Go to the Archives section of the Newspaper's website.

Posted by Stan Smith on 11/15/2007, 10:08 pm, in reply to "Robert C (BOB) Danielson"

Maybe a pilot named Ralph Christensen at winter 480-#### or summer 605-#### may be able to help you.

"B17 - Old 999"

Posted by Fran Carnes on 8/7/2007, 11:58 pm

Looking for any information on a B17 called Old 999.

Names associated with it are from the original army issued wooden paddle used to paddle to shore after being shot down: S/Sgt. Wilfred J Wilts, S/Sgt. S. Pokryuka, W. Holtz, S/Sgt. L.H. Mackool (aka? Zakie A Mactool), Sgt. G.A. Weamer Jr., 1/Sgt. Richard Shalaoiski (?) aka Cap. Youah Jealous/ BO.

Don't know the if it was in the 457th, but would appreciate any leads as to how to find out more about this B17. Thanks!

Posted by Greg Lacey on 11/16/2007, 11:33 pm, in reply to "B17 - Old 999"

My grandfather was SSG Zakie A Mackool. I am in the process of recording his wartime diary to the computer for easier use. He also mentions Ship 999 in it. I'm very excited you have questioned about this! I hope to talk to you more soon!

Posted by Fran Carnes on 11/17/2007, 11:24 am, in reply to "Re: B17 - Old 999"

Hi -

My neighbor has the paddle that was used by the crew when the plane was shot down (?) or had to crash land in water. I believe someone gave it to him. He does film editing for the History Channel. I borrowed it and took photos of the paddle to try and capture all the markings on it. He was trying to find out about the 999 and there seems to be no info on it anywhere. We both would be thrilled to see the Mackool diary. We had assumed that it was a nickname as some of the names see to be just that!

Send me your email address and I will send you copies of the photos for your research. I took photos of both sides of the paddle at a distance and very close up.

So good to hear from you!

Posted by Greg Lacey on 11/17/2007, 2:05 pm, in reply to "Re: B17 - Old 999"

Hi again! That's amazing that you actually have seen the paddle. I'm graduating with a BA in History in a few months so this stuff is extra interesting to me. According to his diary on 20 October, 1944, they got their engines shot out while flying over Brux(?), Czech. Some flak took out their oxygen supply and so they crash landed in a nearby body of water. Also, some of the names you mentioned are written in his journal with addresses and phone numbers so he could stay in contact with them after the war. My e-mail address is #####@yahoo.com . Can't wait to see the pictures! It's very nice to hear from you!

Posted by Greg Lacey on 11/16/2007, 11:42 pm, in reply to "B17 - Old 999"

Also, I am curious to find out where you located the information found on the wooden paddle? And where is the paddle?

"Identifying men in photo"

Posted by Norman K. Woodis on 11/20/2007, 1:37 pm

Can anyone identify the men at the bottom of page 6, around Glatton? I have titled them "unknown" and have identified my uncle Roe S. Woodis in the pics he is in. I would like to be able to put a name to the other men. Take a look, you never know! Thanks.

"Finding old Military - Medical Records WWII era"

Posted by Leon A. Finneran on 6/17/2004, 5:45 pm

Just looking for more info on my Dad, med records, military records, etc.. Was told that there is a museum in NC, SC that will help you obtain those records. Please contact my e-mail if you have any info. Thank you and God bless.

My dad's name is Leon A Finneran and he was in the 457th and 8thAAF. The plane he was on crashed in Germany/Switzerland and the mission was A/C #42-31552. I know the details of the crash but would like to know how I can obtain med records, military records, etc.. Thank you.

Posted by Alan Morton on 6/17/2004, 5:53 pm, in reply to "Finding old Military - Medical Records WWII era"

Hi Leon, Here's one source you might try:

NATIONAL PERSONNEL RECORDS CENTER NOW ACCEPTING REQUESTS FOR RECORDS ON LINE

The National Personnel Records Center (NPRC), has informed us about an improved method of requesting documents from the NPRC. As you know, the NPRC provides copies of documents from military personnel records to authorized requesters. Their new web-based application will provide better service on these requests by eliminating their mailroom processing time. Also

because the requester will be asked to supply all information essential for NPRC to process the request, delays that normally occur when NPRC has to ask veterans for additional information will be minimized. You may access this application at:

<http://vetrecs.archives.gov>

Please note there is no requirement to type "www" in front of the web address. Additionally, this improved on-line request process should be used INSTEAD OF Standard Form 180 from veterans or the veteran's next of kin. Please give this information the widest dissemination.

Posted by Alan Morton on 6/17/2004, 6:08 pm, in reply to "Finding old Military - Medical Records WWII era"
ACQUIRING MILITARY RECORDS AND AWARDS/DECORATIONS . . .

All records are kept at the "National Personnel Records Center" (NPRC) in St. Louis, Missouri. When discharged a veteran is given a Form DD-214 with most pertinent information on it. This DD-214 can be upgraded to a DD-215 which allows for additional information to be added.

The first step to acquiring our records is filling out a Form 180. Here is a website where the Form is located. One can fill it out online or print it and mail a hardcopy. Always keep a copy of any documentation for your records.

www.archives.gov/facilities/mo/st_louis/military_personnel_records/standard_form_180.html

Here is a "National Archives and Records Administration" (NARA) site where you can fill the form out online, print it and then fax it. It is the brand new "eVet" process.

www.archives.gov/research_room/vetreecs/index.html

Note: If you use this method then be sure to use this wording: I am requesting my Personnel, Military and Service Medical Records as well as an upgraded DD-215 showing the following additional awards that are not listed on my DD-214: [List Awards] My duty stations were: List each with Dates and Names as close as possible so they can look in their master record books for any awards/decorations that you are not aware of. Here is my cheat sheet for filling out the Form 180 via PDF format. It can also help with the eVet form:

Section I

1 - 7) are self explanatory. The more information the better

Section II - Request

1) If you need a copy of your DD-214

2) All Military, Personnel and Service Medical Records. All Medals, Ribbons and Awards. An upgraded DD-215.

3) To confirm accuracy and completeness of my records.

Section III - Address and Signature

1) Check the 1st box

2) Put your current address here

3) Sign and Date

Look on back and find appropriate address to send to. Usually it will be #14.

On the back of the envelope write, "Do Not Open in File Room".

Make an extra copy for yourself.

Send via "Certified" mail with "Return Signature Requested". You can get the (2) forms at the Post Office.

It is best to send a cover letter stapled to the application listing the Units you served with along with copies of the medal/ribbon citations that you are requesting to be added to an upgraded DD-215. Ask them to check your other duty stations for any possible medals/ribbons as well.

This process used to take over 6 months. NPRC, NARA and the VA have cut the time back considerably.

Family members can apply for the above information for a deceased veteran.

I'm certain this will help you with not only a DD-214, but other key records as well.

Cheers, Alan

Posted by Andy Reeves on 6/25/2004, 1:46 pm, in reply to "Re: Finding old Military - Medical Records WWII era"

Alans information is right on track. All of my 201 file and med records were destroyed in a basement flood a number of years ago. I submitted a request for all pertinent records and wonder of wonders, everything appeared in a package weighing about fifteen pounds including my Hospital Report in detail concerning my Purple Heart wound of 6 Aug. 44. Dont give up hope-- it takes a long time. Best of luck-- Andy R

Posted by Lee on 12/17/2004, 3:02 am, in reply to "Re: Finding old Military - Medical Records WWII era"

Alan & Andy, thanks so much for the info. I apologize for taking so long to respond but I thank you for your time and research. God bless, and hope you both have a great and safe holiday season!! Lee

Posted by Linda on 11/18/2006, 5:43 pm, in reply to "Re: Finding old Military - Medical Records WWII era"

I live 5 blocks from the Military Record Center. There was a huge fire there several years ago. In some cases up to 85% of the records were destroyed. This fire hit the WWII Veterans particularly hard. I have worked for

years to put my Dad's record together with very little luck. And yes, I've tried all the mentioned places. No luck. I've also involved my Congressman and Senator. No luck. Many veterans will be very disappointed to find out that their records simply no longer exist.

Posted by Salote Kalonihea on 12/16/2004, 9:15 pm, in reply to "Finding old Military - Medical Records WWII era"

I want search for the Tongan who was involved in the WWII especially Capt.David Lousiale Kava.

Posted by debbie on 12/2/2006, 10:20 am, in reply to "Finding old Military - Medical Records WWII era"

i would like to find out more about my fathers death and medical records. his name was john anthony carlberg born 7-16-38 in california. his ss# is 066324222. he died in the syracuse veterans hospital in n.y. i was 11 at that time. he served in the korean war in the 1950s. i never got the chance to no him or what he actually died of. any information you could help with would be greatly appreciated. thank you. debbie

Posted by Alan Morton on 12/3/2006, 2:51 am, in reply to "Re: Finding old Military - Medical Records WWII era"

Debbie ... This web site is really limited to World War II veterans and their relatives that were attached to the Eighth Air Force stationed in England in 1944 and 1945. Your Dad's service was in the Korean War that started in the latter part of the 1940's and the early 1950's.

Your best bet is contacting the "VISN 2: Syracuse VA Medical Center" by phone. The Syracuse VA Medical Center serves 41000 veteran men and women who live in the 18-county area of Central New York. It is located in the heart of Syracuse ...

This Syracuse VA Center will still have the record of your Dad's death. You can also contact the State of New York, Vital Statistics Records and purchase a copy of his Death Certificate from them for less than \$25.

Posted by Linda on 12/14/2006, 10:23 pm, in reply to "Re: Finding old Military - Medical Records WWII era"

I couldn't find much, but I did come up with a little bit.

John Carlberg

SSN: 066-32-4222

Born: 16 Jul 1937

Last Benefit: 13601 Watertown, Jefferson, New York, United States of America

Died: Nov 1977

State (Year) SSN issued: New York (1956-1957)

You will note from his SS information your Dad actually died in 1937.

You can do several things. 1. You can check with the VA. Hospital. 2. Get his death certificate from NY.

Posted by Elena Faith Cohen on 10/1/2007, 11:49 am, in reply to "Finding old Military - Medical Records WWII era"

My Father: Milton Cohen, Pvt. 1st Class Army was wounded on the Beach in Normandy, France, in WW2. I am having medical problems now and he is deceased. I am wondering if ANYONE KNOWS HOW TO FIND HIS ARMY MILITARY MEDICAL RECORDS FROM WW2?

If so, please contact me at your earliest convenience. Thank you.

Most Sincerely,

Elena Faith Cohen

Posted by Lee on 10/2/2007, 12:56 am, in reply to "Re: Finding old Military - Medical Records WWII era"

From what I've pursued before, a lot of WW2 records have been destroyed in a fire @ the Military archive for WW2 Vets in Viginia. Hope I'm wrong for you and your Dad and I hope you feel better soon and get a hold of your medical problems. All the best & God bless. Lee

Posted by J. Mark Wallace on 11/23/2007, 12:30 am, in reply to "Finding old Military - Medical Records WWII era"

How can I obtain copies of flight records of my uncle Wade E. Knudson (457th BG) Glatton.

Thanks

J. Mark Wallace

"B-17G Serial 338587"

Posted by Dave Tarrant on 11/23/2007, 1:41 pm

This aircraft is carried on your website listing as having been salvaged after battle damage in March 1945, and the Freeman book of abbreviated record cards agrees; however, this aircraft was in service in Alaska in 1952 as a TB-17 assigned to 110 Radar Calibration Squadron as documented by an accident report. Connecting these bits of information is the presumption that the aircraft was rebuilt at an 8th AF depot and returned to service in some form, surviving postwar to eventually serve with the Alaskan Air Command.

I'm looking for any details anyone may have regarding this aircraft.

Thanks very much for any help you can provide, and thanks for the excellent website.

David W. Tarrant
#####@msn.com

"2009 REUNION"

Posted by Nancy Toth on 11/27/2007, 4:45 pm

You heard it here first!!!

2009 Reunion in Colorado Springs will be held on the following dates:

Thursday, October 8, 2009 -- Registration/Social Hour

Friday, October 9, 2009 -- Air Force Academy and Memorial Service

Saturday, October 10, 2009 -- Not booked yet, but we're hoping to have a B-17 at the airport and available for rides (cost will probably be around \$400.00 if you want to take a ride.) If we can't get on the B-17 tour schedule, the day will be free for you to enjoy on your own with dinner and entertainment at the Flying W Ranch. Crew and group pictures that afternoon.

Sunday, October 11, 2009 -- Morning membership meeting and Banquet that night.

Monday, October 12, 2009 -- Farewell breakfast.

Hotel: Same as at the 2001 Colorado Springs Reunion but under a different name: Crowne Plaza. Nightly room price locked in at \$99 + tax which I believe was the same price as in 2001. Free hotel shuttle from the Colorado Springs Airport. The hotel is undergoing a renovation beginning January 2008 to be completed by the Fall of 2008. They promise we will love it!

Make your plans now. Many more details later.

Nancy and Joe Toth

"Stories of the 457th from Duane Zemper"

Posted by Eric Zemper on 11/27/2007, 11:17 pm

The following two links are videos from interviews of Duane Zemper in which he tells stories from his time with the 457th.

<http://link.brightcove.com/services/player/bcpid1126028584?bclid=1125874346&bctid=1325129240>

<http://link.brightcove.com/services/player/bcpid1126028584?bclid=1125874346&bctid=1323280671>

-Eric Zemper

Posted by Norman K. Woodis on 11/28/2007, 10:54 pm, in reply to "Stories of the 457th from Duane Zemper"
Thanks for the link, I really enjoyed it!

"Mission No. 137"

Posted by David on 11/27/2007, 9:50 pm

My name is David H Munger, son of Howard B Munger who flew in the 749th Squadron, 457th Bomb Group, of the 8th Army Air Force in WWII. I have visited your web site and down loaded all of my father's 35 missions except for Mission No. 137. When I click on the link to Mission No. 137 nothing comes up. Mission No. 137 was flown on 19 October 1944 and the Target was Mannheim. All of the other missions work just fine. Can you please help restore Mission No. 137. Thanks for your help.

David H Munger

Posted by Willard Reese on 11/27/2007, 10:09 pm, in reply to "Mission No. 137"

David,

Mission #137 was flown on October 19th. 1944. It shows up clearly on my computer, both the name list and the original scanned loading lists. Try displaying mission #136, and then click on "Next" at the top of the page. This should take you directly to mission #137 on Oct. 19th.

Hope this helps,
Willard

Posted by David H Munger on 11/30/2007, 4:17 pm, in reply to "Re: Mission No. 137"

Willard: I went to Mission No. 136 and clicked on the next button but the screen still comes up blank. I also tried clicking on October 19th on the calendar and the screen still comes up blank. Would it be possible for you to copy the files for Mission No. 137 and just e-mail them to me at #####@yahoo.com Thanks for your help.

David H Munger

"See Any Fighters?"

Posted by Jerry Sale on 12/13/2007, 9:05 am

While at the Pensacola Beach Bomb Group Reunion, I sat at the table of a couple of vets that had gotten to the welcome cocktail meet and greet sometime before I did. One vet was wistfully looking at the bottom of his empty glass deciding if he wanted another. The other vet said, "Do you see any fighters?" The reply was, "No but I expect to see them shortly."

If you recognize yourself, it's ok to say so.

"Roll of Honor"

Posted by Sheila on 12/16/2007, 12:51 pm

The American Roll of Honor book which was donated by General Eisenhower in 1951 and is on display at St Pauls Cathedral in London, has now been digitized and is available for view on the internet.

I hope this link will open for those of you that would like to view it.

<http://www.stpauls-roh.org.uk/cgi-local/asdsrch.pl#images>

This is taken from their news release:

'St Paul's Cathedral is proud to be launching a digitalised version of the American Roll of Honour at this year's annual Thanksgiving Service (22nd November).'

"PFF"

Posted by Nettie Munger on 12/18/2007, 12:26 pm

What does PFF stand for? I'm finding it in the mission information. Nettie

Posted by Alan Morton on 12/18/2007, 4:36 pm, in reply to "PFF"

The Pathfinder were elite squadrons in RAF Bomber Command, during World War II. They located and marked targets with flares, which a main bomber force could aim at, increasing the accuracy of their bombing. While

the majority of Pathfinder squadrons and personnel were from the Royal Air Force, the group also included many from the air forces of other Commonwealth countries.

At the start of the war Bomber command made many daylight raids but the losses incurred from lack of escorting fighters when operating over Europe led them to switch the majority of their bombing missions to nighttime. This reduced losses, but made identifying and then hitting a target accurately very difficult. To reduce this problem Pathfinder squadrons were created.

The creation of the Pathfinder force was a source of one of the bitterest arguments of the Second World War. Initially the brainchild of Group Captain S O Bufton (a staff officer for whom Bomber Command's chief Arthur "Bomber" Harris had special contempt), Harris thought an elite would breed rivalry and jealousy, and have an adverse effect on morale. Sir Henry Tizard, advisor and one of the chief scientists supporting the war effort, said, however, "I do not think the formation of a first XV at rugby union makes little boys play any less enthusiastically."

Harris, however was forced to accept the idea. In order to minimise any adverse effects, Harris decided that every Group would have its own pathfinders, but again a bitter argument ensued, and eventually Harris lost and a separate group was formed: 8 Group, commanded by an Australian officer, Don Bennett, who was very highly-regarded within the RAF.[1] However, Bennett was not the first choice — Harris opposed the first choice of the Air Ministry, Basil Embry, the dashing young leader of 2 Group.

The Force was initially formed in August 1942 by creaming the best Squadrons from the existing Bomber Command Groups to make up the 'Pathfinder Force' (PFF), a tactic that understandably did not go down too well with the Group Commanders. Pathfinder Force (PFF) initially had no better tools than the rest of Bomber Command, flying its fair share of Stirlings, Halifaxes, Lancasters and Wellingtons. When new aircraft, such as the De Havilland Mosquito became available, PFF got the first ones, and then made good use of them by equipping them with ever more sophisticated electronic equipment, such as Oboe, a highly accurate radio navigation and bombing aid.

The United States Army Air Forces operated a similar force within the Eighth Air Force for "blind-bombing" through overcast on daylight missions using H2X radar-equipped bombers, for which it also used the terms "Pathfinder" and "PFF".

"Martin Norsic Info or pictures wanted"

Posted by Paul Renner on 9/16/2007, 11:27 pm

I am Marty Norsics grandson and am looking for any old photos of him you might share and any stories you have to tell I would love to hear them. Post here or contact me at #####@aol.com or ring me at 863-393-3692 after 5 pm .I appreciate anything you can contribute and will cherish it and will share it with my family. Paul Renner

Posted by Alan Morton on 9/17/2007, 4:25 pm, in reply to "Martin Norsic Info or pictures wanted"

Hi Paul ...

My immediate concern is ... trying to determine how familiar you are with this web site and/or are you just wishing to "cut to the chase" and try to collect any and all photos and/or stories about your Grandfather's WWII combat experiences with the 457th Bomb Group.

You are very fortunate that your grandfather was attached to 457th BG, 749th Bomb Squadron. Why? Because of the comprehensive content of specific data of an event(s) that happened sixty-five years ago that is compiled herein. So the question is ... what do you already know, that you've gleaned from researching this web site or are you starting from scratch knowing only 2% about the aforementioned issue(s)?

Tell us what you do know and what you don't know ... about Flight Engineer and Top Turret Gunner, T/Sgt. Martin Norsic.

Cheers,

Alan Morton

Posted by Alan Morton on 9/18/2007, 2:44 am, in reply to "Re: Martin Norsic Info or pictures wanted"

Well tonight, the same date I posted the above Message, I called Paul (in Florida) from California and discussed my message simply because of my saying let's "cut to the chase." I asked Paul when he first saw the 457th BG web site. His reply was ... "just yesterday -- was the first time."

Turns out that Paul's Grandfather former Flight Engineer T/Sgt. Martin Norsic, after service discharge returned the Cleveland, Ohio and became a Policeman for the City of Cleveland. Martin had two sons and had pretty well baptized them into model plane building, then building his own plane and teaching his two sons and himself to fly. Martin Norsic moved up the line to Detective. He passed away in 1980.

I mentioned to Paul about the 457th BG Reunion scheduled for this coming November 1 through 4, 2007 at the Hilton Garden Inn, 12 Via DeLuna Dr, Pensacola, Florida. AND ... the Reunion Group will visit the Pensacola Naval Air Station and Museum.

Both of Norsic's adult sons (as well a Paul Renner) live in Florida. I suggested they attend the November Reunion (and to be sure ... one of the three submit Martin Norsic's Obit to the Association Secretary ... so Norsic's passing could be a part of the Religious Services at the Reunion in Pensacola, Florida.

I suggested to Paul he get together with his two uncles (Norsic's sons) and share the photos, medals, etc they were given by their Mother with Paul AND to scan all same 457th BG photos for posting on this web site for future generations to see.

I reminded Paul (and Uncles) to watch the PBS the WWII documentary series "THE WAR" starting this September 23, 2007. Sunday evening at 8:00 PM. Check www.pbs.org/thewar

Posted by Daniel P Norsic on 12/17/2007, 11:22 pm, in reply to "Re: Martin Norsic Info or pictures wanted"

Martin Norsic was my Grandad and Martin Norsic the third is my father . My uncle Mike is his brother and they have never moved from cleveland if you want a picture I will ask him to check out you web site. If you have any questions you can send me an e mail.

Posted by Paul on 12/18/2007, 8:28 pm, in reply to "Re: Martin Norsic Info or pictures wanted"

I spoke with Alan this afternoon and will try to get what pictures are here in Florida scanned and put onto a disc so he can put them on the website.I am glad to see you have a interest in our granfather cousin.He was shot down in France and made it back to England hopped on a plane not long after and was back in the fight.Tell everyone up there about this site it is a testamony to Grandpa and all the young men whom fought with him and served this country with great courage not knowing their fate when they took off each time but knowing they could change the outcome of the war fought on battlefields below.God Bless and lets dig up old photos to help the site together.Paul

“Better Quicker & Cheaper”

Posted by Bob Collis on 11/23/2007, 5:44 pm

Can anyone elaborate on the date and details of the mid-air collision in which the above named 457BG B-17 lost most of the tail gunner's position ?

TIA
BC

Posted by Eric Brumby on 12/20/2007, 2:50 pm, in reply to “Better Quicker & Cheaper”

Bob Collis, sorry for late reply (my pc has been down)T/SGT RICHARD BARNES has written a book of his experiences of his service with the 457 th in ww2, his book shows a photo on page 22 of the tail damage to BETTER QUICKER&CHEAPER it was damaged on the24 th march 1945, the mission was to Hopsten jet a/fld he doesn,t elaborate as to how the damage was done, I,m a little surprised that it was a mid air collision ,he doesnt even hint at that which one would have thought he would!,perhaps someone else can shed more light on what actually happened!.Eric Brumby English 457 bg historian

Posted by Eric Brumby on 12/20/2007, 6:22 pm, in reply to “Better Quicker & Cheaper”

A/C 4339087 "BETTER QUICKER&CHEAPER" (749 SQD) Tail severely damaged on 24 march 1945 mission was to hopsten airfield(ME262),A photo of the tail of the aircraft is in the book by T/sgt R Barnes THE HIGHER SIDE OF WAR ,he was the flight engineer on the plane at the time, no exact details of how it got damaged, hope this is of some help. E Brumby English Historian 457 bg

Posted by Willard Reese on 12/20/2007, 7:27 pm, in reply to "Re: "Better Quicker & Cheaper"

Message modified by board administrator 12/21/2007, 7:42 am

Is this the picture you saw?

Not all aircraft went down after a mid air collision. We seem to have no other information on this website except what appears on the photo. We do know this aircraft survived the war and returned to the US.

Hap

Link: http://www.457thbombgroup.org/Aircraft_pictures/43-39087_Better_Quicker_&_Cheaper_2__7-35a.html

Posted by Alan Morton on 12/20/2007, 9:58 pm, in reply to "Re: "Better Quicker & Cheaper"

One of the most disconcerting features of flying Tail Gunner on a B-17 is the contortion the Gunner has to get into in order to operate the twin 50 caliber machine guns. The first item you notice as you crawl back to the Tail Gunner's position ... is a little wooden 1.5 inch thick object that resembles a bicycle seat without any padding. The seat is suspended about 12 inches off the floor. Naturally the Gunner will be facing backwards. He is an authority on knowing where the B-17 has been, but no idea where the A/C is going! His job is to protect the Vertical and Horizontal Stabilizer Assemblies from attacking German Fighter Aircraft trying chew off the entire Tail Assembly with cannon, rocket or machine gun fire. The attached photo depicts the damage to the Aircraft's twin 50 caliber guns. Had the Tail Gunner's legs been forward (instead of tucked under him), he'd be missing both of his legs and dead from loss of blood.

Now that bicycle seat! He's got to straddle over this seat and tuck his two legs under that wooden bicycle seat, with his rear end sitting down on the seat for most of the mission over enemy territory, say about six hours, of a 10 hour mission. It's holy hell.

Every so often you'll see a photo of the Lead Aircraft Crew standing ten men deep at Missions end. The Tail Gunner position in the photo is filled by an Flying Officer Pilot rather than an enlisted man! Why? The Officers job is to Observe the Mission Bomber Formation and inform the Air Commander sitting in the Co-Pilot's seat in the same A/C ... of any irregularities during the flight.

Ho-Ho-Ho Folks ... Seasons Greetings everyone!

"Question"

Posted by LAURENT LOIZY on 11/9/2005, 2:46 pm

Hello mr Nielsen, can you resend me a postal adress, for the Lt Charles blackwell crashed aircraft picture. She's ready to send, but i've loose the adress you sent. Thank you very much. laurent loizy.

Posted by Bill T on 12/27/2007, 7:36 pm, in reply to "question"

By chance is this a photograph from the rescue mission flown in December 1947? I am doing some research on the mission as my father was a member of the crew of the C-82 that flew supplies in and also towed the glider. I would welcome contact from anyone with information about the rescue mission or places I can look for additional information. Thanks

Posted by Sully Sullivan on 12/28/2007, 8:08 pm

207.200.116.72 Personnel

I need some information. Recently I was asked the personnel break down of a Squadron..i.e, Officers, enlisted, flying, and ground personnel, including aircraft maintenance and support people.

Thanks

"Pilot Lt. Donald C. Meyers, 750th Sqdn., Crew C339"

Posted by Lila Wallace on 5/3/2004, 1:49 am

Looking for information on B-17 Pilot Donald C. Meyers. Retired as Lt. Colonel having served in Air Force from November, 1942 till 1970. He was aircraft commander with the 8th Air Force, 457th Bombardment Group(H),

750th Sqdn, in England during WWII from October 1944 to March 1945. He flew 35 combat missions over Germany.

From December 1950 to October 1951 during Korea conflict; and from December 1967 to January 1969 aircraft commander during Vietnam conflict.

Think at one time the name of his plane was "Tarnished Angel." Would like to know the names of his crew members and/or any photos posted on web site?

Mr. Meyers passed away April 25, 2004. Burial services will take place May 4, 2004 at Marion National Cemetery, Marion, Indiana.

Thanking you in advance for any courtesies extended me.

Transferred this posting from Guestbook to Message Board this date - Alan Morton

Posted by Alan Morton on 5/3/2004, 2:06 am, in reply to "Pilot Lt. Donald C. Meyers, 750th Sqdn., Crew C339"

Lila ... See the posting on this Message Board dated: Posted by Alan Morton on 2/21/2004, 9:23 pm, in reply to "2nd Lt. Wilbur S. Pursell, 457th BG, 750th Squadron, Co-Pilot with D. C. Meyers Crew C339"

Please Email me and I will give you the particulars on Don's co-pilot, Lt. Wilbur S. Pursell AFTER you've read all the entries listed thereon. I'm certain Mrs. Pursell would be happy to share common Crew C339 information with you.

Posted by Lorraine on 5/3/2004, 2:26 pm, in reply to "Re: Pilot Lt. Donald C. Meyers, 750th Sqdn., Crew C339"

I am Donald's daughter, Lorraine Meyers, and my dad's neighbor, Lila Wallace started this search.

My dad passed away on April 25th, 2004 and his ashes will be interred in the National Cemetery in Marion Indiana on May 4, 2004 at 11am.

If you wish to correspond with me my email address is #####@netzero.net

Thanks,

Lorraine

Posted by Nancy Henrich on 7/16/2004, 10:54 pm, in reply to "Re: Pilot Lt. Donald C. Meyers, 750th Sqdn., Crew C339"

Lorraine...I am the editor of the newsletter. We always publish names and any information about those 457th Veterans who have passed away. If you would like us to include information about your Dad, please email me ASAP. Nancy

Posted by Margaret Hall on 6/8/2006, 6:26 am, in reply to "Re: Pilot Lt. Donald C. Meyers, 750th Sqdn., Crew C339"

I am writing for Sgt. James G. Ransdell, a crew member for this group. He would like to have information on any of the following people:

2nd Lt. Donald C. Meyers

2nd Lt. Wilbur S. Pursell

2nd Lt. Maurice. H Kessling

2nd Lt. Hollis Huddleston, visited him in Abilene after the war.

S/Sgt. Kenneth Vann

Cpl. Daniel Daherty

Cpl. Joseph Jakacki

Cpl. Robert D. Malloy

T. Sgt. William R. Watson

S. Sgt. Stephen T. Esterholdt

I have shown him copies of info I have found on Meyers, he wonders what happened to the other crew members. Thanks

Posted by Mona Esterholdt Wahlstrom on 12/30/2007, 5:20 pm, in reply to "Re: Pilot Lt. Donald C. Meyers, 750th Sqdn., Crew C339"

Steve is my cousin, but I am not in contact with him. His sister lives in Cokeville Wyoming and her email address is #####@hotmail.com Her name is Bonnie and she may respond to you about Steve

Posted by Ken Blakebrough on 5/3/2004, 12:23 pm, in reply to "Pilot Lt. Donald C. Meyers, 750th Sqdn., Crew C339"

Lila,

Don and his copilot Bill Purcell were in my Nissen hut during most of my time at Glatton the 457th Air base. I spoke with Don by phone a few months ago and was responsible for Don and his copilot reuniting after some 59 years. Click on Personal Recollections on this website and go to THE NISSEN HUT story for a word on Don. Sorry to learn of Don's passing.

Ken Blakebrough

"Harold J. Swinehart 2-9-42 enlistment year"

Posted by Shepherd on 1/2/2008, 11:20 pm

Like a lot of us, I'm trying to find info on my grandfather.

I know he was in the 8th army airforce, and that he was a waist gunner in a B-17.

I have his enlistment number. Can anyone out there help?

Thankyou,

Sean Shepherd

Posted by Sheila on 1/3/2008, 2:16 am, in reply to "Harold J. Swinehart 2-9-42 enlistment year"

Since you already have your Grandfather's serial number you probably already have this information too.

I believe that when he enlisted he was living in Elkhart Indiana, and he enlisted at Toledo, Ohio.

Since you are a close relative.. Grandson.. you should be able to obtain a copy of your Grandfather's records if they are available.

This website tells how to go about it.

<http://www.archives.gov/veterans/military-service-records/get-service-records.html>

Be warned that there was a huge fire at the National Records Center in 1973 and many records were lost.

From reading your message I assume that you don't know what bomb group or station your Grandfather served. If you can obtain his records they should give you more information. If they only give a station number, you can get back to me and I can tell you where that station was.

Good Luck!

Posted by Sean Shepherd on 1/3/2008, 1:48 pm, in reply to "Re: Harold J. Swinehart 2-9-42 enlistment year"

Thankyou for the response.

As far as where he was stationed, He told me a few stories-- Africa, Sicily(sp), Italy, France, and Germany. I do remember him telling me about bombing a factory in Germany, I guess they were hiding munitions under it. One the record search website, it states that I must be a "direct next of kin" brother, sister, son, daughter. Is there another way of getting his records?

Sean

Posted by Sheila on 1/3/2008, 3:35 pm, in reply to "Re: Harold J. Swinehart 2-9-42 enlistment year"

Go back and re-read the information. If you are a Grandson you should be able to request the information using the standard form 180.

"Hallie L. Bennett, 751st squadron"

Posted by burt a. bennett on 1/1/2008, 7:57 pm

My dad flew with the 751st squadron as a tail and waist gunner. His pilot was Jack B. Owens. I've located some mission information, but have not been able to locate any crew photos, name of their plane, etc. Any information would be helpful. Thanks to all the B-17 heroes.

Burt A. Bennett

Posted by Alan Morton on 1/4/2008, 1:07 am, in reply to "Hallie L. Bennett, 751st squadron"

Hi Burt ...

Your Dad flew approximately Fourteen (14) Combat Missions with the Pilot Jack B. Owens Crew in the summer of 1944. The First Mission was Mission 47 to Target: Villacoublay, France on May 20, 1944. The Plane Captain was Jack B. Owens. The co-pilot was Charles E. Berta and the Tail Gunner was Sgt, Hallie L. Bennett. But the rest of the crew was made up of strangers and their first time together (but all trained B-17 Flight Crew members -just the first time together as Pilot Owens Flight Crew).

The Second Mission #50 was to BERLIN on May 24, 1944 and still a mixed bag of crewmen. But the Pilot gets a new permanent Navigator Lt. Armen Topakian. (Berlin isn't the best target for a bunch of absolute strangers flying together in combat! But c'est la vie). Missions 51 and 52 remained "crew status quo."

Mission No. 83
Date - July 07, 1944
Target - Leipzig - Ditched

This was a repeat mission to the aircraft plants at Leipzig, the previous mission on Jun 29th had not done the job. This time the 457th had the same target and made visual passes in trail on the target. Photos later showed that the target had received direct hits and smoke billowed skyward and could be seen hundreds of miles away. On the way to the target one of the 457th planes, an old model F, was unable to transfer fuel and had to leave the formation and eventually ditched in the North Sea. Over 1000 planes had been dispatched and 37 failed to return.

Plane s/n 42-30731 was an old model F and on this mission to Leipzig was piloted by Lt Jack B. Owens. They had lost three engines and the fourth was sputtering. They left the formation and set direction toward Glatton. They were unable to maintain altitude and within 15 miles of England, over the English Channel, they elected to ditch the plane following standard procedures. The plane broke in half as it hit the water. Some of the crew managed to get a life raft out before the plane sank. Four of the crew drowned and the other five were rescued by air-sea rescue.

Jack B. Owens Crew Member this mission did not include Sgt. Hallie L. Bennett!

The crew on this mission was as follows:

Plane s/n 42-30731
Pilot Lt Jack B. Owens POW
Copilot Lt Hays Bricka POW
Navigator Lt Armen Topakian POW
Bombardier Lt Francis A. Minturn KIA
Aircraft Engineer T/Sgt Phillip M. Murillo KIA
Radio Operator T/Sgt Theodore C. Roland KIA
Right Waist Gunner S/Sgt John D. Ward POW
Ball Turret Gunner T/Sgt. Earl Markwalder KIA
Tail Gunner S/Sgt R.C. Zeagler POW

Here are ALL of the 14 Missions Numbers your Dad flew: 47, 50, 51, 52, 59, 61, 63, 65, 66, 79, 80, 94, 95 and 98.

Posted by Alan Morton on 1/4/2008, 1:50 pm, in reply to "hallie l. bennett, 751st squadron"

My posting this date 1/4/2008 has some obvious errors! Pilot Jack B. Owens, Co-Pilot Hays Brica, Navigator Armen Topakian, Sgt. John Ward and Sgt. R. Zeagle could not have ditched in the English Channel and ended up as POW's at the same time. Why? Because two of these three officers were back flying on Mission #95 aboard A/C #827 on July 25, 1944 ... AND these Officer's names are not posted as POW's on the Prisoner Of War section of this web site.

See:<http://www.457thbombgroup.org/NARRATIVES/MA95.HTML>

By the way the Model B-17F was easily identified because it had no Chin Turret like the later Model B-17G.

Lastly, Son Burt A Bennett wants to know if there are any photos of the Lt. Jack B. Owens crew. It's not likely, but we'll look. The son of Lt. Hays Brica lives in Florida, His Dad is deceased. No account of the whereabouts of Lt. Jack B. Owens. I'm trying to contact the Topakian family in Rhode Island. Unfortunately, we former Flight Crew members are dying off like flies.

Posted by Burt A. Bennett on 1/5/2008, 1:21 pm, in reply to "Re: hallie I. bennett, 751st squadron"

Thanks for the reply. My dad told me a story of his plane ditching in the North Sea as best I remember. I see where he is not listed on the crew list of Jack Owens A/C ditching in the Channel.

I also remember him telling me that he, the pilot and one other crew member were the only to survive their tour from the original crew. My mom had also mentioned that my dad had flown 25 missions. There are 14 missions shown with the 457th. Is it possible that he was transferred to another bomb group? My mom mentioned him being stationed somewhere other than Glatton for a time.

Posted by Alan Morton on 1/5/2008, 9:18 pm, in reply to "Re: hallie I. bennett, 751st squadron"

Hi Burt . . .

The big problem we all have is balancing recorded data against facts from the individuals still alive and comparing past events with those a no longer alive. And, as time goes by, 65 years after the fact ... the issue can become difficult separating fact from fancy.

The fact remains there is a strong Military Data Base of recorded information difficult to challenge. But, if your Dad was assigned to another station or stations, we might not be able verify these unknowns unless your records can substantiate same.

Besides, more remembrances have still to be exhausted as others respond.

Posted by Analisa Alapai on 6/6/2013, 1:52 pm, in reply to "Re: hallie I. bennett, 751st squadron"

My father Lt. Charles E. Berta is also not mentioned on the crew list of this ditched mission on 7/7/44. I know that he was on the plane because the crew waistgunner John Ward married my husband and I in Nevada!

Posted by Analisa Alapai on 6/7/2013, 12:26 pm, in reply to "Re: hallie I. bennett, 751st squadron"

It appears that the regular crew owens, berta, bennett and ward were In fact on this plane and the crew list is not correct.

Posted by burt a. bennett on 6/10/2013, 11:40 pm, in reply to "Re: hallie I. bennett, 751st squadron"

Thanks Analisa. That mission was one of the few war stories my dad shared with me before he passed. I knew there must have been a mistake with the loading list. Would like to hear more from you about your dad, mr. ward or additional info you may have

Posted by Analisa Alapai on 6/11/2013, 12:35 am, in reply to "Re: hallie I. bennett, 751st squadron"

Hi Burt, I have the most amazing story to tell you about how I met John Ward. Do you still use Facebook? I made a friend request to you.

Posted by Analisa Alapai on 6/11/2013, 7:07 pm, in reply to "Re: hallie I. bennett, 751st squadron"

This is amazing.....two weeks after my father passed away in 1992 I was married by the Chaplain at the Ponderosa Ranch. This is where they filmed the tv show Bonanza in Lake Tahoe, Nevada. About a week later I get a letter from John Ward. He says when I went over your paperwork I realized I knew your father. Then he proceeds to tell me the story about ditching the plane and that being the last time he ever saw my father. John Ward was from New York and my father was from Illinois and we were Lake Tahoe, Nevada! We were married 7/7/92. 48 years to the day of that mission my father, your father and John Ward were on. After the war my father met mother who was from Southern California and John Ward came out to Berkeley, California to go to the Seminary. I would very much like to hear about your father and anything else you might know. The only thing my father ever told me was that it was the best time in his life, he had Scottish girl friend named Dory

Bradbury and that they bombed the ball bearing factory in Schweinfurt close to where I lived in Germany in the Army. Oh and a guy at my works uncle was also in the same squadron James F. Casey. Small world huh. Hope to hear from you.

Posted by Burt A Bennett on 6/14/2013, 12:47 pm, in reply to "Re: hallie I. bennett, 751st squadron"

Hi Analisa,

Great to hear from you. Not on FB much these days, but I will get back on this evening. Look forward to talking to you.

Posted by Analisa Alapai on 6/14/2013, 12:49 pm, in reply to "Re: hallie I. bennett, 751st squadron"

Did you read my amazing tale on this site?

Posted by Burt A Bennett on 6/14/2013, 1:00 pm, in reply to "Re: hallie I. bennett, 751st squadron"

Yes, that is an amazing story! It's been so long since I visited this site. I think it's kind of amazing we were even able to connect. Looking forward to swapping stories about our fathers. Mine passed quite a while ago in 1979, but he told me a few stories about his time in WWII and I hope to post a few photos my brother and I have of his time there.

Posted by Analisa Alapai on 6/14/2013, 1:09 pm, in reply to "Re: hallie I. bennett, 751st squadron"

Yes looking forward to talking more. Friend me tonight so I can hear about your dad.

Posted by John Owens on 2/22/2015, 12:36 am, in reply to "Re: hallie I. bennett, 751st squadron"

I am the grandson of Jack B. Owens. He died in the early 1980s in Georgia. He flew in Korea as well. I am curious if anyone has access to the incident reports that were filed -- I heard stories about the July 7 flight as a child.

"THE ZEMPER COLLECTION"

Posted by Willard Reese on 1/10/2008, 6:10 pm

A new section, described as "The Zemper Collection", has been added to the website under the "Photo Archives" button on the home page.

This represents a collection of high resolution photos taken during 1944 and 1945 by Duane Zemper, the Photo Officer at Glatton, and his staff, and have come to us in the past months after 62 years in storage.

These pictures are made from scanned 'negatives' and represent clarity and detail such has not been seen on this website before.

Posted by Jerry Sale on 1/11/2008, 9:42 am, in reply to "THE ZEMPER COLLECTION"

These are great pictures. Are there plans to put captions with them?

Posted by Bob Benos on 1/11/2008, 6:18 pm, in reply to "Re: "THE ZEMPER COLLECTION"

I agree that the Zemper collection is a great set of pictures. Truly a rare collection of 457th history. To date I have identified 27 pictured planes by Name and/or serial number. Any plans to identify the plans or the crews on the web site?

Posted by Willard Reese on 1/11/2008, 6:56 pm, in reply to "Re: "THE ZEMPER COLLECTION"

Yes, it is our intention to label all these files as best we can. It will take time and lots of research. Anyone want to help? Contact me.

Hap

Posted by delarche on 12/17/2013, 4:10 am, in reply to "THE ZEMPER COLLECTION"

bonjour je recherche des photos du bombardement de la gare de triage de sotteville les rouen du 19 avril 1943 ainsi que d'autre photos du bombardement de rouen photos aériennes et au sol merci

"Carole Ann Phipps Wilson"

Posted by Erwin de Mooij on 12/28/2007, 3:18 am

Dear Carole Ann Phipps Wilson,

I seem to have some problems with your e-mailaddress. Did you receive my e-mail? Could you please let me know.

Best regards,
Erwin de Mooij

Posted by Carole Ann Phipps Wilson on 1/11/2008, 9:22 pm, in reply to "Carole Ann Phipps Wilson"

Dear Erwin de Mooij,

I received your second e-mail and replied to it on Saturday, December 29, 2007 at 07/13/10 AM.

I would very much like to exchange information with you regarding my father, Rupert Lee Phipps, the navigator/bombardier on the Jayhawk when it went down on September 26, 1944. Please reply here if you didn't receive my e-mail of 29 December.

Regards,
Carole Ann

"2008 UK Reunion"

Posted by Charles Alexander on 1/14/2008, 12:13 am

I've got my, and my family's, airline tickets bought and the rent car booked for the 2008 UK reunion. I'm a member but haven't received any details, costs, or hotel registration info yet. Is any of this available? If not, when can we expect it? We are looking forward to the reunion. CHARLES ALEXANDER

Posted by Candy Fluman on 1/16/2008, 9:37 pm, in reply to "2008 UK Reunion"

The 457th UK reunion for 2008 will be May 24-28.

Our headquarters will be the Bull Hotel in Peterborough. I am negotiating with the hotel for room rates, but will not have more information until mid-February.

Registration for the reunion will begin Sat. a.m. May 24th with the closing Banquet, Tuesday, May 27th.

Reagrds.

"A/C of The 457BG, PHOTOS"

Posted by ERIC BRUMBY on 1/16/2008, 11:45 am

Will someone Please explain why A/C 42-3111607 "ROSE OLIVE", has a chin turret in photo 1 page 6, but has not in photo 2 page 6 ??????, I could be wrong but it looks to me like photo 2 is a touched up sample! , is this nothing more than a n error on the part of the person who compiled the page?, just curious.

"God Bless America."

ERIC BRUMBY ENGLISH HISTORIAN U K

Posted by Alan Morton on 1/16/2008, 4:11 pm, in reply to "A/C of The 457BG, PHOTOS,"

It's a crazy mixed up world out there, and it was even crazier during WWII. Just like in life we find out that someone has the same name as a relative of ours. Hey, it's a different family than ours, right? Like the name Eric is not specifically yours alone.

For openers, we're talking about an earlier Model B-17F (with no chin turret) and a later Model B-17G (with a chin turret). The B-17s were carefully assigned SPECIFIC A/C Serial Numbers as they came off the Assembly Lines.

Additionally, the B-17 Aircraft were stationed around the world at different Air Bases and attached to different Air Forces; and even to different Nations. The only assurance that there are not "two of a kind" is the Aircraft Serial Number.

Often times, the A/C Serial Number is difficult to read off the Vertical Stabilizer and wrongly identified. If an error was given to a B-17 photo and its Serial Number it was a human error. This was the case here.

Click on this URL: http://www.457thbombgroup.org/aircraft_pictures/Page6.html

The top photo regarding: A/C-42-31607 is correct as shown.

The second photo is incorrect as identified as A/C-42-31607 because of the name "Rose Olive" painted on the nose of a B-17F stationed in the United States as a training A/C. The Serial No. is unknown. But it is not A/C-42-31607!

God Save the Queen

Posted by eric brumby on 1/17/2008, 10:24 am, in reply to "Re: A/C of The 457BG, PHOTOS,"

Thanks Alan, I was aware of most of the info regarding A/C numbers etc Buty I was Puzzled about the photo of the "F" model,Its always nice to get your comments ,so thank you for that. Eric (uk)

"Pilot Myrton P. Barry"

Posted by Jeffery Thole on 1/21/2008, 1:39 am

I am seeking any information about a pilot named Myrton P. Barry. On this web site he is listed as the pilot of my father's crew, Squadron 749 crew 113. I think that may be incorrect.

Posted by Alan Morton on 1/21/2008, 6:15 pm, in reply to "Pilot Myrton P. Barry"

Dear Mr. Jeffery Thole:

I've located the only two (2) Combat Missions that your Father flew on. Only one (1) was with Pilot Myron P. Barry. What information are you seeking, that I might help locate for you about Pilot Myron P. Barry?

Best regards, Alan Morton

Posted by Jeffery Thole on 1/22/2008, 1:45 am, in reply to "Re: Pilot Myrton P. Barry"

Yes, after further research, I see that one of my father's missions was flown by Pilot Myrton P. Barry. My father only remembered Pilot Arthur R. Tiemann. Is there a picture of Pilot Barry posted anywhere? I see that his first name was sometimes spelled Myron.

Posted by Alan Morton on 1/22/2008, 1:41 pm, in reply to "Pilot Myrton P. Barry"

Man Jeffery, you and your Dad are in Luck!

See photo of Myrton P. Barry ...http://www.457thbombgroup.org/Portrait_Gallery/page2.html

Your Dad Flew with Arthur R. Tiemann on Mission 235 to Falkenberg, Germany on April 19, 1945

Arthur R. Tiemann

Robert D. Nelson

Charles B. Evans

Harold E. Aaser

Robert L. Coffey

Robert L. Powell

James L. Meadows

Ralph J. Thole

Edward C. Wheaton

Posted by Alan Morton on 1/22/2008, 3:49 pm, in reply to "Pilot Myrton P. Barry"

Here's the big one Jeffery for your Dad Ralph J. Thole!

Flying aboard A/C 161, all the way across Europe to bomb the Elbe River bridge(s) between Russia and Dresden, Germany on April 17, 1945 to stop the Germans troops from escaping back into Germany from the Russians with his favorite Pilot Lt. Myrton P. Barry and crew.

Mission 233

Target: Dresden, Germany

749th Squadron

457th Bomb Group

Myrton P. Barry --- Pilot

Arthur R. Tiemann - Co-Pilot

Charles B. Evans -- Navigator

Robert L. Coffey -- Engineer/TT

Robert L. Powell -- Tail Gunner

Harold E. Asher --- Chin Turret

James L. Meadows -- Radio Operator

Ralph J. Thole ---- Ball Turret Gunner

Edward C. Wheaton - Waist Gunner

Posted by Jeffery Thole on 1/23/2008, 1:04 am, in reply to "Re: Pilot Myrton P. Barry"

Is there any way to know the name or serial number of A/C 161 and A/C 524 so I could look them up on the B-17 aircraft page?

Posted by Richard Gault on 7/12/2013, 4:03 pm, in reply to "Re: Pilot Myrton P. Barry"

I am researching the B-29 crash in which he was killed. I would appreciate any personal and service details as his service records appear to have been destroyed in a fire.

Thank you in advance.

"Peterborough war brides"

Posted by eric brumby on 1/22/2008, 6:46 pm

Hope this is not out of place here,!.I only know of one war bride who married a 457 man (Dear Joe Falcone married Iris) surely there are others? can anyone add to the list?,I would be very interested to get some reply to this question. Eric Brumby Peterborough u k .

Posted by Sheila on 1/22/2008, 10:51 pm, in reply to "Peterborough war brides"

Yes Eric there was more than one man from the 457th that married local girls. One of them married a friend of my Mothers from Sawtry. She moved over to the States after the war, but it didn't work out and she returned to Sawtry. I went to school with their son. My friend Janets dad married a girl from Peterborough. He was stringing two women along at the same time. His wife and their daughter also moved to the States after the war, but they also later divorced. There were others that the local people spoke of, but I don't recall who they were.

Posted by eric brumby on 1/23/2008, 5:17 am, in reply to "Re: Peterborough war brides"

Thank you Sheila,

My "E" mail address is..

#####@gmail.com ,

Would you kindly send me an "E" mail ?. (I have a private query with regards to this Question)If thats O K with you. thanks again.

Eric

"Looking for Hobart Merritt"

Posted by John Bartlett on 10/22/2005, 3:44 pm

On behalf of Mathew Patulski a Radar/Nav./Bombardier with the 457th, I am seeking information about Hobart W. Merritt who was also a Radar/Nav./Bombardier with the 457th. Mathew lost contact with Hobart after the war and would like to contact him if possible.

Posted by Doug Merritt on 2/2/2008, 11:13 pm, in reply to "Looking for Hobart Merritt"

I am Bart's son; I'm sorry to relate that, although he was still alive when you posted your question, he passed away not much later, on Aug 1, 2006.

I'd be happy to talk to Mathew about the times he shared with Bart in WWII. Everyone involved were heroes, particularly those who bombed Germany -- the survival rate was horrid.

My email is paraphrased to hide it from spammers; read it aloud to reinterpret it: doug merritt at the site earthlink dot net

"Derdzinski, George"

Posted by Kirk Adams on 2/3/2008, 5:36 pm

I recently acquired a jacket and some papers of Harvey Cottrell, which included a crew photo of the "Nancy K" signed by George Derdzinski, among others. I know Jim Dirk would be interested to see it, and wonder if you could have him contact me. Thanks. You have a fantastic site, and I have been able to learn a lot from the postings. Hope to hear from you.

Kirk Adams

"THE SHOE BOMBER"

Posted by Alan Morton on 12/12/2003, 2:50 pm

This story may not be about the B-17 Flying Fortress bomber of WWII per se, but it is about patriotism, apple pie, Motherhood and the American flag. This is what all military men and women fought for, and are now fighting for, in all wars. The United States of America.

Remember the guy who got on a plane with a bomb built into his shoe and tried to light it? His trial is over.

How much of this Judge's comments did you hear on TV? Everyone should hear what the judge had to say.

Ruling by Judge William Young U.S. District Court.

Judge William Young made the following statement in sentencing the "shoe bomber" Richard Reid to prison. It is noteworthy, and deserves to be remembered far longer than he predicts. I commend it to you and to anyone you might wish to forward it to.

January 30, 2003, United States vs. Reid.

Judge Young: Mr. Richard C. Reid, hearken now to the sentence the Court imposes upon you. On counts 1, 5 and 6 the Court sentences you to life in prison in the custody of the United States Attorney General. On counts 2, 3, 4 and 7, the Court sentences you to 20 years in prison on each count, the sentence on each count to run consecutive with the other. That's 80 years. On count 8 the Court sentences you to the mandatory 30 years consecutive to the 80 years just imposed.

The Court imposes upon you each of the eight counts a fine of \$250,000 for the aggregate fine of \$2 million.

The Court accepts the government's recommendation with respect to restitution and orders restitution in the amount of \$298.17 to Andre Bousquet and \$5,784 to American Airlines.

The Court imposes upon you the \$800 special assessment.

The Court imposes upon you five years supervised release simply because the law requires it. But the life sentences are real life sentences so I need go no further.

This is the sentence that is provided for by our statutes. It is a fair and just sentence. It is a righteous sentence.

Let me explain this to you. We are not afraid of any of your terrorist co-conspirators, Mr. Reid. We are Americans. We have been through the fire before. There is all too much war talk here. And I say that to everyone with the utmost respect.

Here in this court, where we deal with individuals as individuals, and care for individuals as individuals, as human beings we reach out for justice, you are not an enemy combatant. You are a terrorist. You are not a soldier in any war. You are a terrorist. To give you that reference, to call you a soldier gives you far too much stature.

Whether it is the officers of government who do it or your attorney who does it, or that happens to be your view, you are a terrorist. And we do not negotiate with terrorists. We do not treat with terrorists. We do not sign documents with terrorists. We hunt them down one by one and bring them to justice. So war talk is way out of line in this court.

You are a big fellow. But you are not that big. You're no warrior. I know warriors. You are a terrorist. A species of criminal, guilty of multiple attempted murders. In a very real sense Trooper Santigo had it right when you first were taken off that plane and into custody and you wondered where the press and where the TV crews were and he said you're no big deal. You're no big deal.

What your counsel, what your able counsel and what the equally able United States attorneys have grappled with and what I have as honestly as I know how tried to grapple with, is why you did something so horrific. What was it that led you here to this courtroom today? I have listened respectfully to what you have to say. And I ask you to search your heart and ask yourself what sort of unfathomable hate led you to do what you are guilty and admit you are guilty of doing. And I have an answer for you. It may not satisfy you. But as I search this entire record it comes as close to understanding as I know. It seems to me you hate the one thing that is most precious. You hate our freedom. Our individual freedom. Our individual freedom to live as we choose, to come and go as we choose, to believe or not to believe as we individually choose.

Here, in this society, the very winds carry freedom. They carry it everywhere from sea to shining sea. It is because we prize individual freedom so much that you are here in this beautiful courtroom. So that everyone can see, truly see that justice is administered fairly, individually, and discretely. It is for freedom's sake that your lawyers are striving so vigorously on your behalf and have filed appeals, will go on in their representation of you before other judges. We are about it. Because we all know that the way we treat you, Mr. Reid, is the measure of our own liberties.

Make no mistake though. It is yet true that we will bear any burden, pay any price, to preserve our freedoms. Look around this courtroom. Mark it well. The world is not going to long remember what you or I say here. Day after tomorrow it will be forgotten. But this, however, will long endure. Here in this courtroom and courtrooms all across America, the American people will gather to see that justice, individual justice, justice, not war, individual justice is in fact being done.

The very President of the United States through his officers will have to come into courtrooms and lay out evidence on which specific matters can be judged, and juries of citizens will gather to sit and judge that evidence democratically, to mold and shape and refine our sense of justice.

See that flag, Mr. Reid? That's the flag of the United States of America. That flag will fly there long after this is forgotten. That flag stands for freedom. You know it always will.

Custody Officer. Stand him down.

Posted by Andy Reeves on 12/13/2003, 9:07 am, in reply to "THE SHOE BOMBER"

Thanks Alan for providing all of us with the sentencing statement made by Judge Young. It is too bad that this will never be read and understood by Osama Ben Laden and his followers. I doubt however if they were to gain access to this document that they could understand and comprehend what is contained therein.

Posted by eric brumby on 2/8/2008, 12:54 pm, in reply to "THE SHOE BOMBER"

Alan I am ashamed to say that this is the first time I have seen this wonderful article of yours .

,I know I am very late with my reply but Thank you for bringing it on to the 457 bg site , the Judge is a truly remarkable speaker what remarks he said at that trial must be rememberd for a very long time,I do wish we here in the u k were a bit more vociferouse when it comes to these things Eric Brumby UK

"Lt Owen Coffman"

Posted by Eric Brumby on 2/8/2008, 12:20 pm

A/C 42-97236 pilot OWEN COFFMAN A/C Crashed before assembly (over uk 21/4/44.) TARGET WAS Merseburg, Any further info would be welcome.

Also 3x other Coffmans CHARLES/DICK/HAROLD/

Dick was P O W Stalag Luft 3, further info on these boys welcome. thank you Eric Brumby (peterborough historian 457 bg)

Posted by Willard Reese on 2/8/2008, 1:10 pm, in reply to "Lt Owen Coffman"

Message modified by board administrator 2/8/2008, 1:13 pm

As a follow-up to your message Owen, you might want to see the following: The mission was scheduled for Mar 21st for Merseberg but was recalled. The Group got no credit for this mission even having lost this aircraft.<=" div=">

Link: <http://www.457thbombgroup.org/Fate/RLF045.HTML>

"Crash landings 44-8414 and 44-8418"

Posted by Leendert Holleman on 2/9/2008, 12:44 pm

On this website it says that B-17 "44-8414" (G.I. Virgin III) made a crash landing on 19 March 1945. Pilot was Lt. Harlan Buettner.

Same for B-17 "44-8418" (Bad Time Inc.) on 10 January 1945 with pilot Lt. Robert Woods.

Is there any information available where these crash landings took place? Any names of towns mentioned somewhere?

Thanks for any help.

Leendert Holleman
Brugge/Belgium

"Maj. George A. Beere, Capt. James P. Peterson, photos found?"

Posted by Catharine on 2/19/2008, 12:16 pm

Hello,

I purchased a used book that contained a newspaper clipping from the NY Times in 1952 and also some old black and white photos.

The clipping shows Maj. George A. Beere, co-pilot, an unidentified Army nurse, and Capt. James P. Peterson, pilot at Tempelhof Field in Berlin. They had just landed their USAF Ambulance plane after being fired at by 2 Soviet jets.

There are 5 black & white photos in the book that appear to be from around the same time. Some of the photos show who I think is George A. Beere according to the resemblance of the person in the newspaper clipping, and in another photo, it appears he is with the same nurse from the newspaper.

I would like to find out if anyone knows of him, as I would like to get these pictures back to the family.

Thank you. Please email me at #####@yahoo.com

Posted by Alan Morton on 2/20/2008, 3:32 pm, in reply to "Maj. George A. Beere, Capt. James P. Peterson, photos found?"

Dear Catharine,

I have no way of knowing what luck you've had finding the Beere et al to date. So belatedly, I've checked some old 457th BG Association records and see L/COL George Beere lived (at one time) in San Antonio, TX.

Telephone INFORMATION states, there is no longer anyone at that name/address. But there are presently seven or eight Beeres listed in San Antonio, TX telephone registry. It might be worth you're checking with the City of San Antonio, TX.

Lots of Luck, Alan Morton

Posted by Alan Morton on 2/20/2008, 4:55 pm, in reply to "Re: Maj. George A. Beere, Capt. James P. Peterson, photos found?"

Catharine

As luck would have it, I found the telephone number of Anne Beere in San Antonio! Anne was kind enough to return my telephone message. I passed on your posting. Anne stated her husband L/COL Beere passed away in December 1990. I will send her Email address to you under separate cover. I told her of your finding(s). Case closed, happily.

Cheers, Alan Morton

Posted by Catharine on 2/20/2008, 9:18 pm, in reply to "Re: Maj. George A. Beere, Capt. James P. Peterson, photos found?"

Dear Mr. Morton,

I had no idea I would receive such a quick response! I am surprised and grateful for your help in locating the Beere family.

I am excited about looking Anne up and giving her a call and getting the family photos back to her. I once lived in San Antonio, and that's probably where I picked up the book that held the photos. I will keep you posted!

With sincere thanks for your help, Catharine DeVault

"Pensacola, Florida 457th BG Reunion - November 1-4, 2007"

Posted by Alan Morton on 9/29/2007, 12:41 am

One More Time!

Part of the Subject Reunion Program in Pensacola, Florida will be the Services announcing the deaths of former service men and service women that were attached at one time or another to the 457th Bomb Group in the USA or overseas at the Glatton Air Base, England.

But alas ... for this function to be successful it requires the Families of the deceased Service Men and Women to report this information to the Association Secretary including the actual published Obituary of record, This information will allow the Association Secretary to include this data in the next Association Newsletter following the Reunion that's mailed to Association PAID Membership. That's fair ... right?

Annual Dues are HEAVY: \$25.00 for a two (2) year membership! (That's \$12.50 per year!)

See the Home Page Button entitled "MEMBERSHIP" for details.

457th Bomb Group Association Secretary

Nancy Toth

Pueblo. CO

Tel. (719) ####, Fax. (719) ####

Email address: #####@comcast.net

Posted by Marilyn Clark on 12/30/2007, 5:42 pm, in reply to "Pensacola, Florida 457th BG Reunion - November 1-4, 2007"

Does anyone have pictures or information about the Nov. Reunion in Pensacola? Will these be added to the web site ?

Posted by Francis Staff on 2/5/2008, 9:16 am, in reply to "Pensacola, Florida 457th BG Reunion - November 1-4, 2007"

INFORMATION ON 2008 REUNION ?

Posted by Candy Fluman on 2/6/2008, 2:55 pm, in reply to "REUNION 2008"

The mini-reunion planned for Glatton, 2008, will be held May 24th-May 28th. Headquarters for the reunion will be the Bull Hotel in Peterborough.

Additional information on rates and activities will be available in a couple of weeks.

Posted by Alan Morton on 2/6/2008, 6:57 pm, in reply to "Pensacola, Florida 457th BG Reunion - November 1-4, 2007"

For the record ... I have been in contact with Ms. Clark on and off ever since the Subject Reunion. She wants photos of the Reunion. I have explained to her repeatedly ... there are no OFFICIAL Photos for her to peruse! I have suggested she write or call the Association Secretary numerous times, to little avail.

I pointed out to her that the current Association News Letter may have some photos. But, she may not be an Association member; and as such she would not be a recipient of the News Letter.

Alan

Posted by Michael Rodgers on 2/22/2008, 6:18 pm, in reply to "Re: Pensacola, Florida 457th BG Reunion - November 1-4, 2007"

I was the unofficial "official" photographer of the reunion and as a result took several photos of the dinners and particularly of the group and squadrons poolside. I'm happy to send a CD copy of these shots.

Michael Rodgers
Toronto, Ontario

"2nd Lt A Fitch Crew Member, Rattlesnake Daddy"

Posted by Eric Brumby on 2/29/2008, 6:35 pm

With ref to Rattlesnake Daddy (Shot Down on First Mission) 2nd Lt ART FITCH jr, Was one of a group of 457 bg men who attended the very first MINI here in Peterborough way back in the late 1970s, He and I became great friends , a truly gentle gentleman ,Very reluctant to talk too much about his war time exploits, In those far off days very few if any of the old flyers had been back to their old hunting grounds much less to Cambridge/ Madingley American Cemetary, So I took him there one fine sunny day, we walked silently along the bright sparkling rows of crosse, stopping here and there to check out any names he thought he would recognise, Suddenly he stopped dead in his tracks, his fine old face seemed drained of any colour, he mumbled something, then I noticed a few small tears slide down his cheeks, he turned and said PINKNEY!!...Pinkney it soon became evident was his best friend!, and dear old Art had no Idea that his pal had died in the Miss Ida crash, he told me later that he had spent a long time after ww2 trying to find him, Well he found him! ,I still have the photo I took on that day of him standing just behind his best friends last resting place,I guess they are both there together now swopping great war stories, Bless em all those great bunch of heroes,

Eric Brumby
Peterborough uk.

"Shot down on first mission"

Posted by william surrette on 2/25/2008, 1:33 pm

My father-in-law (Bartolo Rizzo from Providence, Rhode Island) was the navigator on a b-17 with triangle U squadron. He was shot down on his first mission. I believe the pilot was the only one to die as the plane was too low when he bailed out. The crew was hid by the Belgium underground until they could get back to safety. Does anyone have any information on this plane, the mission, the day of the incident and maybe any info on any survivors. Thanks

Posted by Alan Morton on 2/25/2008, 6:48 pm, in reply to "shot down on first mission"

Hi Bill ...

I think you and wife would get much more enjoyment out doing the research about your father-in-law yourselves! So I'm going to set you up with the starting point to answer all of your questions:

Bartolo's first mission was Mission No. 172 to Eiskirchen, Germany on 10 January 1945.

The Flight Cr

Cheers, Alan Mortonew Officers consisted of:

Frederick C. Gauss Pilot
Ralph L. Gray Co-Pilot
Bartolo Rizzo Navigator
Arthur K. Fitch, Jr Bombardier
Jack Woodford Top Turret/Engineer
Robert W. Pinkney Radio Operator/Gunner
Robert E. Glenn Ball Turret
Edward B. Tooker Waist Gunner
Walter M. McGuire Tail Gunner

Now, for a starting point ... go to the Home Page and find the blank "SEARCH" Block and type in only one word Rizzo and hit the Search Button.

Up comes a listing of his only mission including his 749th Bomb Squadron, the Aircraft they were aboard A/C# 42-315086. If you scroll down the page ... is the actual Loading List of the Gauss Crew and other facts of personal interest.

"Get Going"

Cheers, Alan Morton

Posted by Todd Gray on 2/25/2008, 10:45 pm, in reply to "Re: shot down on first mission"

The aircraft they were aboard was called Rattlesnake Daddy II A/C #44-46088. There is a very good account of this story in a book written by Roland O. Byers called "Black Puff Polly and other flights to eternity. It is Lt. Arthur Fitch's story of this mission.

Posted by Alan Morton on 2/26/2008, 12:40 am, in reply to "Re: shot down on first mission"

Hi Todd,

Actually, we're both wrong Todd, the aircraft is really s/n 44-6088, Rattlesnake Daddy II. You were just a digit too many ... I was way off!

Thanks Todd, Alan

Posted by Alan Morton on 2/29/2008, 11:27 pm, in reply to "shot down on first mission"

Here is a photo of the entire Gauss Crew that was shot down on their first combat mission <http://www.457thbombgroup.org/AirCrews/Gauss%20Crew%20%20%202012-52.html>

Tie this Gauss Crew photo to the Message Board posting of Eric Brumby (Friends Of The Eighth Air Force - FOTE) dated 2-29-08 herein, entitled: 2nd Lt A. Fitch Crew Member, Rattlesnake Darry

"Misson no. 77"

Posted by Jason Saulsberry on 3/5/2008, 6:18 pm

While searching for information about my grandfather I ran across honor roll mission no. 77 stating that the "ace of hearts" was hit by flak. and that my grandfather was taken as a P.O.W. I know that this information is not correct as he was never taken as a p.o.w. Just thought I would put that out there

Posted by Alan Morton on 3/5/2008, 11:09 pm, in reply to "misson no. 77"

Jayon ...

You spell your own last name Saulberry.

Isn't it odd that your own Grandfather's name is actually spelled Jay L. Saulsbury. He was T/Sgt. Jay L. Saulsbury, the Ormsby Flight Crew "Radio Operator."

I finally found your Grandfather's name and crew by finding the A/C serial number 43-37733 with Nose Art ..."Ace of Hearts." Squadron 750.

Here's the entire Flight Crew:

Lt. Scott B. OrmsbyPilot
Fred D. StallingsCo-Pilot
Vincent A. LemonNavigator
Arthur R. Mendenhall ...Bombardier
Fred F. CastleFlight Engineer
Jay L. SaulsburyRadio Operator
Gordon J. NeelyBall Turret Gunner
Alvin J. HendryxWaist Gunner
Ray F. JonesTail Gunner

I'm taking your word that your Grandfather was not a POW ... since the flak damaged A/C on this mission returned safely to the Glatton Air Base.

Cheers, Alan

Posted by Jason Saulsberry on 3/6/2008, 6:19 am, in reply to "Re: misson no. 77"

I agree it is odd that that they spell his name Saulsburry instead of the correct saulsberry. I finally got time to look at loading lists and find the plane he referred to as the Cheryl Ann. My only guess is that it was s/n 44-6167. He spent time on a number of the mighty fortresses but his crew flew on 44-6167 seven times. More than any other air craft. Sadly I will never know for sure. Thank you for all your help.

Posted by Alan Morton on 3/6/2008, 1:22 pm, in reply to "Re: misson no. 77"

Jason...

You say on your last Posting of 2/6/2008 ... "Sadly I will never know for sure." What is it that "you will never know?" Anything about your Grandfather's military career with the 457th Bomb Group is taken from military records. This WWII web site and a few others are religiously kept current. Have you seen all the many photos just added that you might peruse and might find to your liking, taken 63 years ago. There's a wealth of knowledge ... for future Generations.

Cheers, Alan Morton

Posted by Alan Morton on 3/6/2008, 2:29 pm, in reply to "Re: misson no. 77"

Jason

Why don't you post all of the Combat Missions your Grandfather flew.
See the All of the Combat Missions I posted a short time ago on T/Sgt. Martin Norsic, Jr.

Cheers, Alan Morton

Posted by Sully Sullivan on 3/6/2008, 12:50 pm, in reply to "misson no. 77"

Jason, Although not assigned to his crew, I flew as navigator on a couple of missions with Scott Ormsby (missions 110 and 116) and your grandfather, Jay, was on those missions. However, I am sorry to say I cannot remember him.

Posted by Alan Morton on 3/6/2008, 2:01 pm, in reply to "Re: misson no. 77"

Hi again Jason and Sully ... What we need are photos you might have of your Grandfather or of the Ormsby Flight Crew as a unit or single individual photo of Crew Members.

Cheery Oats, Alan

"Combat Missions flown day after day for three months"

Posted by Alan Morton on 2/28/2008, 2:37 pm

Combat Missions Flown: T/Sgt. Martin Norsic, Jr., Flight Engineer/Top Turret Gunner,
8th Air Force, 457th Bomb Group, 749th Squadron

Mission No 177 (January 21, 1945) (Pilot: Steadman) (Target: Aschaffenburg, Germany)
Mission No 180 (January 29, 1945) (Pilot: Steadman) (Target: Siegen, Germany)
Mission No 181 (February 1, 1945) (Pilot: Castanias) (Target: Ludwigshafen, Germany)
Mission No 182 (February 3, 1945) (Pilot: Castanias) (Target: Berlin, Germany)
Mission No 183 (February 6, 1945) (Pilot: Castanias) (Target: Schmalkalden, Germany)
Mission No 184 (February 9, 1945) (Pilot: Castanias) (Target: Lutzkendorf, Germany)
Mission No 185 (February 10, 1945) (Pilot: Castanias) (Target: Dulmen, Germany)
Mission No 186 (February 14, 1945) (Pilot: Castanias) (Target: Dresden, Germany)

Mission No 187 (February 15, 1945) (Pilot: Castanias) (Target: Dresden, Germany)
Mission No 188 (February 16, 1945) (Pilot: Castanias) (Target: Gelsenkirchen, Germany)
Mission No 191 (February 21, 1945) (Pilot: Castanias) (Target: Nuremberg, Germany)
Mission No 192 (February 22, 1945) (Pilot: Castanias) (Target: Salzwedel, Germany)
Mission No 193 (February 23, 1945) (Pilot: Castanias) (Target: Ellingen, Germany)
Mission No 194 (February 24, 1945) (Pilot: Castanias) (Target: Harburg, Germany)
Mission No 195 (February 25, 1945) (Pilot: Castanias) (Target: Munich, Germany)
Mission No 197 (February 27, 1945) (Pilot: Castanias) (Target: Leipzig, Germany)
Mission No 198 (February 28, 1945) (Pilot: Castanias) (Target: Soest, Germany)
Mission No 199 (March 1, 1945) (Pilot: Castanias) (Target: Goppingen, Germany)
Mission No 200 (March 2, 1945) (Pilot: Castanias) (Target: Chemnitz, Germany)
Mission No 201 (March 3, 1945) (Pilot: Castanias) (Target: Chemnitz, Germany)
Mission No 202 (March 5, 1945) (Pilot: Castanias) (Target: Chemnitz, Germany)
Mission No 204 (March 8, 1945) (Pilot: Castanias) (Target: Bottrop, Germany)
Mission No 205 (March 9, 1945) (Pilot: Castanias) (Target: Kassel, Germany)
Mission No 207 (March 11, 1945) (Pilot: Tague) (Target: Bremen, Germany)
Mission No 209 (March 14, 1945) (Pilot: Castanias) (Target: Lohne, Germany)
Mission No 210 (March 15, 1945) (Pilot: Castanias) (Target: Zossen, Germany)
Mission No 212 (March 18, 1945) (Pilot: Castanias) (Target: Berlin, Germany)
Mission No 220 (March 28, 1945) (Pilot: Castanias) (Target: Berlin, Germany)
Mission No 222 (March 31, 1945) (Pilot: Castanias) (Target: Halle, Germany)
Mission No 223 (April 4, 1945) (Pilot: Castanias) (Target: Rotenburg, Germany)
Mission No 224 (April 5, 1945) (Pilot: Castanias) (Target: Ingolstadt, Germany)
Mission No 227 (April 9, 1945) (Pilot: Castanias) (Target: Furstenfeldbruck, Germany)
Mission No 228 (April 10, 1945) (Pilot: Litocot) (Target: Oranienbrug, Germany)
Mission No 230 (April 14, 1945) (Pilot: Castanias) (Target: Royan, Germany)
Mission No 232 (April 16, 1945) (Pilot: Castanias) (Target: Regensburg, Germany)
Mission No 233 (April 17, 1945) (Pilot: Castanias) (Target: Dresden, Germany)

Note the compressed Mission Schedule day after day normally running 8 to 10 hour missions.

The B-17 Bomber Flight Crews are wakened at 4:00 am in the morning ... wash, shave, get breakfast and off to the Mission Briefing, then grab your flight gear and then out the Bomber, still pitch black in the morning and cold, assemble the 50 caliber guns.

The Officers arrive and go through their Check Lists and wait for a green flare that informs the mission is "go"... start the A/C engines and taxi out to the runway for "take-off." 8-10 hours later return to Base. de-briefing and then head for supper. Flight Crew hits the sack and passes-out, exhausted. Next thing you know the Orderly is tapping you again - it's time to fly! Day after day after day!

Posted by Jerry Sale on 3/4/2008, 9:37 am, in reply to "Combat Missions flown day after day for three months"
Amazing. I often wondered if there were any rules about how often an individual flew. Apparently the answer is that there were none.

Posted by Alan Morton on 3/4/2008, 1:40 pm, in reply to "Re: Combat Missions flown day after day for three months"
Hi Jerry ...

In World War II we American civilians were either drafted or volunteered for Military Service. Once those Military steel doors clanged close behind us ... we were American soldiers (GI's) expected to do what we were told to do, no exceptions! The only way we were not flying was because THEY didn't need our services that day; or WE fained illness or were really ill ... as determined by the Military Doctors and their hospital staff.

Posted by Jerry Sale on 3/6/2008, 11:26 am, in reply to "Re: Combat Missions flown day after day for three months"

My dad flew his 30 or so missions between August 1944 with his last mission being flown in Feb. 1945, some months flying many missions and some months flying few. This was probably due to weather more than anything else.

Posted by Alan Morton on 3/6/2008, 2:20 pm, in reply to "Re: Combat Missions flown day after day for three months"

Jerry ...

Your Father, on many of his Missions, was flying in the Lead Aircraft of the 457th Bomber Formation as one of the Navigators. Hence, he was chosen to fly as a Lead Navigator less often. But, more often repeatedly because of his expertise as a Lead Navigator.

Why don't you post all of your Dad's Combat Missions on the web site like I did of T/Sgt. Martin Norsic, Jr.?

Cheers, Alan Morton

Posted by Jerry Sale on 3/7/2008, 9:37 am, in reply to "Re: Combat Missions flown day after day for three months"

I can do this but why would you think that anyone would want this information other than me or my close family?

Posted by Alan Morton on 3/7/2008, 11:59 am, in reply to "Re: Combat Missions flown day after day for three months"

Jerry ...

It seems to me you were very impressed a few days ago with Flight Engineer and Top Turret Gunner, T/Sgt. Martin Norsic's "Combat Missions Flown" on 3/4/08 wherein you remarked ... "Amazing."

It would be interesting to compare your Dad's "Combat Missions Flown" by Lt. Walter Sale, a Lead Aircraft Navigator for the general public to see the stress factor(s) and the Mission responsibilities of these two Flight Crew Members.

Cheers,
Alan Morton

"Sgt Alfred L. Walker"

Posted by Richard Torrello on 1/19/2004, 11:32 pm

I am looking for information about Sgt. Alfred L. Walker who served in the 751st squadron between November 1944 and April 1945. He was wounded in the Nov 30th mission over Bohlen and did not resume flying until February 1945. In the meantime his crew were all killed when the plane piloted by Lt. Irwin Popham was shot down over Maximiliansau on January 13th.

Any information about this crew or the men and planes he subsequently flew with would be greatly appreciated.

Mr. Walker is now deceased and I am collecting this information for his family.

Thanks

PS: Mr. Walker's widow has provided me with several photos of Al Walker and his friends at Glatton and a number of photos taken during training with the members of Popham's crew. I would be happy to share these with any interested persons.

Posted by Diane Noon on 1/27/2004, 12:41 pm, in reply to "Sgt Alfred L. Walker"

Richard, you can e-mail the webmaster Willard "Hap" Reese from the link on the first page. He will tell you how to send the photos & then he can post them with the others here. He posted some for me not too long ago.

Diane Noon
daughter of Lt M Jaraslow

Pilot of the "Queen Bea"
751st sq

Posted by William Curtis Raschke on 10/23/2006, 7:34 pm, in reply to "Sgt Alfred L. Walker"

I am the nephew of Lt. Irwin Curtis Popham; my mother (now deceased) was Curtis' sister. You can see that I share his name. I don't have much to tell you about Curtis from personal experience since I was born 17 months after his plane when down over Maximiliansau on his 22nd birthday, January 13, 1945. Curtis lived in Austin, TX with his family and had just graduated from the University of Texas where he was a starting point guard on the University of Texas basketball team and the drum major of the marching band. His class ring is still passed down to this day to each year's drum major in his honor. My mother was often asked to speak at the ceremony. He was adored by my mother (his older sister and only sibling) and his parents (my grandparents), who often called me "Curtis" instead of Billy (my childhood nickname) by mistake. I have always been proud to be his namesake.

You mention that Mr. Walker's widow provided you with several photos of Al Walker during training with the members of Popham's crew. I would love to have any that might include Lt. Popham. If they are electronically saved, please send them to my email address: #####@skcc.org. If they are paper copies, please email me and I will send you my mailing address. Thank you in advance.

William Curtis "Bill" Raschke

Posted by Dean Larsen on 3/6/2008, 11:35 pm, in reply to "Sgt Alfred L. Walker"

My Uncle Sgt. Robert E. Hamer was on this flight. My mother was his little sister. When she passed 14 years ago, I came in possession of all of his personal effects that were package up and returned to his parents. I will look through the box and see if there is anything about Sgt. Walker of the three photos on this website I only recognize my uncle in the third photo. I don't know if he was a replacement or regular crew and would appreciate any information or photos. Thanks

Posted by Richard on 3/7/2008, 2:27 am, in reply to "Re: Sgt Alfred L. Walker"

It is wonderful to hear from you. I have been trying for several years to contact relatives of Al's crew. In 2006, I heard from the nephew of the pilot, Lt. Popham.

You are correct about the photos on the website. Only the 3rd photo is actually Lt. Popham's crew. Al is the airman standing on the left. On his right is Bruno Gifford (tail gunner), Keith Hill (radio operator), William Marion (the waist gunner), and your uncle. Gus Skalski (navigator) is the only officer I can identify. He is squatting on the left under Al. We haven't been able to identify Lt. Popham in this picture. It is possible he was assigned to the crew at a later date. This photo was probably taken before they shipped overseas. The plane they are posing in front of is a wreck. I have a copy of this photo and several related photos of the crew climbing all over this wreck like a bunch of kids. There is a great photo of Hill, Gifford, Al, and your uncle posing in the window shown in the photo on the website. They are all grinning from ear to ear, and Hill is flashing the victory sign. I will be happy to email scans of these photos to you if you give me your contact info.

I have been doing a lot of research on the crew. Your uncle was the ball turret gunner on Lt Popham's crew. He flew 16 missions with this crew, before they were shot down over Maximiliansau on Jan 13, 1945. There were no survivors.

Al trained with your uncle and the rest of the crew for months in the US, but was wounded on their 5th mission over Germany (Nov. 30, 1944). He did not return to service until Feb. 15 and carried a tremendous guilt with him the remainder of this life that he was not with his crew on their last mission.

I am trying to write about Al's service in the US and England, as well as the other members of Lt. Popham's crew. I would greatly appreciate any information you would wish to share about your uncle.

Best regards

Posted by Dean Larsen on 3/7/2008, 9:24 am, in reply to "Re: Sgt Alfred L. Walker"

Thank you. I remember seeing the photo of them in window when I was a child and have not been able to locate it. I would love to receive copies of the photos you have. My e-mail is #####@comcast.net. As I said, I

have the box of personal belongings my grand parents received from the war dept, right down to his pocket knife and chap stick. I will look into this box this weekend and find out what new history I can get. Thanks,
Dean

Posted by Alan Morton on 3/7/2008, 1:20 am, in reply to "Sgt Alfred L. Walker"

Hi Richard ...

Click your Mouse on the following URL:

http://www.457thbombgroup.org/Search_home/searchresults.asp?searchField=Walker&Submit=Website+Search&srcriteria=any

The above address lists all the Airmen named Walker. Go through the Walkers. Alfred Walker starts on Page 7 on Mission 150 to Gelsenkirchen, Germany 1944.

Cheers, Alan Morton

Posted by Ric on 3/7/2008, 6:24 pm, in reply to "Re: Sgt Alfred L. Walker"

I have searched the website extensively and gathered much valuable information. I was hoping, however, to get additional information of a more personal nature about Sgt Walker and his crew mates.

Thanks

Richard Ciolek-Torrello

Posted by Alan Morton on 3/7/2008, 9:28 pm, in reply to "Re: Sgt Alfred L. Walker"

Hi Ric ...

First of all Ric try to imagine an Air Base like Glatton made up of two types of personnel, namely Permanent Party and Transitory Personnel. Permanent Party includes everyone on the Base except the B-17 Bomber Flight Crews (known as Transits - staying to fly their required Combat Missions ... then returning for the USA, to train other freshmen Combat Flight Crews.

Additionally, after the new Flight Crews arrive at Glatton, the Radio Operator goes to Radio School, the Pilots, Navigator and the Bombardier attend classes apropos to their field of expertise. Then there is Flight Crew local training missions - up and down England and Scotland - day and/or night. The Flight Crew is then assigned to one of the four Squadrons.

The officers and enlisted men are assigned to separate areas Quanson Huts within each Squadron. Two Flight Crews of enlisted men can share one Quanson Hut - often just one Flight Crew at a time occupy the Huts. While this pandemonium is going on for weeks on end learning the ropes, each Flight Crew may not know any other Flight Crew. Each Flight Crew's schedules may be helter skelter to the next Crew. Each Crew eventually becomes a cohesive unit - ready for Formation Combat.

Personally, I never knew or associated with another Flight Crew - it was not a matter of being anti-social, we just never lined up on the same schedule, even at the Mess Hall.

By the way ... we were all sack artists and slept day and night, we were so tired from Combat Flying Missions! When a Inspecting Officer burst into our Hut he immediately tip-toed out PDQ.

Cheers, Alan Morton

Posted by Richard Torrello on 3/8/2008, 12:07 am, in reply to "Re: Sgt Alfred L. Walker"

Thanks Alan. It appears that you have been very busy the last few days manning the message board.

Al Walker came to Glatton some time in Oct '44 with Lt. Popham's crew, which was assigned to the 751st BS. As you can see, I have already been contacted by Lt. Popham's nephew and Sgt Hamer's (the ball turret

gunner) nephew. I know I am pressing my luck, but was hoping to hear from some of the other crew members' families (their plane blew up over Maximiliansau on Jan 13, '45 and there were no survivors). Al was not on the plane at that time because he was recuperating from a shrapnel wound acquired on an earlier mission. His friends on the crew included Bruno Gifford, Keith Hill, Donald Shumate, William Marion, and Gus Skalski.

Al returned to Glatton in February and acquired new bunkmates. I have photos of Lloyd Kennedy (the ballturret gunner on Lt. Mack's and Lt. Banes's crews), John O'Toole (another ballturret gunner) originally on Lt. Bruce Harrison's crew, and Stokely Gribble and Richard Lucas, who were gunners on Lt. Harry Bocckino's crew.

Kennedy arrived at Glatton about the same time as Al and they flew their first mission on the same day. Kennedy, however, flew 33 missions, 20 of them with Lt. Mack's crew. By some miracle, he was assigned to another plane the day that Mack's plane crashed at Alconbury [I have been searching for information about this incident, but can't find any details on the website]. He continued to fly with several other crews, before becoming a regular on Lt. George Bane's crew.

Al, trained as a toggler, was never assigned to the same crew after his return to Glatton. He even flew missions with other squadrons. On one mission, he flew with Lt. Will Fluman in the 750th, who you might know. I spoke with Will in 2006, but he doesn't remember anything about Al, probably for the reasons you describe.

John O'Toole experienced a similar career at Glatton as did Al. He arrived a month before Al and flew his first few missions with Lt. Bruce Harrison's crew. He must have been wounded on the October 26 mission, because he didn't fly again until Dec 9. Shortly after his departure from Harrison's crew, their plane was shot down during that terrible day over Merseberg; 2 crew were killed and the rest were made POWs. O'Toole's remaining missions were served with a variety of crews, including 2 missions with other squadrons.

By contrast, Lucas and Gribble were regular members of Bocckino's crew from February until the 457th's last missions.

I am hoping that someone will read this and know one of these men.

Thanks for your help
Richard

“What about POW’s”

Posted by Todd Gray on 3/8/2008, 7:48 pm

My father was the co-pilot on the Craig Greason crew on March 21, 1945, mission #214. The crew bailed out and were captured by the Germans. They were marched for seven days toward a prisoner of war camp and eventually escaped from their captors. Were they considered POWs or evaders? My question is did they actually have to be imprisoned in a POW camp to be considered a prisoner of war?

Posted by Eric Zemper on 3/8/2008, 10:00 pm, in reply to "? about POW's"

They should be considered POW's the moment they were captured. The third Geneva Convention of 1929 (that was signed by most Western nations including the U.S. and Germany) does not state that an enemy prisoner has to be located in a POW camp to be given POW status and protections.

-Eric Zemper

Posted by Alan Morton on 3/9/2008, 12:37 pm, in reply to "? about POW's"

Hi Todd Gray ...

I wondered at the time about the coincidence of your Posting of 2/25/08 entitled "shot down on first mission" if in fact, the co-pilot named Lt. Ralph Todd was your Father. Is he still alive?

See: <http://www.457thbombgroup.org/aircrews/Gauss%20Crew%20%20%2012-52.html>

The crew was as follows:

Plane s/n 44-6088

Pilot Lt Fredrick C. Gauss KIA

Copilot Lt Ralph Gray

Navigator Lt Bart Rizzo

Bombardier Lt Arthur Fitch

Aircraft Engineer Sgt Jack Woodford

Radio Operator Sgt Robert Pinkney -

later killed in the crash of 44-8152 (Miss Ida)

Left Waist Gunner Sgt Robert Glenn

Ball Turret Gunner Sgt Walter McGuire

Tail Gunner Sgt Edward B. Tooker

Posted by Todd Gray on 3/10/2008, 7:28 pm, in reply to "Re: ? about pow's"

Hi Allen:

My father was Lt. Ralph Gray and his original crew was with Lt. Gauss. After their first mission he became a replacement co-pilot and flew with different crews. Most of his last missions he flew with Lt. Craig Greasons crew. Dad passed away in December of 1984. I have recently learned that the navigator on Lt. Greasons crew Lt. Rudolph Haumann also passed away on Jan. 19 2008. Rudy was a tremendous help in my research and a great gentleman.

"Walter Sale Missions"

Posted by Jerry Sale on 3/10/2008, 1:05 pm

I am posting this at the request of Alan Morton for comparison purposes. It may be of interest to compare the very short duration of missions posted for Martin Norsic vs my father's more stretched out five month tour. There may be some errors in this posting and I invite any comments or corrections.

The location of the Airbase he was stationed at was near the small town of Connington, England that is near Peterboro and the bases name was Glatton. He was with the Harold Gay crew and flew about one-third of his originally scheduled 35 missions when on a mission to Gaggenau, Germany his plane collided with another on September 10, 1944 and my father and another crewmember bailed out from an altitude of 25,000 feet before the pilot regained control of the plane and flew it back to England. To this day, my father swears that the pilot gave the bail out signal but the official report says that the pilot did not. He landed very close to the German lines, but fortunately for him and his fellow crew member, they landed slightly in friendly territory. What remained of the French underground helped him and the other crew member along their way making it back to England. My father and his fellow crewmember walked and thumbed their way back to Paris where there caught a flight to London. He then took the subway as far as it went north and walked and thumbed his way back to his base. Upon returning, my father was sent to a Flak Home where all officers were sent at least once for rest and relaxation during their tour and if you bailed out or where shot down, you got to go again. Upon returning from r & r, he was given the opportunity to fly as a 2nd lead navigator. He was given this opportunity because he was meticulous with his records and paperwork during other bombing missions. His job was a back up navigator who flew in one of the lead planes for every mission after being assigned. It was important work because each navigator in the lead plane checked on the other to make sure that the bomb group got to its intended target. The lead plane carried the commanding officer for the mission. Because flying lead plane was more dangerous than other positions, the number of missions that needed to be flown before you completed your tour was reduced from 35 to 30. Three days after my father started flying lead plane, his original crew, minus my father and one gunner, was shot down, in the plane named Gini, on mission to Magdeberg, Germany on September 28, 1944. My father's original crew was all killed except for my father who was flying with other crews by then and Harry Thorenson who was a gunner. My father was not flying that day and Harry was in the hospital with a broken arm. The best I can determine, Walter flew the following missions:

Date Mission No. S/N (last 3 Nos,)_ Target Pilot

Aug. 4, 1944 102 Home James 131 Fiefs/Coubronne, FR Harold Gay

Aug. 5, 1944 103 Home James 131 Nienburg, GY Harold Gay

Aug. 6, 1944 104 No Name Found 633 Genshasen, GY Stanley Kleiner

Aug. 7, 1944 105 Pakawalup 630 Nantiul Bridge, France Harold Gay

Aug 11, 1944 107 Patches 'N Prayers 532 Brest, France Harold Gay

Aug. 13, 1944 108 Miss Cue 505 Bironne Area, FR Harold Gay

Aug. 18, 1944 111 Mighty Little John 456 Huy, Belgium Harold Gay

Aug. 24, 1944 112 Mighty Little John 456 Weimar, GY Harold Gay

Aug 25, 1944 113 No Name Found 434 Peenemunde, GY Harold Gay

Aug. 27, 1944 115 No Name Found 155 Berlin, GY Harold Gay

Aug 30, 1944 116 No Name Found 434 Mel, GY Harold Gay

Sept. 3, 1944 117 Ipana Smile 123 Ludwigshafen, GY Harold Gay

Sept, 9, 1944 119 No Name Found 155 Mannheim/Cologne Harold Gay

Sept. 10, 1944 120 Nancy K 451 Gagenau /Col./Karlsruhe Harold Gay

Sept. 19, 1944 124 No Name Found 454 Soest Harold Gay

Sept. 25, 1944 125 No Name Found 412 Frankfurt, GY Capt. Brackley/Lt. Col. Francis (picture of the above crew and Walter Sale at 457thbombgroup.org) W. Sale not listed in loading list this date. Msg. Sent to Hap Reese 10/26/2006

Sept. 27, 1944 127 No Name Found 425 Cologne, GY D. Ziegler/Capt Dougherty/ Maj. W. Snow (picture of crew and Walter Sale at 457thbombgroup.org)

Sept. 30, 1944 129 No Name Found 410 Munster, GY Vinton Mays

Oct. 14, 1944 134 No Name Found 556 Cologne, GY W. Dawson/Capt. Wallace
(Picture of above crew and Walter Sale at 457thbombgroup.org)

Oct. 15, 1944 135 No Name Found 441 Cologne, GY Lt. Dawson

Oct. 17, 1944 136 No Name Found 401 Cologne, GY Dale Jeffers

Oct. 25, 1944 139 No Name Found 028 Hamburg Refineries D. Jeffers/Capt. Doherty Com. 750th
(Picture of above crew and Walter Sale at 457thbombgroup.org)

Oct. 26, 1944 140 Ace of Hearts 733 Bielfeld, GY Richard Fitzhugh

Nov. 6, 1944 145 Miss Ida 152 Harburg, GY Charles Schobert

Nov. 29, 1944 153 Paper Warrior 649 Misburg, GY D. Jeffers/Maj. McGuire (Screening Force)

Dec. 6, 1944 156 No Name Found 368 Merseburg, GY Dale Jeffers

Dec. 12, 1944 159 Paper Warrior 649 Lutzendorf/Merseberg Dale Jeffers/Maj. St. Ann
(Picture of above crew and Walter Sale at 457thbombgroup.org)

Dec. 18, 1944 160.5?? ???Miss Ida 152 ??? Dale Jeffers/Maj. McGuire

(Picture of above crew and Walter Sale at 457thbombgroup.org) W. Sale not mentioned in Loading List this date. Msg. sent to Willard Reese 10.26/2006 for help. Per Hap, there is no mention of this mission in any literature that he has about the 457th but there is a loading list for this mission. It is a mystery.

Jan. 6, 1945 170 No Name Found 368 Kempenich, GY Dale Jeffers

Jan. 7, 1945 171 No Name Found 028 Bitburg Arthur Ford

Jan. 13, 1945 173 Que Up 024 Maxomiliansau Arthur Ford

Feb. 15, 1945 187 Miss Ida 152 Dresden Marshall Yards Charles Schobert/Capt. Anderson Mission Com.
(picture of Walter Sale at 457thbombgroup.org) W. Sale not mentioned in Loading List this date possible W. Sale was the Bombardier which has a ? in the loading list. Msg sent to W. Reese 10/26/2006

Posted by Sheila on 3/13/2008, 2:18 am, in reply to "Walter Sale Missions"

Jerry,

Glatton base was actually smack dab in the middle of Conington village as well as surrounding it. The base became part of the village. Some of the huts were right opposite the house I lived in as a kid with my grandparents.

The runways were at the back side of Conington, between Conington and Holme.

You really should go over there sometime for one of the reunions and see where your dad was stationed.

Pretty sad though that there is not much left, apart from the water tower and I think what us kids called "the shack" might still be there.

There's still a few people living there who were alive when the base was there.

Posted by Jerry Sale on 3/14/2008, 10:51 am, in reply to "Re: Walter Sale Missions"

Thanks for the clarification. I'd like to visit sometime.

I am also looking for information on the mission I have listed as 160.5 for which there is no known mention in any 457th literature but for which a loading list exists.

"Memorial Day Photos of Glatton Airfield Monument Dedication"

Posted by Alan Morton on 6/3/2004, 10:02 am

"Hot-off-the-press" photos have just been received by our Webmaster Willard "Hap" Reese from local English photographer Roy Norris who lives in a town adjacent to the old Glatton Airfield that was centered in the Village of Conington.

These excellent images show the newly installed granite monument to the 8th Air Force, 457th Bomb Group Memorial dedicated to those B-17 Flying Fortress airmen who did not return.

We thank Mr Norris for his time and these excellent representations of what we have all been waiting to see. They say the corner of Conington Lane and Old North Road (The Main Entrance to the former Glatton Airfield) is a show piece now!

To launch the photos, visit the web site's 457th BG Home Page.

Posted by Sheila on 6/3/2004, 11:01 am, in reply to "Memorial Day Photos of Glatton Airfield Monument Dedication"

Thank You, Mr Norris, for taking these photos, and Thank You, Mr Reese, for taking the time to post them for us all to see.

As a former village of Conington native, these pictures mean so much to me.

My family will visit it often, as I did the one that is in the church yard, when I was a kid.

The village people are thrilled, with what has happened to the corner of their little lane.

Posted by Roy Norris on 6/6/2004, 5:06 am, in reply to "Re: Memorial Day Photos of Glatton Airfield Monument Dedication"

I considered it a privilege to take and submit these photos to Willard Reese for the enjoyment of the 457th Bomb Group Association. The efforts and sacrifice of members of the 457th, in part, enabled people like me who were born just after the War to live in a free England. Thank you.

Posted by George King on 3/14/2008, 10:48 pm, in reply to "Re: Memorial Day Photos of Glatton Airfield Monument Dedication"

Best regards, Dad flew 27 combat missions. He'll be 86 on the 25 of this month. God Bless Him & all the Crews.

Posted by Diane Noon on 6/6/2004, 6:48 am, in reply to "Memorial Day Photos of Glatton Airfield Monument Dedication"

Thanks so much for the photos. They were beautiful!

Diane

"Andrew Brown Jnr – memorium"

Posted by Ann Jones on 3/16/2008, 12:54 pm

It is with great sadness that I post this message, I have just received a telephone call from Sally, Andys' wife, to say that he passed away yesterday after a short illness. Andrew Brown was a navigator with the 749th Squadron and lived in Portland, Oregon. We first met Sally and Andy through the B17 Preservation, which looks after the U.K.'s only airworthy B17 Flying Fortress, called 'Sally B'. Both Sally and Andy came over for an annual meeting in England in the early 80's and my husband Keith and I (we were ground crew members) became great friends with them since then. They had 'unofficially adopted' us, as their English kids. Andy was suffering from Parkinson's disease and at the end of last year, he had a bad fall and since then, his health deteriorated and he ended up in a hospice. It is only within the last 6 weeks that I 'lost' my husband very suddenly, so I can understand how Sally must be feeling. I told her I would post this message for her and if anyone wishes to get in touch with her, please let me know and I can pass your details onto her. She is not in the best of health either. Andy was a great guy and will be sadly missed.

Ann Jones
Ground Crew
B17 Sally B

“WILLARD REESE”

Posted by James L. Bass on 3/17/2008, 1:02 pm

Willard Reese served twice and served well. His contribution to the Group in 1944-45 are well documented within the records of the Group. His contributions to the Association are known to all members. His service has been outstanding both as soldier and citizen.
Sincere condolences to the family.

“Thank's to the Greatest Generation , We will never Forget You!!!”

Posted by Marcy Adams on 3/18/2008, 3:41 pm

Alan,

Thanks for sending me the Obit for Mr. Reese,

I know he will truly be missed...not only by his Family, also by all the 457th BG Family, and by You, as a Dear Friend that talked to him daily !!

It really breaks my heart that every day we lose some special person from the "Greatest Generation"

And I would like to take the time...to tell Mr. Alan Morton, Mr. James Bass the late Mr. Roland Byers, and Mr. Hap Reese....and my Dad's Crew members...of "Black Puff Polly" Mr. Mel Stohl, Mr. Dave Schellinger, and Mr. Irwin Welling. and many other 457 BG Members, how SPECIAL you ALL are.. not only to me and my Family....but for the Entire USA...For Our FREEDOM !!

I will promise you.....We will never Forget You !!!

Thanks for this Great Web-site, and all the time and information that you gave me and my Grandson...to help us piece together this Great time in my Father's life....that no one in our Family knew about. And I know (just from reading the message board) that you have helped ...many.... Daughters, Son's, Grandchildren, and other Family members find out valuable information about their Love One's. And I Thank You for them too !!

And "Last but not Least" Thanks to my Wonderful, Very Dear Friends, Mr. Joe Toth and the late Mrs. Jeanne Toth and Daughter Nancy Toth. Their warm friendship will never be forgotten. THANKS for everything !!!

There will never be another "Greatest Generation" You are it.....when you are gone it will be gone.....

BUT NEVER FORGOTTEN

God Bless You, and God Bless America !!!

Marcy Adams
Daughter of Sgt. Charles L Stewart
457th BG, 749 BS
Tailgunner on "Black Puff Polly"
shot down 5/28/1944 Mission 53
POW Stalag IV

“Increasing the readability of photo and text copy sizes”

Posted by Alan Morton on 3/19/2008, 4:59 pm

The majority of we old WWII Veterans and our spouses can't read the small text copy on our Computer Screens without a magnifying glass . . .

Well try this folks ... on the Apple computer hold down the "control key" on your keyboard with your left hand finger and at the same time, with your right hand on your mouse, run that little wheel atop your mouse back and forth slowly. The text copy as well as the photos on your computer screen will enlarge and reduce in size accordingly!

On a PC, you should be able to do the same trick with Cntl key and the mouse scroll button as on the Apple. Also, if you are using the Firefox browser you can hold Cntl and click the + key and the font size will increase, hold Cntl and press - and it will decrease font size. (Try it!)

Posted by Paula Mack on 3/14/2008, 2:35 pm, in reply to "Increasing the readability of photo and text copy sizes "

thank you

"Rest in Peace Mr Reese"

Posted by Sheila on 3/14/2008, 11:38 pm, in reply to "Rest in Peace Mr Reese"

He left us all a wonderful legacy by creating this website for us.

I had occasion to thank him more than once, as I know so many others of us have.

My thoughts and prayers are with his family. He was a special man!

Posted by Mike Burgess on 3/15/2008, 9:55 am, in reply to "Rest in Peace Mr Reese"

I have greatly appreciated the fine work Mr. Reese has accomplished setting up and supporting this web site. I was looking forward to actually meeting him at one of the Reunion. He will be missed by all who knew him and had any contact with him.

My best wishes go to his family.

Posted by Alan Morton on 3/17/2008, 8:09 pm, in reply to "Rest in Peace Mr Reese"

Ms. Paula Mack's name might need some clarification.

See: <http://www.457thbombgroup.org/aircrews/pilotnames4.html#R>

As you peruse Hap's Crew photos you'll notice that one of the Reese Flight Crew members has the same last name as Ms Paula Mack. With Hap's demise, the entire crew, with the exception of one crew member still survives. Maybe Diane can post the name of that remaining crew member.

Ambrose W. Reese Pilot

James F. Stoner Co-Pilot

Paul A. Brook Navigator

Joel Lester Bombardier

Edward F. Peters Flight Engineer/Top Turret Gunner

Charles E. Kenney ... Radio Operator/Gunner

James E. McCloskey .. Ball Turret Gunner

Percy C. Mack Tail Gunner

Alfred C. Hetrick ... Waist Gunner

Good-Bye Dear Friend Hap, we had a great time talking daily via the Apple computer iChat about the web site!

Alan Morton, a former Flight Engineer and Top Turret Gunner with the 457th Bomb Group, 750th Squadron

Posted by Paula on 3/22/2008, 12:13 pm, in reply to "Re: Rest in Peace Mr Reese"

Thanks Alan, yes my dad , Percy Mack is the remaining member.

"A Salute to Hap - The Next Generation: Space ingenuity from our Grand Children's ingenuity"

Posted by Alan Morton on 3/20/2008, 5:24 pm

<http://www.texasjim.com/NASApix/NASA%20pix.htm>

These incredible pictures taken aboard the last Shuttle Space Mission that just landed. We've come a long way since the WWII propeller driven B-17 "Piston Pounders." This Shuttle launch took place a relatively short distance from Hap's home in Florida ... Cape Canaveral prior to his death.

Marcy: This is where your Dad's Great Grand Son is headed and needed ... Space, the next Greatest Generation in the American History.

Posted by Robbie on 3/21/2008, 11:43 am, in reply to "A Salute to Hap - The Next Generation: Space ingenuity from our Grand Children's ingenuity"

Al Looks great. Robbie PS Was interesting reading. The guys request re Sgt Hamer was also of interest. You may not recall that Phyllis's was a HAMER. However, I do not recall any of her relations that were in the airforce.corps.

Posted by Jerry Sale on 3/25/2008, 11:52 am, in reply to "A Salute to Hap - The Next Generation: Space ingenuity from our Grand Children's ingenuity"

On the way home from our last Bomb Group Reunion, my father and I met a Naval officer who was in charge of a traveling drill team. He said he had studied WWII aviation and is amazed at what was accomplished with as little technology as there was during the war.

Posted by Alan Morton on 3/26/2008, 3:49 pm, in reply to "Re: A Salute to Hap - The Next Generation: Space ingenuity from our Grand Children's ingenuity"

Hi Jerry ...

I'm a wee bit befuddled by the Naval Officer's statement. I was completely engrossed in British and American aviation from 1935 through 1943. My Father (a Brit) was a pilot with Royal Flying Corps in WWI.

I lived in Cleveland, Ohio and attended the all "Air Races at the Cleveland Airport." I read all the library books about WWI British Aviation and America's involvement, therein. I read every American Aviation Magazine I could get my hands on. It was a great time in America Aviation and racing speed records being broken continually.

Lockheed Aviation's Test Pilot Tony LeVier would put on his own show at the Cleveland Air Races and wring-out the P-38 and finally bring it in for a "Dead Stick" landing. See: <http://p38assn.org/Personnel/tony-levier.htm>

All of the Greats in American Aviation were flying experimental aircraft they had helped design and flew were racing there. See: <http://www.geocities.com/CapeCanaveral/Hangar/7349/cleraces.html>

Cheers, Alan Morton

"Mildridge (Mill) C. (Cullen) Doan"

Posted by Larry C. Doan on 3/29/2008, 3:27 pm

Looking for info of SSgt. Mildridge C. Doan, probably known as Mill Doan. Plane or crews he was on or with, if anyone knows or is still around that can tell me where to get this information. Please email me at the above address.

Posted by Alan Morton on 3/29/2008, 9:00 pm, in reply to "Mildridge (Mill) C. (Cullen) Doan"

Hi Larry ...

For consistency ... If you post an inquiry about S/Sgt. Mildridge C. Doan (as you have); it is unfair to the Message Board users, for you to ask that we send our specific findings to you via your personal Email address ... thereby circumventing the Question/Answer format of the Message Board and our readers.

See our reply: http://www.457thbombgroup.org/Search_home/searchresults.asp?searchField=Doan&Submit=Website+Search&srcriteria=any

Cheers,
Alan Morton

Posted by Jerry Sale on 3/30/2008, 2:04 pm, in reply to "Mildridge (Mill) C. (Cullen) Doan"

You can get some of this information by researching this site. Type in Doan in the search box of the first page and look at the results which will show missions, planes and crew. Happy searching.

"Herb Paris"

Posted by Candy Fluman on 3/31/2008, 7:01 pm

The daughter of Herb Paris, Lori Barnett (sponsor of the Savannah, 2005, reunion) called today with the sad news that her father had passed away last evening. Funeral arrangements are with Kimbrell-Stern in Atlanta and details are available from their web site.

It was a pleasure to meet and visit with Herb in Savannah; he shared a wealth of information that was "news" to several vets.

With fond regards to Lori Barnett and her family.
Candy Fluman

"Eugene H. Whalen"

Posted by Paul Roales on 3/31/2008, 7:21 pm

I collect George Field, ILL WW2 material and recently acquired a gunt cap with a 2nd. Lt. gold bar and the name Whalen written inside the hat band which was sold at the George Field Exchange (printed on the hat band). Checking my George Field "yearbook" I find a Eugene H Whalen in Squadron 8 of Class 43-E. The picture in the yearbook looks very much like the photo of Eugene H Whalen on your webpage at <http://www.457thbombgroup.org/Personalities/bbp139.jpg>

Does anyone know if the Eugene H Whalen in the 750th. Squadron, A/C 595 who was lost on Mission #8 on March 6, 1944 attended Advanced flight school at George Field, ILL? Is this the same person? Is the gunt cap I have his first cap after being commissioned at the end of flight school?

Thanks, Paul

"Full scale version of photograph from Zemper collection"

Posted by Peter Post on 3/31/2008, 6:35 am

Hello folks of the 457th association,
I tried to e-mail Mr. Eric Zemper regarding a request about one of the photos in the Zemper collection. Two times I got delivery failure notices when using the e-mailaddress "####@comcast.net".
Can anybody help out here?

Regards,
Peter

Posted by Eric Zemper on 3/31/2008, 11:52 pm, in reply to "Full scale version of photograph from Zemper collection"

Hello Peter-

Not sure why you would not be able to send a message to me with the comcast account, this is the first time I am aware of this happening. You may also try to contact me with another address at: #####@yahoo.com

-Eric Z.

"Photos of WWII 8th Air Force Bases in East Anglia, England"

Posted by Mark Brotherton on 7/5/2004, 12:06 pm

Note: Mark Brotherton is currently stationed in England with the U.S. Air Force. He holds the rank of Chief Master Sergeant. I have not spoken or written to Mark yet, so I'm sort of second guessing exactly what his product includes.

I'm just starting to get familiar with what he has included under the title "8th Air Force Bases in East Anglia."

But, I do know that it is more than photos of former WWII AF base ruins.

One thing is certain, it a beautiful and professionally photographed presentation in color. It includes all aspects of WWII 8th AF Aviation, the flight and ground crews; vintage and current bombers and fighters; the Headquarters, Photo, Ordinance, Base facilities, including cemeteries, etc. It includes Mighty Eighth Museum Anniversary 2004.

Simply put, Mark wants the 457th BG Association to include his web site as a Link on our web site. There are literally thousands of photos in his Photo Gallery. Click on his web site URL:

<http://8thcontrails.com/ipw-web/gallery/8th-Bases>

Mark asks: Please consider adding this link to your page. Cheers ... Mark Brotherton

Last item: the photos are set for slideshows!

Saturday, July 3rd 2004 - 11:00:05 PM

Initial posting on the Guest Book and added to the Message Board this date -- Alan Morton

Posted by Sheila on 7/5/2004, 1:26 pm, in reply to "Photos of WWII 8th Air Force Bases in East Anglia, England"

Alan, I know of Mark, and he has taken some beautiful photos. Most recently, some of his photos I have seen are of the WWII Memorial in Washington DC.

I think a link to his site would be an asset to our own site. and one you veterans would enjoy looking through.

Posted by Willard Reese on 7/5/2004, 2:40 pm, in reply to "Re: Photos of WWII 8th Air Force Bases in East Anglia, England"

All,

Mark Brotherton is not new to this website. If you check the following URL you will find a poem titled "Ode to the Eighth" that was written by Mark and has been on the site for several years.

Willard

Link: <http://457thbombgroup.org/New/poem2.html>

Posted by Alan Morton on 7/5/2004, 5:33 pm, in reply to "Re: Photos of WWII 8th Air Force Bases in East Anglia, England"

Hap, I've seen and read his poem, an integral part of the 457th BG Association Home Page "Memoriam" section at the very bottom of the first page. I have never seen any type of biography on Mark until receipt of your message herein. I decided to find out more about Mark on the Internet and his brother that flew with the 8th Air Force in WWII. I'd suggest everyone read the story by Mark about his dead brother Sgt Douglas Brotherton with the 612th Bomb Squadron, 401st BG. The web site URL is: <http://www.web-birds.com/8th/401/sgtdou.html>

It won't take you long to see Mark's love of his brother, the 8th Air Force and why his poem "Ode to the Eighth" Launch URL:<http://457thbombgroup.org/New/poem2.html>

Posted by Alan Morton on 7/6/2004, 9:31 am, in reply to "Re: Photos of WWII 8th Air Force Bases in East Anglia, England"

Sorry, my mistake. Actually, Sgt Douglas Brotherton is really Mark Brotherton's uncle not brother.

Posted by Mark Brotherton on 7/5/2004, 6:39 pm, in reply to "Re: Photos of WWII 8th Air Force Bases in East Anglia, England"

Hello all yes I have been honored to be part of this website and a small part of all of your lives. For that I'm grateful and offer another scrib of thought. God bless you all of the 8th.

Sincerely

Mark Brotherton

Airbase Memories

The hangar stands now as giant peak of memory in the daylight and the mind

The quonset huts are now speed humps in the busy time of fading life, slowing the brain

Ensuring the senses take in the memories

The runway shadow calls to be recognized as the fast track to glory, commitment and perhaps even death

Today the fields are all but taking over the base

But today a buss arrives and suddenly the memories slip back into the landscape and back into the mind

These are vets remembering the most minute details of the alter stretched out before them

Their old base understood, by only them.

To daily passer bys this is just an old farm, seen everyday without great importance

To these visitors it's the most scared place on earth

A place where hard to tell stories make up a far away life

Maybe a history book here and there

But now the authors and subjects stand here and stare

Families stand as a quiet guard protecting the moment as the veterans themselves are lost

Lost in a world where only they have gone and hope their grandchildren will never know

Mark Brotherton

Posted by MARK BROWN on 4/12/2008, 11:23 am, in reply to "Air Base Memories"

Hello Mr. Brotherton,

Your AIR BASES OF ENGLAND compilation of photographs is magnificent and I thank you for your excellent work. However I am no longer able to access the site for whatever reason it comes back PAGE NOT FOUND. Would you be able to help me view the site again somehow as I would like to link it to my father's outfit newsletter, the 446th Bombardment Group if possible.

Thanks, Mark Brown

Posted by Sheila on 4/12/2008, 1:11 pm, in reply to "Re: Air Base Memories"

Mark retired from the Airforce several months ago. He may be travelling and no longer maintaining his site. I will try to get a message to him to see if he has placed it under a different domain!

Posted by MARK BROWN on 4/12/2008, 6:20 pm, in reply to "Re: Air Base Memories"

Hey, thanks. I thought he was taking over as webmaster for the 457th? What I wanted mostly was the link to his great AIRBASES OF THE 8TH AIR FORCE which I can't access thru this site

It reads PAGE CANNOT BE FOUND. Perhaps you might have access to it and be able to e-mail it to me somehow otherwise I'm hoping that he can. Once again, thank you very much.

MARK BROWN

Posted by Sheila on 4/13/2008, 10:58 am, in reply to "Re: Air Base Memories"

I haven't heard anything about him taking over as webmaster.

As far as I know we have a webmaster!

Mark is joint webmaster of another group that I belong to, so maybe you have got the two mixed up!

Posted by Diane Reese on 4/13/2008, 4:34 pm, in reply to "Re: Air Base Memories"

Right you are, Sheila, the 457th Bomb Group does have a webmaster: me! My Dad taught me well (and not just on website issues!) and I'm going to do my best to maintain it and extend it as he would have wanted. If anyone reading these comments is interested in assisting or training as a back-up for me, I'd be happy to talk with you. Click on my name above this post to send me an email.

--Diane Reese, webmaster

Posted by Sheila on 4/13/2008, 6:07 pm, in reply to "Re: Air Base Memories"

That's what I thought Diane. And you are doing a great job!!!!!!

Posted by Sheila on 4/12/2008, 11:05 pm, in reply to "Re: Air Base Memories"

I did manage to get a message through to Mark and I later let him know that you would like to contact him, so he may be here to leave you a message. Hope this will open for you!

This is his reply:

Hi Sheila yes I'm trying to get it back on line... Thanks for the inquiry. All the photos can be seen at my other site at;<http://community.webshots.com/user/brotherman103?vhost=community>

Cheers

Mark

"HONORING WWII AIRMEN"

Posted by Alan Morton on 4/12/2008, 1:33 am

Surprise . . . from John Wayne Airport, Santa Ana, CA. to Washington, DC

<http://www.cnn.com/2008/US/04/11/usaf.flyover/index.html>

HONORING WWII AIRMEN

Old-fashioned fly-by with William Lyon takes his B-17 bomber for a spin above the Pentagon to remember WWII war dead.

By TOM BERG, THE ORANGE COUNTY REGISTER

First he waited for President Bush aboard Air Force One to clear the runway. Then the 85-year-old pilot throttled forward for a ride few will ever take. In a plane few will ever pilot.

For the next 10 minutes, "The General" owned the airspace over Washington, D.C.

At 1:15 p.m., he dropped his vintage B-17 bomber from 1,000 feet to 400 feet, barely skimming the city's famed cherry blossoms.

"It was special," said William Lyon of Coto de Caza, an iconic businessman and political force in Orange County for more than a half-century. "We leveled off, and it was great to see all those people. Everyone got to see the plane."

The fly-by, on the 10th anniversary of the American Air Museum in Duxford, England, honored the 30,000 American airmen who died flying missions from the British Isles in World War II.

A World War II P-51 Mustang and a P-40 Kittyhawk flew in formation off the B-17's right wing for a crowd gathered at the Air Force Memorial.

"It felt like we were doing something historical," said co-pilot Ray Diekman, 62, of Corona del Mar. "I know the effort that went into building these planes. All those Rosy the Riveters, the people doing little jobs and the engineers who designed them. And all the people who flew them."

On Thursday, the B-17 almost never got off the ground.

Fog blanketed the runway at Andrews Air Force Base all morning. Some feared it would halt the old war bird, which requires manual – not computer-assisted – flying.

By noon, however, the fog lifted, and soon the scent of unignited fuel and exhaust drifted into the cabin as its four engines sputtered to life.

"It's like starting up a Harley-Davidson (motorcycle)," said Diekman. "A big supercharged Harley."

English citizens knew that rumbling roar well during the early 1940s, when more than 1,000 B-17 "Flying Fortresses" at a time would roar over their skies to bomb German oil fields, railroads and other industries.

Only about 12 B-17s remain flying today. Lyon bought his – named "Fuddy Duddy" – three years ago. It was built too late to see action in WWII but appeared in the movie "The War Lovers" with Steve McQueen and Robert Wagner.

By year's end, it should be part of a new aviation museum that Lyon plans to open adjacent to John Wayne Airport.

Lyon fell in love with flying at age 16 after a \$1 flight in Culver City. He ferried aircraft to the war effort in World War II and flew 75 combat missions in Korea. He was named chief of the Air Force Reserve in 1975, commanding 53,000 troops from his Pentagon office.

He saw that same Pentagon from a rare vantage point Thursday.

"It was a great thing to see," he said, from his perch 400 feet above. Co-pilot Diekman, an American Airlines pilot for 27 years, put it this way: "I flew a B-17 over Washington today. What was everyone else doing?"

CONTACT THE WRITER:

714-#### or #####@ocregister.com

Photos:

<http://epaper.ocregister.com/Repository/getimage.dll?path=Orange/2008/04/11/21/Img/Pc0210900.jpg>

<http://epaper.ocregister.com/Repository/getimage.dll?path=Orange/2008/04/11/21/Img/Pc0211000.jpg>

<http://epaper.ocregister.com/Repository/getimage.dll?path=Orange/2008/04/11/23/Img/Pc0230300.jpg>

<http://epaper.ocregister.com/Repository/getimage.dll?path=Orange/2008/04/11/23/Img/Pc0230400.jpg>

Posted by Alan Morton on 4/12/2008, 11:07 am, in reply to "HONORING WWII AIRMEN"

With all due respect and thanks to Eric Zemper for providing the URL <http://www.cnn.com/2008/US/04/11/usaf.flyover/index.html>

included herein. The video adds third dimension to the Orange County Register newspaper printed article.

Posted by Eric Zemper on 4/13/2008, 2:38 pm, in reply to "Re: HONORING WWII AIRMEN"

Alan-

I have to strongly disagree with the above statement "With all due respect and thanks to Eric Zemper....."

It is you Veterans who deserve all of our due respect and thanks!

Cheers - Eric Z.

Posted by Alan Morton on 4/12/2008, 5:42 pm, in reply to "HONORING WWII AIRMEN"

Double click to open:

<http://www.cnn.com/2008/US/04/11/usaf.flyover/index.html>

Posted by Alan Morton on 4/12/2008, 6:24 pm, in reply to "HONORING WWII AIRMEN"

Double Click to start:

<http://www.youtube.com/watch?v=80jEMhT7Zzl>

Posted by Alan Morton on 4/13/2008, 6:57 pm, in reply to "Re: HONORING WWII AIRMEN"

Point of clarification. Paul Courson of CNN write the following:

<http://www.cnn.com/2008/US/04/11/usaf.flyover/index.html#cnstctext>

AND, this same article adds a foot note: All About World War II ... in retrospect.

PS: if you're so inclined, Go to Google and type in ... "Bio on Major General William Lyon. I knew of William Lyon only as a Real Estate Home Builder in Orange County and a graduate of the University of Southern California College.

"Walter Sale MIA Report"

Posted by Jerry Sale on 4/3/2008, 7:28 pm

Is there some type of report concerning when my father was out of contact with the bomb group when he bailed out over France on Sept. 10, 1944?

Posted by Eric Zemper on 4/3/2008, 8:28 pm, in reply to "Walter Sale MIA Report"

Am I correct to assume that your father's name is Walter H. Sale in aircraft #42-97451? If so, then I don't believe there would be a Missing Air Crew Report, since the aircraft returned to Glatton and the two crew members who bailed out in friendly territory were also returned to Glatton.

There was probably some sort of report that was done, but I am not aware of what type of report that would have been or if they would still exist.

-Eric Zemper

Posted by Jerry Sale on 4/4/2008, 8:46 am, in reply to "Re: Walter Sale MIA Report"

Yes you are correct and thank you for your reply. If others have leads I'd appreciate them. I'd like to find out more about where he landed, his contact with the French underground and how he made it back to England.

Posted by Joseph Toth on 4/4/2008, 10:09 am, in reply to "Re: Walter Sale MIA Report"

Jerry

DID YOU EVER ASK YOUR FATHER FOR THAT INFORMATION.

JOE TOTH

Posted by Jerry Sale on 4/4/2008, 11:50 am, in reply to "Re: Walter Sale MIA Report"

Yes, I have asked him. He does not have anything like I am asking about and remembers very little of the particulars.

Posted by Alan Morton on 4/4/2008, 11:54 am, in reply to "Re: Walter Sale MIA Report"

Joe Toth ...

THANK YOU! THANK YOU! THANK YOU! THANK YOU!

Alan Morton

Posted by Eric Zemper on 4/5/2008, 5:00 pm, in reply to "Re: Walter Sale MIA Report"

After doing a little research, I found a few places that have WWII USAAF accident reports that can be ordered.

Here is a link to the first site:

<http://www.accident-report.com/aircraft.html>

From the site listed above, click on the link showing serial number "42-004 to 42-110173". There you will find that your father's aircraft #42-97451 is listed as having an accident report available for purchase.

The other site can be found here:

<http://www.aviationarchaeology.com/src/AARmonthly/Sep1944O.htm>

It also has your father's aircraft listed and an accident report can be ordered from them as well. Both of these sites charge \$25 for up to 30 pages of the accident reports, plus shipping.

Hope this helps. Good luck - Eric Z.

Posted by Jerry Sale on 4/7/2008, 8:50 am, in reply to "Re: Walter Sale MIA Report"

Thanks for your help. Would an accident report include anything about what happened to crew members when they were MIA? Also, the second site mentions that MACR's were completed when either the plane did not come home or when less than the entire crew returned. Is this an avenue that is worth exploring for the same information?

Posted by sheila on 4/7/2008, 1:30 pm, in reply to "Re: Walter Sale MIA Report"

Jerry I don't think the accident report will tell you what your Father was doing while he was MIA. About the best it will tell you is that he was MIA. You'll probably have to get that info from him! He's probably the only one alive that knows what he was doing!

The only other thing I can suggest is a Morning Report. This might include information he reported on the day that he returned to base.

These Morning Reports are darned hard to come by. And to even stand a chance of finding one you would have to know the exact date he returned to Glatton.

Posted by Eric Zemper on 4/7/2008, 7:46 pm, in reply to "Re: Walter Sale MIA Report"

Jerry- I searched for a MACR report, but did not find one for your Father's aircraft. This does not confirm that a MACR report was never made, only that I was unable to find one. However, since the aircraft did return to Glatton and the missing crew members did make it back, I think it's safe to assume that one was probably not made.

As to what information the Accident Reports contain, I have never ordered one, so I don't know. They may contain some useful information, or they may not. If this topic really interests you, as I suspect it does, it might be worth taking a chance and ordering one.

As Sheila mentioned, the best source of information would be your Father. But if he no longer remembers, then that information may be lost to history.

-Eric Z

Posted by Jerry Sale on 4/8/2008, 10:14 am, in reply to "Re: Walter Sale MIA Report"

I've already found out more than I knew. Information in the second link says he bailed out near a town called San Quentin, France. The information dad remembered said he bailed out from about 25,000 ft. When they bailed out, he thought they were near occupied territory and felt lucky to be picked up by the French underground. They took him and the other guy that bailed out to the main road. They traveled in the opposite direction that most troops were marching in until they got to Paris. From there, they caught a plane back to London. From London, they took the subway north as far as it would go and then hitched rides to the base. Getting back took several days. He also told me that there was a R&R period involved at a flack home prior to returning to flight duty.

Posted by Sheila on 4/8/2008, 11:41 am, in reply to "Re: Walter Sale MIA Report"

Jerry I am happy that you've gathered more information about your Father. Do write this down so that it isn't lost to the future generations of your family.

Posted by Jerry Sale on 4/8/2008, 11:51 am, in reply to "Re: Walter Sale MIA Report"

Shelia - Do you have any idea where Morning Reports are available from?

Posted by Sheila on 4/8/2008, 6:49 pm, in reply to "Re: Walter Sale MIA Report"

Jerry ,

Here are some websites you should look at.

Preferably you should have your Dad request this information since he is still alive. You can type up any letters and have him sign them.

If he is unwilling to do this, you should be able to request the information as next of kin.

This first one is information that you may be able to obtain from NARA in St Louis.

<http://www.archives.gov/st-louis/military-personnel/index.html>

This second one is the NARA administration in Maryland

<http://www.archives.gov/contact/>

The letters needs to state your Dads full name, where he enlisted and his serial number.

His base. Glatton, England. Station 130. 457th Heavy Bombers, and then give his squadron and his military rank and status. For example. Lt Sale, co-pilot. I'm not sure what his rank etc was, but this is just an example.

Ask for a copy of his full military records. Also request any other pertinent information regarding his time he was MIA, including any morning reports, or other reports, from date.... to date..that may have information regarding his return to Glatton.

Another place you may wish to try is the Airforce Historical Research Agency at Maxwell AF base in Alabama.

<http://afhra.maxwell.af.mil/index.html>

Don't expect an instant reply to your letters. Sometimes it takes months! But patience can pay off!

Good Luck

Posted by Jerry Sale on 4/9/2008, 9:00 am, in reply to "Re: Walter Sale MIA Report"

Thanks. The place in St. Louis is right down the street from where I live. I've tried there before and didn't get much information because my dad's records were ones that were mostly lost in the fire. I'll try there again as well as the other places you suggested.

Posted by Joe Toth on 4/9/2008, 10:08 pm, in reply to "Re: Walter Sale MIA Report"

SHEILA

CAN YOU SEND ME A COPY OF ANY SO CALLED MORNING REPORT? I NEVER SEEN ONE, IT MAY HELP ME IN MY SEARCH.

JOE TOTH

Posted by Sheila on 4/10/2008, 12:46 am, in reply to "Re: Walter Sale MIA Report"

Hello Joe,

The morning reports that I have seen are confidential and pertain to searches I have worked on in the past. So I am sorry that I can't copy and send you any.

I can tell you that each squadron, unit etc, on each base typed up a 'Morning Report' each day.

Pretty much like a daily diary.

This gave the number of aircraft going on missions and the number that returned.

It also lists men going on leave, returning from leave, temporary transfers to other squadrons or bases. People taken ill and hospital admits. AWOL persons. Promotions.

Pretty much anything that is not of a normal every day occurrence for a particular person in that particular squadron or unit.

If you went on leave, or to a flak house, or got injured or taken ill, committed a crime, or a number of other situations, you was listed on a morning report for the day that event occurred!

They are very hard to come by, not all of them survived, and you would need to know exactly what you were asking for and pretty much the day it occurred. Then if you was extremely lucky something may be found!

The couple that I have seen for the 457th were signed by Major Snow.

Hope this information will help you a little.

Posted by Alan Morton on 4/10/2008, 5:02 am, in reply to "Walter Sale MIA Report"

On 10 September, 1944 - Mission No. 120 to Gaggenau, Germany had just entering the continent off the English Channel when the Aircraft #451 piloted by 2nd Lt. Harold Gay and Aircraft #456 piloted 2nd Lt. Homer M. Passmore were involved in a mid air collision. Passmore's A/C 456 broke in half just behind the Waist Door. The only crew survivors aboard A/C 456 were the Navigator and the Tail Gunner.

Pilot Harold Gay of A/C #451 managed to disengage from A/C # 456 and turned back home and landed safely at Glatton. But, Gay's Navigator 2nd Lt Walter H Sale and Bombardier 2nd Lt. Favian F. Nordan bailed out of A/C # 451, at the time of the collision; and returned to the Base days later. Whether Lt. Harold Gay had rang the Flight Crew Bail-Out Bell is undetermined.

Posted by Jerry Sale on 4/14/2008, 11:22 am, in reply to "Re: Walter Sale MIA Report"

Shelia - Since you have determined that these reports were declassified and are no longer Confidential, can you post one as an example?

Posted by Eric Zemper on 4/10/2008, 1:13 am, in reply to "Re: Walter Sale MIA Report"

I would also be interested to see one of these Morning Reports. As far as I am aware, the Morning Reports were done every morning by a unit's clerk to account for any daily personnel changes, then signed by the commanding officer and sent to an administrative unit. They should be a daily recorded how many personnel were active in the unit and if there were any changes in these numbers, such as KIA, MIA, on leave, deserted, transferred to another unit, etc...

Also, I just found a page from a report about the collision on September 10, 1944 that contains some interesting information about the incident.

See: <http://img444.imageshack.us/img444/3712/50148931jf8.jpg>

Not sure what type of report this is, since there were no other pages that went with it, it was not signed and there is no other indication to me what this is. Any ideas?

According to this document, the following is given as the cause of the collision: "42-97451 was in position. Sun glare apparently caused #42-97456 to pull up suddenly. Collision of the two A/C resulted."

-Eric Z.

Posted by Sheila on 4/10/2008, 11:02 am, in reply to "Re: Walter Sale MIA Report"

Eric,

I don't know what kind of report this is either. Probaby one that was typed up after a briefing of witnesses on the return of the flight crews.

The Morning Reports that I've seen are typed up on lined paper. With the heading.

'Company Morning Report' Some are stamped 'Secret' some are stamped 'Restricted' and some have no stamp on them.

Under the heading it will have the date, the bomb group and unit name or squadron number.

At the bottom of each page it will be signed.

I thought the ones I had seen had all been signed by Major Snow, but since realize that one was signed by Major F W Hutchinson and one by Capt. Melvin J Kieffer

Posted by Sheila on 4/10/2008, 11:09 am, in reply to "Re: Walter Sale MIA Report"

Pertaining to my last message. I also should have noted that the documents that I have seen that were stamed 'Secret' and 'Restricted' were regraded as 'Unclassified' in November 1947

Posted by Bob Benos on 4/10/2008, 12:27 pm, in reply to "Re: Walter Sale MIA Report"

Jerry Sale, et al - I believe the "Morning Reports" from each squadron are available on declassified microfilm obtainable from Maxwell AFB. Address: HQ AFHRA/RSA, Chennault Circle, MAXWELL AFB, AL 36112-6424. They also have a website.

In December of 2002, in accord with research information I then received from John J. Briol's son (John Sr. was a 457th Ball Turret Gunner on the John Welch crew & co-author of Dead Engine Kids), I ordered two rolls of microfilm from MAXWELL AFB. I paid the nominal amount of \$30.00 each and received them after 3 or 4 months. They are on 16mm rolls and may be viewed on a microfilm viewer available at most public libraries. Every roll of microfilm has an assigned classification number according to the time period they cover. In order to obtain the film you must know the assigned film numbers. This is the first request that must be made and may possibly be available by e-mail. John Briol and my dad were assigned to Glatton roughly during the same period of time, so John Jr. gave me his roll numbers. I obtained the film covering the period from mid September 1944 through December 1944 on 2 rolls. These rolls are identified as follows: Roll # 1: B0604 - 2130, DOD DIR 5200.9 and roll # 2 as: B0605 - 2242, DOD DIR 5200.09. Each roll contains pics of hundreds of individual documents and contain various documents for each 457th squadron. I also talked to several personnel at Maxwell by telephone and they were very cooperative and helpful. NOTE: It took me 2 weeks to review and copy some of the relevant docs pertaining to my dads squadron & missions, (Nick Benos, B.T. Gunner - 750th - Lt. Salo crew). Note also: Documents vary for each squadron, some are illegible and many reports reiterate mission reports already posted. Many docs are interesting but not necessarily relevant, such as what new movie was being shown on the base. Jerry, if you have any questions feel free to e-mail me. Good Luck

Posted by Alan Morton on 4/11/2008, 12:26 am, in reply to "Re: Walter Sale MIA Report"

To clarify a point of contention ... Did pilot Lt. Harold Gay ring the Flight Crew Bail-Out Bell? According to Jerry Sale ... "to this day, my father swears that the pilot gave the bail-out signal but the official report says that the pilot did not.

Posted by Alan Morton on 4/11/2008, 6:13 pm, in reply to "Re: Walter Sale MIA Report"

Hi Jerry ...

You suggest that your Father had to bail-out of his B-17 A/C # 451 on Mission 120 to Gaggenau, Germany on September 10, 1945 at an altitude of 25,000 feet. At the time of the two aircraft collision noted herein ... that altitude is highly debatable because the 457th BG had just entered over the continent off the English Channel and was laboriously climbing to eventually reach a bombing altitude over the target of 25,000 feet. At the time of the two aircraft collision, the two aircraft had only reached an estimated altitude of 15,000 feet.

Posted by jerry sale on 4/12/2008, 5:35 am, in reply to "Re: Walter Sale MIA Report"

I have only what my father told me to go by and 50+ year old memories can be fragile but one of the other posts in this series said that the two who jumped from the other plane did so at 16,000 ft. There was likely some reaction time in which the planes rapidly lost altitude. Also the nearest town was St. Quentin which I estimate was 1/4 to 1/3 into France. Taking all the posts and know facts into account, you are probably closer to the altitude at 15,000 ft. than my father's estimate of 25,000 ft.

Posted by Alan Morton on 4/10/2008, 10:17 am, in reply to "Walter Sale MIA Report"

According to attached photo Walter Sale was a part of the Harold D. Gay Flight Crew as the Navigator in the States before going overseas to Glatton.

<http://www.457thbombgroup.org/aircrews/Gay%20Harold%20D%20Crew1.html>

Posted by Alan Morton on 4/10/2008, 10:31 am, in reply to "Walter Sale MIA Report"

On 28 September, 1944 (Mission 128) to Magdeburg, Germany the entire Harold D. Gay Flight Crew were Killed In Action. The plane piloted by Lt. Harold D. Gay was attacked by FW-190s just before the IP. The bombs were salvoed, the craft left the formation and with engines smoking went into a steep dive and crashed near Dorstadt, Germany. None of the crew survived. Walter Sale was no longer attached to the Harold D. Gay Flight Crew as Navigator.

Posted by Jerry Sale on 4/12/2008, 6:01 am, in reply to "Re: Walter Sale MIA Report"

Sometime after September 19, 1944, when he flew his last mission with the Harold Gay crew, my father accepted an offer to start flying as second lead navigator with various crews. He just got lucky. He may have not been the luckiest man in outfit but he was close to it.

"Foo Fighters/UFO's"

Posted by Jerry Sale on 4/21/2008, 9:03 am

There are so many programs on TV now that report on UFO's including some that were spotted during WWII. Did any of you vets see or hear reported anything that was so unusual that it might have been extraterrestrial?

Posted by Sheila on 4/22/2008, 1:07 pm, in reply to "Foo Fighters/UFO's"

This doesn't pertain to WWII Jerry, but there is a very well documented case of UFO sightings in late 1980 by local people and also personal of two American Airforce bases in East Anglia England, namely Bentwaters and Woodbridge. If you type in Rendlesham Forest UFO, it should bring up something.

Posted by Joe Toth on 4/22/2008, 6:11 pm, in reply to "Foo Fighters/UFO's"

Jerry, I saw 10 UFO's on one mission flying a good formation. They were dropping leaflets. Must have been Germans, no one was shooting at them. One more thing Jerry, leaflets are printed material with a message for the Germans to get out of town. I hope this clarifies the UFO presence. P.S. Sheila: I saw one fly over your house in England.

Posted by Sheila on 4/23/2008, 12:07 pm, in reply to "Re: Foo Fighters/UFO's"

Gosh darn it Joe, you must have been swigging out of that Jack Daniels bottle again!!!

Posted by Alan Morton on 4/22/2008, 11:42 pm, in reply to "Foo Fighters/UFO's"

Welcome To Fire Balls ...

<http://www.ufocasebook.com/foofighters2.html>

Posted by Alan Morton on 4/22/2008, 11:55 pm, in reply to "Foo Fighters/UFO's"
Thanks a lot Jerry ... for getting us off Walter Sale MIA Reports.

Try this on for size: http://www.miqel.com/reading_library/archived_stories/ww2_foo_fighters.html

Posted by Jerry Sale on 4/23/2008, 8:47 am, in reply to "Re: Foo Fighters/UFO's"
My dad reports that he never saw anything unusual of the Foo Fighter/UFO nature.

"A tribute to our Veterans"

Posted by Sheila on 5/4/2008, 3:27 pm

This song is making the rounds on the internet, and with VE day being a few days away, I thought it might be appropriate to post the link for all of the 457th Veterans to hear. I, and so many others owe you a huge 'Thank You'

<http://www.managedmusic.com/php/BYGIndex.php?page=playBYG>

After listening to the song, you may like to read the story as to why it was made!

<http://www.barefootsworld.net/thanksww2vet.html>

I do hope these links will open for you!

Posted by Ann Jones on 5/5/2008, 7:01 pm, in reply to "A tribute to our Veterans"

Hi Sheila, I went onto your first link to listen to the song, its very good and so appropriate. My late father in law in England was on the D Day landings on Gold beach. He was also involved in 'Operation Market Garden' at Arnheim and had to swim across the river to escape. Easy Company depicted in the 'Band of Brothers' TV series helped to save those soldiers. I also have a link to the 457th Bomb Group through the late Andrew Brown Jnr who died this year.(see my previous email) to this web site.
We can never thank those brave people enough,who were and still are fighting for ours and others freedom.

"Bombing Altitude"

Posted by Jerry Sale on 4/25/2008, 11:32 am

- (i) What were the range of altitudes for bombing missions?
- (ii) Was there a steep ascent or descent right before the bombs were dropped to help with flak inaccuracy?

Posted by Sully Sullivan on 5/9/2008, 2:20 pm, in reply to "Bombing Altitude"

Jerry, I would guess the average altitude was mid-to-low 20,000s.
Examples...May 11, 44 Luxemburg 17,000...July 1 44 Munich 27,000...July 25 44 Schweinfurt (My first Lead Mission) 25,000...August 30 Kiel (My last mission) 26,000.
Question #2...No. From IP to release no change in altitude.
We were sitting "ducks." However, there was a slight increase in altitude when bombs were dropped, but this did not help improve "Flak Inaccuracy."

Posted by Jerry Sale on 5/10/2008, 8:43 am, in reply to "Re: Bombing Altitude"

As a follow up, how much distance and/or time on average was the IP from release?

Also, on sites protected by flak, did it take a while before they zeroed in at the right altitude?

Posted by Sully Sullivan on 5/10/2008, 1:21 pm, in reply to "Re: Bombing Altitude"

Average IP to bomb release time 10 minutes, but seemed like a life time.
No time for the flak to find us...in fact the flak was over the target before we got there.
We could see the flak several minutes ahead of us, but we knew we had to fly right into it. Although every target provided us with a "flak" welcome. Hamburg and Berlin were especially bad...
the barrage of flak over these was several miles wide and several thousand feet thick.

Posted by Jerry Sale on 5/12/2008, 12:38 pm, in reply to "Re: Bombing Altitude"

Thanks for your response. It really gives meaning to the phrase "Flak so thick you could walk on it."

"Grandfather Brothers Crew"

Posted by philip on 5/11/2008, 5:02 pm

My grandfather and I were checking out information on his brothers Crew.

Joseph T. Schembri

He was killed in an accident before a mission so he isn't on the KIA list

He was killed when he was jumping into the front hatch and fell backwards onto the prop.

My question is what was his crew/ A/C so i can find a little more out about him

My grandfathers Crew <http://www.100thbg.com/mainpages/crews/crews4/jensen.htm>
if anyone is interested

Thank you for your time

Posted by Alan Morton on 5/12/2008, 2:27 am, in reply to "Grandfather Brothers Crew"

Wow Phillip (#####@yahoo.com) ... You're really bouncing around between the "Bloody Hundredth" 100th BG and the 457th BG. Joe was a Flight Engineer and would have normally entered through the Nose Hatch. BUT, NOT WITH THE ENGINES RUNNING! The clearance from a turning propeller to the hatch door is really, really marginal. If you lose your balance ... you're toast. He should have gone to the waist door to enter.

Joseph T. Schembri flew 12 combat missions with the 457th BG. Click on this

URI:http://www.457thbombgroup.org/Search_home/searchresults.asp?searchField=Joseph%20.%20Schembri&srcriteria=phrase&range=1

Joe was with the 750th Bomb Squadron. He flew with a variety of Pilots ... one pilot was Lt. Scott B. Ormsby with Joe as the Flight Engineer Top Turret Gunner. He flew a total of 12 Combat Missions

Posted by Sully Sullivan on 5/17/2008, 2:03 pm, in reply to "Re: Grandfather Brothers Crew"

I flew two missions with Lt. Ormsby...August 16 and August 30, but Sgt. Schenbri was not on either of them. Therefore, I did not know him.

"457th Books and Info"

Posted by Nancy Toth on 5/13/2008, 1:40 am

This post goes specifically to Jerry Sale and to others of the younger generation who have questions about bombing missions during WWII. I'm lucky because my Dad is nearby and I can ask questions and get answers whenever I want. MY membership and activity in the Association also provides a resource to me. To those of you who aren't as lucky as I am, I very strongly recommend that you do some reading. I have just finished reading "The Mighty Eighth" by Gerald Astor. The front cover says: "The Air War in Europe as told by the men who fought it." It was a great read. I also recommend the books written by some of our own members, such as:

The "Fait Accompli" Trilogy, available from James Bass; "Black Puff Polly" and "Flak Dodger", edited by Roland Byers; "Dead Engine Kids" by John Welch; "A B-17 Co-Pilot Remembers" by Ken Blakebrough; "POWERful Memories" by Augustine Fernandez; and a new book out by Richard Gibbs called "My Path to War". These are just a few of the books our own members have written. Barnes and Nobel has an extensive collection of WWII books.

Jerry I can't help but notice the many posts and questions you have on the website. Since you have such an interest, why don't you join the Association. The newsletter is full of information and stories from and about our members and their WWII service. Dues are only \$25 for 2 years and that way you benefit from receiving

the newsletters and the Association benefits from your financial support. There is an application for membership on the website. Hope you will get busy and not only become a member, but get some of the books I've recommended. I can supply publishers if you need them. Sincerely, Nancy Toth...Proud daughter of a B-17 Tailgunner.

Posted by Sheila on 5/13/2008, 2:22 pm, in reply to "(no subject)"

Hello Nancy.

You are one of the lucky ones to have your Dad close by and willing to speak about his experiences. He is leaving you a legacy by sharing his history!

These books you mentioned are wonderful! I have most of them. There is also one other that you didn't mention that was written by J Francis Angier who was a pilot with the 457th. 'Ready or Not. Into the Wild Blue Yonder.'

He was taken POW and he gives a very graphic account of his injuries and the time when he was a prisoner. I hope he doesn't mind me giving his book a plug! I had two Uncles who were taken prisoner. One by the Japanese and one by the Germans. Neither were able to speak of their time in captivity, so this book of Mr Angiers has certainly be of great interest to me, and made me even more grateful to all of the military men and women for what they endured during WWII, and also the previous and later wars!

Posted by Goldsborough, Wn.C. on 5/21/2008, 11:07 am, in reply to "Re: (no subject)"

Nancy: The book was writing by Thomas Childers and is carried by Barnes & Noble. The story is about Lt. Roy Allen, his crew on June 14, 1944 when they were shutdown on their (12) mission.

An interesting read I strongly advise.

“2008 Memorial Day”

Posted by Jerry Sale on 5/23/2008, 12:38 pm

All the best to the vets, their families and supporters on this Memorial Day.

“Reunion”

Posted by Sheila on 5/27/2008, 12:07 pm

For those of you unable to be in England for the reunion, I thought that you might like to read the article that is in todays Peterborough newspaper. I hope this link will open for you!

<http://www.peterboroughtoday.co.uk/news/Brave-airmen-remember-fallen-comrades.4122184.jp>

My relatives who still live in the village called me after they had been to the Memorial services. They said that it poured with rain all day Sunday, but it didn't damped anyones spirits!

“64 years ago today...”

Posted by Norman Woodis on 5/27/2008, 9:42 pm

The ship "Sweater Out" went down over occupied France. My uncle and others survived but two members on that plane perished. I've thought all day about what those young men must have been going through all those years ago.

Hope everyone had a great Memorial Day weekend, and took the time to realize what we were celebrating. I did and I thank all of the Veterans.

Norman

"Flt Officer Arthur Richards, Copilot"

Posted by Joe Gualano on 4/19/2008, 4:15 pm

Art was killed in action August 24, 1944. Art and I were High School friends. The last time I saw him was in early June 1944 when he visited me at Station 152 (493rd BG) Does anyone have information about Art such as the target, details of the mission, etc?

Posted by Alan Morton on 4/19/2008, 5:52 pm, in reply to "Flt Officer Arthur Richards, Copilot"

Hi Joe ...

Click on the following URL to see art's missions flown

http://www.457thbombgroup.org/Search_home/searchresults.asp?searchField=Richards&Submit=Website+Search&srcriteria=any

plus ...

MISSION NO. 112
WEIMAR, GERMANY

24 AUGUST, 1944

Thirteen hundred heavy bombers were dispatched on Policing attacks on German oil refineries from Hannover to Brux and aircraft factories in the Brunswick/Leipzig area.

The 457th Group was assigned a land armament factory located five miles northwest of Weimar, worked by political Prisoners from an adjoining concentration camp. Gestapo barracks and a headquarters were also in the target area. Recent reports indicated the factory was also engaged in producing the V-2 rocket bomb.

The 36 planes with the team of Major Smith and Captain Clarence E. Schuchmann leading the 94th A Combat Wing, formed and experienced some difficulty in achieving Wing and Division formation. When the German coast was penetrated near the mouth of the Elbe River, all clouds had disappeared. Hamburg and Bremen were passed on the left and right as the formation headed southeast for the Berlin/Magdeburg gap. Shortly before reaching this point, near Stendahl, Lt. Teddy G. Shaw in the low box was hit by a jet, left the formation with No.2 and No. 3 engines on fire, went into a spin, pulled out and went into another spin before exploding at 10,000 feet. None of the crew survived.

When the formation swung around to the east and south of Leipzig to approach the IP, Lt. Windred L. Pugh's plane was hit by antiaircraft fire, peeled off at 25,000 feet, spiralled down, whipped upward into a stall, and the right wing and tail came off. It then spun down, exploding at about 10,000 feet, with four to five chutes observed before the explosion. Five of the crew failed to survive.

At the IP, the boxes took intervals for the bomb run in a cloud free sky. The targets were identified and bombs dropped. The lead and high box covered half of the compact mass of buildings in the factory area with some bombs falling over into the Gestapo area. The low box put most of its bombs off to the left in the woods, but some reached into a corner of the stores area of the plant.

The target area was left a smoking, burning ruin as the boxes rallied into wing formation and headed northwest for their exit from Germany near Emden. No fighters and flak were seen on the way.

Thanks for posting your concern for your High School Friend!

Posted by Joe Gualano on 4/20/2008, 1:15 am, in reply to "Re: Flt Officer Arthur Richards, Copilot"

Thanks much for the info concerning the 2 planes lost on August 24, 1944. I'm not sure which was Art's aircraft since I didn't know his pilot's name. If you have this info would appreciate getting it but if not I know that Art was in one of the two and the circumstances surrounding his death. You have a great homepage - keep up the great work!

Thanks again, Joe Gualano

Posted by Alan Morton on 4/20/2008, 3:07 am, in reply to "Re: Flt Officer Arthur Richards, Copilot"

Hi Joe ...

If you read down four paragraphs on the last transmission ... starting out, "When the formation swung around to the east and south of Leipzig to approach the IP, Lt. Windred L. Pugh's plane was hit by anti-aircraft fire," That's the Pilot: Lt. Windred L. Pugh. Pugh's Co-pilot was F/O Arthur H. Richards.

Joe ... Click on the following URL ... <http://www.457thbombgroup.org/Fate/RLF057.HTML>

Posted by alan Morton on 6/4/2008, 7:05 pm, in reply to "Re: Flt Officer Arthur Richards, Copilot"

Wow ... Come on fellows, we're really making a mountain out of a mole hill.

May I suggest you read my comments on April 20, 2008 above.

Posted by Andy Reeves on 5/12/2008, 10:48 am, in reply to "Flt Officer Arthur Richards, Copilot"

I just found this msg re Art Richards. We, the Coomes crew shared the Quonset Hut (Shack Pappies LTD, 1 Per Man) with Art and rest of his crew. Remember packing up personal effects with "Mack" Dicknison for return to family. Another sad day.

Posted by joe gualano on 5/13/2008, 12:12 am, in reply to "Re: Flt Officer Arthur Richards, Copilot"

Thanks much for sharing your memories with me. Since you shared a Quonset with the four officers, do you remember the name of his pilot?

I was told that two planes were lost - one out of control with a few flyers parachuting, the other blew up. I would rather like to think that Art was in the latter which would have made his death very sudden, Art and I went to Alhambra High School together before he moved down to Ramon and I last saw him when he visited me shortly after D Day. We both experienced our first V1 that day when one flew directly over the base and everyone in the Officers Club hit the deck. Thanks again Joe

Posted by Andy Reeves on 6/4/2008, 10:47 am, in reply to "Re: Flt Officer Arthur Richards, Copilot"

Sorry that I was so long in replying. My hard drive bit the dust and the only MAC store servicing same is in Tampa, some 50mi away. Now back to your question. Without looking, Art was a member of the PUGH crew. This can be checked on the mission report pages with the crew listing. Believe I am correct. Andy

Posted by Joe Gualano on 6/4/2008, 12:46 pm, in reply to "Re: Flt Officer Arthur Richards, Copilot"

Andy, Thanks for the response concerning Art's pilot. If it was Pugh, according to the information I received earlier, his plane did explode after losing a wing and tail. At least Art didn't have to ride it all the way down. I really appreciate the help you have given. sincerely, Joe

“Website help”

Posted by John Walker on 6/5/2008, 7:01 am

Hi,

Having looked at your website, I am very impressed, and would appreciate a contact name for help in setting up a similar website for the 92nd Bomb Group Memorial Association U.K. of which I am the Chairman.

Regards

John Walker

“Lost HQ personnel”

Posted by Salinas, Chas on 6/22/2008, 8:54 pm

Dad was Chief Dental Surgeon Lt Carlos Salinas, married war bride Edna Bass, 6/6/45 @ Peterboro Cathedral after the VE Day Celebration there.

We are trying to locate the following folks:

WOLVERSON, Andy, Cook,

SWAVARE, Gordon, Sgt.

MacDONALD, Larry, Adj, Lawyer

FAIN, Charlie, Cpt, Admin Best Man @ Wedding

LUPI, Maj. Dentist

Anyone else knowing my Dad from Carlisle Barracks.

"""""" """""" or in the Wedding.

Maybe there are other War Brides who would like to connect with us.

"42-102464 - Edward Nabozny"

Posted by Stasiu Nabozny on 6/7/2008, 2:15 am

Hello, my name is Stasiu Nabozny. My grandfather, Edward Nabozny, was the radio operator aboard 42-102464, which was shot down over Le Bourget, France, June 14th, 1944. My knowledge of what happened to my grandfather and the rest of the crew come exclusively from my mother's secondhand account that she got from my father's mother, and I'm still attempting to gather more information. My grandfather passed away a decade before I was born, and my father was sufficiently traumatized by his passing that to this day he won't speak of his father. His wife passed away in early 2005, before I began my quest for more information.

I would like to obtain all the information that I possible can about the fate of the crew after being shot down. All I know currently is that the family was told that the crew had been lost, and there's a vague account of them falling in with the French Underground. I would love to find out if any of the crew are still alive today. If anyone can provide me with any information, or can point me in the right direction, I would greatly appreciate it. Thank you.

-Stasiu Nabozny

Posted by Alan Morton on 6/7/2008, 3:14 pm, in reply to "42-102464 - Edward Nabozny"

Hi Staslu ...

This is not the solution to your Grandfather, T/Sgt Edward Nabozny disappearance and fate but a beginning ... collecting data about his service with combat mission flown.

Double click on the following red colored URL:

http://www.457thbombgroup.org/Search_home/searchresults.asp?searchField=Edward%20Nabozny&srcriteria=phrase&range=1

We'll be back in touch while you digest the aforementioned data.

Alan Morton

Posted by Alan Morton on 6/7/2008, 4:42 pm, in reply to "42-102464 - Edward Nabozny"

Hi Staslu ...

As you may or may not already know ...

The craft piloted by Lt. Charles R. Blackwell, on his 29th mission, was hit by a burst of flak, which knocked out three engines, caused the ship to drop out of formation and the crew to parachute from the craft.

Plane s/n 42-102464, piloted by Lt Charles R. Blackwell was hit by flak just after dropping their bombs. The first burst of flak blew off the plexiglass nose. The next couple bursts knocked out two engines and left the third with a runaway prop. They turned and made it halfway back to the coast when the runaway prop fell off. The cockpit area was awash in gasoline and the order was give to abandon ship. The crew all bailed out at 1500 feet altitude. (See Charles Blackwell's account of this incident in "Black Puff Polly" by Roland Byers)

The crew was as follows:

Plane s/n 42-102464
Pilot Lt Charles R. Blackwell EVD
Copilot Lt Theodore R. Baskett POW
Navigator Lt Irving H. Meyers POW
Bombardier Lt Verne M. Boon POW
A/C Engineer Sgt Thomas W. Howard POW
Radio Operator Sgt Edward Nabozny POW
Waist Gunner Sgt Francis W. McCall POW
Ball Turret Gunner Sgt Thomas G. Leahy POW
Tail Gunner Sgt Sylvester C Kuraskiewicz POW

Notice above that the Pilot Lt Charles R. Blackwell Evaded Capture.

Now for the Good News ... After the end of WWII, Charles Blackwell did join the 457th BG Association. I'm trying to locate Blackwell at another address than the one listed in the Association's Roster!

Best regards ... Alan Morton

Posted by Stasiu on 6/7/2008, 11:33 pm, in reply to "Re: 42-102464 - Edward Nabozny"

Thank you, I had located most of that information on the website. I've been attempting to find a copy of Black Puff Polly, but unfortunately, none of the libraries in my area have a copy. I'm ready to purchase a used one from amazon.com. Until then, I'll keep digging around and collecting all the information I can from this website. Thank you very much for your help.

Posted by alan Morton on 6/7/2008, 5:20 pm, in reply to "42-102464 - Edward Nabozny"

Hi Staslu ...

One other area you might also direct your attention to is the web site section "457th Bomb Group Prisoners of War."

Maybe his other Flight Crew members listed in the POW section have the kind of information you desire.

Good Luck ... Alan

Posted by Eric Zemper on 6/8/2008, 2:53 am, in reply to "Re: 42-102464 - Edward Nabozny"

Found several pages of the Missing Air Crew Reports for this crew. Apparently, they landed very close to a German ammunition depot and gunfire was reported as they landed.

According to these reports, four of these crew members eventually escaped (Blackwell, Baskette, Nabozny and McCall). While the other five ended up as POW's.

See the following pages for samples from these reports:

<http://img145.imageshack.us/img145/7153/43805383qt7.jpg>

<http://img145.imageshack.us/img145/8559/73409062yf3.jpg>

<http://img145.imageshack.us/img145/4654/90997536fs4.jpg>

<http://img176.imageshack.us/img176/1762/70038244wj2.jpg>

<http://img176.imageshack.us/img176/1448/74315395nz9.jpg>

Note that these were filled out from early August to September of 1944, I assume as crew members made it back and were able to report what had happened.

Hope this helps - Eric Zemper

Posted by Alan Morton on 6/8/2008, 1:00 pm, in reply to "Re: 42-102464 - Edward Nabozny"

Question is ... How'd A/C 42-102464 make out after the Flight Crew bailed-out?

Would you believe a wheel-up pancake landing!

See: <http://www.457thbombgroup.org/Fate/RLP070.HTML>

Cheers, Alan

Posted by Alan Morton on 6/8/2008, 12:32 pm, in reply to "42-102464 - Edward Nabozny"
Sadly ...

According to our Association Secretary ... Pilot Lt Charles R. Blackwell is deceased.
Our best bet Staslu is to contact (or hear via this web site) from the POW enlisted crew members ... Howard, McCall, Leahy, Kuraszkiwicz or POW Officers ... CoPilot Theodore R. Basket and Bombardier Verne M. Boon ... if they are still alive.

Cheers, Alan Morton

Posted by Alan Morton on 6/8/2008, 1:56 pm, in reply to "Re: 42-102464 - Edward Nabozny"
To save everyone time and money ...

I've spent a small fortune calling 411 Information in the following areas:

The listings providing the Next of Kin of the Flight Crew is at best 60+ years old. Found it of no help, now.

There were only a couple of the Officers that joined the Web Site Association Roster ... no help!
We now know the Pilot ... Died.

As for the Flight Crew enlisted members ... none joined the Association Roster ... consequently, no help!

Sorry, Alan

Posted by Alan Morton on 6/8/2008, 3:34 pm, in reply to "42-102464 - Edward Nabozny"
Thanks to an Email from Kenneth Blakebrough, Ken informs that Bombardier Verne Boon is deceased.

Posted by Eric Zemper on 6/8/2008, 6:25 pm, in reply to "Re: 42-102464 - Edward Nabozny"
If there are no surviving members of this crew to contact, another option for you would be to try and obtain an Escape and Evasion Report. Samples of what E&E reports contain can be seen on the 100th BG site:http://www.100thbg.org/mainmenus/ee/ee_index.htm

The reports I have read often contain some very interesting information as to what happened and how the individual escaped. If the E&E report still exists that Edward Nabozny would have had to write (or the other crew members who also escaped), it would probably answer many of the questions you have.

The National Archives has (I believe the original) copies of these reports in Maryland. Written requests for these reports can be sent to:

U.S. Archives II
Modern Military Records--NWCTM
Record Group 498
8601 Adelphia Road
College Park, Maryland 20740-6001
USA

The Air Force Historical Research Agency also have copies of the E&E reports. They can be contacted at:

AFHRA/RSA
600 Chennault Circle
Maxwell AFB, Alabama 36112-6424

When requesting information, be sure to provide as much information as you can and ask for the complete file contents. Both of the above mentioned organizations will charge a fee for their services and could take a few months to complete your request.

Good Luck - Eric Z.

Posted by Alan Morton on 6/8/2008, 8:28 pm, in reply to "42-102464 - Edward Nabozny"

CoPilot Theodore R. Baskett's wife still lives in Tracy, CA but has told the 411 telephone operators NOT to release her phone number. Recognizing that Mrs. Mary F. Baskett must be in her mid-eighties ... it would be an invasion of her privacy to push the issue at this late date.

Hate to suggest it, but I think we've pretty well beat this dead horse to death. Time is no longer on our side.

Posted by Alan Morton on 6/22/2008, 4:30 pm, in reply to "42-102464 - Edward Nabozny"

Hi Stasiu ...

How's it going? After that June 6th, 7th and 8th marathon we put on to search for information ... what'd you end up with as to the fate of your grandfather and his crew? Did you locate and/or hear from any one crew member directly or through a relative of the Pilot Lt. Charles R, Blackwell Flight Crew?

Alan Morton

Posted by Alan Morton on 6/26/2008, 6:34 pm, in reply to "42-102464 - Edward Nabozny"

For the record: Since Stasiu didn't respond to my last posted message of 6/22/08, I sent him an Email and asked him for an indication of "Where did we end up on this issue?" Why? Because Eric and I spent a lot of personal man hours and telephone 411 information call dollars trying to give him insight and visibility about the plight of T/Sgt Edward Nabozny. Personally, before I answered him I knew (65 years after the fact alone), the odds of finding any of the crew or immediate family still alive or able to communicate for health reasons would be remote.

When I was flying Combat Missions with the 457th BG, 750 BS I was 19 years old. I'm 83 years old today. Most Flying Officers were in the 21 to 24 year old bracket because their Officer training time took longer. So these same Officers are now in their 84 to 87+ age bracket or older today ... if alive. We're dying like house flies today!

Another factor: CREW PHOTOS. Some Flight Crews had cameras and were "Gung Ho" continually taking photos of their Aircraft and Crew ... Other Flight Officers and Crews had no cameras or acted like we were on Secret Combat Missions and took NO or few Photos of the Total Flight Crew or the various A/C we flew.

As for: "Aircraft Nose Art" ... When I went out the A/C that we were assigned to fly that Mission day it was PITCH BLACK DARK and damp COLD in the early morning hours. The last thing on my mind was what's the A/C Nose Art? When we arrived back at the base after a 10 hour Mission it was getting or was dark and I had to get my gear and guns together back to supply and go to Mission debriefing ... and, my shot of whiskey. The last thing on my mind was the Nose Art on the A/C. This novelty only set in and really became popular only after the War was over and our reflection set in about the A/C we flew and their pet Nose Art Girls and off-color names. This Nose Art was really popular with the Fighter Pilots and their personally assigned P-51's, P-47's Fighter A/C and the like.

Posted by Andy Reeves on 6/29/2008, 12:35 pm, in reply to "Re: 42-102464 - Edward Nabozny"

Alan, how true your last comments were. We were in the same sqdn at the same time and I truthfully cannot place you. I remember very few of the people that were part of my life t that time. I really did not want to form many close relationships because of potential unexpected loss due to combat. I think this really manifested my thought on this with the loss of Pugh and Richards and several others out of our "Hooch".I suppose that I just wanted to get the job done and survive. I really did not give a hoot as to nose art, color of the bird or anything

else except that it was in as good a condition as possible and would survive the mission. This is long and drawn out and probably too voluminous to publish, just my random thought some 64 years later-- Best wishes-- ANDY

Posted by Alex (Olek) Brzeski on 4/23/2014, 11:03 am, in reply to "42-102464 - Edward Nabozny"

Stasiu,

I hope you are still checking this post as I am trying to find relatives concerning this crew as I live in Lyons La Foret, Normandy..... Where your grandfather was helped by the resistance after the plane crashed and I would love to speak to you as we are planning celebrations in honour of the 70th anniversary of the liberation of France.

On August 30th we are holding celebrations during which we plan to have an exhibition concerning what happened in and around this area during the war. There will be mention of the aircrafts that crashed here including 42-102464. Please contact me as I would like to speak to about this.

"Sgt. Luis Franco / engineer on a B-17 / POW"

Posted by Henry Duchene on 5/31/2008, 3:35 pm

My Uncle Sgt. Luis Franco passed away a few years ago. He had been a member of the the Air Force, 751 Bomb Squadron, 457th Bomb Group during WWII. He was a engineer on the B-17 (Flying Fortress) named "Finarky". On his 7th mission, May 19, 1944, his plane was attacked by four German ME-109 and it was shot down over Germany. He was taken prisoner where he remained until the end of the war. I wish I had talked to him more about his life.

Posted by Henry Duchene on 7/1/2008, 1:59 am, in reply to "Sgt. Luis Franco / engineer on a B-17 / POW"

My Uncle Sgt. Luis Franco passed away a few years ago. He had been a member of the the Air Force, 751 Bomb Squadron, 457th Bomb Group during WWII. He was a engineer on the B-17 (Flying Fortress) named "Finarky". On his 7th mission, May 19, 1944, his plane was attacked by four German ME-109 and it was shot down over Germany. He was taken prisoner where he remained until the end of the war. I wish I had talked to him more about his life.

Posted by Luis J Franco Jr on 8/5/2014, 5:22 pm, in reply to "B-17 named "Finarky" shot down over Germany"

Hey cousin: I'm researching my dad's life as a POW so that any information I find can be passed on to my grandson. I have just started the search and do not have much information to pass on to you. Hopefully, this search will open my eyes to the side of my dad's life he did not discuss with me much. May our dads RIP.

"Champe Dobler"

Posted by Jeremy Dobler on 2/11/2008, 10:06 pm

I am the Grand son of Champe Dobler. Champe passed away over a year ago now and I was going through his belongings hoping to find out more about his service in WW II. I know he served in the 457th because he talked to me about it and showed me his video of his trip back to the airstrip in Europe. But I have no idea what the names of the planes he flew in or even what squadron he was in. If any one has any records or knowledge of Champe Dobler or any suggestions on where to look for that information, I would appreciate it. My son and I have been searching for information on him. Thank you

Posted by Alan Morton on 2/12/2008, 10:00 am, in reply to "Champe Dobler"

Welcome Jeremy to the wonderful world of the 457th Bomb Group of WWII. Like all of the relatives of other Flight Crews before you ... you've gotta start someplace and glean the particulars of Champe V. Dobler the hard way. It's all here, you just have to learn the ropes of using this fantastic web site!

Champe's first mission was on MISSION NO. 62 to
ETAMPES, FRANCE - 8 JUNE, 1944

The Flight Crew Officers consisted of:
Ennis E. Brown....Pilot
Max D. Peterson...Co-Pilot

Myron L. Kruse....Navigator
Champe V. Dobler..Bombardier
Martin Mueheam
Joseph J. Darden
James G. Lisy
Mack W. Fuqua
William M. Fuqua

See the 479th Squadron, Aircraft #073<http://www.457thbombgroup.org/Narratives/MA62.HTML>

Now for a start off point for you ... go to the Home Page and find the blank "SEARCH" Block and type in Dobler and hit the SEARCH Button. There are all of his Missions Flown. Check each mission out!

Cheers, Alan Morton

Posted by jeremy dobler on 2/12/2008, 7:02 pm, in reply to "Re: Champe Dobler"

Alan,

Thanks for the inforamtion.

Posted by JOSEPH TOTH on 2/12/2008, 1:00 pm, in reply to "Champe Dobler"

CHAMPE

WAS WITH THE 749TH SQ. AND WAS A BOMBARDIER, HIS SERIAL NO WAS 0-759908.I SHOW HIM FLYING 24 MISSIONS IN 11 DIFFERENT A/C. HE HAD TWO DIFFERENT PILOTS . THEY WERE MAX PETERSON AND ENNIS BROWN.CHAMPE FLEW HIS FIRST MISSION ON JUNE 8TH 1944. CALL ME AT 719-#### JOE TOTH

Posted by Nick Safranek on 7/2/2008, 2:04 pm, in reply to "Re: Champe Dobler"

My grandfather James G. Lisy flew with him on some missions per my records. I never met him as he passed away in 1968, however, I am always interested to hear any information that anyone has regarding his WWII experiences. I wonder if anyone who flew with him is still around today.

Posted by Ryan Brown on 6/28/2017, 9:36 am, in reply to "Champe Dobler"

Just found this amazing website. Ennis Brown was my grandfather. Ennis passed away more than 30 years ago.

"Information on Lt. Thomas C. Guest"

Posted by James Taylor on 6/20/2008, 10:10 pm

I recently acquired a small medal group with a copy of the general orders to Thomas C. Guest Lt. 0-752667 listing the 750th Bombardment Squadron 457th Combardment group. I reviewed the crew listing on this site and did not find him mentioned. Are all crew members listed or is there some additional research that I can do on him from the bob group?

Regards

Jim Taylor

Posted by Sheila on 7/2/2008, 12:21 pm, in reply to "Information on Lt. Thomas C. Guest"

How was you able to aquire the medals for Lt Thomas Guest. Are you a family member or friend? In the past I have tried to help family members research information about their relatives, and if this is the case I can try to help when time permits!

Posted by Jim Taylor on 7/9/2008, 10:56 pm, in reply to "Re: Information on Lt. Thomas C. Guest"

I purchased the medals from a collector who is selling his medal collection. I collect American medal groups and had trouble finding anything about Lt. Guest on this site and others. I try to find out everything about the individual that I am privledged to acquire their medals. I will be more than happy to cover any expense that may be incurred.

I am a life member of the VFW and DAV.

Regards
Jim

Posted by Sheila on 7/11/2008, 12:16 pm, in reply to "Re: Information on Lt. Thomas C. Guest"

Hello Jim,

I am sorry that I am unable to help you. I do not charge for any help I give, but out of respect for the men from this bomb group that are still alive, and the ones that have left us, I only help family members, or on occasion, people that have a personal knowledge of the military man or woman they are seeking information on.

Maybe you can do an internet search and find some information on the man whose medals you have acquired! There are some good sites on the net, including the NARA site.

You have apparently served in the military yourself, so I am certain that you are giving these medals a good home, and will cherish them!

Good Luck!
Regards,
Sheila

"CHESTER SCHULTZ"

Posted by Andrea Lovett on 7/18/2008, 12:51 pm

I'm searching for Chester Schultz who served in Norfolk, England during October/November 1944. I would be so very grateful if anyone has any information that may help me. Thank you.

Posted by Sheila on 7/19/2008, 12:04 am, in reply to "CHESTER SCHULTZ"

Hello Andrea,

I have reason to believe that Chester Schultz is your Grandfather, according to a message I recently read. The 457th bomb group was not stationed in Norfolk, although I do understand why you have left a message here. Many men who served, did also have friends at other bases. There were about a dozen men with the same name as your Grandfather who enlisted during WWII. If the message that I read was yours, you may e-mail me directly and I will try to help you further.

"Nose Art"

Posted by Linda Stevens on 7/24/2008, 7:46 pm

I'm hoping that there is someone out there who has pictures of the Nose Art for: ELIZABETH ANN, ROSE OLIVE, PROP WASH, GI VIRGIN, LUCK OF JUDITH ANN, FLAK DODGER and FISH N CHIPS? If so, could you please contact me? I'm looking for photos to add to my genealogy data.

Thanks

"Missing Airmen Online Search Engine Found"

Posted by Carolyn DeLoach on 7/25/2008, 12:49 am

I found a great online site for searching missing airmen documentation and casualty reports. You have to join to be able to download scans of the original records but it is well worth it. I found detailed reports in the death of my father's best friend, Lt. John B. Folsom, shot down August 6, 1944.

Go to: <http://www.footnote.com/search.php?query=wwii>

"GLATTON BOMBER BASE MEMORIAL, GREAT BRITAIN"

Posted by ROBERT ERSKINE on 8/2/2008, 1:50 pm

I felt that I had to contact you.

Some 6 years ago, on my first visit to the City of Peterborough, I came to the top of the A1 Motor way from London, and from this point could see in the distance on the right, the 4 Church spires of Connington, adjacent to Glatton Air Base. This area is a flat plain and easy to see. Something stirred inside me, an empathetic feeling that a great episode or event had taken place here.

Being of an enquiring mind I decided on my return journey home to investigate the area. This was before the erection of the memorial by the roadside. Sure enough my curiosity proved correct. In the Churchyard is the wonderful sculpture of the airman looking skywards, and further along the narrow road, remains of the main concrete runways. At the time I had no idea that an enormous historical event had taken place in this location.

The new memorial is moving and I can only say that for future generations I trust they will be equally moved and understand that the tyranny and evil that existed at the time is never forgotten. That the bravery of all concerned is never wasted, and the energy that still exists today is maintained, to counter any further adverse action against democracy.

Incidentally visiting the Duxford Imperial War Museum with my young son Asher last month, I discovered there a display cabinet near to the Flying Fortress exhibit, located in the American aircraft hanger, which outlines a report from one Sergeant Harry Graham a gunner in a B-17, concerning a piece of flak shrapnel which caused a fire on board his plane. The actual piece of shrapnel is there to see.

Graham and his crew were based at Glatton, and this story confirmed to me why Glatton has this extraordinary atmosphere to this day.

Robert Erskine, Sculptor, London UK
www.roberterskine.com

“Looking for Pilot Mark R. Belcher”

Posted by John Bartlett on 8/4/2008, 2:52 pm

I would like to get in touch with 457th B.G. Pilot Mark R. Belcher if possible. I would appreciate any assistance...thank you.

“Cook, Robert, copilot on Vizanko, Jim crew”

Posted by Archiopoli , Angelo on 8/9/2008, 6:25 pm

Cook was from Santa Monica, CA. When Vizanko was wounded on our 12th mission our crew was broken up and I was assigned to Al Sikkenga's crew as navigator. All the members of this crew had different number of missions. On the mission of 9/28/44 to Magdeburg we were shot down by fighters-6 ships were lost that day-the most for one mission at that time. Cookie did not fly that day so I borrowed his back pack chute. I often wonder what he thought when he found his chute was gone. My back pack did not feel good when I put it on and Bob's locker was next to mine---his felt better so I borrowed it --I intended to return when I got back from the mission---how do you like that for being confident about coming. That was my 25th and last mission. Al Sikkenga was on # 44--his second tour

I have never been in touch with Cook but if he is still around I would like to hear from.

I'm still learning how to use this computer which I have had for a few months

"Trying to trace my father, Sgt Robert L. Kaer”

Posted by Sandra Barton on 8/8/2008, 4:29 am

I am trying to trace my father whom I suspect may have been killed in action and was, for a time, based at RAF Bottesford (near Nottingham, England) in 1944. I believe his surname was Kaer (I do not know if that is the correct spelling).

I have found information of a Sgt Robert L. Kaer on this website but unfortunately, the photograph accompanying the information has been removed. Does anyone know if there are any other websites with these photo's? (I believe it may be very helpful in identifying my father). I would also be grateful if you could let me know if the 457th spent any time in the Nottinghamshire area.

Does anyone remember Sgt Robert L. Kaer? Any info would be very gratefully received.

Posted by Sheila on 8/10/2008, 5:20 pm, in reply to "Trying to trace my father"

Dear Sandra,

The 457th heavy bombers were never stationed at Bottesford. However on occasions men did spend short periods of time at different bases for one reason or another, but this was a rare occurrence.

I don't know if you are aware of the organizations back in England who help people such as yourself get back into contact with their lost loved ones or their loved ones families.

Please either contact me directly and tell me your birthdate and how you came into possession of your Dads name and base and I will try to help you further. Or contact this website below and ask for further help in assisting you with finding your Dads family.

<http://www.gitrace.org/>

It seems like there were very few men with the last name of Kaer who served during WWII.

You are in my prayers, and I do hope that you have a happy outcome to your search!

Posted by Sandra on 8/11/2008, 5:11 am, in reply to "Re: Trying to trace my father"

Thanks very much, Sheila. I've sent you a couple of emails with further info

Sandra

"457 Conington Memorial Dedication Ceremony - NOW ONLINE"

Posted by mark windsor-hampton on 8/15/2008, 2:53 pm

I am pleased to announce you now have a video clip from the above Memorial Ceremony available for world viewing:

The WMV 320x240 Video features Will Fluman and the opening speech from this important event. More footage is available but we are currently limited on memory space. More to follow if there is interest.

For a good taste of the event (and to view this video) please go to:

<http://www.ccan.co.uk/viewlarge.aspx?GroupID=yyw4&MediaID=5009999900014336>

CCAN - Cambridgeshire Community Archive Network

CCAN is a community website allowing local historic information, photographs, memories and videos to be shared throughout the community

Should the above link not work, please try: www.ccan.co.uk and follow the links to Sawtry. The video clip will be located under the title: 30 MAY 2004 with a symbol looking like a wooden box-cine camera

All the best

Mark Windsor-Hampton M.I.B.S.

Sawtry, Cambridgeshire

United Kingdom

Posted by Ken Blakebrough on 8/15/2008, 6:25 pm, in reply to "457 Conington Memorial Dedication Ceremony - NOW ONLINE"

Your video was excellent in content, pictorially and in sound. Thank you from a veteran of the 457th.

Posted by Sheila on 8/16/2008, 2:12 am, in reply to "457 Conington Memorial Dedication Ceremony - NOW ONLINE"

Thank you so much Mark! Another wonderful video of yours!
I know that all of the men of the 457th, and their families will really appreciate this.
It especially means so much to so many of us who were unable to be there!

Posted by Jerry Sale on 8/19/2008, 10:12 am, in reply to "457 Conington Memorial Dedication Ceremony - NOW ONLINE"

This is great. I'll show it to my dad the next time I see him.

"Conington Estate"

Posted by Sheila on 8/23/2008, 10:47 am

This article may be of interest to some of you.

Those who have been back to Conington over the years will know that the Castle is no longer there.
This house that is mentioned is the one that sits at the end of the road, where a person would park to enter Conington Churchyard.
I hope the link will open for you.

<http://www.peterboroughtoday.co.uk/news/Sale-of-massive-family-estate.4420567.jp>

"Crash landing A/C 42-102973 June 1944"

Posted by charlie barker on 4/13/2008, 5:43 pm

Hello 457BG - Pleased to see the pic of 42-102973 here, especially the narrative "... salvaged 26th June 1944"
I'm looking into that incident, as my 80 year old father-in-law was witness to the crash landing. Landed, crew less, in an apple orchard and immediately tore-off a wing. I wonder if any of your boys have any recollections, or could tell me anything about the day? Aircraft-accident.com says "fuel exhaustion" and gives the pilot as Jack W Gazzale (and records the serial as 42-10973). Was it an operational day or a training day?

Many thanks for anything you can pass along - I'll reciprocate with his story.
Charlie Barker

Posted by charlie barker on 4/14/2008, 5:19 pm, in reply to "crash landing a/c 42-102973 June 1944"

Hello all - well, I've been surfing your website and found a wealth of information - a photo of Jack Gazzale and his crew; the mission logs including the day of the crash landing; a reminiscence by Jack of another accident his crew were involved in. Would it be at all possible that Jack is still around - I see he posted as a Col in the CAF, but the article has no date?

Many thanks for all your hard work here, it's brought to life a long standing family anecdote.
Charlie

Posted by Kristen S. on 6/17/2008, 8:31 pm, in reply to "Re: crash landing a/c 42-102973 June 1944"

Hello everybody! Its such a joy to see what an interest the public has in my grandfather. Yes Jack Gazzale was my wonderful grandfather. Sadly, he passed away a year ago. He lived a wonderful life though!

Posted by Charlie on 6/18/2008, 10:42 am, in reply to "Re: crash landing a/c 42-102973 June 1944"

Hello Kristen - thanks for the sad news about your grandfather, I am sorry. I had found that he survived the war and later on joined CAF, I believe - how excellent to keep doing something he loved! I'm collating the whole story to present to my father in law, now 79. The evidence I have collated relates to the crash landing by Jack and his crew on their return from a mission to Montebartier, France, on 25th June 1944. Essentially, they ran out of fuel on the way back and the airwaves were crowded with many SOS's so they did the best they could. Heading for their base in Cambridgeshire, they baled out and the aircraft crash landed here in Somerset. My father in law and his mates were kids playing in the field at the time and ransacked the now crewless aircraft for all they could! chocolate, flight jacket, flares. The a/c was written-off a few days later.
I wonder if you would think it awfully rude of me - do you or your family still have access to his log book?

I've put a flyer out in local parish magazines looking for people with recollections - we're pretty sure that somebody was given a fuel gauge off the aircraft ! - and once I've written it all up, I'd be happy to post you a copy.

I'm happy to correspond by this board, or feel free to use my own email, if the board allows.
Charlie

Posted by Kristen S. on 6/18/2008, 7:21 pm, in reply to "Re: crash landing a/c 42-102973 June 1944"

I'm not sure if we have it but I bet we do. I'll check. If you would like any other information on Jack, then just tell me because I do know a lot about him!

Posted by Charlie Barker on 6/30/2008, 5:30 pm, in reply to "Re: crash landing a/c 42-102973 June 1944"

Hello Kristen - Thanks for your post to the 457th message board. It would be wonderful if you had any access to your grandfather's log book, or indeed anything similar, that showed his perspective of the incident. I do know that this looks like prying - I'm happy to accept any decision you and your family make.

What did he do after the war ? Did he stay in USAAF ? I saw the article elsewhere when he said he had joined CAF some while ago.

I was contacted over the weekend by the son of another witness to the crash landing, so I hope to update my record later this week. That said, much of what I have to date has come from this invaluable web site, so huge thanks to all who contribute.

Charlie

Posted by Kristen on 8/5/2008, 12:12 pm, in reply to "Re: crash landing a/c 42-102973 June 1944"

After that he joined the CAF but he didnt like to talk much about the war days after that so.. But he did meet a lovely lady in those times. Her name was Pauline. But at about 60 I think, she passed away because of cancer. But he lived a long life and I do miss him. Im not sure if we still have the log book. I still have to check.

Posted by Charlie on 8/28/2008, 8:59 am, in reply to "Re: crash landing a/c 42-102973 June 1944"

Hello Kristen - sorry for the delay, been on hols (in USA - catching up with relatives in Boston & Wichita and touring to Vegas - 'fraid we brought the British weather with us...) I'd be pleased to hear whatever you and your family are able to provide to me, and if your grandfather was reticent in talking about his times, I'd respect the family continuing that.

many thanks
Charlie

"Research for book"

Posted by Mike Sherrill on 8/5/2008, 12:50 pm

I am doing research for a book dealing with the groups of the 94th CBW (351st,401st, and 457th Groups) during 1944.I am seeking correspondence with anyone in these groups who were participants during this time or who have access to accurate personal accounts, photos,diaries, or journals that they would be willing to share(by copying)for possible inclusion in and publication of a book.

Initial contact can be accomplished at the above email address. I will be happy to contact you by telephone or mail to discuss.

Thank you for your interest and support and God bless.

Posted by Sully Sullivan on 8/18/2008, 7:39 pm, in reply to "Research for book"

I was in the 750th Sqdn, 457th Group March to Sept. 1944, and will share some of my memories with you.

Posted by Sully Sulivan on 8/29/2008, 5:15 pm, in reply to "Research for book"

Mike, Perhaps I am missing something, but I do not see your E Mail address in your message.

"457th BG Veteran article"

Posted by Steve Darlow on 9/5/2008, 9:56 am

Just a quick note to make people aware of an article in Issue 3 of my online magazine Fighting High that concerns a veteran of the 457th BG - Harry Selling. I am sure it will be of interest. To view the e-zine and the article go through www.stevedarlow.co.uk/fightinghigh.htm

With my regards

Steve Darlow BSc
Military Aviation Author
www.stevedarlow.co.uk

"2009 Reunion"

Posted by Charles Alexander on 8/31/2008, 8:51 pm

What are the dates for the 2009 reunion? My family and I attended the 2007 Pensacola and the the 2008 Glaton reunions. I need to know the 2009 dates for planning purposes.

Thanks, Chuck Alexander

Posted by Joe Toth on 9/5/2008, 12:39 pm, in reply to "2009 Reunion"

Charles, the dates are October 8-11, 2009. Colorado Springs is the place. We were there back in 2001 and we think this one will be even better. Glad to hear you are planning to attend.

457th Ships at Kingman

Posted by John C. Szabo on 9/10/2008, 12:01 pm

I'd like to get in touch with this site's webmaster and/or the Group's historian regarding 457th B.G. B-17s at Kingman plus some tail number errors on your listing.

Also, anyone interested in learning about what happened to the thousands of Army Air Force planes at Kingman after WWII is invited to view the website I just finished: <http://www.depot41.com>

Cheers, John C. Szabo

"Lt. Milton E. Durham of the 749th Squadron"

Posted by Tammy on 9/27/2008, 6:42 pm

I'm seeking anyone who remembers or has information relating to my grandfather, Lt. Milton E. Durham.

"Lt. Oliver G. Burgess Jr."

Posted by Michael Burgess on 1/23/2006, 11:05 pm

I am seeking any and all information available concerning my Father, Oliver G. Burgess Jr. He piloted B-17's in the 457th Bomb group, 749th Squadron. He later flew 89 missions into Korea and served in Viet Nam. He retired as a Major and passed away on November 1, 2000. Thank you for your help.

Mike Burgess

Posted by Michael Burgess on 8/29/2008, 12:26 pm, in reply to "Lt. Oliver G. Burgess Jr."

Oliver G. Burgess and Herbert Dollar remember being shot down and having to land on a recently German abandoned Airfield near Cambrai, France. They could not tell me the date. My research indicates it had to be on the mission flown on 9/12/44. The plane was 42-38113, Rene III. This plane was repaired and returned to service 5 times. I can find no MACR or any other report showing this event. Does anyone know of any service or repair records kept on WWII B-17's?

P-47s started flying out of this airfield on 9/15/44. Oliver and crew did not fly again for 13 days and missed several missions. I am trying to document this event some way. Thank you.

Posted by richard gibbs on 10/8/2008, 7:54 pm, in reply to "Lt. Oliver G. Burgess Jr."

Hi: i flew with Lt Burgess on at least two occasions. i flew as togalier or bombardier as he needed one for some reason. I was flying spare gunner at the time. flew with him on Dec 11, 1944 to Frankfurt and also on january 1, 1945 which was my 35th and last mission. may have flown with him one other time. sorry i cant remember him,,,too long ago. i am 84 years old now. richard gibbs

Posted by Michael Burgess on 10/9/2008, 2:33 am, in reply to "Re: Lt. Oliver G. Burgess Jr."

Richard,

I greatly appreciate your response. I have spoken with Dad's waist gunner, Herbert Dollar. He remembers the time they were shot down, but not the date. I am trying to document the date and event. I have also had E-Mails with Hap Reese, prior to his unfortunate passing, and he had witnessed Dad's engine fire landing with the landing gear collapse.

Thank you very much for your E-Mail. These times are so difficult to find details we seek.

Mike Burgess

“Michael Rubacha – Gunner”

Posted by Chris Rubacha on 10/18/2008, 4:32 pm

Hi,

First post in search of anyone who knew my father, Michael S. Rubacha, tail #630. He passed away in 1995. He didn't make it to my commissioning at the AF Academy, but showed up smiling when I got my pilot wings in 1973. I flew B-52's and am proud to be a son of a gunner.

I am lifetime member (Honorary) of the 305th Bomb Group and flew Bombers (B-52D) in the 96th Bomb Wing. Viet Nam service.

Chris Rubacha
Major, USAF(Ret)

“Lt. David W. Schellenger”

Posted by Richard Schellenger, VMS on 10/23/2008, 8:28 pm

On your list of POW's you have Lt. Schellenger (my Father) listed as unknown as to which POW camp he went to. He went to Stalag Luft III. Thought you would like to add that.

Rich

A 2 Blue Star Dad (3rd Generation 2 Blue Star Dad)

“Goodbye old friend”

Posted by Roderick on 10/30/2008, 12:38 pm

I regret to inform you all that Harlen J. Van Deilen has passed away.
Van Deilen 1923-2008

If any of you have any photos that you would like to pass on to the family please email them to me.

Here is a link to the news paper Obit.

Thank you
Rod Fikel

“Marvin K. Bagley”

Posted by Steven Robinson on 11/5/2008, 9:32 am

I'm looking for some, if any information regarding a Marvin K Bagley.

know very little about him other than he was serving with the US air force between 1944-45 within the Peterborough area.

thanks

“Thank you”

Posted by Erwin de Mooij on 2/22/2006, 4:07 pm

I just wanted you to know that I stopped researching the crash of the Jayhawk on September 26th 1944. Many of you helped me out and gave me good leads and information. Unfortunately too much time has passed and a lot of information got lost everytime someone passed away.

I hope that the other guy who researched the crash of this plane will publish his book because some people are really interested in their family history. You know who I mean.

Thank you again and stay in good health you all.

Erwin de Mooij

Netherlands

Posted by sean on 11/8/2008, 12:49 pm, in reply to "thank you"

Erwin,

If you see this post, please email me. My grandfather was on the Jayhawk 26 September 1944

#####@comcast.net

Posted by Carole Ann Phipps Wilson on 11/8/2008, 6:55 pm, in reply to "thank you"

Dear Erwin,

Please e-mail me. I haven't had any response to my last e-mails to you and I have some new information.

Regards, Carole Ann Phipps Wilson

"S/Sgt Paul G. Boles"

Posted by Betty Oxford on 11/2/2008, 6:03 pm

Looking for info about my Uncle shot down 2/06/1944 Wissois, France and taken prisoner at that time. He was a ball turret gunner B-17 447th Bomb Group.

Posted by Alan Morton on 11/9/2008, 10:20 am, in reply to "S/Sgt Paul G. Boles"

Dear Betty ...

I'm not certain (but pretty certain) that you are in the right Church ... but in the wrong pew. Your posting states your Uncle was a Ball Turret Gunner with the 8th Air Force, 447th Bomb Group. I've checked The 457th Bomb Group Roster of Airmen and there is no listing of a S/Sgt Paul G. Boles. But, there is a 8th Air Force, 447th Bomb Group Web Site ... see: <http://users.cybercity.dk/~nmb5433/>

Cheers, Alan Morton

Posted by Sheila on 11/9/2008, 4:30 pm, in reply to "S/Sgt Paul G. Boles"

Betty I haven't had a chance to research which bomb group your Uncle was with.

But I do have this information for you on the POW camps he was held at.

Stalag Luft 4 Gross-Tychow (formerly Heydekrug) Pomerania, Prussia (moved to Wobbelin Bei Ludwigslust) (To Usedom Bei Savenmunde) 54-16

Hope this info helps.

Regards.

Sheila

"Don't forget Veterans Day - November 11"

Posted by Alan Morton on 11/10/2008, 4:52 am

<http://www1.va.gov/opa/vetsday/>

"B-17 Tail Wheel Tire Size"

Posted by Jim Long on 11/1/2008, 6:55 pm

I am wanting to know the size dimension of the B-17 tail wheel tire. A (late) friend of mine told me it is the same size as a PB5-5A nose tire. Anybody know?

Jim Long

Posted by Alan Morton on 11/11/2008, 9:56 pm, in reply to "B-17 Tail Wheel Tire Size"

Hi Jim ...

The fastest way to get some resolution, Jim ... is drop an Email to Boeing Aircraft B-17 Bomber Engineering ... Boeing built the Bomber ... odds are they have an antiquated B-17 Bomber Parts Catalog handy.

<http://www.simplyhired.com/job-id/gl3nd6r53m/aircraft-performance-jobs/>

Cheers, Alan Morton

"Info on grandfather Sgt. James David Kreighbaum"

Posted by Kurt Kreighbaum on 11/11/2008, 11:50 pm

I recently stumbled onto this site, and so far I am very happy with what I have seen. My grandfather was part of the crew that flew "Oh Kay!" (Blessed Event). I know his plane was shot down on Sept. 28th, 1944. I am looking for any info or pictures that anyone may have. Unfortunately my grandfather passed away in 1978 when I was only 4 y/o. Thanks in advance for any assistance! Feel free to email me directly at #####@comcast.net

Thanks so much!

Kurt Kreighbaum

Posted by Kurt Kreighbaum on 9/6/2012, 7:22 pm, in reply to "Info on grandfather Sgt. James David Kreighbaum"

Still would love it if anyone had info about my grandfather, or better pictures of the plane. My new email address is #####@gmail.com

Thanks!

Kurt Kreighbaum

"Photo Archives" a section dedicated to "Officer Portraits."

Posted by Alan Morton on 11/12/2008, 6:19 am

Hap Reese created on the Home Page under the Blue Button category entitled "Photo Archives" a section dedicated to "Officer Portraits." Now, Diane Reese has created new section entitled "Enlisted Men (EM) Portraits."

This section initially will be found by the URL:<http://www.457thbombgroup.org/Miscellaneous/Page6.HTML>

Currently, this URL is a composite of many unrelated photos items. By clicking on an EM Portrait photo the photo will identify the Flight Crew member's Name, Rank, Position flown on Aircraft and his Pilot's Name.

Eventually, "Enlisted Men (EM) Portraits" may stand alone.

Posted by Diane Reese, webmaster on 11/12/2008, 10:58 am, in reply to "A New Concept: Posting photos of Flight Crew EM's versus Officers"

Thanks for letting folks know about this upcoming addition, Alan.

I'd been receiving photos from families of Enlisted Men and Hap had never gotten to the point of creating a section for their portraits, so for now they are in the category called "Scenes from Around Glatton" which you find in the list that drops down from the blue "Photo Archives" button on the home page. Since the sub-title of that section was "A Gallery of Activities and People at Glatton Airfield," I felt it was a good place to host the EM portraits until a new website section can be created.

It starts at the end of Page 6 of the section above, as Alan has noted above. I'll get it broken out into its own section and ready for other submissions in the future -- but there are some other improvements and submissions awaiting the attentions of your overcommitted webmaster first.

Thanks for the motivation, Alan!

"Mysterious Witch Ground Crew"

Posted by Irma Agueros on 11/11/2008, 9:28 pm

My friend, PFC Raul Vera was with the 748th Squadron and part of the ground crew for the Mysterious Witch. His job was loading and unloading the bombs and difusing them. Does anyone remember him? He will be recieving his WWII medals in a ceremony on December 13,2008 in Mercedes,Texas. He is turning 85 years old on January 13th. It makes me angry that our veterans ,especially our WWII vets, have to request their medals from a government that is already in possession of all the information needed to verify and approved the delivery of these awards that these men rightfully earned.

If anyone remembers him or if you would just like to send him a note from a fellow serviceman,please send it to me and I will forward it to him.

Happy Veterans Day!
God Bless All Soldiers
Irma

Posted by John Pearson on 11/12/2008, 10:34 am, in reply to "Mysterious Witch Ground Crew"

Irma:

The 457th Bomb Group Association would welcome your friend into membership.

From the Web site home page, visit The 457th Association tab, then Membership for an application.
John Pearson

Posted by Alan Morton on 11/13/2008, 5:37 pm, in reply to "Mysterious Witch Ground Crew"

Message modified by board administrator 11/13/2008, 8:03 pm

Check out the attached photo/text

<http://www.457thbombgroup.org/Miscellaneous/bbm073.html>

"OP Clarion, Mission 192, Feb. 22nd 1945"

Posted by Oliver on 11/25/2008, 5:29 am

Hello

I'm looking for all available information about Mission 192 against Salzwedel. Especially about the low Sqd. which flew at the secondary target Dannenberg.

Thanks in advance for your efforts

cheers
Oliver

“James David Kreighbaum”

Posted by Marcia Kreighbaum on 11/29/2008, 9:34 pm

I would like to ask anyone who might have any info on my father James (jim) Kreighbaum and the plain and crew of the OH KAY that was shot down in 1944 any info would be greatly appreciated Thank You Marcia Kreighbaum

“Veterans documentat ion projects”

Posted by Sheila on 11/29/2008, 10:19 pm

Recently I noticed this message on the home page.

Veterans: We who are grateful for your service encourage you to preserve your memories through the Veterans History Project of the Library of Congress.

I would encourage all of you who served with the 457th to please consider recording your wartime history. There are still so many untold stories and it would be awful for this history to be lost.

There is also another way to preserve your military service, and that is by being honored on the National WWII Memorial site. This can be done by any of your loved ones, or you can do it yourself.

Take a look around the site: http://www.wwiimemorial.com/registry/edit/donor_nameaddr.asp

Click the 'search the registry' button. Type in a name. You may be surprised to find a friend listed. Then I encourage you or your loved ones to click on the 'Register an honoree' button and fill out the information.

And thank you all who served with the 457th, for your military service!

“Sully Sullivan where are you?”

Posted by Candice Canty on 12/3/2008, 10:07 am

#####@aol.com or #####@att.net Email me

Candice

“Charles J. Canty (my father)”

Posted by Candice Canty on 11/24/2008, 2:27 am

My father was Lt. Charles J Canty. He was with the 457th 750th squadron. I have his flight book, and he flew 32 combat missions. He was a bombardier/Navigator. He was injured on 7/9/1944, I believe he was on the fish and chips.

He received the DFC, I think for pulling some men out of the plane. My dad had alot of records in a cedar chest, which I have been going thru. I am checking the flight book against the missions on this web site. I also have letters written from Glatton from my father to his mom, and also from the pilot he flew with Edward Stevens and Charles Johns. I am trying to find out if he flew in the Flak Dodger, and the names of the other planes. Is there any family out there related to Stevens or Johns?

Posted by Claude Sullivan on 11/25/2008, 6:27 pm, in reply to "Re: Charles J. Canty (my father)"

Absolutely great to hear from you! Please send me your E Mail Address and I will provide you with "tons" of inforamtion about your father including several photos. I was the navigator on his crew (Stevens, Johns, me and your father.) Can't wait to hear from you.

Claude (Sully) Sullivan.

Posted by Candice Canty on 11/27/2008, 2:40 am, in reply to "Re: Charles J. Canty (my father)"

Dear Sully,

I am so excited that I called my son and my sister to let them know I actually had an email from one of my dad's crew members. We cannot believe it, my sister said it is a miracle. My computer is up and running, so we cannot wait to hear the stories you have about our dad. My dad had a son Steven from his first wife Emma. My dad might have spoken of him, I believe when my dad was gone, my brother lost the sight in one eye from a thrown rock. My dad was great, his first wife Emma married his first cousin, another Charlie, and after he married my mother, Lucille, we called Emma Auntie and Charlie (my dad's cousin) was my godfather. Talk about a crazy family. So we would like to hear everything. Thanks so much for responding!

Candy Canty Freitas.

I was so excited the first time I wrote I am not sure I got my email address correct. So here it is again.

#####@aol.com

Have a wonderful Thanksgiving! We will and we will be talking about Sully Sullivan!!!!

Posted by Sully Sullivan on 11/25/2008, 10:08 pm, in reply to "Re: Charles J. Canty (my father)"

Great to hear from you!!! I was the navigator on Stevens' crew and I can tell you "tons" about your father.

Please send me an E Mail and I will tell you more about your father than perhaps you want to know. We were very close in more ways than one...sharing the nose of a B-17 many hours and living in a quarters Hut with our cots a very feet apart.

Yes he was in the Fish and Chips when they had that mishap, but I was not flying with them that day as I had already been taken off Stevens' crew and was flying as a lead navigator.

Candice, I am very excited and happy that you posted your message on the Message Board because I have wondered many times what happened to Charles. Again, please let me hear from you soon.

Sully

Posted by CANDICE on 11/26/2008, 7:11 pm, in reply to "Re: Charles J. Canty (my father)"

You have got to be kidding! This is great! email me. My computer is out, but should be fixed by next week.

I am really excited to hear from you!

My dad passed away in 1984. He was a great guy, we called him good time Charlie.

He would do anything for anyone. He and his first wife divorced, he later married my mom and had two girls.

I am also interested in what happened to Stevens and Johns. Do you know?

My dad told me a few things, but I would love to hear it all.

Thanks so much

Candice

Posted by Sully Sullivan on 12/1/2008, 5:38 pm, in reply to "Re: Charles J. Canty (my father)"

Candice, the moment your computer is "well" send me your Address and I will give you several hundred words about our crew.

By the way, the four officers on the crew always called each other by their last name...it was Stevens, Johns, Canty and Sully so please forgive me if I refer to your Dad as Canty...OK?

Stevens is alive and living in Lakeland Florida. We saw him last year. He is 91 and in remarkably good health I believe Johns passed away in late 2001. He was living in San Antonio Tx in early 2001 but I could not reach him later that year.

Waiting, almost patiently, to hear from you.

Sully

#####@aol.com

Posted by Sully Sullivan on 11/26/2008, 1:23 pm, in reply to "Re: Charles J. Canty (my father)"

Sorry about the second posting....wasn't sure the first one had gone through.(Did not remember whether I had clicked on Post or Review)

Posted by Claude Sullivan on 11/30/2008, 5:25 am, in reply to "Re: Charles J. Canty (my father)"

Candice, Please give me your E Mail Address and/or your "Snail" Mail Address. I really would like to know more about your Dad, and what he did after the war. And I would like very much to know more about you. I have talked and thought about him countless times since I last saw him in August/September 1944. Johns and I came back to the US on the Queen Elizabeth, but I do not know when your Dad and Stevens came back. Please let me hear from you.
Sully

Posted by Marnie on 12/5/2008, 1:09 pm, in reply to "Re: Charles J. Canty (my father)"

Hi I am Marnie the granddaughter to Charles J Canty, I am also interested in any info about his role in the War and the friendships he had.

Gratefully, Marnie

"Merry Christmas"

Posted by Sheila on 12/23/2008, 1:10 pm

Wishing all Veterans of the 457th, and your families, a Very Merry Christmas and a Healthy and Peaceful New Year!

"Luck of Judith Ann"

Posted by LE BARS P-Y on 12/24/2008, 10:35 am

hello

i'm french and i search members of team's family of "luck of judith ann", because this plane crashed in the land of my grand-father. i've the flaps of this plane in my house.

please, help me
bye

"Name of plane?"

Posted by Diane Noon on 1/12/2009, 9:30 am

Hello, my dad Milton Jaraslow was a co-pilot on this mission, I have figured out all the participants after searching the loading lists. A few are from my father's original "Queen Bea" crew. Can anyone tell me the name of the plane? It is the only "mystery" I have left for this photo.

<http://www.457thbombgroup.org/Crews/bbc238.jpg>

Thank you
Diane Noon
daughter of Lt Milton M Jaraslow
(Maj USAF Ret)

"Poore's 25th mission"

Posted by Bill Gordeuk on 3/30/2014, 11:35 pm

I have been doing research on this crew relating to a set of maps. The 25th mission to Hardelot was flown in aircraft # 42-97451 "NANCY K". Hope this helps after all this time.

Posted by Diane on 7/14/2014, 12:07 pm, in reply to "Re: Poore's 25th mission"

Bill,
Thank you so much for that!
This is the first time in years that I have been back to this site.
What a surprise to find someone answered my post!
Thanks again.
Diane

Posted by Susan Murphy Rohrer on 7/30/2014, 1:30 am, in reply to "Re: Poore's 25th mission"

My dad George Murphy was on that mission and is pictured in the photo. He always credited his survival to the great pilot he served with, Lt. Poor. My Dad always talked about serving on the Mission Maid, but he must have been on other bombers too. He was the turret gunner.
I tried to read the name of that plane in the photo too!

“looking for information”

Posted by David Hausvater on 1/17/2009, 4:06 am

My name is David Hausvater im the grandson of Morris Hoberman i think his nickname was bonsey ,i know he was a supply sgt ,and i saw a photo in the archives of him testing a flak helment ,i just wanted to know if there is to be a reunion again i would like to attend if so i have many photos from his time in england .to the men of the 457th thank you for for severing semper fi CPL David Hausvater USMC

"Trying to locate family relatives of the Emanuel Hauf Crew"

Posted by Alan Morton on 1/18/2008, 12:11 pm

On May 28, 1944, Mission 53, the Target was Dessau, Germany. A/C #452 Piloted by Lt. Emanuel Hauf was badly damaged and was understood to have crashed/exploded into the English Channel and broke-up on impact. The entire Hauf Crew is listed as MIA.

Referenced herewith is a URL of the Emanuel Hauf Flight Crew.

See:<http://www.457thbombgroup.org/aircrews/Hauf%20Crew.html>

Posted by Sheila on 1/20/2008, 12:44 pm, in reply to "Trying to locate family relatives of the Emanuel Hauf Crew"

1st Lt. Emanuel Hauf is memorialized at the Ardennes American Cemetery in Belgium.

He was from Sheridan County, Wyoming.

Here is a little more info. and a phone number for a Wyoming cemetery.

They may have info. for you on living relatives. Some do, some don't!

I will research more on the other men as I get time!

HAUF, EMANUEL

1ST LT US ARMY AIR FORCES

WORLD WAR II

DATE OF BIRTH: 03/16/1919

DATE OF DEATH: 05/28/1944

BURIED AT:

LINGLE HILLCREST CEMETERY

LINGLE, WY 82223

Posted by James Hill on 1/23/2009, 10:39 am, in reply to "Re: Trying to locate family relatives of the Emanuel Hauf Crew"

Hello, My name is Jim Hill and I am the nephew of Emanuel Hauf. He was my mother's (Mary Hauf Hill, deceased) brother.

He has a marker and memorial at the Lingle cemetery, however he dissappeared in action.

Posted by Sheila on 1/21/2008, 10:07 am, in reply to "Trying to locate family relatives of the Emanuel Hauf Crew"

I'll try this again, as the last time it didn't get posted.

I've done some research on 1st Lt Emanuel Hauf and discovered he was born in Colorado. At the time he entered the military he was from Lingle Wyoming.

There is apparently a headstone for him in the Lingle Hillcrest Cemetery (memorial) and he is also memorialized in the Ardennes cemetery in Belgium.

I've also forwarded more family information to Mr Morton so hopefully from that information he will be able to find distant relatives.

“Confused! Pilot "Dick" Luebke”

Posted by Suzanne on 1/28/2009, 10:36 am

I have the MACR 7141 for my Uncle Richard Luebke O-806281 whose plane went down July 27, 1944 on a mission with the 301st Bomb Group/32nd Squadron but he shows up on your site flying missions for the 457th... can anyone shed light on this?

“POW page update”

Posted by John Van Ingen on 1/31/2009, 1:22 pm

my father John V. Van Ingen was a POW at Stalagluft 1 in Barth Germany - I noticed his name was missing

"P-38 Droop Snoot Aircraft"

Posted by Andy Reeves on 3/16/2004, 8:58 am

Hi Alan. Reviewing the flight line photographs of different birds on the Glatton flight line, it appears that some additional information is needed on the P-38 Droop Snoot models. These were modified aircraft that were used for formation bombing not photo reconnaissance. Please note the Norden covered in the nose. Lots of info is available on the internet under P-38 Droop Snoot Modifications. Primarily used by the 20th and 56th Fighter Groups, as lead aircraft for formation drops on various targets. A bombardier rode in the nose for the entire mission and according to a friend of mine who was with the 20th, was called "Fearless Fosdick". I didn't want to become a bombardier and certainly not flying under these conditions. Thought that this might be of interest to some. I first learned of this aircraft after leaving Glatton on my next assignment.

Posted by Alan Morton on 3/16/2004, 4:34 pm, in reply to "P-38 Droop Snoot Aircraft."

The Droop Snoot/Pathfinder version of the Lockheed P-38 was originated in mid-1943. Colonel Cass Hough and Col. Don Ostrander came up with this idea. The P-38 (was a twin engine, twin boom, popular WWII Pursuit Fighter Aircraft) had the ability to carry similar loads to a B-17, so this idea was very promising. The daylight bombing raids during that time were suffering irreparable losses. Each bomber that failed to return to base meant roughly ten men were lost to the war effort (either KIA or captured by the Germans). Each member of a bomber crew underwent extensive training, and these losses were taxing the bombing effort because crews were being lost faster than replacements could be trained. Hough and Ostrander felt that the P-38 would be able to assist the bombing effort in Germany, and would put fewer men in danger. They felt that the P-38 would be successful because it could carry a large bomb load for an aircraft its size, and was about 100 mph faster. The speed in which the raids would be carried out would also allow the P-38s to be under fire for less amounts of time. Furthermore, once the bombs were dropped, the rest of the P-38s were normal fighters, and would be able to fight their way back home much easier than a heavy bomber. Both men felt it was a win/win situation.

The Droop Snoot design was based around the Norden bombsight used by all the heavy bombers during the war. The nose section was replaced with a glass window. Extra armor was added to the sides of the nose section. Extra ballast was required to balance the aircraft to address the extra weight in the nose. In fact, once the design was finished, only minimal performance loss was detected. Normal armament configuration consisted of one 2,000 lb. bomb, and one 310-gallon drop tank. The Pathfinder version contained radar instead of the optical bombsight. General Doolittle approved this new P-38 version, and fifteen total were built. The Droop Snoot first saw service on April 19, 1944. The first mission was to attack the Florennes airfield in Belgium. Bad weather halted this mission, and a different mission was scheduled for later in the day. Lt. Col. Harold Rau led 38 P-38s to Gutersloh, Germany. The formation of P-38s managed to drop 26,000 lbs. of bombs in a concentrated area with good observable results. Droop Snoots and Pathfinders were successfully used by the 8th, 9th, and 15th air forces.

In theory this version of the P-38 seemed to be an idea of limitless utilization. The idea of using fighters to deliver significant amounts of ordinance in saturation bombing was tremendous. They would be able to drop their loads, and then act as fighters on the way back home. They would be able to destroy ground targets, and possibly destroy significant numbers of Luftwaffe aircraft and pilots. However, in practice, the Droop

Snoot/Pathfinder variations saw only limited action. The idea was never really taken seriously by Gen. Doolittle and his staff. The romantic idea of heavy bombers being able to carry out the daylight bombing practice was prevalent in the minds of the American leaders. Tremendous amounts of heavy bombers were being produced, and nobody wanted to change that. Also, many of these people were preaching the idea of heavy bombers to such an extent, they would not allow themselves to go back on their ideas. After all, the B-17 was the symbol of the Allied effort in the ETO. One very realistic problem encountered by the P-38s was questions about the range. A B-17 would not have to sacrifice range to carry a full load. Even though a P-38 was capable of carrying two 2,000 lb. bombs, it would have to operate on a limited range. P-38s normally carried one 2,000 lb. bomb, and one 310-gallon drop tank. Still, it would not have the range similar to a B-17 or B-24. After the invasion of Normandy in June 1944, the P-38s would have been able to operate out of the liberated areas of France, which would have been very favorable to their range problems. However, at this point in the war, B-17s and B-24 were being produced in large numbers, crews were readily available, and the P-51 Mustang was able to escort bombers deep into Germany. The P-38 was already being phased out in Europe. Even though the operational records do not show the Droop Snoot/Pathfinder versions of the P-38 to be significant, it still showed the P-38 to be used in almost any role imaginable. No other fighter had this ability at this stage in the war.

Note: The pod that contained the the Pilot and the Bombardier was centrally located on the wing between the two engines. Just exactly how the Bombardier was positioned in this tiny extended nose section forward of the pilot is not explained. Odds are the Bombardier was in the prone position the entire mission because space was critical and the nose landing gear was stored immediately below him in the pod.

Posted by Ray Pobgee on 3/17/2004, 8:44 am, in reply to "Re: P-38 Droop Snoot Aircraft."

Referring to the note, the bombardier had an entry hatch on the top of the nose section, mid-way between the cockpit windscreen and the front of the aircraft. He took up a prone position at the outset and remained in that position throughout the operation. There was not sufficient room in his area for him to wear a parachute and it was thought unlikely that he could escape from the position, this was one of the reasons given for the discontinuation of the use of that aircraft, sometimes, incorrectly referred to as a B-38

Posted by Willard Reese on 3/18/2004, 12:52 pm, in reply to "P-38 Droop Snoot Aircraft."

I am posting this photo at the request of Alan Morton.

This should give you some idea of what the "Droop Snoot" P-38 looked like.

Willard

Posted by Ken Blakebrough on 3/18/2004, 3:28 pm, in reply to "Re: P-38 Droop Snoot Aircraft."

Hap, I think Alan Morton is in error in identity of the pictured P-38 Droop Snoot. Pictured is a model P-38G not "J". The "J" model had a hinge on the plexi-glass nose for egress and exit of the bombardier, also a 30 calibre machine gun was added for his frontal protection. The biggest shortcoming of the Droop Snoot was its lack of navigational equipment, there was no "Mickey" or other radar system.

Posted by Jerry Sale on 3/19/2004, 7:03 am, in reply to "Re: P-38 Droop Snoot Aircraft."

I did a little web surfing and found that another big shortcoming was the bombardier could not wear a parachute because of tight quarters and had little chance of bailing out. How many of these were built?

Posted by Willard Reese on 3/18/2004, 7:18 pm, in reply to "Re: P-38 Droop Snoot Aircraft."

Here is a better photo of the Droop Snoot P-38.

Other photos of this aircraft at: <http://www.457thbombgroup.org/Visitors/BBV.HTML>

Willard

Posted by Steve Darkoch on 1/31/2009, 11:06 pm, in reply to "P-38 Droop Snoot Aircraft."

My dad worked on the Norden Bombsight P-38 adaption during WWII. He then went AWOL for his mom's funeral and was discharged. Any photos of the conversion would be appreciated.

(In the mid 60's, my dad's company, provided the structural welding & detailing for the Saturn V test frame built in Mississippi.)

“2009 Reunion Information”

Posted by Nancy on 2/1/2009, 10:57 pm

ATTENTION: Reunion information and details will be out very soon. The dates are October 8-11 in Colorado Springs at the Crowne Plaza Hotel. Please be watching for a newsletter with some details and then the first of the summer, registration forms will be sent in another newsletter. Any immediate concerns or questions should be directed to either Joe or Nancy Toth. Joe: 718-#### or ####@comcast.net
Nancy: 719-#### or ####@comcast.net or ####@wilsonandhassler.com

Specific activities, times, events, etc will be finalized by next week and will be included in the newsletters to follow. Registration forms and specific details, prices, etc will be in the newsletter that comes out the first part of the summer and a mini-newsletter in late summer.

Please be aware that we will again be asking for donations to the English Travel Fund. Please send donations to John Pearson with a memo on the check: "English Travel Fund". John's address is on the 'Officer's' list through a link on the homepage.

I realize that I have been neglectful where the bombgroup newsletters are concerned and want to assure everyone that I am back on board and planning is in full swing. You all have been very patient with me and I am very grateful. I give you my sincerest apologies and a promise that I won't let it happen again.

We don't know how many more reunions we will be able to have...it is our intention to make this one the best ever and one to remember for a long time to come.

Nancy and Joe.

“Daniel D. (Doug) Rice has flown west”

Posted by Rod Peterson on 2/14/2009, 6:52 pm

I'm sorry to report that Daniel D. (Doug) Rice passed away last Monday. He was in the 751st, Vincent Frost's crew, shot down on Mission #104, 6 August 1944 (4 KIA, 5 POW). It was only his third.

We always found it interesting that my daughter, whose grandfather was in the 457th (Les Peterson), met and married a man whose great uncle also served in the 457th (Dad was 750th--they flew on two of the same missions, #103 and #104).

Pertinent excerpt from the obit:

GREENVILLE (SC)- Daniel Douglas Rice, 85, passed away on Monday, February 9, 2009...Mr. Rice served in the U.S. Army Air Force during WWII and was a Prisoner of War in Germany. He was a decorated war hero and a recipient of the Purple Heart. He retired as a sales representative with Amoco Oil to Jefferson, Ga. He graduated from Davidson College where he played Varsity Football, was a member of Kappa Sigma Fraternity for over 50 years and continued to have a great love and devotion for Davidson. He was preceded in death by his sisters...Margie Patterson (s-i-l's grandmother)...He lived a life of service and generosity to all and will be greatly missed...

Full obit available at Legacy.com

"Looking for information on Charles Lower (pilot)"

Posted by Thomas on 12/16/2006, 6:40 pm

Hello,

I just purchased an original A-2 jacket and the name of the pilot on the nametag is Charles Lower. There is also the rank of captain on the shoulders (you can also tell that the rank of lieutenant was stitched there before). I do not have any information on the pilot but I started browsing the web and realized that there was a Charles lower in the 457th bomb group.

I do not know if they are the same person but maybe someone could enlighten me and let me know if the pictures of the rank and the nametag fit with the style of the 457th (see pictures below)

I do not have any information except that the person I bought the jacket from is from Tucson and I read that Charles Lower lived in Phoenix.

Any information/pictures of Charles Lower is appreciated.

Thanks Tom

Posted by Eric on 2/12/2009, 12:49 am, in reply to "Looking for information on Charles Lower (pilot)"

It appears that the flight Jacket that you purchased belonged to my Uncle, Lt. Col. Charles Lower. Unfortunately he passed away on January 14th, 2009 at the age of 92. Uncle Charles lived in Tucson, AZ for the past 40+ years so the Jacket most likely belonged to him. He is the same Charles Lower that is mentioned throughout this sight and in several pictures as well.

Posted by Eric Frey on 2/15/2009, 12:26 pm, in reply to "Looking for information on Charles Lower (pilot)"

This jacket did in fact belong to Lt. Col. Charles Lower - my uncle. Uncle Charles recently passed away on January 14th, 2009 at the age of 92. He is the same Charles Lower that is mentioned in various areas of this site. He served in the 750th Squadron of the 457th Bomb Group. I confirmed that he had sold the jacket a few years back through my Aunt - Charles wife.

Uncle Charles appears to be wearing the same or similar jacket in the photo below from this site.

Posted by Eric Frey on 2/15/2009, 12:32 pm, in reply to "Looking for information on Charles Lower (pilot)"

This jacket did in fact belong to Lt. Col. Charles Lower - my uncle. Uncle Charles recently passed away on January 14th, 2009 at the age of 92. He is the same Charles Lower that is mentioned in various areas of this site. He served in the 750th Squadron of the 457th Bomb Group. I confirmed that he had sold the jacket a few years back through my Aunt - Charles wife. He and his wife have lived in Tucson Arizona for the last 40+ years.

Uncle Charles appears to be wearing the same or similar jacket in the photo below from this site.

Lt. Col. Charles Lower

Posted by Eric Frey on 2/15/2009, 12:53 pm

Lt. Col. Charles Lower U.S.A.F. Ret., 92, passed away January 14, 2009. Chuck served in the 750th Squadron of the 457th Bomb Group. While stationed at Glatton, he completed 30 bombing missions.

Thanks to all who maintain this outstanding site. It has provided family and friends some history regarding Uncle Charles that we were never aware of. We only wish that we had discovered it while Uncle Charles was alive - it would have been great for him to see the photos, history, missions, etc.

Eric Frey

"Donald W. Pregent"

Posted by Chris Pregent on 2/15/2009, 2:04 pm

Hello gentlemen, I have searched several websites, but I have been unable to find my father listed as a pilot in the 457th Bomb Group. Nor have I found any info. on his B17, the "Miss It" - call numbers 176.

I would love to be able to show him what is in the computer - but, so far, I've come up empty. Any info or websites you could suggest would be appreciated. Thank you in advance

"Sgt. Earl L. Jones"

Posted by wade Vandyke on 2/23/2009, 6:10 pm

my grandfather sgt. earl l jones belonged to the 750th bomb squadron, and i believe he was a cook, just looking for details on what his everyday duties as cook would have been like, and where he would have been stationed in europe, when they arrived

"Richard "Dick" Luebke"

Posted by Suzanne Thompson on 2/24/2009, 9:30 am

I am looking for any information on my uncle the pilot Richard Luebke. He flew with the 457th until May of 1944 and then shows up in Italy with the 301st?!?! His plane was shot down in July in Austria and body has never been recovered.

“Lucky Bastard Club Certificate - 457th”

Posted by Rowdy on 3/2/2009, 8:06 pm

Hello,

Perhaps you could help me out...I am an 8th AAF 2-Gen and an incorrigible collector of a number of things for most of my life.

One of my father's most cherished mementoes of his WWII service was his Lucky Bastard Club certificate. Through some light research I discovered that most of the ~40 bomb groups stationed in England issued their own versions of these certificates. It struck me as an interesting project to try and collect a high quality .jpg example of an original LB certificate from each of the bomb groups and to put together a little history guide illustrating all of them in one collection.

My request is for the supply of a 300 to 600 KB .jpg or equivalent scan at 200 dpi or better of one or more of the certificates that were issued to survivors of the 457th. My father's original was printed on photographic paper by the base photographer.

Thanks in advance for your help.

"Radio Operator T/Sgt. Robert T. Brady 750 Sdn. Crew C232"

Posted by Elaine Brady-DeVore on 5/26/2004, 12:42 am

My late husband Robert Thomas Brady was a member of the 750th Squadron. He was a POW in Stalag Luft I, 3 North. He would not talk about his time there only to say that it was cold and he was always very hungry. I found some papers a while back that included the 457th Bomb Group and his squadron. I have been reading information about this group and the POW Camp in Barth. If anyone remembers him I would like to hear from you. I do have a picture I think it is the crew he was with. Note: Pilot of Crew 232 was Lt. Norman N. Chapman

Posted by Alan Morton on 5/27/2004, 11:56 pm, in reply to "Radio Operator T/Sgt. Robert T. Brady 750 Sdn. Crew C232"

Elaine: You are in luck! The following account should give you some closure wondering just what happened to my husband aboard Pilot Lt. Norman M. Chapman's Crew (C232)? I know he ended up a POW but that's all I know? On this Memorial Day, here's a belated gift from your husband, sixty (60) years after the fact.

Mission No. 136 - Date - October 17, 1944 - Target - Cologne, Germany

Plane s/n 43-37606, named "Big Time Operator" (BTO), and piloted by Lt Norman M. Chapman, was hit by very accurate flak while on the bomb run. The target was totally obscured by heavy cloud cover. German 77mm Anti-Aircraft gun batteries were very accurate and heavy. Chapman's aircraft was hit by two direct bursts of flak hitting under his wings. Two engines on the right wing and one on the left were knocked out. They swung away and dropped from the formation and turned West toward Belgium hoping to reach land in friendly occupied territory.

The pilot gave the crew permission to bail out but no one did. Electing to stay with the plane and hopefully landing somewhere in Belgium. The crew threw out all equipment and guns they could to lighten the load as the plane glided through the clouds.

When Chapman finally had to crash land, he was short of Allied territory lines and he and his crew were taken as POW's. Three of the crew died from flak injuries and the crash landing. (See survivor Aircraft Engineer Marshall Windham's account of this crash in "Black Puff Polly" book by Roland Byers)

Plane s/n 43-37606 named "Big Time Operator"

The crew was as follows:

Pilot Lt Norman M. Chapman

Copilot Lt Raymond K. Mills, Jr. KIA

Navigator F/O Kenneth H. Johnson KIA
Bombardier Lt Oliver W. Wicks KIA
Flight Eng/TT Gunner Sgt Marshall T. Windham
Radio Operator Sgt Robert T. Brady
Left Waist Gunner Sgt James R. Dixon
Ball Turret Gunner Sgt Carl M. Weibel
Tail Gunner Sgt Joseph M. Budlich

Note: An attempt will be made to see if any of the above crew are still alive.

Posted by Elaine Brady-DeVore on 5/28/2004, 12:27 pm, in reply to "Re: Radio Operator T/Sgt. Robert T. Brady 750 Sdn. Crew C232"

Thank you so much for the information Robert Brady was listed on his 214 as MIA. I worked for 2 years and had his 214 changed to POW. The Air Force has made the change and Issued the POW Medal as well as others. As retired Army and a member of AMVETS this information is being placed in our museum located at Independence, Oregon. Hope to here more as time goes by.

Posted by Chapman, Norman M. on 5/29/2004, 9:00 am, in reply to "Re: Radio Operator T/Sgt. Robert T. Brady 750 Sdn. Crew C232"

Alan Morton; Thanks for your recent phone call re:Bob Brady/Elaine Brady-DeVore.

Posted by Elaine Brady-DeVore on 5/29/2004, 9:27 am, in reply to "Re: Radio Operator T/Sgt. Robert T. Brady 750 Sdn. Crew C232"

Great hearing from you, Alan. I may have a couple of photos that Bob had of his Flight Crew. I'll try to scan them myself or make photo prints and send them on.

I re-married many years ago after Bob's death. My husband, Gary DeVore and I are both retired from the Army Reserves and very active with the AMVETS and the Oregon Veterans Motorcycle Association. We do a lot of outreach with homeless Vets through our "Veterans Helping Veterans" program.

Mondays, I am at the AMVETS doing the books. We are involved in local WWII Memorial Dedications this morning (Saturday the 29th). Monday we'll start off at a local cemetery placing over 140 flags on the "Avenue of Flags." Then, to a Memorial in the town of Independence, Oregon; then over to the "Grande Ronde Tribal Grounds" for the first anniversary of their Memorial to all veterans living and dead = it is one of the most impressive Veteran Memorials I've ever seen outside of Washington, DC.

Posted by Alan Morton on 5/28/2004, 4:07 pm, in reply to "Radio Operator T/Sgt. Robert T. Brady 750 Sdn. Crew C232"

For the record: a form DD214 is specific part of the military records package a service person receives at time of formal discharge from the military services. It is a detailed historical record of the individual's total time in the service, combat, theaters of operations, medals awarded, skills attained, rank, type of discharge, etc.

Posted by Alan Morton on 5/29/2004, 9:40 am, in reply to "Radio Operator T/Sgt. Robert T. Brady 750 Sdn. Crew C232"

Elaine: I've located and spoken with three (3) of Bob Brady's flight crew. They are Pilot Norman M. Chapman; Flight Engineer and Top Turret Gunner Marshall T. Windham; and Aerial Gunner James Dixon. Each will be in touch with you very soon.

Posted by Pat Godbold on 3/8/2009, 11:24 pm, in reply to "Re: Radio Operator T/Sgt. Robert T. Brady 750 Sdn. Crew C232"

On October 11, 2007, I started searching for information on my uncle James R. Dixon (Jimmy Dixon). I gathered wonderful information via your website. For some reason, I again picked up my search for more information yesterday. That is when I decided to check on messages concerning other crew members. You don't have to give out personal information, just tell me whether the James Dixon you called in this response, lived in Bennettsville, SC? If so, then I know I have gathered the right information on the right JRD.

Posted by Alan Morton on 6/1/2004, 11:29 am, in reply to "Radio Operator T/Sgt. Robert T. Brady 750 Sdn. Crew C232"

This may be a little confusing: On this date Norman M. Chapman posted the following message as a separate entry under separate cover. In essence, former pilot Chapman is trying to get in touch with Elaine Brady-DeVore. I called Chapman today June 1, 2004 and left Elaine's home telephone number in Salem, OR. Here is his entire message he posted today:
Brady Robert T/Sgt - DeVose Brady, Elaine

Posted by Chapman Norman M. on 6/1/2004, 9:54 am

Alan Morton, Apparently most of my message of 5/26/04 never made it, however if you would send me her E;mail address or have her send it, I will contact her. I will let her know if we get together again. I'm sure she and her husband would be welcome. I would also point out that in recent years it been difficult to get groups of more than one together.

Posted by Elaine Brady-DeVore on 6/2/2004, 12:45 am, in reply to "Re: Radio Operator T/Sgt. Robert T. Brady 750 Sdn. Crew C232"

I sent a message to Norman Chapman a few minutes ago Hope to hear from him soon.

"The Saga of "My Buddy""

Posted by Robert Schuelke on 3/10/2009, 10:54 pm

I had the honor of working with Don Boyle in the early 1970's. He and I worked for Montgomery Wards. He was a floor salesman and I worked in the repair department. I was about 20 at the time but Don was easy to talk to. A great guy. He mentioned in passing that he had been in the 8th Air Force like my dad. I pressed him a bit on what he did while in. He said he had been a POW. I was amazed at how he took it in stride! He said he had little animosity to his captors. He said that by the end of the war the guards had scare rations also. After I left Wards and went into the USAF I lost touch with Don but he was a rare high point in a kids life. One of the many of "The Greatest Generation."

"10 April 1945 mission to Oranienburg"

Posted by Christer Bergström on 2/10/2005, 7:43 am

I am working on an account on the 10 April 1945 mission to Oranienburg, and I wonder if it would be possible to reac contact with any of the veterans from 457 BG who participate din that mission. In particular, I would be interested in a contact with any of the crewmembers who survived when the aircraft 43-38606 ("Moon Light Mission") and 44-8368 were shot down:

43-38606 ("Moon Light Mission"): Lt Thomas P. Thompson, Jr., F/O Charlie P. Keith, Sgt Keith V. Shinault, Sgt William A. Peltoma, orSgt John W. Lewis.

Plane 44-8368: Capt Melvin M. Fox, Lt Col Roderick L. Francis, Capt Charles E. Musgrove, Lt Beverly C. Robertson, Lt Paul L. Hertenstein, Lt Gerald Zelikofsky, Sgt Adrian A. Belanger, Sgt Alvin P. Prukop, Capt Monroe J. Hotaling.

I think that I have identified the Me 262 pilot who shot down both those B-17s - and I have also identified the Mustang pilot who afterward shot him down. I am in contact with both.

All best,

Christer Bergström

<http://www.graf-grislowski.elknet.pl/index.htm>

<http://www.bergstrombooks.elknet.pl/bc-rs/>

Link: Aviation Books by Christer Bergström

Posted by Max on 2/11/2005, 2:11 pm, in reply to "10 April 1945 mission to Oranienburg"

My father is S/SGT. John W. Lewis, tail gunner on the "Moon Light Mission". He doesn't use a computer, but I can pass your information on to him. He would be very interested in your information.

Max Lewis

Posted by Christer Bergström on 2/11/2005, 5:56 pm, in reply to "Re: 10 April 1945 mission to Oranienburg"

Thank you very much! I have sent you an e-mail for your father!

All best,

Christer Bergström

Posted by Bill Murray on 2/11/2005, 11:28 pm, in reply to "Re: 10 April 1945 mission to Oranienburg"

I'm only 50 yrs old, so I didn't participate in WWII. I've spent extensive time in Germany while stationed there as a 98G in Army Intelligence, a German Linguist. I befriended many "old timers" including an ex-Luftwaffe fighter pilot, an aircraft engineer (one of six that Hitler met with daily), and other various interesting old soldiers. I offer my services if you need anything translated from German to English.

Best regards,
Bill

Posted by Walter S Cobourn on 8/25/2005, 7:11 pm, in reply to "10 April 1945 mission to Oranienburg"

Hi, I was in the tail of Bouncing Betty II on that mission, 750th Squadron, we were about a mile behind the formation when we hit the IP and after bombs away a 262 hit our aircraft with three 20MM. We survived but it was a long story.

Posted by Christer Bergström on 8/26/2005, 12:02 pm, in reply to "Re: 10 April 1945 mission to Oranienburg"

Dear Walter S. Coburn,

Thank you very much for your most kind message!

I am working on a biography on the German Me 262 pilot in question. See:

<http://www.bergstrombooks.elknet.pl/messerschmitt-ace/index.htm>

I really would appreciate a contact with you. Could you please send me an e-mail to #####@telia.com

All the best,

Christer Bergström

Posted by Roger Ditzel on 5/25/2006, 9:09 pm, in reply to "10 April 1945 mission to Oranienburg"

I think you are missing a member of the crew, Radio Operator Sgt. Lloyd J. Blood, for some reason they had 2 RO on board. Lloyd was the only one of the crew that was KIA. The Germans reported that he drowned when his parachute landed in a lake

Posted by Randy Edwin Wall on 3/17/2009, 9:40 pm, in reply to "10 April 1945 mission to Oranienburg"

Not sure if this message will reach anyone, since it was posted 4 years ago, but thought it would be worth trying. I am the 3rd cousin of Thomas Edwin Smith, the flight engineer and one of the four crewmen that was killed on this mission. I would be very interested on any information you may have. I can be emailed at #####@sys-logic.com or phoned at 615-####. Thank You.

“James R. Dixon”

Posted by Pat Godbold on 3/17/2009, 11:15 pm

In Oct, 2007 I began looking for information on my uncle James R. Dixon. The people using the message board were extremely helpful. Thank you. I am asking again. James R. Dixon is listed among the crew on BTO s/n 43-37606 which was downed by flak Oct. 17, 1944. I have assumed that this was my uncle, but a couple messages I have read make me wonder. Was this James R. Dixon from Berkley County, South Carolina. I know there was another James Dixon who was from Aiken, SC and I want to make sure I have the correct one.

“John H. Ingalls Massachusetts”

Posted by alicia ingalls on 3/25/2009, 2:09 pm

hi, my name is alicia ingalls from boston, mass i am the daughter of john h ingalls from auburndale, mass my father served and was a pilot on the b-17 the 457th group anyone still out there?

“Fred B. Newman passed away 6/15/2005”

Posted by Kieth on 10/1/2008, 10:11 am

I had no access to the web site to post sooner. He did tell me of his combat flights and of the equipment he installed and operated. Of a little girl the unit unofficially adopted, a crash at the end of the runway in which some crew members perished. I would liked to have gotten a lot of info from him sooner but he wasn't ready

to talk about any of it sooner. He spent a year out of the military after the war then rejoined with the USAF in '46 and spent another 22 years. He married an English woman, I have the original marriage certificate. Thank You for having this site.

Posted by Sheila on 10/1/2008, 7:29 pm, in reply to "Radar Operator/Mechanic"

Hello,

Do you know if your friend Fred married a local woman from the Glatton/Conington/Sawtry/area?

Posted by Kieth S Newman on 3/27/2009, 9:34 am, in reply to "Re: Radar Operator/Mechanic"

My dad did marry a local girl. She had a sister by the name of Millie. I have the original certificate in storage. I haven't seen it in a few years so I can't remember what her name is.

"Looking for load list"

Posted by Lt. Smalling on 2/4/2004, 6:37 pm

I am looking for a load list of the high box lead (Robert Mays pilot) on Oct. 7, 1944 to Stettin. Any information would be helpful.

Posted by Willard Reese on 2/4/2004, 8:05 pm, in reply to "Looking for load list"

Oct 7th, 1944. 751st Squadron. Crew 410

P.- Capt Vinton R. Mays

CP. - Lt Jack Gumm

N. - Lt Charles E. Graf

N. - Lt Lionel J. Cussons

B. - Lt George (NMI) Cahelo

AMG - Sgt Thomas M. Davis (TT)

ROG - Sgt Gene F. Shields (RO)

AAG - Sgt Kenneth R. Bostick (WG)

O. - Lt Harry C. Smalling (TG)

I hope this helps.

Willard [webmaster]

Posted by smalling on 2/5/2004, 7:41 pm, in reply to "Re: Looking for load list"

thank you, but is there a more accurate list? (my name isnt harry c. - its hilary g.) and do you know of a johna dams from amarillo tx (top gunner/engineer)??

Posted by Willard Reese on 2/6/2004, 8:59 am, in reply to "Re: Looking for load list"

Hilary,

Sorry about misspelling your name. I believe this is about the most reliable list we will find. It is taken from the actual "Loading List" for that date obtained from the National Archives. Some of these lists are old and difficult to read which accounts for the misspelling but should be accurate as to the compliment of the crew Willard.

Posted by Lucy Campanelli on 3/29/2009, 8:16 pm, in reply to "Re: Looking for load list"

I am looking for information on my father,, I think you might be able to help. His name was Kennth B.Bostick,, could it be you have the middle wrong? If not please forgive,, thank you Lucy Bostick Campanelli

"Rex B. Crawford Information"

Posted by Amy Walsh on 3/31/2009, 1:39 pm

My name is Amy Walsh and I am a member of an Advanced Business Technology Class. In this class I have been interviewing veterans and recording their stories. I have been making a video on the history of these veterans in hopes that their stories are not lost. If anyone has any information on a Rex B. Crawford, top turret gunner and flight engineer, one of my interviewees, that information would be greatly appreciated. The video that I am making will be sent to the Library of Congress where it will be available for anyone to view. Thank You!

“Information regarding my dad during WWII in England”

Posted by Larry Howell on 4/5/2009, 11:47 am

If anyone knows any info about my dad George Walton Howell PFC 211 who served in the 8th AAF, would you please e-mail me. He was from Kenly, NC and married Jean Margaret Shephard who he met in a bomb shelter in London. I know he was near Norwich and also Watford, England. THANKS

“Death of Joseph W. "Jiggs" Hamilton”

Posted by Mitzi Chafetz on 4/13/2009, 5:04 pm

Joseph W. “Jiggs” Hamilton, age 88, of Austin passed away on Sunday, April 12, 2009. He was born January 22, 1921, in Belton, Texas to Rubin and Lee Hatley Hamilton.

Jiggs served his country as a radio operator in the 8th Army Air Corps where he flew 21 missions on a B-17 out of England during WWII. He then attended The University of Texas at Austin where he became a lifelong Longhorn. Jiggs was a retired health inspector for the City of Austin Health Department.

He was both a Mason and a Shriner. Jiggs made numerous trips with his hunting and fishing buddies including Belize, Canada and Alaska.

Jiggs is preceded in death by his wife, Barbara Stubbs Hamilton, and two brothers, Alfred and Eldon “Shorty”. He is survived by his sister, Lavada House of Austin; niece Jan Hamilton of Houston; his godchildren, Teri Waters and Gary Niven; and numerous neighbors and beloved hunting and fishing buddies who will miss him dearly.

The Pallbearers are Scott Jackson, Mike Martin, Mike Martin, Jr., Jim Niven, Randy Roberts, Del Waters, Jim Wiersema and Chris Woldert. Honorary Pallbearers are Randolph Buchanan, Bill Bird, Ken Kuchler, Gary Niven, Whit Riter, Vernon Waddell and Walker Weathers.

Services will be held at 10:00 a.m. on Wednesday, April 15th at Weed-Corley-Fish Funeral Home. Interment will follow at Capital Parks Cemetery, Pflugerville.

Obituary and guest book online at wcfish.com.

“Elmer Leroy Jenson (Jensen)”

Posted by Nancy Jenson Harris on 4/22/2009, 10:57 pm

I am the daughter of deceased MD S SGT Elmer Leroy Jenson of 457 BOMB GP AAF WW II

Born 04-19-1923

Died 06-19-1967

I have found his last name was spelled incorrectly (by whom I can not say) but my birth certificate and all other relatives say it should be spelled as JENSON.

I'm trying to locate any one who may have known him. I'm trying to put together as much information as I can for his Grandson's 40th birthday, which will be 3 years.

Can anyone help?

“William G. Litogot”

Posted by fred pingston on 4/23/2009, 1:56 am

My grandpa just died he was with the 457th bomb group 749th squadron he was 1st Lt. William G Litogot but is listed as William C licogot and other misspellings I just wanted to let you know another one of your finest has fallen at the age of 86 he flew 29 missions and was awarded 3 oak leaf clusters purple heart and european theatre medal he was a fine man I was an MP in the Army our whole family has fought in every war since the

civil war where 2 of our relatives died fighting for the union John Litogot and Barney Litogot and John was an honor guard at Abraham Lincolns funeral just some background.

“John Logan”

Posted by Simon Butcher on 5/4/2009, 1:03 pm

My father-in-law Geoffrey Whiteman was (and still is) a local in the Glatton area. John Logan was ground crew at Glatton and the two corresponded until recently. Last Geoffrey heard, John was in Monterey CA. Does anyone know where he is now?

John has a son named Geoffrey somewhere in the US. Does anyone know where?

“Looking for information about Sgt. Robert E. Hamer”

Posted by Dean Larsen on 3/6/2008, 11:24 pm

Mission #173 - Jan 13, 1945 over Maximiliansau Plane # 43-38795. My uncle, Sgt Robert E. Hamer and the rest of the crew were KIA. Looking for any information.

Posted by Ala Morton on 3/7/2008, 1:03 am, in reply to "Looking for information about Sgt. Robert E. Hamer"

Hi Dean ...

Let's cut to the chase, Dean. Click on the following URL:

http://www.457thbombgroup.org/Search_home/searchresults.asp?searchField=hamer&srcriteria=any&range=1

There is all the information.

Cheers, Alan Morton

Posted by Dean Larsen on 3/7/2008, 9:15 am, in reply to "Re: Looking for information about Sgt. Robert E. Hamer"

Thank you, I had found all of the sites information. I am looking for some one who knew him.

Posted by Alan Morton on 3/7/2008, 2:25 pm, in reply to "Re: Looking for information about Sgt. Robert E. Hamer"

Hi Dean ...

Wow, now you've got a problem! I'm betting you know already, that we're dropping dead like flies. WWII was 63 years ago. If you add 19, 20 or 23 years (our ages back then) to 63 you get numbers now like 83 years old today. And, that's on the lean side. Try 85!

Problem is trying to find some one TODAY that knew your Dad that is still alive is very marginal. And, if they are alive ... in what physical or mental condition.

Your best bet is to know your Dad's Flight crew of officers and enlisted men, and hope one of them is still viable to talk.

Best regards,
Alan Morton

Posted by Alan Morton on 3/8/2008, 1:10 am, in reply to "Re: Looking for information about Sgt. Robert E. Hamer"

Hi Dean ...

An important word did not print in the following sentence in the last posting ... the word is "relatives."

Accordingly, the third paragraph down should have read: "Your best bet is to know your Dad's Flight crew of officers and enlisted mens relatives, and hope one of them is still viable to talk.

Often relatives of a deceased 457th BG airman will join the 457th BG Association in order to "lovingly connect" with the airman. So I checked all the records in two Association Annual Rosters to see if any one relative of the Lt. Erwin C. Popham Flight Crew had joined the 457th BG Association; this action would have left a door open to family memorabilia of the crew. But alas, no relative joined the Association for any Crew Member!

Best regards,
Alan Morton

Posted by Alan Morton on 3/8/2008, 12:23 pm, in reply to "Looking for information about Sgt. Robert E. Hamer"

Hey Dean Ole Buddy ...

I do hope that you realize the dialog I'm having with Richard Torrello immediately below your Posting on today's Message Board ALSO deals with the Lt. Popham's Crew and your Uncle Robert E. Hamer!!

Cheers, Alan Morton

Posted by Eric Zemper on 3/8/2008, 3:43 pm, in reply to "Re: Looking for information about Sgt. Robert E. Hamer"

Hello-

There appears to be a picture of #43-38795 in the Zemper Collection on this site. It is the aircraft in the middle of this picture:<http://www.457thbombgroup.org/Zemper/056.html>

Although the number is hard to make out with the picture online, I took a closer look at the original, enlarged it and adjusted the contrast, etc.. to make the numbers clearer. See:

<http://img339.imageshack.us/img339/9751/795av4.jpg>

-Eric Zemper

Posted by Willard Reese on 3/8/2008, 3:54 pm, in reply to "Re: Looking for information about Sgt. Robert E. Hamer"

Great bit of research Eric. Can we perhaps call on you for this sort of work in the future? That is, trying to identify aircraft where the serial no. is difficult to confirm because of the quality of the photo.

Posted by Eric Zemper on 3/8/2008, 4:53 pm, in reply to "Re: Looking for information about Sgt. Robert E. Hamer"

Willard-

Yes, of course. I would be more than happy to go through the collection of photographs I have to try and locate a specific aircraft. Also, if anyone would like a full resolution copy of an image in the Zemper Collection (without the logo) for a family member, vet, etc... I would be glad to send it to them.

-Eric Zemper

Posted by Richard Torrello on 3/10/2008, 12:36 am, in reply to "Re: Looking for information about Sgt. Robert E. Hamer"

Is there any way to tell when this picture was taken? Even an approximate date would do? Also, is that a radar dome protruding from the belly?

Posted by Alan Morton on 3/10/2008, 12:56 pm, in reply to "Re: Looking for information about Sgt. Robert E. Hamer"

Hi Ric ...

When I first saw the photo <http://img339.imageshack.us/img339/9751/795av4.jpg>(with what looked like a radar dome). I thought, what's this crew doing flying a Lead Ship? Then the more I looked at the photo ... I realized, IT WAS A BALL TURRET! Had it been a Radar Dome it would have appeared stark WHITE.

Cheers, Alan Morton

Posted by Eric Zemper on 3/11/2008, 3:16 am, in reply to "Re: Looking for information about Sgt. Robert E. Hamer"

Although the picture I have does not have a date on it, I found two copies of this picture on this site, and both list the date as being November 25, 1944.

http://www.457thbombgroup.org/aircraft_pictures/44-6518_mission_-_Mersburg_1.html

http://www.457thbombgroup.org/Aircraft_in_Flight/bbf108.jpg

The text written on the second picture listed above indicates that the "unidentified" B-17 in the picture (that we now know is #43-38795) has a radar dome. However, I have to agree with Alan Morton that it appears to be a ball turret. In addition to the reasons Alan gave, it does not appear to be of the same shape as the radar domes used in the 457th. To me, it looks like a ball turret with the guns facing the opposite direction of the camera.

Here are samples of radar domes used in 457th aircraft:

<http://img366.imageshack.us/img366/362/radardomesgd9.jpg>

And here is a close up picture of another B-17 with a ball turret that looks very similar to the one in question. Aircraft #43-38795 is on the bottom:

<http://img361.imageshack.us/img361/9260/ballturretsoa6.jpg>

-Eric Zemper

Posted by Richard Torrello on 3/13/2008, 7:47 pm, in reply to "Re: Looking for information about Sgt. Robert E. Hamer"

Lt. Popham's crew flew 7 of their 16 missions on this plane. On the 25th, however, they were flying on Trip's Troubles. Their first flight on a/c 795 was not until the 30th of November during the mission over Bohlen, when Al Walker was wounded.

I was hoping that the photo might have depicted one of their flights. It's during the same time they were flying, however.

Do I need special permission to use this photo?

Posted by Eric Zemper on 3/15/2008, 12:24 am, in reply to "Re: Looking for information about Sgt. Robert E. Hamer"

Hello Richard-

I just sent you an email about this photo.

-Eric Zemper

Posted by Eric Zemper on 3/22/2008, 2:40 pm, in reply to "Re: Looking for information about Sgt. Robert E. Hamer"

Have located copies of the original MACR (Missing Air Crew Report) for this aircraft and crew. Has information that may be of interest to you. Would be glad to send it to you if you want it.

-Eric Zemper

Posted by Richard Torrello on 3/27/2008, 7:57 pm, in reply to "Re: Looking for information about Sgt. Robert E. Hamer"

I would like to see it.

Thanks

Posted by shaun on 5/6/2009, 3:59 pm, in reply to "Re: Looking for information about Sgt. Robert E. Hamer"
does anyone know if this man robert e hamer was a judge in nj ,ny or maybe florida, if you have any info please email me back

Posted by Shirley on 5/31/2016, 7:33 pm, in reply to "Re: Looking for information about Sgt. Robert E. Hamer"
This is my uncle

"Delos N. Reigle"

Posted by David Alderman on 5/7/2009, 2:44 pm

I'm looking for anyone who remembers Delos Reigle, he was on Clayton E. Bejot for about 7 mission in Flak Dodgerand the with Gordon E. Gallegher for the rest of his time be shot down Nov 2 44 in Prop Wash. And for any photos of him.

"Raymond D. Van Wagner"

Posted by Barbara Deitrick on 5/11/2009, 11:27 pm

I am trying to get any information concerning my dad Raymond D. Van Wagner was in the 457th BG 748th Squadron

"1/Lt. Robert C. Coakley"

Posted by Michael Poole on 2/27/2004, 4:43 pm

I am trying to locate Robert C. Coakley, Bombardier, who served with the 457th Bomb Group, 748th Sqdn. Last known address was Flandreau, S.D. Any information would be greatly appreciated, thank you.

Friday, February 27th 2004 - 08:03:28 AM

Transferred over from the Guestbook this date - Alan Morton

Posted by Alan Morton on 2/27/2004, 4:54 pm, in reply to "Update Information Re:

Inadvertantly posted the aforementioned message from Michael Poole in error! The person wishing updated address information on Robert C. Coakley is Silveo G. Colletti. His Email address is:

Posted by Maj. Silveo G. Colletti on 5/13/2009, 9:44 am, in reply to "Re: Update Information Re: 1/Lt. Robert C. Coakley"

Update of e-mail address. Still Hoping to find Robert Chartrand Coakley

Lt. Archie F. Bower

Posted by Bill Bower on 5/20/2009, 4:54 pm

Dad was the pilot of "Straight "Shot". 749th Sq. Shot down over Augsburg, 25 Feb, 1944. (Lt. Archie F. Bower) Co-pilot was Bill Baxendale, Nav. was Lee Hoskins. Does anybody rember Dad and have a story to tell???

Thank-you very much. Bill Bower. #####@aol.com (734) #####

"1st Lt. James Ira Christy"

Posted by John Christy on 6/21/2004, 5:28 pm

I found information on my father as being co-pilot on Plane s/n 43-38583a. He was shot down over Germany in Jan. 1945. He spent the remainder of the war as POW. He passed away in 1993. If anyone remembers my Dad, please get in touch. He loved flying the B17 and introduced me to flying in 1983. I served in the Air Force from 1966-1970.

Posted by John Christy on 6/21/2004, 10:22 pm, in reply to "1st Lt. James Ira Christy"

My father was 1st Lt James Ira Christy. He was shot down over Germany on his 26th mission and spent 4-6 months as POW. He was stationed at Glatton. I am sorry to say that he spoke very little of the war and especially of POW experience. I have his original POW file. If you have any information as to what plane,

squadron, etc., please let me know. I am putting history together on him and my uncle who died during exercise Tiger. Thank you

Monday, June 21st 2004 - 05:19:36 PM

Initially posted on the Message Board from the Guest Book this date - Alan Morton

Posted by Alan Morton on 6/21/2004, 10:55 pm, in reply to "Re: 1st Lt. James Ira Christy"

John, Your dad was co-pilot on the pilot Arthur G. Jellied crew (C305) with the 748th Sqd. His plane was shot down 22 January, 1945 on a mission to Sterkrade to bomb the Sterkrade-Holten synthetic oil plant, marshalling yards and targets of opportunity. Are you aware that all of this information is currently posted on this website? It is.

I strongly suggest that you peruse the Message Board comments for some great ideas already posted that will be invaluable in your search; including many fine text books that reiterate and amplify upon your concerns. Familiarize yourself with the 457th BG Home Page and each of the category buttons. If you have any questions that still go unanswered, post another message and we'll help.

Posted by robert Christy on 5/27/2009, 12:00 am, in reply to "Re: 1st Lt. James Ira Christy"

tring to find out about my grandpa ira christy

Posted by Alan Morton on 6/21/2004, 11:07 pm, in reply to "1st Lt. James Ira Christy"

Regarding life as a POW and where the various camps were located I suggest you post a message on this website to the posting entitled "Was a relative of yours a POW in WWII? - Marcy Adams 6/15/2004, 9:44 pm" Marcy's dad was a POW and she has been in touch with other POWs and a POW website. But, for the value of you and others, send Marcy a message via this 457th BG website Message Board. Thanks, Alan

“Ligie Jim Balusek”

Posted by Rick Jones on 5/27/2009, 3:18 pm

Ligie Jim Balusek served with the 457th from 15 March 1943 to the end of the war. He is now 84 years young and going to retire. Does anyone have a picture of him or any information about him? Thank You, Rick Jones

“65 years ago”

Posted by Norman K. Woodis on 5/27/2009, 10:31 pm

65 years ago today the crew of Sweater Out was shot out of the sky over German occupied France. My uncle was the ball turret gunner on that mission. Just remembering.

“William F. Freeman”

Posted by Sally on 5/28/2009, 2:22 am

We found a letter from the mother of William F. Freeman, telling my dad, John A. Friese, of the death of her son in 1945 over Germany. I started getting curious and wanted to learn about this man, and maybe return the letter to the Freeman family. Searching led me to this wonderful web page. I do see, however, that in one group photo, William Freeman has been mis-identified. Without a doubt he is the person on the far right, front row, NOT the second from the right in the front row.

Thank you.

“Sgt. Edwin B. Hartley”

Posted by John Hartley on 6/2/2009, 3:53 pm

My Dad Edwin B. Hartley (deceased) was a gunner on a B-17 in this Bomb Group. Looking to make contact with anyone who may have flown with him or knew him.

Posted by Ed Quinn on 8/26/2004, 5:24 pm

I'm looking for anyone who may have known my father, Edward T. Quinn, 749th Bomber Squadron, who was the bombardier on Raven's Nest, shot down on a mission to Gydnia, Mission No. 23, April 9, 1944. He was one of three surviving crewman, and was a POW for about 18 months. I'm also looking for pictures of his crew. I've searched the photo archives but have not found one. The serial number was 42-31629, and the pilot was Lt David P. Parks. My father passed away in 1988, and I'm trying to put together a scrapbook of information about his time in England, which he never discussed.

Thanks for any leads you can give me.

"Edward T. Quinn - 749th Bomber Squadron"

Posted by Joe Toth on 8/26/2004, 9:20 pm, in reply to "Edward T. Quinn - 749th Bomber Squadron"

Ed - I've done some quick research about your Dad and I find that he flew twelve missions in nine different aircraft. He only flew once in Raven's Haven, 42-31629 that I have found up to this point. Most of the men on his crew were the same with the exception of a few changes that I have found on the loading lists. If you are interested in further information that I can help you with, please contact me at #####@juno.com.

Posted by Edward Quinn on 6/3/2009, 1:34 pm, in reply to "Edward T. Quinn - 749th Bomber Squadron"

I'm still researching my father's 457th history. I've received conflicting reports. Joe Toth reported to me that my father flew 12 missions on 9 different aircraft, but the 457th website lists him with the same crew for all of his missions. Is there a way I can get the official crew lists rather than the listing on the website? My father's name was Edward T. Quinn. He is listed as Edward J. Quinn on some of the website's loading lists. He was a bombardier and shot down on the 9 January 1944 mission to Gdynia and became a POW at Stalag III. I'm interested in finding out the tail numbers and names of all the B-17s he flew in the hopes of getting crew pictures and nose art for any of those aircraft.

Thanks for any help that can be provided.

Ed Quinn
703-#####
#####@ngc.com

Posted by James on 7/4/2013, 6:36 pm, in reply to "Re: Edward T. Quinn - 749th Bomber Squadron"

My cousin George was a gunner aboard the Raven's Haven. email me please: #####@tampabay.rr.com

Jim

Posted by James on 7/4/2013, 7:10 pm, in reply to "Re: Edward T. Quinn - 749th Bomber Squadron"

email me please, I have some info on the crew.

Posted by Dawn Arrington on 4/23/2016, 7:52 pm, in reply to "Re: Edward T. Quinn - 749th Bomber Squadron"

My dad (Charles M. Kerr) was the tailgunner and one of the three surviving crew who spent time as POWs. I'd love to share information. Email me, please.

Posted by Ed Quinn on 10/16/2016, 12:27 pm, in reply to "Re: Edward T. Quinn - 749th Bomber Squadron"

Dawn -

Please email me at #####@aol.com
Ed Quinn

"Richard T. Bennett"

Posted by Margaret on 6/8/2009, 11:25 pm

We are looking for information about our uncle, Richard Bennett. We were told he died when testing a mustang plane in England in July, 1944. He was a pilot, flew several missions over Germany. We'd appreciate any information anyone can give us.

Posted by Arthur ("Art") Hoffman on 8/11/2012, 3:39 pm, in reply to "Richard T. Bennett"

Hi, Haven't been on the 457th website for a long time and found your message from 6/8/09 regarding Richard T. Bennett. On the original crew listings for the 457th my father Arthur N Hoffman(Sr) was part of Capt. Bennett's crew. I know they trained together while at Wendover, Utah and possibly also @ Ephrata, WA. I contacted one of the crew member's wives (last name Campbell) in the late 70s only to find he had past away. As the squadron navigator for the 751st Sqd I know my dad possibly did not ever fly with Capt. Bennett's crew since he flew with many different crews. My father is no longer living but you are more than welcome to contact me via email, and I will tell you what I can.
Sincerely, Art Hoffman

"Glatton"

Posted by Joe Shaffer on 6/13/2009, 9:58 am

I'm planning a trip to Glatton this summer. Can anyone give suggestions for travel from London and overnight stay? Thanks. Joe Shaffer son of Lt. Robert J. Shaffer 751st Squad.

"Lt. Arnet Furr"

Posted by James Furr on 6/13/2009, 10:17 am

My uncle was Arnet Furr, KIA on November 8th, 1944 returning from a cancelled mission to Merseberg. He was the pilot of AC 42-38064 "Arf'-n-Arf" that collided with another plane. Can anyone tell me more about the incident or about him as a person/pilot if you knew him?

Thanks,
James C. Furr

"Awarding of French Croix de Guerr (sp ?)"

Posted by Andy Reeves on 2/26/2007, 5:58 pm

Word of mouth has it that this decoration may be awarded for certain missions flown in support of the liberation of France. Does anyone have a handle on this one ? Suppose that Mission Loading Lists would suffice for authenticating ones presence. One of my children heard this one and asked me.

Posted by Alan Morton on 3/1/2007, 8:02 pm, in reply to "Awarding of French Croix de Guerr (sp ?)"

http://en.wikipedia.org/wiki/Croix_de_Guerre#The_French_Croix_de_Guerre_:

Also see: <http://www.457thbombgroup.org/BB/BBP12.HTML>

Col Rognier and Col Smith receiving the Croix de Guerre on May 4th, 1945.

Posted by Alan Morton on 3/1/2007, 8:31 pm, in reply to "Awarding of French Croix de Guerr (sp ?)"

Andy, I'd suggest calling the Embassy of France in the U.S. directly or try their web site listed below.
Embassy of France in the U.S. - Contact us French General Consulate 4101 Reservoir Road, N.W. Washington D.C. 20007 ... Unfortunately the French Embassy does not provide French translations. But, by calling the Embassy by phone, I'm certain they converse in English and French. Also, launch their web site:
www.ambafrance-us.org/contactus.asp

Posted by Andy Reeves on 3/19/2007, 2:04 pm, in reply to "Re: Awarding of French Croix de Guerr (sp ?)"

Thanks Alan. I sent all of the loading lists and mission reports of Tactical type missions that I flew with 457 plus all of my F-6 photo recon missions in France through my Congressional Rep for what she could find out. I personally dont give a hoot but my children heard about this and insisted that I follow up for inclusion on my "EGO WALL" as they call it. Will let you know the outcome. My Dad, A-3 of 8th Army Corps, (an O-7) received this + Legion d' Honour and a bunch of other foreign decorations however could not wear them until retirement. Army regs during 40

Posted by Andy Reeves on 6/27/2009, 12:43 pm, in reply to "Awarding of French Croix de Guerr (sp ?)"

Re French Croix de Guerre . My input through my local Congressional Rep. resulted in my being awarded the Legion d'Honneur. Was really amazed at this.Thought that you would like to know.

"B-17 called Mi Amigo"

Posted by Andi on 7/1/2009, 7:05 pm

I am researching the above named B17 which was on the 305th bomb group's inventory. A few months ago I saw the name mentioned as an aircraft of the 457th BG, yet since then I have not been able to find the website that mentioned it and this excellent site doesn't mention it as being one of the 457th aircraft. I can only assume that if the information was correct, that Mi Amigo was temporarily stationed at Glatton either being on detached service or having to make landfall there due to bad weather preventing a landing at her home base. As none of her 15 missions are mentioned in 305th literature apart from her final mission, I would love to find any information about her. It has been recorded that 42-31322 as is her serial no, was the only B17 ever having that name. Please can anyone help?

"Villacoublay Air Field"

Posted by Mike Mozingo on 7/6/2009, 2:42 pm

I have an excellent Recon photo of the Villacoublay air field from 1944. Just wondering if that was ever a target for the 457th, and if so, what you can tell me about it.

Thanks for your sacrifice!

Mike Mozingo
Concord, NC

"Americans In RAF/RCAF WWII"

Posted by Wally P. Fydenchuk on 1/19/2004, 3:02 pm

I am researching U.S. citizens who served in the RCAF/RAF during the early days of WWII. After Pearl Harbor, many would transfer to the USAAF.

Any names/information would be appreciated. Please contact: #####@hotmail.com

Posted by Thell on 1/29/2004, 1:57 pm, in reply to "Americans In RAF/RCAF WWII"

There is a American pilot named Billy Fiske, who served with the RAF, short after the outbreak of ww-2. He died on active service in Aug 1940. He was born in Chicago, June 4th 1911 and was KIA on Aug 17th, 1940. His life and death may be a major Hollywood picture, starring Tom Cruise, who by the way owns (and flies) his own P-51. (Lucky Bastard.) Hope this will help some. There's an excellent movie named Dark blue world, about the Check pilots who fought for the British. The flight scenes are well beyond The Pearl movie. Best regards, Peter

Posted by frank newmark on 7/6/2009, 11:06 pm, in reply to "Re: Americans In RAF/RCAF WWII"

Does anyone have info on Bernard Englander? Was in RAF, then US Army Airforce 1940-1945.

Posted by Ken Strauss on 2/20/2006, 11:30 pm, in reply to "Americans In RAF/RCAF WWII"

My uncle, Arthur Richards, joined the RCAF because he was too young to join the US Army. He ended up as a flight officer in the 750th BS. His plane was shot down during mission #112.

Posted by Rex Burke on 10/2/2006, 3:27 pm, in reply to "Americans In RAF/RCAF WWII"

Regarding US residents serving in the RCAF: When Lt. Robert E. Brofft's crew was formed in early 1944 we learned that our Co Pilot, Alexander Kucherenko, had served in the Royal Canadian Air Force as a pilot. He was informally named "Kuch". Our crew went through Phase Training in Pyote Texas and then went to England and flew combat missions starting in mid April 1944. The last known address that I have for him was in Grand Blanc, Michigan.

"James H Bryant"

Posted by Gail Bryant McVicker on 7/8/2009, 11:35 am

I am looking for information about my father, James H Bryant who was a ball turret gunner during WWI at Glatton, England during 1944. Please contact me at my email address

thanks
Gail

"1st. Lt. Edward Stevens Crew members"

Posted by Linda Stevens on 2/18/2006, 10:06 pm

My Dad, EDWARD R. STEVENS, was a B-17 pilot, 467th BG, 750th Squadron. Among the Bomber Dad piloted were: the Elizabeth Ann (42-31551), the Rose Olive (42-31607), Our Baby (42-31618), Prop Wash (42-31923), GI Virgin 2 (42-32098), GI Virgin (42-38063), the Luck of Judith Ann (42-38073), Flak Dodger (42-97075), the Patty Ann (43-37692), Fish n' Chips (42-97889). Dad's crew consisted of: 2nd Lt. Charles H. Johns CP, 2nd Lt. Charles J. Canty B, 2nd Lt. Claude Sullivan Nav., S/Sgt. James H. Neelan LWG, T/Sgt. Stewart E. Moody E., T/Sgt., Joseph W. Labonte RO, S/Sgt. James H. Bryant, S/Sgt. James C. Baum G. S/Sgt. Crad W. McCullough TG.
I would love to hear from any of these men and would dearly love copies of any photos you are willing to share.

Posted by JOE TOTH on 2/19/2006, 1:40 pm, in reply to "1st. Lt. Edward Stevens Crew members"

LINDA

I ALSO WOULD LIKE TO HEAR FROM YOU. YOU HAVE MY PHONE NUMBER

JOE

Posted by Claude Sullivan on 3/20/2006, 1:11 am, in reply to "1st. Lt. Edward Stevens Crew members"

Thanks for giving the names of our crew. Now thanks to you I can remember most of them. I sent you an E Mail last year asking about your Dad but you did not answer it. I certainly would love to see him and talk about our "glory days." Please tell me where he lives in Florida. We have a daughter in Florida and perhaps on our next trip there, we could see Stevens. (As you probably know we called each other by our last names, i.e. Stevens, Johns, Canty and I was "Sully."

Posted by Linda Stevens on 3/20/2006, 11:36 am, in reply to "Re: 1st. Lt. Edward Stevens Crew members"

Hello Lt. Sullivan. Its great to hear from you. I was beginning to think that my Dad and Jim Neelan were the only ones left. I found Neelan on the internet and he has sent me some great pictures. I would love to talk to you, but not on such a public forum. Can you email me? I have some questions. And I can give you info on my Dad. I'm going to call him and tell him that I have heard from you. He will be thrilled. You were navigator, correct? Please contact me by email?

Posted by Gail McVicker on 7/8/2009, 11:50 am, in reply to "Re: 1st. Lt. Edward Stevens Crew members"

Linda,

I believe my dad, James H Bryant was with your Dad's crew. My dad was the ball turret gunner. I think he might have gotten his nickname then "Shorty.

Please email me
thanks
gail

Posted by Kaitlin on 10/27/2014, 7:55 pm, in reply to "1st. Lt. Edward Stevens Crew members"

Hello Linda. I am doing my History Day project on your dad but unfortunately, it seems it is nearly impossible to find the information I need. If you wouldn't mind e-mailing me I am sure your help would benefit me greatly.

Posted by Linda Stevens on 10/27/2014, 11:54 pm, in reply to "Re: 1st. Lt. Edward Stevens Crew members"

Honey, I'd be more than happy to help you. You just tell me what you need and I try and help. I've spent 20 years researching my Dad's war record and would love to share it with you.

Posted by Kaitlin on 10/28/2014, 8:39 am, in reply to "Re: 1st. Lt. Edward Stevens Crew members"

Thank you so much. Please email me as soon as you can at #####@yahoo.com

B-17 "Big Friend" 748 Bomb Squadron

Posted by Zachary Lyons on 7/15/2009, 4:53 pm

Seeking info on B-17 "Big Friend" Navigator, James "Ogie" Ogletree. Tail number of the ship along with tail letter. Flew out of Glaton

"my uncle"

Posted by don coons on 7/21/2009, 12:19 pm

Ralph Coons was my uncle, and a pilot in the 750th squadron. He never would talk about his service, and as a kid I was always interested in it. I was lucky enough to find the website yesterday, and have found out more in one day than I ever knew before. I wish my dad was alive, so I could share the information I found on his brother. I'd love to get some personal accounts or stories of my uncle. If anyone sees this, and served with him I'd love to hear from you.

Posted by don coons on 6/13/2015, 12:08 pm, in reply to "my uncle"

Still looking for any info on my Uncle Pilot Ralph Coons, anyone have any stories they could share. It would be deeply appreciated.

"Next Reunion"

Posted by Thomas Krebs on 11/19/2008, 10:08 am

I was once told you are having your last reunion in Colorado. Can you tell if that is still on and provide more information on that event.

Thomas Krebs

Posted by Alan Morton on 11/19/2008, 3:12 pm, in reply to "Next Reunion"

Thomas ...

To quote Joe Toth, President of the 457th Bomb Group Association, Inc.

Hi Thomas, the dates are October 8-11, 2009. Colorado Springs, Colorado is the place. We were there back in 2001 and we think this one will be even better. Glad to hear you are planning to attend!

Posted by Bob B. on 4/10/2009, 5:43 pm, in reply to "Re: Next Reunion "

Is there any new information on the Colorado Springs reunion planned for later this year? RTB

Posted by Diane Noon on 7/21/2009, 2:27 pm, in reply to "Re: Next Reunion "

Is this reunion still on?

I haven't seen anything posted about it recently.

I'm not sure my father's health will be up to a trip.

I'm not sure what is happening with this site as the last few times I tried to post, my messages didn't show up.

Thanks, Diane

daug of Lt M Jaraslow

"Queen Bea"

Oct 2009 reunion

Posted by Richard Schellenger, Vsm on 7/22/2009, 12:00 am

I have heard that there will be a 457th reunion in Colorado Springs first week of Oct. 2009. Can anyone verify for me?

Rich

A Blue Star Dad

A 3rd Generation 2 Blue Star Dad

My Father was the co-pilot on the Black Puff Polly in the 749th. He is still kickin'!!

“The P-51 in Mission 54”

Posted by Ken Claar on 8/16/2009, 2:21 pm

My neighbor is Mr. Wilfred G Baumgartner, he was a radio man on a B-17 in the 751th Squadron. He told me that he witnessed the air battle between the P-51 and the four Ju-88s that is described in Mission #54, his was one of the planes that were being attacked by the enemy. He would like to know the name of the pilot of the P-51 that in his words saved his life, I have tried to find it on line but have not found anything about it. Any help would be greatly appreciated.

thanks kc

“B 17 Pilot Blown out of B 17 landed in Tree”

Posted by Tim on 8/22/2009, 4:01 am

Hello, I Grew up in West L.A. We my Father and his friends owned a Cessna 195. The Gentleman

who owned the gas station at the Santa Monica Airport

His name was either Jerry Schwartz Jerry Shapiro a B-17 pilot or co-pilot.

This is the story he told me on his last mission he was literally blown out of the B-17 and when he came to all of his hair was gone he was in a tree maybe an apple tree. A German soldier was standing on the Ground when Jerry woke up the NAZI was standing there with his hands on his hips saying "How do you like dos apples, huh?" Do you have any information about this incident?

Thank You, Tim Rathbone

“LOOKING FOR WILLIAM WHITT?(SP?)”

Posted by Alan Morton on 1/13/2004, 2:54 pm

War Is Hell! And there are many, many more ramifications to it than soldiers being sent into combat to be maimed or killed; or safely returning home to their loved ones at wars end.

An entry was posted by Janet Munton, dated 9/16/03 on this Message Board. It's entitled, LOOKING FOR WILLIAM WHITT?(SP?). See that posting later.

Here's the message Janet posted that date on the 457th BG web site, Message Board: "I'm looking for a William Whitt - could be White or Whit - who was attached to the 457th in Connington from at least March 1944 to September 1945. He dated my mother, Kathleen Munton who lived in Sawtry, Eng. I believe him to be my long-lost father. I would like to know if he is still alive, or if I have family members I have not yet met. Any information would be most appreciated!"

And here's a happy Update: LOOKING FOR WILLIAM WHITT?(SP?) sent by Janet.

Launch the following URL to read an article Published January 11, 2004, The Capital, Annapolis, Md.

http://www.hometownannapolis.com/cgi-bin/read/2004/01_11-19/TOP

Posted by Sheila on 1/13/2004, 8:24 pm, in reply to "Update: LOOKING FOR WILLIAM WHITT?(SP?)"

Thanks Alan, and congratulations to Janet.

Her and I went to school together, and have travelled this emotional road for too many years.

It was so good to find her again through this website.

Posted by Diane Noon on 1/18/2004, 11:07 am, in reply to "Update: LOOKING FOR WILLIAM WHITT?(SP?)"

Very, very sweet! That made my day.

Posted by Alan Morton on 2/16/2004, 6:18 am, in reply to "Update: LOOKING FOR WILLIAM WHITT?(SP?)"

I found reference to the article on Janet Munton that ran on January 11, 2004 in the Capital Newspaper archives. Unfortunately, you must have an account with the paper to see the article.

A newspaper banner read, "After 35 year search, daughter finds her dad." Janet Munton was her maiden name and she was born in England at the end of WWII. Her married American name is Janet Gorgei. the article and photo read in part

"Janet Gorgei bends over her 82-year-old father's chair during a visit to his Virginia home and gave him a big hug. "He put his arms around me and just patted my back, and I told him I loved him," said the Crofton, England woman."

Posted by Janet on 8/24/2009, 8:48 am, in reply to "Re: Update: LOOKING FOR WILLIAM WHITT?(SP?)"

My farther William Witt passed away two years ago I am glad I found him and got to spend two years with him. I am one of the lucky ones.

Posted by Sheila Holtzen on 9/8/2005, 2:04 pm, in reply to "Update: LOOKING FOR WILLIAM WHITT?(SP?)"

Janet and I were school friends, and we did find her Father William Witt. He was stationed with the 457th as a truck driver.

Sadly he passed away on Labor Day, but Janet spent 18 months getting to know him, and was with him until the end.

Following is Bill's obituary:

William Howard 'Bill' Witt

William Howard "Bill" Witt, 84, of Lynchburg, passed away Sunday, Sept. 4, 2005, in Lynchburg Health & Rehabilitation Center. He was the husband of Vivian Shrader Witt.

Born April 2, 1921, in Dallas, Texas, he was a son of the late Charley and Ollie Reeves Witt. His step-son, William Johnson preceded him in death.

Bill was a U.S. Army veteran of World War II, a retired driver for McLean Trucking Company, and a member of Amelon United Methodist Church.

In addition to his wife Vivian, he is survived by his children, Chris Magann and William, Linda Walrath and John, Sandra Wilfong, Janet Gorgei, and James Witt; 12 grandchildren and 10 great-grandchildren.

A graveside service will be conducted at 10 a.m. Wednesday, Sept. 7, 2005, in the Garden of Peace Mausoleum of Fort Hill Memorial Park, with the Rev. Ken Tesch officiating.

Memorial contributions may be made to the American Red Cross, P.O. Box 2263 Lynchburg, VA 24501.

Whitten Timberlake Chapel & Cremation Service, 239-0331, is assisting the family with services.

"Ball Turret Gunner Sgt Philip G. Porter POW"

Posted by Lee Alexander on 9/2/2009, 10:45 pm

Phillip Grant Porter, 89, Louisville, Ky., passed away at 11:50 a.m. Sunday, Aug. 30, 2009 at his residence.

He was born Dec. 9, 1919 in Yeaman, Ky., the son of R. Blemmer and Ruby (Grant) Porter. He married Constance Montague March 26, 1988. He was a World War II veteran who served in the 8th Air Force in England. He was a prisoner of war in Germany. Mr. Porter was an auditor for Monumental Life Insurance Co., retiring in 1983. He was an avid golfer at Cherokee and Senaca Golf Clubs. He was a past master of the Masonic Lodge No. 803, Deputy District Grand Master, Louisville Scottish Rite, Downtown Hi-12, Kosair Shriners, American Legion Post No. 201, VFW and Moose Lodge. Mr. Porter was a member of Walnut Street Baptist Church in Louisville, Ky.

Surviving are his loving wife of 21 years, Constance Porter; one daughter, Nita Jo Porter of Brandenburg, Ky.; one son and daughter-in-law, Ronald and Fran Porter of Carmel, Ind.; three stepchildren; Christopher, Gifford and Lee; one sister-in-law, Edna Porter of Louisville, Ky.; three grandchildren, Ronnie, Sandy and Cindy Porter; and his loving dog, Kyla.

He was preceded in death by two sisters, Micah Jo Taylor and Anita P. Land; and two brothers, Paul E. and Merle Porter.

Funeral services will be held at 10 a.m. Friday, Sept. 4, 2009 at Campbell Funeral Home in Carmi. Burial will be in Enfield Cemetery. Friends may call from 6 until 8 p.m. Thursday at Campbell Funeral Home in Carmi. A memorial service will be held Tuesday, Sept. 8 at Walnut Street Baptist Church, 1101 S Third St., Louisville, Ky.

Memorial gifts may be given in Phillip Grant Porter's memory to the Kosair Children's Hospital Foundation or the Veterans of Foreign Wars and may be given at Campbell Funeral Home

"Lt. Jim Jenkins"

Posted by Robert Roy on 9/20/2009, 4:49 pm

I just returned from a very enjoyable visit to the Mighty Eighth Museum in Savannah Ga. I am also a 'next Gen.' member of the historical assoc. I asked about an ex-professor of mine from Southern Illinois University, who was a B-17 pilot. The lady found a James Jenkins Jr. who served in your group, anyone remember him???. I think he was from Illinois. I was also looking for a friend of my parents, named D.Dale Everly who was also a pilot, from Missouri, and a Football player at U of Missouri before the war. Both these men are now gone, and I was interested in what group they served with.
Bob Roy ex-sgt, USAF(72-76)

"Lt. Harry Whitman"

Posted by christopher Montagna on 8/7/2006, 9:08 pm

I am looking for Lt. Harry Whitman or anyone who may have flown aboard Lt. Whitman's airship. A family friend Bernard Sitek flew as a gunner aboard Lt. Whitman's B-17. I would like to know the name of his airplane. Does anyone have any photos of this aircraft they would be willing to share?
Thanks,
Chris Montagna
South China, Maine

Posted by Jerry Sale on 8/8/2006, 9:24 am, in reply to "Lt. Harry Whitman"

It was not unusual for a crew to fly many different airplanes. If go to the mission narratives and search Whitman you will find the S/N of the planes for each mission. You can then match these S/N's in the Aircraft data base and find out what was the name of the plane flown for that mission. With some luck you will also find some links to pictures of those planes. Hope this helps.

Posted by Alan Morton on 8/8/2006, 2:38 pm, in reply to "Lt. Harry Whitman"

Chris:

Your best bet for known details and photos about Pilot Lt. Harry J. Whitman, 749th Bomb Squadron is through best friend former crew member Left Waist Gunner S/Sgt. Bernard Sitek. Glean more info out of Sitek.

At any rate the entire Harry J. Whitman crew is:

Lt. Harry J. Whitman
Lt. Albert O. Gilbertson, Jr
Lt. Harold W. Patrick
Sgt. Leonard G. Stoner
Sgt. Joseph P. Melly
Sgt. Howard E. Munger
Sgt. Bernard Sitek
Sgt. William A. Scharnhorst
Sgt, Kenneth E. McGriff

Posted by Karen McGriff on 9/26/2009, 8:42 pm, in reply to "Re: Lt. Harry Whitman"

I have some pictures, I think they were taken by my husband's father Kenneth E. McGriff. I have a picture with the plane and the men on the plane.

I would like to know more about these men and the missions that they were on.

Thank you, Karen L. McGriff

Posted by Alan Morton on 8/8/2006, 5:18 pm, in reply to "Lt. Harry Whitman"

Chris;

If you want to by-pass the laborious process of trying to assemble all of the named Mission targets flown by Lt. Harry J. Whitman; as well as the aircraft Serial Numbers and any names that had been given to the planes ... you might want to take a short cut and call Joe Toth (Website Unit Contact) by phone at (719) #####, AND for a small monitory fee will assemble all of your "Loading List" questions/above needs, sans photographs. Joe Toth lives in Pueblo, CO.

Posted by JOE TOTH on 8/9/2006, 1:43 am, in reply to "Lt. Harry Whitman"

MY RESEARCH FINDS HARRY FLEW 35 MISSIONS. IN 17 DIFFERENT A/C. IF YOU WOULD LIKE THE LOADING LIST. PLEASE CALL ME AT 719-####

JOE TOTH

"Diana Coomes Reynolds-Photographs of UR Father, Ed Coomes"

Posted by Andy Reeves on 9/29/2009, 9:00 am

I have been trying to locate Diana C Reynolds, Ed Coomes daughter. I have some photographs of Ed and crew I located in some old files and want to send them on to you. Please contact me via my email, ####@tampabay.rr.com with your mailing address.

"Rose Olive"

Posted by Mark Gangi on 10/5/2009, 12:40 pm

Was looking for info on the Rose Olive, B17. The pictures I see on line of her are not the same I have of my grandfather. Austin Moore. He was the "belly gunner" . It was shot down and he spent about 18mos in a POW camp in germany..I think it was stalag III I found the info once on line in the past but lost it..

Posted by Sean Driscoll on 9/11/2015, 6:51 pm, in reply to "Rose Olive"

Austin Moore was not on the Rose Olive (A/C 42-30649) when it was shot down according to the MACR. I have copies from the library of congress if you would like a copy.

"Crew Pictures, Ed Coomes,pilot,750th Sq."

Posted by Andrew Reeves on 10/17/2009, 10:41 am

I am trying to locate Diana Coomes Reynolds, daughter of Ed Coomes(Deceased) to pass on some crew pictures that she should have. Please help. This is my 2nd request. Thanks. Andy

Posted by Andrew Arnett on 7/15/2013, 9:34 pm, in reply to "Crew Pictures, Ed Coomes,pilot,750th Sq."

Hello Andrew,

I'm trying to find pictures of my grandfathers group.I remember him talking about his pilot Ed Coomes and pilot Reeves. My grandfathers name was John Dahler he was a bombardier Thanks Andrew

Posted by Robert comes on 2/21/2016, 5:45 pm, in reply to "Re: Crew Pictures, Ed Coomes,pilot,750th Sq."

Edmund Coomes was my uncle. His family lives in corvales oregon. I have her phone no.

Posted by Robert comes on 2/21/2016, 5:38 pm, in reply to "Crew Pictures, Ed Coomes,pilot,750th Sq."

she is my cousin and lives in oregon. I have her address and phone no.

"Mission 22 / Waggum / Brunswick / Lt Lennartson "

Posted by WT Graham on 10/22/2003, 4:10 pm

I was the radio operator on this mission and have been told that a photo was taken by an official observer in another plane in the group. I passed out after bailing out and the next several events are not clear to me. I found out second-hand that the observer was an officer in the tail of another plan. His photos apparently included our crew bailing out. I'd like to know if anyone knows the name or whereabouts of this observer, or perhaps if a copy of this photo exists. I have heard that I was hung up on the tail section and did not become untangled until the plane began to blow apart. My chute had burn holes and a panel missing. Perhaps the photo would tell more. Any help would be greatly appreciated. WT Graham

Posted by Ken Anderson on 11/10/2006, 12:28 pm, in reply to "Mission 22 / Waggum / Brunswick / Lt Lennartson "

My, I guess he would be Great Uncle, was Lt. Lewis Lennartson, the pilot who was KIA on this mission. I too am looking for any information or photos about this mission or the mission in which the same crew ditched in the English Channel about 2 weeks earlier flying Miss Yu II. My family is building a history book and I am looking for information on how exactly Lt. Lennartson was killed. We know that he was injured prior to his order to bail out. His younger sister is still living in San Diego, CA. and I would like to help her get more information.
K. Anderson

Posted by bill graham on 11/14/2006, 3:11 pm, in reply to "Re: Mission 22 / Waggum / Brunswick / Lt Lennartson "

Dear Ken,

Lt. Lennartson was my pilot. I was on the plane with him when we ditched in the channel and also when we were shot down on a mission to Waggum/Brunswick on March 29 1944. My phone number is 1 608 ####. My email is: #####@wtgcorp.com.

Posted by Brian DeLoncker on 2/14/2012, 12:16 am, in reply to "Re: Mission 22 / Waggum / Brunswick / Lt Lennartson "

Hello everyone,

I know it has been several years since the last post, but i'm hoping someone still checks this post. My grandfather (mothers side) is Clyde Garnhart. My father is a Veteran and has been doing everything possible to bring him recognition. If anyone has any photos of the crew, it would mean a lot. Please feel free to contact me #####@gmail.com

Posted by Nichole on 5/30/2016, 11:41 am, in reply to "Re: Mission 22 / Waggum / Brunswick / Lt Lennartson "

Hi Ken,

I have information on this flight and others with this crew. My grandfather was the co-pilot, Mike Keesee.

This message is 10 years old now, but if you still haunt this site, please respond. Thanks.

Posted by Ken Anderson on 5/30/2016, 12:08 pm, in reply to "Re: Mission 22 / Waggum / Brunswick / Lt Lennartson "

Hi Nichole,

Thank you for responding to this query. I had been doing some investigation on this flight for my cousin Lorraine who was Lewis Lennartsons' younger sister. She passed away last year, but my Mom and others in the family would love to hear what you have in regards to this flight.

Thanks again Nichole, I'll send you an email with my information

Kenny

Posted by Nichole on 5/30/2016, 12:17 pm, in reply to "Re: Mission 22 / Waggum / Brunswick / Lt Lennartson "

Wonderful! I also have some photos of Lew and my grandfather - they were very close. I am happy to scan and share if your family is interested.

My uncle is named after Lew - I've always felt like he was part of the family. So happy to connect with his family!

"LT Lawrence L. Jackson, 457th Bomb Group, 751st Sqdn. "

Posted by JOHN F. JACKSON on 5/29/2004, 1:49 pm

My father (LT Lawrence L. Jackson/457th Bomb Group, 751st Squadron July 1944 - September 1944) I am looking for anyone who served with my father. He recently passed away this past March 14th, 2004.

I am currently working on a shadow box in his memory, which will hold his photo, citations and medals that he earned and hopefully a photo or painting of the aircraft he flew...that's why I need your assistance. I am currently serving with in the US Air Force at Andersen AFB, Guam.

Any assistance would be most appreciated. God bless. JOHN F. JACKSON, TSgt, USAF

This posting initially in the Guestbook moved to Message Board for better exposure and dialogue - Alan Morton

Posted by Alan Morton on 5/29/2004, 2:24 pm, in reply to "LT Lawrence L. Jackson, 457th Bomb Group, 751st Sqdn. "

John: This might take some time to research. I don't believe your father ever joined the 457th BG Association per se, but one member of that Flight Crew must have. His Flight Crew ID number was (C396) and he flew initially as co-pilot on the Pilot LT Vernon L. Terrill's crew.

Don't feel too bad John, because Terrill never joined the Association either. The consequence is however, it will take time to resurrect the nine man crew from the records, if at all. So, hang in there. Cheers

Posted by Tom on 12/2/2010, 12:51 pm, in reply to "Re: LT Lawrence L. Jackson, 457th Bomb Group, 751st Sqdn. "

My father is Vernon L. Terrill who speaks often and fondly of Lt. Jackson. I have all his flight records if you are interested including his mission card.

You may contact me at #####@woh.rr.com

Posted by Earle McGraw on 5/30/2004, 9:16 pm, in reply to "LT Lawrence L. Jackson, 457th Bomb Group, 751st Sqdn. "

I was the Navigator on your Dad's original crew. The crew initially formed in Alexandria, LA in late 1944. We flew to England in late January 1945. I flew seven missions with your Dad before I was assigned to another crew.

I remember your Dad as an excellent pilot and when we flew a mission and we were to the left of the lead plane he would put our wing tip right near the waist gunner's window and hold it there. There was no way a German fighter pilot dared to fly thru our formation.

Although I did not fly with your Dad on our return trip to the states in June of 1945, he was in the same group as I was but I did not see him before we left Bangor, Maine on a 30 day leave.

I have the address of two of the members of the original crew. They are: Edward J. Celani, Hudson, FL telephone(727-####) and Charles Ward, Phoenix, Maryland. Ed was the ball turret gunner and Charley was a waist gunner. I do not have an e-mail address for either one.

Good luck on your search,
Earle McGraw

Posted by Tom Terrill on 5/2/2012, 10:46 am, in reply to "Re: LT Lawrence L. Jackson, 457th Bomb Group, 751st Sqdn. "

Mr. McGraw,

My father Vernon Terrill is still alive although we have had to place him in a nursing home this past year. He still talks often of his crew by name with fond memories. He remembers you and everyone associated with the crew much better than he can recall what happened yesterday.

I hope you are well and receive this. If you would care to respond my email is #####@wellsbrothers.com

Posted by Alan Morton on 5/30/2004, 11:11 pm, in reply to "LT Lawrence L. Jackson, 457th Bomb Group, 751st Sqdn. "

Many of the 457th BG Association are currently over in England for a Mini Reunion and Memorial Day services. One of the 457th BG Association officers (Joseph Toth) is privy to the official 457th BG aircraft "Loading Lists" that were, at the time, comparable to a commercial passenger plane manifest. Joe's Email address is #####@juno.com

Joe will outline every mission flown by LT Lawrence L. Jackson including the entire crew by name, rank and position flown.

"Kenneth W. Burkhart 457th Bomber Group 748 squadron"

Posted by john Burkhart on 9/14/2010, 10:38 pm

Lt. Kenneth W. Burkhart passed away this evening. I believe he was the last living man in his squadron. We are so proud of the life that he lived and the sacrifices that he and others made for this great country.

"That's My Baby"

Posted by Mike Casciano on 1/9/2004, 5:07 pm

My grandfather was a waistgunner on the plane "That's My Baby" and i was wondering if anyone is family of someone from that crew or knew Gasper Casciano. If so please contact me @ my email address or my aol screen name Plymth92Lsr. Thanks

Posted by Bob Benos on 1/10/2004, 1:35 am, in reply to "That's My Baby"

Mike, my dad, Nick Benos was the Ball Turret Gunner on your dads crew. Tehy flew 35 missions, 20 of which were on "Thats My Baby." I've been looking for crew members for over a year. My records show that your grandfather was the left waist gunner on the crew piloted by Lt. Salo. Please contact me as I have quite a bit of information and pictures.

Posted by Renie Bachos, Lowe on 11/8/2009, 1:32 pm, in reply to "Re: "That's My Baby"

My father was Sol Bachos He was with That's My Baby" One of my son's has his bomber jacket. Any pics or info you could share of him would be greatly appreciated!!!!

Posted by Renzo Ferrera on 1/10/2004, 9:46 am, in reply to "That's My Baby"

Mike, great news to see your posting on the message board. Bob Benos and I have combined our efforts on finding crew members and assembling information on the crew your grandfather served with as well we have been searching for crew memebers of Thats My Baby for some time now. I have started working on a short story of the crew and Bobs contributions have been great! The bombardier, Adam Santora, is my mothers cousin and I speak with him on a regular basis. Bob and I have some great photos that I'm sure you will enjoy and maybe your grandfather is in one! Please contact Bob or myself when you get a chance.

Posted by Mike on 1/10/2004, 2:27 pm, in reply to "Re: "That's My Baby"

All the info you stated fits in what i know so far. Except, where do you, Bob, and Santora live? My dad would like to get in touch and talk about the missions his dad was in. thanks

Posted by patrick Collet on 6/2/2013, 1:22 pm, in reply to "Re: "That's My Baby"

Hi

I am french... and own a A2 jacket that belonged to a Lt HEY who was the pilot of "That's my baby" at the end of the war.

I am very much interested in getting in contact with you !

Regard Patrick

Posted by Steve Cole on 10/10/2014, 8:19 am, in reply to "Re: "That's My Baby"

I would be very interested in seeing the photos you have of the crew members. My uncle was Lt Robert Hey, the last pilot of That's My Baby, at the end of the war.

"Hustlin Hussy"

Posted by Nettie Munger on 10/3/2007, 8:26 pm

My father in-law, Howard B. Munger (17150363), was a radio operator on a plane called the "Hustlin Hussy". I am trying to gether information on this. He was part of the 749th Bomb Squadron, 457th Bomb Group. Any help would be appreciated. Thank you, Nettie

Posted by Norman on 10/4/2007, 8:45 pm, in reply to "Hustlin Hussy"

A search of of his name on the main page will give a detailed list of his missions.

Norman

Posted by Alan Morton on 10/5/2007, 12:33 am, in reply to "Hustlin Hussy"

Nettie ...

To start off ... Go to the Web Site "Home Page" of this web site and Scroll down the entire page until you're almost at the bottom. You'll come to a blank white rectangular block just below all the Category Buttons. Type in just in ONE word ... Munger, then click on the SEARCH button next to the block. That's it! You'll end up seeing 3 or 4 pages listing the name Munger printed in red. These are all the Missions your Father-in-Law flew during WWII with the 457th Bomb Group, 749th Bomb Squadron as a part of the Lt. Harry J. Whitman Flight Crew. Pick any of the Missions he flew on and click it. You'll end up looking at the Narrative on that specific Mission and ALL the Flight Crews and the B-17G A/C numbers that took part in that Mission
Cheers, Alan

Posted by Michael Stewart on 11/1/2009, 7:38 pm, in reply to "Re: Hustlin Hussy"

My grand uncle (my grandmother's brother) was Royal Lester Skaggs, and was shot down (and survived) while flying a mission in the "Hustlin Hussy".

Were you able to obtain much information on this mission and it's crew?

Posted by daniel payne on 12/21/2009, 5:15 pm, in reply to "Hustlin Hussy"

My grandfather was also on board the hustlin hussy. His name is billy lennon, in the picture of the crew he is the second man on the left standing up. He served three tours on the plane, the tour after he was finished the plane went down.

Posted by Bradley Grose on 2/9/2013, 9:53 pm, in reply to "Hustlin Hussy"

Nettie — this is beyond crazy — but today I spent the day with Col. Harry Whitman the pilot of Hustlin Hussy!!!!!!!!!!!!!! I have a collection of WWII artifacts from this specific crew. Is this the correct crew?????????

Posted by Nettie Munger on 2/10/2013, 1:54 pm, in reply to "Re: Hustlin Hussy"

I just looked at Howard's crew list and Col Harry Whitman was the pilot. Howard B Munger (my deceased father in-law) was his radio operator.

Posted by Bradley Grose on 2/10/2013, 11:33 pm, in reply to "Re: Hustlin Hussy"

Nettie:

So good to meet you. 23 years ago I tracked down the crew of Hustlin Hussy and connected the crew (that which was left). As a result I became somewhat of the groups historian. Yesterday I spent the day with Col. Whitman if you can believe it!!!!!!!!!!!!!! He is 96 and his son (former Naval Aviator F-14/ F-18 fighter pilot) came to my home and we spent the day together. He will be coming back in a few weeks for a flight in a B-25 (with him at the controls). We talked about all his crew members including your father in-law. I have WWII photos of each crew member of that ship. Please let me know how I may assist you. My email is #####@aol.com and my mobile # is: 818-####.

Posted by Albert Losacano on 3/30/2013, 5:29 pm, in reply to "Re: Hustlin Hussy"

(KIA) Allen Dean Patterson. 01/31/44

Posted by Johnny on 8/20/2013, 12:45 pm, in reply to "Re: Hustlin Hussy"

Hello folks, my Great Uncle Robert Piarote was aboard the Hustlin Hussy when it went down. I have been gathering as much information as I can. I have the original Kodac post card of the crew. Any other Info. would be great!

Posted by Bradley on 2/11/2013, 1:24 am, in reply to "Re: Hustlin Hussy"

Anyone have photos of Hustlin Hussy nose art or A-2 jacket art?

Posted by Johnny Raus on 9/30/2013, 2:25 pm, in reply to "Re: Hustlin Hussy"

My grandfather (Barney Madison Blackwell) was a turret gunner on her. I have quite a few photos of the crew and the plane if interested. Here is a link to some of them, my first cousin uploaded...
<http://www.flickr.com/photos/26529034@N02/3561235347/>

Posted by Scott A. Smith on 11/25/2013, 4:55 pm, in reply to "Re: Hustlin Hussy"

Nettie I found your post of Email from Bradley Grose dated 2/11/13. I just Emailed him asking for help in getting photos of Ken McGriffs jacket or the pilot Whitman. I have bought an A2 jacket to day. I have looked at all the info that you had sent me and what Lorraine sent me. I have a picture of the back of McGriff's jacket but the front of Howards on the left chest above the pocket, the crest is not readable. I found a pic of the nose art on a B-24 in pacific of Wonderful Wanda that has the pinup without the dog. McGriffs has the dog in the painting. I understand you and David are in Knoxville now in retirement. Love you.

"MISSION SUMMARY REPORTS"

Posted by Bob White on 4/25/2009, 6:01 pm

My father(JOHN WHITE)was a pilot with the 457th, I would like to get copies of all the Mission Reports for the Missions that he flew, I know all the Mission numbers and all the plane numbers can anyone help?

Bob

Posted by Bruce Maysmith on 2/9/2012, 3:13 pm, in reply to "MISSION SUMMARY REPORTS"

They are available on this site. I found them using the old interface. You can look them up by date flown at the link below (there are a few missing)

www.457thbombgroup.org/Narratives/II_index.html

Posted by Bob White on 2/24/2013, 9:33 pm, in reply to "Re: MISSION SUMMARY REPORTS"

Thank You

Posted by Tom Smalling on 2/28/2015, 12:30 pm, in reply to "MISSION SUMMARY REPORTS"

My uncle was Hilary Smalling. Does anyone have any photos/info on him? Thanks. Also perhaps if anyone knows the name of the plane (John White was the pilot)

"B-17 "Lady B Good"

Posted by Earl J. Agee on 2/17/2008, 9:06 am

I have a picture of the B-17 "Lady B Good" from my Uncle's personal effects after his death last year.

It was apparently taken at Goose Bay, Labrador or in Houlton, Maine, probably in 1944/1945. This would make it likely to have been taken in June 1945 when the plane was being returned to the USA.

My Uncle was stationed at both Goose Bay and Houlton during WWII and took a lot of pictures of planes that apparently were transitioning through.

If anyone is interested, I would be glad to scan the picture and send them a copy. The picture shows more detail than the one posted on the website, especially of the nose art, and someone might like to post it on the website.

Just let me know.

Earl J. Agee, Bartlesville, OK

Posted by Alan Morton on 2/17/2008, 3:28 pm, in reply to "B-17 "Lady B Good"

Earl ...

We'd love to have a scanned copy of yoyr photo to post on the 457th Bomb Group EWb Site. Email the photo to Diane Reese, the Web Site WEBMASTER at #####@mail.com

Many Thanks, Alan Morton

Posted by Gary Liss on 2/28/2008, 11:14 am, in reply to "B-17 "Lady B Good"

It would be great if you could send me one as well, my father Bernard Liss was the navigator on LBG and would love to see it. I have some of him and the crew I could send back if you'd like. thanks #####@cox.net

Posted by Alan Morton on 3/2/2008, 4:29 pm, in reply to "B-17 "Lady B Good"

The latest photo of "Lady B Good" is now added to the section 457th BG "Nose Art" under the category button on the Home Page of this website, entitled "Of Special Interest."

Many THANKS to Earl J. Agee for providing the Nose Art photo.

I sent Gary Liss a photo copy under separate cover by Email.

Cheers, Alan Morton

Posted by CAPPELLE on 1/26/2012, 7:00 pm, in reply to "B-17 "Lady B Good"

I WOULD LIKE A PICTURE OF IT PLEASE.MY DAD WAS IN THAT PLANE OVER GEWRMANY

Posted by Earl Agee on 2/14/2012, 4:55 pm, in reply to "Re: B-17 "Lady B Good"

I will be glad to send the picture. I actually have two pictures of the plane, one showing the nose art and one including the crew, presumably the crew that was on board when it landed at Goose Bay.

I tried to attach the pictures to this message but it asked for an Internet address instead of the name of the file, which confirms that I don't know how to attach a picture. If you will send your E-mail address I will be glad to send.

Thanks, Earl Agee

Posted by Phil DeMartino on 10/29/2012, 6:17 pm, in reply to "Re: B-17 "Lady B Good"

I have always been fasinated with the crew and the plane of 'Lady Be Good', it's too bad they didn't ride it out, they may have all been saved!

Posted by Earl Agee on 11/1/2012, 7:07 pm, in reply to "Re: B-17 "Lady B Good"

Hi Phil: Glad to hear from you. However, is it possible you may have this plane mixed up with the B-24 "Lady Be Good" that crashed in the Libyan Desert during WWII?

This plane, while having a similar name, was actually a B-17. The photo that I posted was taken by my uncle at Goose Bay, Labrador when she was returning from the European theater at about the end of the war. She had a distinguished service record, but to my knowledge, all her crew survived.

Thanks, Earl

"Happy New Year"

Posted by Bob Benos on 1/1/2009, 11:25 am

Happy New Year to all of the 457th members and to the association. Best wishes for health and happiness throughout the new year. Let's not let the memories and actions of the "greatest generation" fade away without our children knowing about their herotic sacrifices. Keep up the good work.

Posted by William K. Byle on 12/28/2009, 2:42 pm, in reply to "Happy New Year"

I would like to hear from any surviving members of the 457th. I flew 31 combat missions as pilot of "Hells Belle" including a flight on "D" day.

Bill Byle

"Lt. Malcolm E. Johnson s/n42-97062"

Posted by Dale Rockwood on 1/19/2010, 4:25 pm

Lt. Malcolm E. Johnson s/n42-97062

I'm IN THE MIDDLE OF DOING A PAINTING OF LT.MALCOLM JOHNSON'S AIRCRAFT IN IT'S ROLL UP THROUGH THE FORMATION AFTER IT WAS HIT BY FLAK ON MISSION NO.66 target-Le Bourget/Melum,Villaroche,France.

Through my research on the mission that took place I'm trying to add other aircraft in the formation that would have seen 42-97062 when it got hit, with their markings and call numbers.

I have a Mission Narrative, Mission no.66 Date-June 14,1944 that my client let me use for this project. Hopefully with your help I can proceed to finish the painting.

Thank You,
Dale Rockwood

"My Dad - Harold Allen Adams, 457 Bomb Group, 749th Squadron "

Posted by Cheryl Adams Matschek on 11/23/2006, 10:43 pm

Anyone know of any living person with the 749th who knows my Dad. He was a tail gunner, shot down on second Mission on the border of France and Germany. English got to them and took them safely and were returned to England. Completed the next 33 missions successfully. Dad was from the San Fernando Valley in California, and still lives in Granada Hills in the Valley.

Posted by Alan Morton on 12/3/2006, 6:15 am, in reply to "My Dad - Harold Allen Adams, 457 Bomb Group, 749th Squadron "

Cheryl ... I live in Fullerton, Orange County, California. Please Email me your Dad's phone number in Granada Hills, I'd like to speak to you both. As you notice we WWII types at depleting our ranks at warp speed!

Posted by Speed Adams on 12/15/2006, 2:10 pm, in reply to "Re: My Dad - Harold Allen Adams, 457 Bomb Group, 749th Squadron "

My Dad is still alive.

Posted by Frédéric Docq on 12/7/2008, 11:58 am, in reply to "My Dad - Harold Allen Adams, 457 Bomb Group, 749th Squadron "

Hello,

I am french, and sorry for my poor english. I find a B 17 crash near my village (Remilly-Aillicourt) in the french Ardennes. All the people here can not say the name or serial on this bomber and it's a "mystery" on this bomber. By the testimony from the old people, now for me it's perhasp the serial 42-31633. I see that your father was in this plane. I would like to enter in contact with your father for know of it's this plane crash here. I have find some parts from this bomber. I would like if it's this good plane... have some picture, testimony...know the history on this mission and crash...etc. My two great father have "take" some crew man when they arrive in parachute....etc.

Please can you take a contact with me.

I thanks you in advance

@+ Fred

Posted by Jerry Sale on 12/10/2008, 4:19 pm, in reply to "Re: My Dad - Harold Allen Adams, 457 Bomb Group, 749th Squadron "

My father bailed out and landed in friendly territory and was helped by the French who directed him in ther right direction to go so he did not run into Germans. We are very greatful to all who helped Allied airmen. Try typing in the serial number for the airplane or look in the mission narative for the date of the mission.

Posted by Janet Sarico on 4/18/2010, 11:50 pm, in reply to "Re: My Dad - Harold Allen Adams, 457 Bomb Group, 749th Squadron "

My dad, John Sarico, flew with Lt. Edward Bender (pilot) lead plane on Mission 35 for the 457th when their B17 42-97070 caught fire and crashed in France near the village La Goulafriere...has anyone heard anymore from Fredrique. I would like to have a photo of the crash sight. The crew were helped by a couple of French men when they parachuted from the plane. He survived POW camp and now lives in Southern California.

Posted by James on 11/15/2013, 4:57 pm, in reply to "Re: My Dad - Harold Allen Adams, 457 Bomb Group, 749th Squadron "

My cousin flew with Lt. Parks in the 749th and was killed with most of the crew during the April 9th, 1944 mission over Gdynia, Poland. Might he know any who flew with Lt. Parks on "Raven's Haven"?

Jim

Posted by Gilbert Ross on 1/5/2009, 2:08 pm, in reply to "My Dad - Harold Allen Adams, 457 Bomb Group, 749th Squadron "

My brother, Merrill H. Ross was the Navigator on our father's B17,s/n42-31633, shot down on Nov.25th,1944. It was mission #151 to Merseberg, Germany.

My brother, Merrill, graduated from Harvard Medical School in 1950 with his M.D., but died of cancer in 1952. I have a picture of the whole crew taken in Savannah, Ga. in Oct. 1944. I would be happy to scan it and E-mail it to you if you do not have it.

Gilbert S. Ross, M.D.

Posted by Cheryl Matschek on 1/5/2009, 11:31 pm, in reply to "Re: My Dad - Harold Allen Adams, 457 Bomb Group, 749th Squadron "

I do not have this picture. I would be very grateful if you would scan and email it to me. That would be wonderful! Dad is still alive, although experiencing dementia that is progressing rapidly.

Thanks so much!

Cheryl Matschek, Ph.D. M.S., M.H.

Posted by Cheryl Matschek on 1/6/2009, 12:00 am, in reply to "Re: My Dad - Harold Allen Adams, 457 Bomb Group, 749th Squadron "

Another point, Gilbert. I just spoke with my Dad and step-mother and they suggested I let you know that Louis Decunzio, also of the crew, is still alive and lives, they believe, in New Jersey. He called my father a couple years ago.

This is so exciting to hear from you who has a connection as well. I am sorry to hear that your brother died of cancer at such a young age, and so soon after medical school.

Blessings,

Cheryl Matschek, Ph.D., M.S., M.H.

Posted by Cheryl Matschek on 1/10/2009, 2:54 pm, in reply to "Re: My Dad - Harold Allen Adams, 457 Bomb Group, 749th Squadron "

I had sent an email back, but I don't see it posted so will mail again.

It is so good to hear from you, Gilbert. No, I don't have that picture and I would LOVE to get a copy if you would be so kind to email it.

I am so sorry to hear that your brother passed away at such a young age. Was the cancer something that had had a start much earlier, or was this something that went pretty fast or just undiagnosed for some time?

Dad is alive, but having memory problems, and is still living in Granada Hills. He is now 83. How the years to pass! My husband and I have spent hours over the years talking with Dad about the war, and although difficult to talk about at times when the emotion builds, it is good to understand what they went through and know that part of their lives. It was such a sacrifice and I am so grateful that their crew made it through the war and came home alive.

Thanks so much for writing, Gilbert. It is great to hear from you!

Cheryl Matschek, Ph.D.

Posted by Renie Bachos Lowe on 7/14/2009, 2:23 pm, in reply to "Re: My Dad - Harold Allen Adams, 457 Bomb Group, 749th Squadron "

My dad, I think was in the 457. Sol Bachos
His jacket and plane read Thats My Baby with a wome on the jacket My name is Renie

Posted by Susan Vaughn Trigg on 8/10/2009, 1:09 pm, in reply to "Re: My Dad - Harold Allen Adams, 457 Bomb Group, 749th Squadron "

My Dad was Robert Witt Vaughn, in the 457 bomb group, but in 748th squadron. I just found your site and am trying to find folks in that squadron.

Posted by Mary on 8/30/2009, 5:05 pm, in reply to "Re: My Dad - Harold Allen Adams, 457 Bomb Group, 749th Squadron "

Dr. Ross, is John Boudreau included in that listing?
Mary

Posted by Nancy Jenson Harris on 4/19/2010, 10:14 pm, in reply to "Re: My Dad - Harold Allen Adams, 457 Bomb Group, 749th Squadron "

My Father, Elmer Leroy Jenson, was the Flight Maintenance Gunner for the 749th Bomb Sq. I am researching for information on him as well. Do you know if my Father was in this group picture that you have?

Posted by Linda Stevens on 1/19/2010, 11:06 pm, in reply to "Re: My Dad - Harold Allen Adams, 457 Bomb Group, 749th Squadron "

Hi,
Is this web page still alive? I've been trying to make a post for a week.

Could you post this for me? 1st Lt. EDWARD R. STEVENS, age 93, on 1//11/2010 was awarded the SILVER STAR for gallantry in action.

I would really appreciate it.
Linda Stevens

“749th Squadron Photo”

Posted by Mark on 1/22/2010, 9:00 pm

I have a photo of my step-dad that might interest you. From your site I have found that his first missions started in August of '44 and ended in March of '45. No one in the photo is wearing winter clothing so I suspect the following are in the picture: William Hitchin(P), Robert Reid(cp), James Klein(n), Louis Brickman(b), Harley Ellsworth(tt), Hilary Truley(rr), Archie C. Strahan(my stepdad(deceased)rw), William Craig(bt), Norman Thorman(tg). Also, my dad is shown as a sgt and that goes with the pic. He flew alot with these guys. Also, I want to say that this site is amazing. Always wondered if these guys were ready to go on mission or dreaded it. Looking at all your pics makes be believe they were very dedicated men.

Thanks
Mark Tupper

“Reunions”

Posted by Kurt Gunderson on 1/25/2010, 5:14 pm
When is the next reunion?

“Aircraft Maintenance Records”

Posted by Mike on 1/27/2010, 12:34 am

Does anyone know where copies of the Aircraft Maintenance Records might be found?

Posted by paul klein on 1/13/2013, 7:07 am, in reply to "Aircraft Maintenance Records"

Aircraft Maintenance Records should go with the buyer of the B-17, unless the B-17 was lost or has been scrapped. If it was lost; they could be in storage someplace. It was scrapped; the buyer might still have them.
Good Luck

"Col James Luper or crew or Rene III"

Posted by Bryan Gandall on 8/29/2007, 1:39 am

I am looking for any friends or relatives of Col James Luper or surviving crew members of the Rene III of the 457th Bomb Group. I have some high quality prints from original negatives they may be interested in. One is autographed by Col Luper and says "To Jackson - An officer, soldier, fightin airman, and my friend - Jim Luper Colonel, Air Corps 457 Bomb Group". I also have prints of Rene III in the field and in the factory before delivery as it was the 1000th B-17 from the Long Beach plant. Note that I am not asking for any money. I only feel the relatives and crew should have them.

Posted by Alan Morton on 8/29/2007, 1:09 pm, in reply to "Col James Luper or crew or Rene III"

Hi Bryan ...

Got a suggestion. Among the various sections, categories and repositories a wealth of this 457th Bomb Group Association, Inc. Web Site are photos that came into being because of people like yourself. In fact, if you'll peruse the Home Page Category buttons , you'll notice a button entitled "Recent Submittals." This section includes the names of relatives or friends of former service personnel attached to the 457th Bomb Group at Glatton.

The nice thing about these "Recent Submittals" is they're there for everyone see and copy, if they choose. If you choose to take this avenue, Hap Reese our Web Master will scan your photos and add your photos to this "Recent Submittal" under your name. Or, if you prefer ... take your photos to Kinkos, for example, have them scanned to a CD and mail the CD to Hap.

We really appreciate your willingness to see that your photo collection gets into the right hands; and they will ... World Wide!

Posted by Bryan Gandall on 8/29/2007, 10:07 pm, in reply to "Re: Col James Luper or crew or Rene III"

Thanks Alan, What about scanning them myself and uploading here?

Posted by Alan Morton on 8/30/2007, 4:05 pm, in reply to "Re: Col James Luper or crew or Rene III"

Great Bryan ... Go for it!

Posted by Bryan Gandall on 9/11/2007, 10:41 pm, in reply to "Re: Col James Luper or crew or Rene III"

Sorry I have posted them yet, I've been busy with a major computer problem, having to rebuild it. I'll post them as soon as I can.

Posted by Wm. C. Goldsborough on 8/29/2007, 1:31 pm, in reply to "Col James Luper or crew or Rene III"

Bryan

I was a member of the Roy Allen crew. We flew the Renee III on Mission No. 53 to Dessau, Germany on May 28. 1944. The plane was pretty well shot up by fighters and flak, No's 2&3 engines were out and the left wheel was badly damaged by flak. Upon our return to base we made a two wheel landing at Glatten. there were pictures taken but in the last sixty some years

I have moved several times and the pictures have been lost. If possible I would like any pictures you may have and would gladly pay to have them copied and mailed to me. drop me an E-Mail and I will send address.

Thanks Bill. G.

Posted by Patrick Crow on 10/5/2007, 2:25 pm, in reply to "Col James Luper or crew or Rene III"

Yes,

I am the Grandson of Captain Henry P. Loades, the Bombardier on the flight. I would love a copy.

Thank you.

Posted by Bryan Gandall on 10/6/2007, 9:20 pm, in reply to "Re: Col James Luper or crew or Rene III"

Trying to upload photos here but the verification letters are not visible in my browser. Tried both ie and firefox.

Posted by Bryan Gandall on 10/7/2007, 1:54 pm, in reply to "Col James Luper or crew or Rene III"

Here's some photos, not sure who everyone is.

Posted by James Luper on 12/15/2009, 2:23 am, in reply to "Col James Luper or crew or Rene III"

Col Luper was my grandfather. I never met him. As I am searching my ancestry I would love to see some other photos of him.

Posted by Bryan on 2/26/2012, 10:36 am, in reply to "Re: Col James Luper or crew or Rene III"

I have 3 pics. I believe I uploaded at least a couple to this site a couple of years ago. Shoot me an email and I'll send them to you.

Posted by Byron L. Degenhardt on 1/31/2010, 6:13 pm, in reply to "Col James Luper or crew or Rene III"

I think my father-in-law, William(Bill)M. Hammersley was a part of that crew. Not sure, being pretty much computer illiterate, but I would appreciate any info to confirm. Thanks

Posted by Michael Luper on 12/22/2013, 10:28 pm, in reply to "Col James Luper or crew or Rene III"

I am his great nephew from what my uncle tells me. I believe James Luper was my grandfathers brother.

Mike Luper

"William (Bill) M. Hammersley"

Posted by Byron L. Degenhardt on 2/1/2010, 6:35 pm

Any info. from anyone who served with or knew my father-in-law, William M. Hammersley, would be greatly appreciated. Thanks

"Aircraft part memorabilia"

Posted by Jessica Morrow Brand on 11/12/2004, 7:53 pm

Hi,

My dad, Earl M.Morrow is 457th pilot shot down 11/2/44 on his 17th mission. I am happy to say that he is 83 years young, a lot ornry, and going strong. Anyway, I am looking to purchase a prop or part of a prop from a warplane for his mantle as a gift. Does anyone have any ideas where I can look? I have already tried Ebay, but they have props available from small personal aircraft.

Happy Veterans Day!

Jessica Morrow Brand

Posted by Ann Jones on 11/22/2004, 12:48 pm, in reply to "Aircraft part memorabilia"

Hi,there

Saw your message, I am a ground crew member for 'Sally B', which is the only B17 flying in England. We have a website www.sallyb.org.uk

Also there is an email address for the lady who is the operator for Sally B, she may have some contacts, or suggestions of elsewhere to try. Her e mail is :-

#####@b-17preservation.demon.co.uk

You can mention my name if you wish.

Good hunting

Ann

Posted by John Sopic on 2/9/2010, 1:25 pm, in reply to "Aircraft part memorabilia"

My uncle (Joseph Schankin) was part of this mission.

He is 87 years old today (2/9/10)

I would love to get him something also.

Have you had any luck ??

John Sopic

“Capt. (later LtCol) Richard Herbert”

Posted by Bernie Lyons on 2/13/2010, 12:24 pm

I just saw the photos from Richard Herbert posted a couple of years or so ago by his daughter. I don't have an address for her but I'd like her to know that I was a S/Sgt in the 457th Group Communications unit under Herbert, working with him and the other officers and EMs in the unit daily throughout our stay in England.

“Sgt. Charles T. Darnell”

Posted by Lori Darnell on 2/13/2010, 2:51 pm

I am trying to locate information and photos of my grandfather, Sgt. Charles T. Darnell. He died in combat on September 28, 1944, aircraft number 43-38181, 751st squadron.

Any information would be greatly appreciated.

Thank you,
Lori Darnell

“Sweater Out Crew”

Posted by Norman K. Woodis on 2/15/2010, 10:26 pm

At long last I am building a website that details the men and missions of 42-31594 Sweat'er Out. It's somewhat a slow go but I am uploading as I have time. I really wish someone would contact me with more information on the crewmen. In particular, I have no info on James Ambrose, Robert Cunningham, Daniel McLaughlin. And very little on Lovell O'Masters, Robert Towle and Paul Isker. Please chime in if you have anything, even if it's only a photo.

www.sweaterout.webuda.com

"Greetings from Morris (Murray) Swerdlove former 457th BG Bombardier"

Posted by Morris (Murray) Swerdlove on 3/29/2004, 2:24 pm

It has been ages since I've check the 457th page and I am amazed and delighted with the wonderful job that has been done. To everyone involved, particularly Willard, my everlasting thanks. For the first time I now have available for my children the complete listing and details of all the missions I flew between April and August of 1944. I flew as Bombardier with pilots John Akers, Roger Berkman, Robert Brofft, Bernard Connors and Dave Summerville. Would love to hear from any of my comrades who, hopefully are still "vertical" I salute you one and all!

Morris (Murray) Swerdlove
Friday, March 26th 2004 - 04:52:08 PM

Moved this date to Message Board for better exposure Alan Morton

Posted by Matthew Nelson on 2/18/2010, 5:10 am, in reply to "Greetings from Morris (Murray) Swerdlove former 457th BG Bombardier"

Dear Mr Swerdlove,

I have recently begun work on my family's ancestry and in the process I began work on my Great Uncle Lloyd C Dell. As I understand it you may have served with him aboard the Rose Olive when it went down at Lutzendorf. When I was younger I had the privilege to be the only member of my family save his wife he would tell about his time as a POW. If you could tell me some things about my Great Uncle I would be in your debt. If you would be interested in talking that would be even better. I look forward to hopefully hearing back from you soon.

Sincerely,
Matthew Michael Nelson

"Glatton Airfield and The Great Fen project in England"

Posted by Lech Jasinski on 2/18/2010, 12:30 pm

Hi,

I'm a volunteer working for the English charity "The Wildlife Trust" who are gathering memories and artefacts from the area around the "Great Fen" - which is the area east of Glatton airfield.

I/We would like to use the images and stories from this site to evoke memories in our local population. My personal link with this area and project is that my parents left Poland because of the war and lived in a displaced persons camp on the old Glatton Air Force Base before it was demolished.

Is there anyone around now who can help me in this project ?

Yours, Lech

"My Gal Ellen B-17G 43-37735 "

Posted by Brian Angeloni on 2/3/2006, 11:15 am

I am looking in to the history of this plane. If you have any info please get back to me.

My Gal Ellen B-17G 43-37735 I have some photos of this plane and others just send me your needs. Most pics I have are from the 487th BG in Lavenham.

#####@email.com

Posted by craig harris on 2/3/2006, 9:38 pm, in reply to "My Gal Ellen B-17G 43-37735 "

This from page 233 in "The B-17 Flying Fortress Story" by Roger A. Freeman and David Osborne, Arms & Armour, 1998:

43-37735 Del Cheyenne 16/5/66; Kearney 29/5/44; Grenier 28/6/44; ass 837BS/487BG [4F-Q] LAVENHAM 7/6/44; tran 457BG Glatton 29/6/44; sal 9AF Germany 10/12/45. MY GAL ELLEN --]

NOTE: translation reasonably straight-forward. e-mail me if you need help. The info re 43-37735 in 457th in "Project Bits & Pieces very much less than above.

Good luck -- craig harris

Posted by Ivo de Jong on 2/4/2006, 3:48 pm, in reply to "Re: My Gal Ellen B-17G 43-37735 "

A minor error in Freeman's book. The transfer of this aircraft to the 457th BG was on June 29, 1945 and not 1944!!

Best regards, Ivo de Jong

Posted by craig harris on 2/5/2006, 1:01 am, in reply to "Re: My Gal Ellen B-17G 43-37735 "

Thank you, Ivo, and my compliments. Always glad to get the story straight.

Cheers! Craig

Posted by Brian Angeloni on 2/16/2006, 5:12 pm, in reply to "Re: My Gal Ellen B-17G 43-37735 "

Is there currently a picture of this plane and its nose art? If not, I have one which I am currently developing and I am looking for confirmation.

Posted by Brian Angeloni on 2/16/2006, 5:16 pm, in reply to "Re: My Gal Ellen B-17G 43-37735 "

Also: which crew crashed or had the plane shot down?

Posted by Mike Oestrike on 3/2/2010, 8:30 pm, in reply to "My Gal Ellen B-17G 43-37735 "

I believe my dad was the navigator assigned to this plane. Was part of the Herbert Smith Crew I believe. Stationed in Lavenham, England

Posted by brian Angeloni on 2/14/2012, 2:17 pm, in reply to "Re: My Gal Ellen B-17G 43-37735 "

Hey Mike. You dad was a crew member with my dad. My dad was the tail gunner. The plane was named MY gal ELLAN II. The plane id number was 42-39882. I have a ton of pics to share with you if you are interested. Do you still work at Ford?

#####@hotmail.com

Posted by Mike Oestrike on 2/14/2012, 2:53 pm, in reply to "Re: My Gal Ellen B-17G 43-37735 "

Hi Brian,

Yes I am still at FOrd and I would love to share the pics with you. I also have some military pics from my dad's vault.

My dad was the navigator, Melvin Oestrike and passed away in April of 2003.

Posted by Brian Angeloni on 2/15/2012, 1:40 am, in reply to "Re: My Gal Ellen B-17G 43-37735 "

It does appear I am having a few problems at the hotmail site. Anyway here is the web site I have put together. You can find it at <http://www.priscillainternational.com/Brian/forum>

You will find a few pictures of you dad there. I would love to see what you have available. Also a few years ago I went west and spent an afternoon with Herbert Smith and he gave me copies of many interesting documents. Which includes. This crew's orders for overseas travels. Have you heard the story about Iceland and the return trip?

Posted by Brian on 12/26/2013, 10:06 pm, in reply to "Re: My Gal Ellen B-17G 43-37735 "

<http://www.priscilla-international.com/Brian/forum/index.php?sid=afdbd9e47ba41af49ddc7af37627704a>

Copy of the web site for the pics. just copy and paste it into your browser.

Posted by John Kline on 12/26/2013, 9:48 pm, in reply to "Re: My Gal Ellen B-17G 43-37735 "

Gentlemen, this is the plane my grandfather was on during the war. His name was John Kline but went by Jack. If anyone has information on their missions or crew photos or anything I would be much appreciative.

Thank you, John Kline

Posted by Brian on 12/26/2013, 9:57 pm, in reply to "Re: My Gal Ellen B-17G 43-37735 "

John, you can find all the information about this plane at Facebook. just join the group 457thBG, Good luck

Posted by Cari Strachan on 4/11/2016, 7:55 pm, in reply to "Re: My Gal Ellen B-17G 43-37735 "

My grandfather was the Ball-turret gunner for this plane, he served with Oestrike under the Herbert Smith Crew

“My Dad Capt. John F. Shinnors”

Posted by Michael K. Shinnors on 3/3/2010, 12:08 pm

I haven't written in quite a while. Last week I was visiting with my dad's sister and we were talking about my dad. I remember my dad saying he was the Personnel Officer in the group, but my aunt says she is sure that he was a Navigator also. I have a picture of him in front of a ship with the numbers 46167 on it. Can anyone confirm that my dad indeed was a member of a crew? Thank you!

“Tail Gunner H.W. Pannell”

Posted by Kirk Pannell on 3/3/2010, 3:22 pm

My father passed away last year Jan. 25th 2009. He was a tail gunner, shot down on Nov. 2 1944 and was a POW, Stalag Luft IV. The plane was "Delores" piloted by Earl Morrow. If anyone knew him, I would love to hear from you. Thanks

“751 Squadron”

Posted by Sam Harry on 3/12/2010, 1:08 pm

First I would like to say thank you for the information on this website. I have been searching for information on my Grandfather for years.

2nd Lieutenant Glenn R. Harry is my Grandfather. He was Pilot and Co-Pilot in the 751st Squadron, generally on crew 445. I would like to know more about the men he flew with, both during the War and after. If anyone would like to share information with me, I would love it! These men are my heroes, and I don't want their legacy to die!

“Folded Wings John W. Granger”

Posted by WILLIAM FRASER on 3/15/2010, 4:56 pm

I don't know if you received word of the passing of 457th. member John W. Granger, who died Jan 27, 2010. If you'd like I can send you his obituary. Let me know who to send it to and I'll scan it to them.

Bill Fraser Associate member 457th.BG

“B-17 Called "Smiling Through"”

Posted by Frank Eichenlaub on 3/27/2010, 8:40 pm

Hi Guys,

I was poking around and discovered your website with, what I think is my Dad's name on it. Does any one have information about a Frank J Eichenlaub who was a gunner and flew in a plane named "Smiling Through?"

Posted by Daniel Yorba on 6/6/2014, 1:15 pm, in reply to "B-17 Called "Smiling Through"”

Actually I do. My grandfather Bernardo Yorba was assigned to that airplane before being assigned to another b17 (Flat Foot Floogie) for one mission and promptly getting shot down.

Here is a website about it. I think there are actually some inaccuracies, but there is a photo of the Smilin' thru and some other interesting photos. I didn't see your Dad's name, but it's possible that he was assigned to the plane after it's original crew was shot down.

http://www.boylan.de/Military_Service/World_War_II/Robert_P__Boylan/robert_p__boylan.html

William (Bill) M. Hammersley

“Looking for info William (Bill) M. Hammersley”

Posted by Byron L Degenhardt on 3/29/2010, 10:41 pm

Looking for any info about my father-in-law, William (Bill) M. Hammersley.

“457th photos from WWII”

Posted by Christine McPhail on 4/7/2010, 8:09 pm

I have WWII photos from my father-in-law, Chester C. McPhail. He was a mechanic in the 457th. Also have a photo of a reunion from the 1970's perhaps in Alabama. Is there a history unit that might like to have these photos?

“457th newsletter”

Posted by Richard Garland-Lt. on 4/11/2010, 3:09 pm

Haven't received the newsletter in quite a while. I am disabled now and I enjoyed being able to read all the news of the 457th. We looked forward to visiting the Musuem in Savanah on our trips back and forth to New England, but we are able to that either. I uinderstand there is a new computer address for the 457th, but I don't have it.

“457th pilot Haver Burningham”

Posted by Rick Borrajo on 4/18/2010, 9:53 am

Ive recently met a ww2 457th b-17 pilot by the name of Haver Burningham he is almost 92 years old, and a very humble and honorable man. He lives very close to me. If anyone knows of this man or is interested in some of his story let me know. I thought this could help someone out there searching for info. Thank you. Rick #####@comcast.net

Posted by Carol Harbushka on 12/19/2014, 6:43 pm, in reply to "457th pilot"

Hello Rick, I too have met Haven Burningham. He died 20 June 2014. He was the pilot of the Paper Warrior, so named for all the paperwork that had to be completed after every mission. My father was a gunner on his crew in 1944 at Glatton. I would like to hear what you have to share from his memories of those days. I know his crew thought the world of him, and I have a story to tell you about one of his flights.

“B-17 veterans to be honored in Albany, NY 9/28/2007”

Posted by Jessica Morrow Brand on 9/17/2007, 12:20 pm

This is just a message to any veterans and family members who may be in the Schenectady NY area September 28-30, 2007. The Collings Foundation will be flying in their B-17 and B-24 to the Schenectady Airport. There will be a ceremony on 9/28 upon it's arrival. My Dad, B-17 pilot, 1st. Lieut. Earl M. Morrow, 17 missions, shot down Nov. 2, 1944, will be flying in on the B-17.

This event will be covered by the media and it sure would be nice to see additional veterans at the airport. Please feel free to contact me and I will see what additional information I may be able to provide.

Posted by Kirk on 4/23/2010, 6:53 pm, in reply to "B-17 veterans to be honored in Albany, NY 9/28/2007"

My father, H.W. Pannell, was the tail gunner on the day your father was shot down. He visited my dad in Kansas about 10 years ago. I would like to exchange emails and share information. Dad passed away last year at 84. My email is #####@hotmail.com.

“Lt. Ralph Grey”

Posted by Herald Reid on 5/13/2010, 3:44 pm

I would like to get in touch with him as I trained with the crew at Sioux City. Lost the crew at Lincoln, Neb.

Posted by Todd Gray on 7/26/2014, 8:45 pm, in reply to "Lt. Ralph Grey "

I am the son of Lt. Ralph Gray. My father passed away in Dec. 1984. He was stationed at Glatton from Dec. 1944 until Apr 1945.

Posted by Herald Reid on 7/26/2014, 10:09 pm, in reply to "Re: Lt. Ralph Grey "

I was on the crew until I hurt my knee at Lincoln. NE Your dad and I was playing touch football against Lt. Gauss when I stepped in a hole and wound up in the hospital. The crew went on without me. I was put on another crew later on.

Posted by Todd Gray on 7/27/2014, 1:54 pm, in reply to "Re: Lt. Ralph Grey "

Hi Herald: Thank you for your post. I knew that the crews we're put together in Sioux City but I never heard my dad mention Lincoln. Was this for further training?

“Harold Reid from Emmett Idaho”

Posted by James L. Holloway on 8/11/2005, 9:16 pm

I am looking for SGT Harold Reid and think he is the one listed as tail Gunner on Lt Frederick C. Gauss's crew in the 457th BG. Can anyone give me further info on him

James L. Holloway

Posted by DERNEDEN John on 8/28/2006, 2:47 pm, in reply to "Harold Reid from Emmett Idaho"

Dear Sir,

My name is John DERNEDEN and I am a member of the General Patton museum here in Luxembourg. In my free time, we are researching about the air war here in Luxembourg during WW2. We know since 20 years about a B-17 crash site between the villages of Oberpallen and Colpach near the Luxembourg-Belgium Border. 10 years ago, we did an excavation at this site and took out many parts of this B-17. (Engines Machine guns, duffle bag with different kind of shoes mae west and many parts. But unfortunately we are still unable to identify clearly this B-17. As I collected as much as possible informations about this crash, we concluded that it must be on the 10th January 1945 and that it could be the plane of Lt. Frederick C. GAUSS. I read that he was killed due to a chute failure when he tried to bail out. The .50 caliber machine guns excavated from the crash site had the following serial numbers 601865/1192445/158534/601708. Also lots of Stanniol stripes where

found on the spot. I have also the report from an eye witness that saw one of the crew landing just in front of him on a road near the village of Hovelange (between 1200-1300 hours). The Crew member took his pistol out and first thought he landed in ennemy held territory, but the luxembourgish men told him that he landed in allied and liberated territory. Is it possible for you to help me in this difficult case Sir as we are searching for this B-17 such a long time. On your beautiful home page is mentioned a report of L. Arthur FITCH that was on this plane that day. Does it say more details about the events and also after they had bailed out of their plane? I am also interested in getting in contact with any still living members of this crew Sir. I already thank you in advance for any possible help about my request. Attached is a picture of parts from this B-17 shown in our museum in Ettelbruck.

Yours sincerely

Posted by James Lafayette Holloway on 5/7/2010, 2:44 pm, in reply to "Re: Harold Reid from Emmett Idaho"
I went into the army in November 1945 with Harold Reid. He trained with the Gauss crew in Soix City, Ia. but did not go over seas with them. He later went to the 457th BG. He is still living in Milto-Freewater, Oregon
Ex tail gunner, S/SGT James Lafayette Holloway see 398th BG page

Posted by John Dayton on 12/24/2014, 9:53 am, in reply to "Re: Harold Reid from Emmett Idaho"

I am the nephew of Lt. Fredrick Gauss. I was 4 and 1/2 years old when my uncle died. I have been reading the accounts of the saga of "Rattle Snake Daddy 11" for several months now to learn exactly what happened on 1/10/45. If there are any surviving crew members I would love to hear from them. To this day I hold good memories of my "Uncle Freddie".

In 1995/96 I was in Belgium and visited the area around Spa, Leige and Achen. At the time I did not realize that is the area where my uncles plane went down. Had I known I would have talked to the local to see if they had and recollections.

Thanks for your information about the crew.

John Dayton, Kingsport, TN

Posted by JOE TOTH on 8/28/2006, 7:00 pm, in reply to "Harold Reid from Emmett Idaho"

HAROLD REID WAS NOT LISTED AS THE TAIL GUNNER ON GAUESS CREW ON 10 JAN 45 WALTER J MCGUIRE WAS.

JOE TOTH

Posted by Todd Gray on 8/28/2006, 10:50 pm, in reply to "Re: Harold Reid from Emmett Idaho"

According to the mission narrative of mission no. 172 the tail gunner for the crew of Lt. Fredrick C. Gauss was Harold Reid. The ball turret gunner was Walter McGuire.

Posted by Willard Reese on 8/29/2006, 2:28 pm, in reply to "Harold Reid from Emmett Idaho"

I've been following this thread for several days and have developed an interest in "Who is Harold Reid". We know that Frederick G. Gauss died on Jan 10th, 1945 when he and his crew abandoned their aircraft 44-6088 (Rattlesnake Daddy II) on a mission to Euskirchen, Germany. The crew landed in friendly territory and were returned to Glatton, except for Gauss whose chute did not open (It is reported)

A check of the record loading lists indicate that a Harold Reid was not among the crew. A further detailed search of our records confirmed that Reid did not fly any missions, either before or after the crash event. Other members of the crew went on to fly numerous missions after this date.

The records also indicate that this was the first mission to be flown by Gauss and his crew.

Frederick G. Gauss and his crew arrived at Glatton on Dec 24th, 1944. Here is the information on him and his crew taken directly from the "Special Orders" document:

Special Order No 278

Crew 17 749th Squadron

Dec 24th, 1944

2nd Lt Frederick G. Gauss,

F/O Bartolo (NMI) Rizzo
2nd Lt Ralph L. Gray
2nd Lt Arthur K. Fitch, Jr
Cpl Robert E. Glenn
Cpl Robert W. Pinkney
Cpl Jack (NMI) Woodford
Cpl Walter K. Fitch, Jr
Cpl Edward B. Tooker

This would indicate that a Harold Reid was never a member of Gauss's crew unless he was part of it stateside and did not go overseas with them.

I think this is convincing evidence that Harold Reid never served with the 457th Bomb Group and never was part of the Gauss crew.

I hope this will settle the controversy.

Willard

Posted by James Lafayette Holloway on 5/4/2010, 12:43 pm, in reply to "Re: Harold Reid from Emmett Idaho"

Lt Gauss crew had picture taken at Souix City, Ia. showing Harold Reid as tail gunner. The crew went to England but not Harold Reid as he was sick at the time and went to Glatton a short time later where he flew missions. This seems to be the reason he does not show as a crew member.

Harold was still breathing last November.

I flew with the 398th BG at Nuthamstead.

S/SGT James Lafayette Holloway age 91

Posted by James Lafayette Holloway on 5/7/2010, 1:56 pm, in reply to "Re: Harold Reid from Emmett Idaho"

I went into the service with Harold Reid but was in a different crew. After the war I have been in contact with him. He told me he was sick and in sick bay when his crew went over seas but later followed them to the 457th BG. He told me about a last mission he flew where they dropped either food or pamphlets.

The picture was probably taken at Souix City Ia. JLH

Posted by James Lafayette Holloway on 5/8/2010, 1:35 pm, in reply to "Re: Harold Reid from Emmett Idaho"

I talked to Harold after the war and he said he was in Lt Frederick Gauss crew and that he was in sick bay at Souix City, Ia. and did not go overseas with the crew. He did go a short time later. He flew possibly as many as 14 missions and was on mission 172. Harold was still breathing in October 2009 and living in Oregon.

J.L. Holloway

Posted by James Lafayette Holloway on 6/12/2010, 1:40 pm, in reply to "Re: Harold Reid from Emmett Idaho"

Harold Reid is still alive and lives in Oregon now. I was inducted into the USAAF with Harold. If I remember correctly Harold told me he was in sick bay when his crew left the US. He followed them to England and flew missions but I have no idea how many.

Ex-S/SGT James Lafayette Holloway

Posted by Willard Reese on 8/29/2006, 3:09 pm, in reply to "Harold Reid from Emmett Idaho"

To follow up on the above message.....Harold Reid's name does appear in the 457th Bomb Group Honor Roll (Mission 172). This list of crew members was taken from Page 30 of "Black Puff Polly" book by Roland Byers. This will be corrected.

Ralph L. Gray, Gauss's copilot, was shot down while flying with the Craig Greason Crew on March 21st, 1945 and evaded capture but never flew another mission. Bartolo Rizzo's last mission was the group's 233rd. Arthur K Fitch flew 19 additional missions including the Group's last mission. Robert E. Glenn flew only six missions including the Group's last mission, Jack Woodford also flew only six more missions, and Walter J. McGuire flew only five more. Edward Tooker flew thirteen more missions including the group's last.

A correction: The name in the loading list for the Gauss crew on Jan 10th is indicated to be Edward B. Tucker. That needs to be changed to Edward B. Tooker.

Willard

Posted by Todd Gray on 8/29/2006, 10:13 pm, in reply to "Re: Harold Reid from Emmett Idaho"

In response to the previous message it should be noted that Ralph L. Gray flew 14 missions between Jan 10 to March 21, 1945. Also, the confusion about Harold Reid may come from an air crew photo that is in the air crew archives. If you click on the crew of Fredrich Gauss it has that this crew was assembled in Sioux City, IA. It lists Harold Reid as a crew member.

Posted by James Lafayette Holloway on 7/11/2009, 4:21 pm, in reply to "Re: Harold Reid from Emmett Idaho"

Hi! I may not be able to help you much, however I went through basic training with Harold, 2 months Cadet training at Denver U.. Our class was canceled and we went to Gunners training at Elgin Air Base at Las Vegas, Nevada where we received our wings. From there to Lincoln, Nebraska. We were put on different crews. I think he went to Sioux City to train with his crew. I went to Biggs Field, El Paso, Tex. Harold Reid and William Martich visited with me in England, 398th BG, station #131 shortly before war's end. We visited twice after the war. I personally doubt that he was on that mission. He mentioned he flew a mission after V day to drop food but can't remember where or even his BG. After the war he taught school in Idaho and Milton Freewater, Oregon. He was still alive in 2007 but probably dead now.

As for me, do a Google search for S/SGT James Lafayette Holloway.

Posted by James Lafayette Holloway on 5/3/2010, 3:01 pm, in reply to "Re: Harold Reid from Emmett Idaho"

I entered the Army with Harold Reid & Bill Martsch at Ft Douglas, Utah, basic training at Buckley Field, Co., and two months of Cadet training at Denver University. Late classes canceled all three of us went to gunner school at Nellis, Las Vegas. We all went to different crews. Harold became a school teacher. Bill was shot down on a raid in Berlin and killed.

Posted by James Lafayette Holloway on 5/4/2010, 1:40 pm, in reply to "Re: Harold Reid from Emmett Idaho"

I agree and Harold told me he was in sick bay when crew left for overseas. He followed and flew with the 457th. Harold was still living last fall.

JLH.

My Uncle Major James A. Maguire

Posted by Jim Hicks on 6/25/2010, 7:27 pm

Is this organization still active? I'd like to know more about the organization.

Best Regards

Jim

Posted by Debra Kujawa on 9/20/2013, 2:47 pm, in reply to "My Uncle Major James A. Maguire"

I am with the 8th Air Force Historical Society...We have had folks in England trying to locate members of your uncle's [Maj. James A Maguire] family. Please get in touch with me so I can connect you with them!!

Thanks!

Debra

Membership Manager

Posted by Michael Rainsberry on 10/8/2013, 9:52 am, in reply to "My Uncle Major James A. Maguire"

Hello James Hicks.

I would very much like to get in touch with you regarding your Uncle - Major James A Maguire who was with the 457BG based at Glatton, England.

I hope you get this message and that you will be able to get in touch.

Best wishes

Michael Rainsberry

"James Ira Christy"

Posted by John Christy on 6/26/2010, 5:43 pm

Looking for information on Lt. James Ira Christy. He was in the 457th bomb Group, Stationa 130, Glatton England. He was shot down and a POW in Germany for six months. Please help.

“pilot Haven Birningham Sqad. 748th anyone know him?”

Posted by Rick Borrajo on 7/1/2010, 9:50 pm

I recently met this gentleman Haven. He was in the 457th. Sqad. 748th I believe. He is 92 years old and very very sharp, he is a true gentleman and willing to share his expiriances. Is there anyone who may know him? Thanks Rick

Posted by Sandy on 12/3/2014, 4:17 am, in reply to "pilot Haven Birningham Sqad. 748th anyone know him?"

Rick, do you have any contact info on him. Do you know if he is still in good health?

The Duchess 43-37765

Posted by Steven Lerner on 7/25/2010, 9:52 am

My friend Tony Giacobbi was a gunner on the Duchess I am looking for a picture of this B-17 to give to him Thank you

Posted by Martin on 4/19/2012, 12:37 pm, in reply to "The Duchess 43-37765"

Steven, I have a photograph of the Duchess. Email me if you still want it. Martin

“749th”

Posted by Ann P Aston (Cawley) on 7/27/2010, 10:43 am

Building my family tree and would like to hear from anyone who could help me find Horace M Seyster (uncle by marriage). Last known residence Huntingdon Beach CA. He was a R.O. and served at Glatton (UK).

“Does anyone remember 2Lt Cecil E. Lohn”

Posted by Brian Pillers on 7/28/2010, 6:51 pm

I've found Cecil Lohn on the load lists for the 749th , however I'm searching for a particular mission where he and his crew were shot down a few miles SW of Meintz,Germany. This is a different crew than the one with Aircraft commander Joseph Neff. I'm trying to figure out the plane he was on, and the crew he was with. If anyone has any information on Cecil I would really apprecaite it. Thanks, Brian

“Can you identify these men?”

Posted by Sean Flynn on 8/7/2004, 11:57 am

My name is Sean Flynn and I am the nephew of William "Bud" Gassen, an engineer with the 749th Squadron at Glatton in 1945. In this photograph, I am fairly certain that my uncle is standing in the back row, second from the right. Can anybody out there confirm that as Bud Gassen? Can you identify any others in the photo?

Thank you for your time and effort.

Sean J. Flynn

Posted by Jerry Sale on 8/11/2004, 8:55 am, in reply to "Can you identify these men?"

This looks like a picture taken after a mission. Do you have any more information such as the plane number, date or place of mission or pilot's name? The guy at the upper left, back row looks a little like my father, Walter Sale, but with the additional information above, I might be able to say for sure.

Posted by Sean Flynn on 8/11/2004, 5:43 pm, in reply to "Re: Can you identify these men?"

Sorry, Mr. Sale, but I don't have that information. I am hoping that someone who flew with my uncle in the 749th between January and April 1945 might help me identify some or all of the crew members. Did your father fly missions between January and April 1945?

Sean Flynn

Posted by Jerry Sale on 8/12/2004, 8:42 am, in reply to "Re: Can you identify these men?"

My dad flew his 30th mission in February 1945 and he flew with different lead crews as back up navigator so it's possible that the guy I identified might be my dad. He flew only 3 missions in 1945; 2 with pilot Arthur Ford (Jan 3 & 13) and one with Capt. Anderson and Charles Schobert as pilots (Feb. 15, 1945).

Posted by Jerry Sale on 8/13/2004, 8:27 am, in reply to "Re: Can you identify these men?"

Based on what Joe found out, the guy I identified as perhaps being my father could not be him.

Posted by Jim Neff on 8/13/2004, 8:46 pm, in reply to "Re: Can you identify these men?"

I am pretty sure William Gassen was part of crew with my father Joseph James Neff.

Posted by Brian Pillers on 7/28/2010, 11:30 pm, in reply to "Re: Can you identify these men?"

I'm related by marriage to Cecil Lohn, the Nav on your father's crew. I'm trying to find out more info on him as well as other crew members or their stories. Cecil just recently passed away. I was the last person to hear his account of the war. I can share with you what I know if you'll do the same.

Thanks,

Brian Pillers, 1st Lt, USAF

Posted by Alan Morton on 8/11/2004, 8:53 pm, in reply to "Can you identify these men?"

Hi Sean, I think I may be able to help you. As you are aware, most modes of transportation today keep detailed records of their passengers, called manifests. By the same token, records were kept of all bombing missions flown by the individual bomb groups that were part of the Eighth Air Force in the European Theatre of Operation (ETO). These records were "Mission Loading Lists."

Three (3) members of our 457th Bomb Group Association (all living) have partial or complete copies of these 457th Bomb Group Mission records that detail each and every Mission we flew from No. 1 through No. 236 inclusive.

Normally, you would come in the front door and know the crew names; aircraft position each crew member flew; which of the four Squadrons they were attached to; the Aircraft number; the Mission date and Target; etc. But, you know little. But, you do know enough, namely ... William "Bud" Gassen, a Flight Engineer with the 749th Squadron at Glatton between January and April of 1945. So, you've got to go in the back door. That is, "work backwards."

I'm certain that all three (3) of these former Flight Crew Members (two Pilots and a Tail Gunner) would be able to accommodate you "for a 'small \$\$ token' to conduct the search."

What any of the three above could do is search the 457th Bomb Group Mission Loading Lists between January and April 1945 for William "Bud" Gassen, a Flight Engineer with the 749th Squadron. Only thing remaining is to put the names on the bodies in the photo (and that's not impossible).

Lots of Luck, Alan Morton

Posted by Jerry Moore on 12/25/2009, 9:12 pm, in reply to "Re: Can you identify these men?"

Hello Mr. Morton,

I do family genealogy work and happened to see the gravestone of Claude H. Hubbard in Oak Grove Cemetery, Graham, Texas. I see that he was on 10 missions with the crew before the war ended. His beautiful tombstone got my attention. It reads 1919 - 1946 and proudly notes his service. Have been unable to find his place of death. Any help or information would be appreciated.

Thanks.

Posted by Alan Morton on 8/12/2004, 12:34 am, in reply to "Can you identify these men?"

I just rec'd an Email from former 457th Bomb Group Pilot Ken Blakemore with some important information regarding S/Sgt. William J. Glassen. This information is what you are looking for. Ken wanted me to post that information but the one that should have the honors is Ken. At any rate it's coming! By the way, Ken is one of the two Pilots I mentioned earlier.

Posted by Ken Blakebrough on 8/12/2004, 12:56 am, in reply to "Re: Can you identify these men?"

A Special Order dated January 30, 1945, states that the following aircrew reported to the 457th Bomb Group from the 70th Replacement Depot and was assigned to the 749th Squadron.

2nd Lt. Joseph J. Neff (P)

Flight/Officer Claude H. Hubbard (CP)
2nd Lt. Cecil E. Lohn (N)
S/Sgt Joseph F. Garney
Cpl. Fred C. Cope
Cpl. George R. Coughlin
Cpl. Virgil L. Ekstrand
Cpl. Berton Rosenberg
S/Sgt William J. Gassen

On this same Special Order of January 30th the Aircrew of Lt James Hall reported to the 457th Group and was assigned to the 750th Squadron. The radio operator of this aircrew was one Cpl. Alan Morton.

Posted by Alan Morton on 8/12/2004, 3:05 am, in reply to "Re: Can you identify these men?"

With all due respect Ken, Alan Morton was the Flight Engineer on the James L. Hall Flight Crew attached to the 750th Bombardment Squadron. The highlight of my combat missions career was being awakened by an orderly that I was flying (while the rest of the Hall crew slept) the morning of April 7, 1945. After much fumbling around in the dark of night, I ended up out at the aircraft, to find out that I'm flying on the flight deck as Flight Engineer and Top Turret Gunner aboard the Lead Mission aircraft with the Base Commanding Officer. Colonel Harris E. Rogner.

That's nineteen year old T/Sgt. Alan Morton standing at the far left without a cap; two other Officers then, Colonel Rogner.

Posted by Ken Blakebrough on 10/21/2005, 11:43 am, in reply to "Re: Can you identify these men?"

Alan, the 457th roster identifies you as a tail gunner (TG). Radio operator, flight engineer, tail gunner. Which is correct?

Posted by sean Flynn on 8/13/2004, 3:50 pm, in reply to "Re: Can you identify these men?"

Many thanks, Mr. Blakebrough! You've provided me with some names that will prove fruitful to my research. I appreciate you taking the time to look-up the information.

Best wishes,
Sean Flynn

Posted by Gerry Blakebrough on 10/21/2005, 6:28 am, in reply to "Re: Can you identify these men?"

I am curious about Ken Blakebrough can he email me?

Posted by Joe Toth on 8/12/2004, 11:19 pm, in reply to "Can you identify these men?"

Sean, I've been doing some research on Bud Gassen and he flew a total of 29 missions. The pilot on all of his missions with the exception of one was Joseph J. Neff and he flew one mission with Myrton P. Barry. Most of the same officers flew with Bud on all of his missions. There was very little change there, except for the enlisted personnel. He flew with a great number of different enlisted men. He also flew on 13 different aircraft. I know this doesn't help you identify the men in the picture but I thought you might be interested in this information.

Posted by Sean Flynn on 8/13/2004, 1:45 pm, in reply to "Re: Can you identify these men?"

Many thanks, Mr. Toth. You have provided me with some valuable information that will help me in my research. Thanks again.

Sean Flynn

Posted by sean Flynn on 8/13/2004, 4:25 pm, in reply to "Re: Can you identify these men?"

Thank you, sir!

Posted by Alan Morton on 8/17/2004, 12:58 am, in reply to "Can you identify these men?"

Back Row - left to right

1. S/Sgt. Homer O. Reich (Alternate Crew Gunner) (D)
2. S/Sgt. George R. Coughlin (Ball Turret)
3. S/Sgt. Virgil Ekstrand (Waist Gunner)
4. Lt. Claude H. Hubbard (Co-Pilot) (D)

5. S/Sgt. Fredrick C. Cope (Tail Gunner) (D)
6. T/Sgt. William J. Gassen (Flight Engineer/Top Turret Gunner) (D)

Front Row - left to right

1. T/Sgt. Joseph F. Carney (Radio Operator) (D)
2. S/Sgt. Berton Rosenberg (Chin Turret Gunner) (D)
3. Lt. Cecil E. Lohn (Navigator)
4. Lt. Joseph James Neff (Pilot)

(D) Deceased

S/Sgt. Homer O. Reich was a Waist Gunner listed w/457th Bomb Group, 749th Squadron and also flew with the Lt. Dale J. Jeffers Crew

Posted by sean Flynn on 8/17/2004, 1:32 pm, in reply to "Lt. Joseph "Jim" Neff Crew - 457th BG, 749th Sqn, (C347)"

THANK YOU, MR. MORTON! It will be a pleasure sharing this photo with Uncle Bud's family.

I look forward to more "conversations."

Respectfully,

Sean Flynn

Posted by Jerry Moore on 12/27/2009, 2:58 pm, in reply to "Re: Lt. Joseph "Jim" Neff Crew - 457th BG, 749th Sqn, (C347)"

Mr Flynn,

I am doing genealogical research about Claude Hubbard. Can you share this photo with me.

Thanks,

Jerry Moore

Posted by Cindy Siebenthal on 7/29/2010, 9:40 am, in reply to "Can you identify these men?"

Are you still out there? I am the daughter of the navigator, Cecil Lohn. I don't have the picture you describe, but I do have one crew picture with William J. Gassen. I would be glad to send you a copy...let me know.

Did any know my Dad

Posted by Thomas Krebs on 4/14/2008, 3:06 pm

My Dad died in Nov of 2007 His name was Paul G. Krebs. Served in aircraft Maintenance and was Hanger Chief under Capt. Sturdevant. I sometimes would like to go to a reunion. However it is a little late for England

Thomas Krebs

Posted by Alan Morton on 4/15/2008, 9:20 pm, in reply to "Did any know my Dad"

Hi Tom ...

We're talking about two different worlds. The Fly Boys were (aka Short Term Transients, normally of 6-8 month durations) in one world; and the Ground Personnel (aka Permanent Party were stuck at the base from its inception until the end of the War) was the other.

These two worlds very rarely came in close contact with each other, socially. This condition was not on purpose, but was just the nature of the beast.

It was as though two worlds were separated by job function.

To reflect back to 1971 (26 years after the end of WWII) it was Homer Briggs- a 749th Bomb Squadron Aircraft Mechanic from Bentonville, AR that he ran into an old 749th Bomb Squadron buddy Ken Rurode at a gas station fixing his car, decided to form a Reunion Group to re-unite "old buddies" from both worlds. The 457th B.G. Association - Roster of 1998 spells in detail the "Condensed History of the 457th B.G. Association."

According to the 1998 Association Roster, your Father, apparently never joined the Association.

Before Hap Reese, author of the 457th BG Association Web Site, passed away on March 12, 2008 he purposely added to this Web Site hundreds upon hundreds of photos of Ground Personnel!

Get busy Tom, suggest you look at these photos for pictures of your Father.

Posted by John Pearson on 4/16/2008, 4:34 pm, in reply to "Re: Did anyone know my Dad?"

Tom:

Paul G. Krebs was a Life Member of the 457th Bomb Group Association.

John Pearson, Treasurer

Posted by Alan Morton on 4/18/2008, 12:20 am, in reply to "Did any know my Dad"

Hi Tom ...

John Pearson has posted a message herein where he states your Dad became a Life Member of the 457th BG 2003. Your Dad was attached to the 749th Bomb Squadron as an Aircraft Mechanic. This information appeared in the 2003 Association Roster.

Apparently your Dad and Mother "June", have been receiving our Association News Letters. It will be necessary that you or your Mother must submit a copy of your Dad's 2007 Obituary. The Association Secretary will then publish your Dad's Obituary in the next NewsLetter.

There will only be one more Association REUNION in the USA. It will be held 2009, in Colorado Springs, CO, the specifics will appear in both this web site and the next NewsLetter this Fall.

Do acquaint yourself with the hundreds photos that have been added to this web site in this past year. Maybe you'll see your Dad's photos. Look for the category button on the Home Page entitled, "Of Special Interest" - then pick Photo Slide Show!

Posted by Thomas P Krebs on 4/19/2008, 8:01 pm, in reply to "Re: Did any know my Dad"

A brief of Paul G. Krebs JR.: a man of big dream to make the world better. He was born in Gorham, Kansas March 23, 1920, and passed peacefully away at his home near Coulee Dam on November 22, 2007. At a young age he moved to North Central Oklahoma where his dad was the newspaper editor in Ponca City. In 1940 Paul was all set to join the Merchant Marines when a telegram from his dad advised him against it. JR's dad said the USA would be at war in near future and told him to join the Air Force. He joined the Air Force on that recommendation. It was one of the few times in his life, that Mr. Krebs took advice from anyone. In 1941 when stationed at Pane Field, Paul spotted a longhaired two-legged mermaid walking down the beach of Mukilteo. He married the mermaid, Edna, two weeks before the bombing of Pearl Harbor. After the war, Paul was reacquainted with his wife and two daughters. The youngest child was two years old when he saw her for the first time. Like all men coming home in 1945 he needed a job. Mom would not go back to Oklahoma and he read about Grand Coulee Dam hiring. They moved to Coulee Dam lived in the country to avoid exposing his family to the bombing like he had experienced in the cities of Europe during World War II. His greatest love was taking land and making it grow. The first place he improved was Indian land near the Columbia River on ground he did not own. In 1965 they moved to Belvedere. The place after his work looked like he manicured the grounds, the trees, flowers and the grass. That home is where he wanted to die. Life gave him his final wish, on the last day on earth, as he passed away at his home. His other love was writing articles to Newspaper Editors. His articles can be found in the following papers: Coulee Dam Star, Omak Chronicle, and the Wenatchee Daily World. Mr. Krebs would take great pleasure from the people writing back and disputing his articles and wars of words that followed. His body was cremated and, a memorial military service is to be held at the Nespelem Community Center December 8 at 1:00 PM. He leaves a great legacy, Surviving are his wife June, Sister Margaret Synder, Brother Bob Krebs, Four children Martha Vess, Melissa Kappus, Thomas Krebs, Allen Krebs. 10 grand children, and 4 great grand kids. As all four of his children cannot make this service there will be an additional memorial service in the spring at Coulee Dam Wash on May 26.

Posted by Tina Motz on 9/4/2010, 5:36 pm, in reply to "copy of Dad's Obituary "

I don't know if you know this but your parent helped our family out around 10 years ago? They put their house up for my brother's bail. We are from Vancouver, BC.

Anyway it's my mom birthday and she really wants to visit with June. The thing is we can't find her phone number.

Hope you get his message soon as they will be leaving the area on Sunday evening.

"In Memory"

Posted by Jessica Brand on 11/3/2006, 1:46 pm

I would like to leave a note of "thank you" to my father's best friend, Sam Lisica, who passed away in October. He and my father, Earl M. Morrow are part of the 457th. They flew all their missions together, and this is the day they were shot down, November 2, 1944.

Sam and my dad maintained a close relationship for more than 60 years. He was family to me, and I will miss him a great deal.

Thank you, Uncle Sam, for your service, sacrifice, and courage. I love you.

Posted by Kirk Pannell on 9/10/2010, 4:41 pm, in reply to "In Memory"

My father , Harold Pannell, flew on the same mission. Earl and Sam came to visit in Kansas several years ago, I wish I could have been there.

Posted by kirk panel on 10/24/2014, 8:52 am, in reply to "Re: In Memory"

Jessica,

I received your note and sent a response from my Iphone but did not receive confirmation that it posted successfully. In case it did not,my phone number is 214-####.

Regards,

Kirk

"The 457th Bomb Group "Guest and Message Board"

Posted by Alan Morton on 11/30/2003, 4:39 pm

As was pointed out by the 457th BG Association web site Webmaster Assistant on 10/10/03 ... "(3) I agree that there are some very interesting discussions on both the Message Board and the Guestbook, but there are both technical difficulties with reproducing these (the Message Board in particular cannot be duplicated for inclusion on a CDROM given the technology employed: messages are stored on a remote server, not one over which we have any control or ownership), and there may also be legal issues (we do not have blanket authority to reproduce people's comments in other media, and especially not in an item like a cdrom that is sold to others: there may be copyright issues)."

Accordingly, it is strongly suggested that each of you that have posted inquiries on the Message Board, take time to print out any and all dialog appearing on the Message Board as deemed appropriate for your own personal historical records. Each indent requires a separate print out in order to get all the related dialog.

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See the Copyright statement at the bottom of the Home Page by clicking on the word.

Posted by Garry on 10/6/2010, 9:04 pm, in reply to "The 457th Bomb Group "Guest and Message Board"

Can anyone tell me if all members of the 457th received the DFC for serving 30 missions?

"S/Sgt. Leonard Lewandowski, Ball Turret Gunner, 750th Sqdn"

Posted by Alan Morton on 7/12/2004, 10:01 pm

My Father Leonard Lewandowski was a ball turret gunner with the 750th squadron from December of 1944 through VE day, and then reassigned for B-29 training at Fort Myers FL. I was looking to contact some of the original crew, and the information I have is as follows:

Ed Skyrms - Pilot- Brentwood PA
Bernard Weis- Bombadier- Brooklyn NY
Gee Bee Leath- Co Pilot- Louisiana
Henry Schmidt- Engineer- Covington KY
Robert Lewis Stevenson- Radioman- Syracuse NY
Bill Tracy- Navigator - Illinois
Simon Warck- Waistgunner- Pellsoth Mich
Ray Blackson- Tailgunner- Vandergrift PA
Len Lewandowski- ball turret- McKeesport PA

He also flew with:

Lt Guea "The Gook" - Pilot - Millvale PA

I would appreciate any contact on the above. My father died in 1980 and unfortunately I didn't get to talk in detail over the missions or the friends he met.

My wife and I visited what remains of the airbase in 1994 and one runway is still used for a private aviation club. It was a very emotional experience and a very tranquil setting. I can only imagine the noise and setting 60 years ago.

I can only assure the Veterans that are reading this is that you will not be forgotten, and my girls 8 & 5 know the B-17 their grandfather flew in and where he was located in the plane.

God bless you, and the United States of America.

Monday, July 12th 2004 - 06:21:48 PM

Taken from the Guest Book and added to the message Board this date by - - Alan Morton

Posted by Alan Morton on 7/12/2004, 11:00 pm, in reply to "S/Sgt. Leonard Lewandowski, Ball Turret Gunner, 750th Sqdn."

I apologize Lee B. Lewand at Email Address: #####@msn.com for not posting this Message under your name and Email address. For your immediate information Lee some of this crew has passed away: Gee Bee (Clarence E.) Leath died of cancer, June 2000 according to his wife, this date; Ray Blackson died of cancer in 1980 as posted in our 1998 Association Roster.

Now the following regarding Cpl. Robert L. Stevenson (RO) requires further research. Our old 1998 Roster lists him as a Radio Operator KIA on December 24, 1944. This information was posted by his Brother, an Associate Member of the 457th BG Assoc. living in Florida. The telephone operator states that a "hold" has been placed by James' telephone this date. Our records show no KIA or Killed In Service (KIS) by that name on that date. You may receive an Email from Assoc. member Joe Toth regarding other data he has to offer.

Posted by Lee B. Lewand on 7/13/2004, 12:29 pm, in reply to "Re: S/Sgt. Leonard Lewandowski, Ball Turret Gunner, 750th Sqdn."

Alan:

Thank you for your response and directions to the web site. My father Leonard Lewandowski died in 1980 (Heart Attack), and I think the information you had on Ray Blackson may be inaccurate. I was able to meet Ray Blackson in the mid 1990's.

Would you have information on the actual name and serial number of the plane my flew in?

Thank you

Lee B. Lewand

Posted by Alan Morton on 7/13/2004, 12:43 pm, in reply to "Re: S/Sgt. Leonard Lewandowski, Ball Turret Gunner, 750th Sqdn."

When you receive an Email from Joe Toth he will provide the information you still seek regarding all the missions your dad flew. To expedite the issue, call Joe at Tel. (719) ##### in Colorado.

As for Ray Blackson, you know more than we do.

Posted by Eric McCurry on 7/16/2004, 1:23 am, in reply to "Re: S/Sgt. Leonard Lewandowski, Ball Turret Gunner, 750th Sqdn."

Your father flew two of his missions as ball turret gunner in the same B17 that my father, George D. McCurry, flew as co-pilot. My father passed away in 1991. I too never got a chance to talk to him about his missions in WW-II.

Mr. Toth provided my sister with loading lists of the 750th bomb squadron on the dates that my dad flew. These loading lists provide names of crewmembers, their positions, and the last 3 digits of the aircraft's serial number. I'd like to thank Mr. Toth for all his efforts. These lists can lead one's search to quite a bit of information.

I found your father listed on the following mission dates. Your father and my father flew in the same B17 on 03/02/45 and on 04/05/45. If you provide Mr. Toth with the dates listed below it may help him in finding some of your father's loading lists.

Mission.....	Last 3 digits.....	Pilot
Date.....	of aircraft s/n	
12/31/44.....	796.....	Edward R. Skeyrms
02/26/45.....	211.....	Edward R. Skeyrms
02/27/45.....	211.....	Edward R. Skeyrms
02/28/45.....	211.....	Edward R. Skeyrms
03/02/45.....	551.....	Edward C. Foulke
03/03/45.....	211.....	Edward R. Skeyrms
03/05/45.....	211.....	Edward R. Skeyrms
03/11/45.....	706.....	Frank R. Guca
03/14/45.....	535.....	Frank R. Guca
04/05/45.....	881.....	James M. Graves

If I looked up the B17's names correctly, they are as follows:

796 Stinky
211 Maguire's Chop House
551 Elizabeth Ann
706 Slow But Sure
535 Bouncing Betty II
881 Ruth Anne

Good luck in your search,
Eric McCurry

Posted by Kenny Anderson on 11/11/2010, 7:18 pm, in reply to "Re: S/Sgt. Leonard Lewandowski, Ball Turret Gunner, 750th Sqdn."

I am not sure I can add much here, and I know the inquiry was some time ago, but my grand father was Ed Skeyrms

Posted by James Stevenson on 8/12/2004, 5:59 pm, in reply to "Re: S/Sgt. Leonard Lewandowski, Ball Turret Gunner, 750th Sqdn."

Sgt Robert Louis Stevenson radioman 457th Bmb. Grp 750th Squad. was killed along with Maj. Wm. Doherty, Sq. commander, Cpt. Roy Kerr, Sq. engineering officer and 1st. Lt. Maurice Walbridge a Sq. bombardier on new B17 test flight on Feb. 6th, 1945.

James Stevenson

Posted by James Stevenson on 11/30/2004, 7:25 am, in reply to "Re: S/Sgt. Leonard Lewandowski, Ball Turret Gunner, 750th Sqdn."

Hello , my name is James Stevenson, I have been doing genealogical research on ancestors by the name of James Stevenson. Your name came up in a search I performed . Part of my research is being done for others.

In Particular there is one woman that (like me) has no other known relatives. Her first name is Debbie, but I wouldn't feel right giving any further info on her, due to the difference in security that women require on the internet. She will be made aware of this site and if she feels you are a good contact she may contact you.

My Email address is #####@yahoo.com.

I have an odd alternative sciences website which you may want to look over for giggles and grins. I usually am fairly open about myself and don't care what other people think about me, I am what I am. The address for my free online research group is ;

<http://groups.yahoo.com/group/gravitationalpropulsionstevenson/>. I also will include a link to a geneology site dedicated to geneological research on the Stevenson name. If you know much about your family history, mainly others with the name of James Stevenson , I would be happy to hear about it.

Thankyou for your time,
James Stevenson

Posted by James Stevenson on 11/30/2004, 7:34 am, in reply to "Re: S/Sgt. Leonard Lewandowski, Ball Turret Gunner, 750th Sqdn."

I noticed that i spelled my email wrong in the body of the text so here it is again; #####@yahoo.com
Also noticed the research group for geneology did not take so i will attempt to incude that now as well;
<http://groups.msn.com/STEVENSONofPennsylvaniaandScotlandandotherSurnam>
Sorry I messed up, i'd make a lousy secretary.
Thanks, James
<http://groups.yahoo.com/group/gravitationalpropulsionstevenson/>.

Link: Stevenson Geneological Group

Posted by Kirk Schmidt on 12/12/2013, 7:46 pm, in reply to "S/Sgt. Leonard Lewandowski, Ball Turret Gunner, 750th Sqdn."

My dad Henry Schmidt is still alive with many stories give me a call 859-####

“Arf n Arf”

Posted by Hally on 6/9/2004, 4:19 pm

I have been searching for information regarding the Arf n Arf plane built during WWII and came across this site with some wonderful pictures and information with the picures about the Arf n Arf. The name of the Arf n Arf plane derives from the 50/50 pub brew (50/50 ale & bitters) because that plane was one-half of one plane and another half of a different plane. I know the person who designed and built the original Arf n Arf. The person I know who did this is the very first man I ever met, as you see, he is my father Arthur C. Grasswick who servied in the Army Air Corp at England during WWII as a Master Sergeant. He was part of the 5th Air Dipple, then the 465th Bomb Group (he thinks), Abbot's Ripton at Stilton. I somehow also remember him throwing out the word Burtonwood). As the story was told to me, the Army Air Corp told my father that the Arf n Arf would never fly. Yet, the military did use that same design for its future planes. My father and one of the brother that helped build the original Arf n Arf are both still living. If anyone has any more information regarding the Arf n Arf, please post a message. I am encouraging my father to use the internet and log on to this website. I also have more information and pictures to share!! Thanks! Hally

Posted by Alan Morton on 6/9/2004, 8:09 pm, in reply to "Arf n Arf"

I wrote an Email to Hally (my own grand daughter's name is Hayley) so just to make certain I wouldn't go down the wrong path with the name Hally. Here's Hally's response: "Alan -- I'm glad you took notice! Thank you. I am female (so Hally is a girl's name)."

Hally initially stated, "He was part of the 5th Air Dipple, then the 465th Bomb Group (he thinks), Abbot's Ripton at Stilton. I somehow also remember him throwing out the word Burtonwood."

I asked Hally, are you certain of the word "Dipple?" Could it be instead "Depot?" Like the 5th Air Depot? Burtonwood was a Maintenance Depot. When we flew our brand new B-17G to the UK, we landed at Preswick, Scotland and the plane then went to Burtonwood to be modified for combat.

Hally replied, "And you are correct in saying 5th Air Depot (He pronounced it "Dipple")"

"I will also pass your message on to my father. Thanks again, Alan. Hally Grasswick."

Posted by Jim on 4/29/2006, 5:40 am, in reply to "Re: Arf n Arf"

I think the term, Dipple, that you refer to, was a military slang term during WWII as a substitute as a word for "Depot". The actual pronounciation was "Depple", as in the military jargon as "Repple Depple", which was a "re-supply depot". It is interesting to note, that the inhabitants of the base at Abbots Ripton, refered to the base as "Rabbits Rectum" which the locals found a bit churlish of the Yanks.

However, if your life might end the next day to save theirs, I say call it whatever you like, and they can lump it. Here's a true story for you: A military vehicle towing a wingless B-17 from Abbots Ripton to another base becomes lost; (road signs were removed to confuse the enemy spies).

The driver stops to ask directions from a limey Bobby and is told, sorry mate, can't tell you that, theres a war on you know! Well, that is one for the books! I hope this has been some help in your quest for answers.

Warmest regards,

Jim

Posted by Hally on 5/2/2006, 11:24 am, in reply to "Re: Arf n Arf"

Jim: Thanks for the 4-29-06 information that you furnished. My father also referred to Abbots Ripton as "Rabbits Rectum". He was also stationed at Little Stoughton, and was told that his unit was the first to build the barracks and repair facilities at England, possibly Burtonwood and other sites his unit was transferred to. He had quite a story in relating his journey by ship from the states to England during the war, with enemy bombers nearly hitting their ship, so the story goes that the ship had to zig zag across the Atlantic. Also, my father Arthur Grasswick passed way on April 6, 2006 (I posted another message on the board on April 27, 2006 under Arf n Arf again). It is so interesting and enlightening to "recover" "untold" information

Posted by Alan Morton on 6/9/2004, 8:37 pm, in reply to "Arf n Arf"

Hally, Be certain your Dad goes though all of the photo sections because many are photos of 457th Ground Personnel attached to Maintenance, Photo, Ordnance, Base, Headquarters - etc.

Another new button has been added to the Home Page which will take you to a series of SLIDESHOWS. These slideshows will enable you to quickly and effortlessly view ALL the photos in our Archives. The slideshows are broken down into catagories for your viewing and are not totally complete as of this date. Additions will be forthcoming in additional catagories as soon as we can put them together.

To view these slideshows you must have Javascript enabled in your browser and if your modem is less that a 56K type, the slideshow performance will be erratic. (Hit the Button anyway ... if it works, it works!)

Also read the Group History and the Reunions Sections. Maybe your Dad will remember some names and photos of old (real old) buddies.

Posted by Sheila on 6/9/2004, 8:43 pm, in reply to "Arf n Arf"

Hally, I think maybe your Father was at Abbots Ripton. This was a small base at the back side of Alconbury base. Actually joined to Alconbury base.

Station 547, 2nd Strat Air Depot, serving the 5th Air depot group and the 35th Air depot group. This was just a few short miles from Glatton.

To the best of my knowledge there was nothing at Stilton.

Burtonwood is in Lancashire. Station 590, HQ BADA. I believe they still have a very active website.

Posted by Hally on 6/11/2004, 6:31 pm, in reply to "Re: Arf n Arf"

Shiela, Thank you for the information on Burtonwood. Do happen to know what the website address is? Thanks again. Hally

Posted by Sheila on 6/13/2004, 3:26 am, in reply to "Re: Arf n Arf"

Hi Halley,

Here is the web address I was referring to. <http://www.burtonwoodbase.org/>

Good luck.

Posted by Ken Davis on 11/20/2010, 10:57 pm, in reply to "Arf n Arf"

My cousin, Sgt Leroy E Wetzels, tail gunner, was on the planes crew when it was lost over the English Channel on 8 Nov 1944. I was wondering if there is a site or someone that may have a picture of the crew. On this site I only get a blank with a small red x in the corner where it says crew picture. Thanks for any help.

Ken

Posted by Dale Furr on 5/26/2014, 10:54 am, in reply to "Re: Arf n Arf"

My uncle was the pilot, Lt. Arnet Furr. I may have a picture of the crew Ken and I will have to look when I get the chance. The photos are at another location.

Posted by Ken Davis on 5/26/2014, 7:52 pm, in reply to "Re: Arf n Arf"

Thank you for your response Dale. Hope it's not too much trouble.

Be safe

Ken

“Found Crew and History of B17 "You Never Know" crashed in France on 10 sept 1944”

Posted by Dezerville Olivier on 2/21/2008, 9:29 am

Hello, I am French and my Grandfather saw the You Never Know's B17 (code N 42-32086) crashed on her field. Sgt Glen SEEGER (tailgunner) lost the life during the crash landing. I seek the crew or their family to know what they became. I would like photographs too.

Thanks

Olivier

Posted by Drew Friesen on 5/15/2008, 10:16 pm, in reply to "found Crew and History of B17 "You Never Know" crashed in France on 10 sept 1944"

Dear Dezerville:

My Dad was the bombardier on "You never know". I got in contact with both the Navigator and the Radio operator of his crew about two years ago. It was a great discovery in that I got sent to me many fine photos of the plane in the field--multiple photos of high quality and close up shots of the plane. Most of the crew survived but I believe two of them bailed out prematurely and were capture and executed. E-mail me and I'll share what info. I have--I have copies of the missing aircraft report and other information. I loved as a kid to have my dad retell the story of the crash landing etc.

I'm glad I came upon your posting

Drew Friesen

Posted by Diane Reese on 5/15/2008, 10:45 pm, in reply to "Re: found Crew and History of B17 "You Never Know" crashed in France on 10 sept 1944"

Drew, thanks for your post. We have a "Failed to Return" page on the fate of "You Never Know", on the website:

<http://www.457thbombgroup.org/Fate/RLP017.HTML>

If you have other reports or information about this plane or its final flight, I'd love to receive copies to add to the website. Just click on my name above to send me email (or click the "mail the webmaster" link on the home page). And thanks!

--Diane Reese,

Webmaster.

Posted by mike powell on 5/28/2008, 12:51 pm, in reply to "Re: found Crew and History of B17 "You Never Know" crashed in France on 10 sept 1944"

dear drew:

My grandfather David Foltz was on this crew would be interested in any photos

mike powell

Posted by Mike Seeber on 6/13/2008, 11:20 pm, in reply to "Re: found Crew and History of B17 "You Never Know" crashed in France on 10 sept 1944"

My uncle, Glen Seeber, was one of the two crewman who bailed out and was killed. I have some photos that may be on interest on a website dedicated to him:

www.b17tailgunner.com

Mike Seeber

Posted by DEZERVILLE OLIVER on 7/31/2008, 12:44 pm, in reply to "Re: found Crew and History of B17 "You Never Know" crashed in France on 10 sept 1944"

Hi, Mike,

Thank you very much for yr response. I am in correspondance with Russell Karl. He send me some photos of the You Never Know ! My Grand-father lived in the crash landing area. Sorry for Mickael Pipock and yr uncle Glen, deceased the crash day...

Sincerely,
Olivier

Posted by DEZERVILLE OLIVER on 7/31/2008, 12:52 pm, in reply to "Re: found Crew and History of B17 "You Never Know" crashed in France on 10 sept 1944"

Hi, Mike,

Russell Karl, the lieutenant Radio of the You Never Know send me a lot of great photos, dated the crash landing day. My Grand-father lived in the crash landing area. I am very interesting by the You Never Know and her crew. Do you want the postal adress of Russell ?

Sincerely,
Olivier

Posted by Jerome on 9/30/2008, 7:23 am, in reply to "Re: found Crew and History of B17 "You Never Know" crashed in France on 10 sept 1944"

Hello,

My name is jerome and i leave in France, near the crash landing area (Champlay, Yonne), and i've got 4 pictures of the crash. I'm interesting to by other pictures. Contact me by mail.

Sincerely yours.
jerome

PS: sorry for my poor english

Posted by Drew Friesen on 10/23/2008, 10:15 pm, in reply to "Re: found Crew and History of B17 "You Never Know" crashed in France on 10 sept 1944"

My Dad was the Bombadier on the plane. I have much information and pictures of the plane and crash. I would like to see the photos you have. I have recently moved into a new house we have built and am locating the information to send out to a few people that want it

Thanks,
Drew

Posted by Olivier on 12/8/2010, 8:22 am, in reply to "Re: found Crew and History of B17 "You Never Know" crashed in France on 10 sept 1944"

Hi Drew, Do you have some pictures of the You Never Know ? I can send you my pictures when you want.

Best regards
Olivier

“Searching for a lost B-17”

Posted by W. Kommer on 11/27/2004, 10:18 am

Hello, I search all informations about a B-17 which were lost 19th of July 1944 near Wangen/South Germany. Four or five of the crew were captured nearby Wangen after leaving by parachute. Was it the B-17 s/n 42-97601 ?

Perhaps somebody would be so kind to answer me. Thank you. W. Kommer
(sorry, the whole date was: 19th of July 1944!)

Posted by Willard Reese on 11/27/2004, 3:04 pm, in reply to "searching for a lost B-17 "

Wes Akins, Navigator on the July 19th mission on aircraft 42-97601, writes as follows in the book "Black Puff Polly". He says that they took a course to Switzerland but bailed out about 20 miles from the Swiss border. He parachuted down about 50 miles from Innsbruck, Austria. He says that the German soldiers picked him up on a mountainside and told him his plane had exploded in the air. Akins was injured and taken to a hospital in Landec. After recovering he was taken to a Lazaret on the edge of Munich and from there to Stalag Luft #1 the last week of October. I hope this helps in your search.

Willard

Link: <http://www.457thbombgroup.org/FATE/RLF060.HTML>

Posted by W. Kommer on 11/30/2004, 8:31 am, in reply to "Re: searching for a lost B-17 "

Thanks, Mr. Reese for answering. Now I have trouble if the B-17 42-97601 is the one I search. My engine flew without the crew still western of Wangen perhaps 6 or 8 miles until it crashed down in a farm called "Stahrenberg" north of the village Amtzell. They say it was a silver plane. Four men of the crew were captured round Wangen and I saw photo of one of them standing on the market-place there.

W.Kommer

Posted by Christer Bergström on 2/11/2005, 6:31 pm, in reply to "Re: searching for a lost B-17 "

The fighter attack when "Black Puff Polly" was shot down was performed by Fw 190s of IV.(Sturm)/JG 3 and Bf 109s of III./JG 300 in the Kärnten area.

Four of IV./JG 3's pilots claimed one B-17 shot down each:

Lt Werner Gerth (victory No. 17)

Uffz. Heinz Jeworrek (No. 7)

Lt. Reinhard Kurandt (No. 1)

Lt. Karl Müller (No. 2)

In return, two of IV./JG 3's Fw 190s were shot down, with both pilots getting killed - one of them being Lt. Karl Müller.

In III./JG 300, three claims were made, including one against a B-17 by Uffz. Haas.

III./JG 300 sustained no own losses in that combat.

All best,

Christer Bergström

Link: <http://www.bergstrombooks.elknet.pl/bc-rs/>

Posted by Ronald Akins on 7/4/2006, 6:28 pm, in reply to "Re: searching for a lost B-17 "

Wes W.C. Akins is my brother. I am pleased that I found your note about him.

He didnt talk to the family about his experience much .

Posted by Robert Schiller on 9/23/2006, 12:22 pm, in reply to "Re: searching for a lost B-17 "

Just got back from trip to Austria. Visited Roppen/Telfs area, site of the crash of my Uncle Frank Nunn's aircraft "Bottoms Up". Some confusion as to site of crash/explosion of ship. Told by Rudi Hastings it was near Sautner-Alp but cant find it on a map.

Also tried but failed to locate memorial at Maisalm.

Would dearly like to find out more about the site and insite to my Uncle for myself and Aunt Francis (Nunn) Forney. Any help would be appreciated.....reply to above email please.

Posted by Tim on 4/14/2010, 12:34 pm, in reply to "Re: searching for a lost B-17 "

I'm searching for information about my uncle Richard Forney, (Francis Nunn Forney is my Aunt).

As I'm sure you know, Richard Forney was fellow crewman of Frank Nunn's.

Would love to communicate with you about their WWII experiences.

Posted by Tim on 5/4/2010, 2:20 am, in reply to "Re: searching for a lost B-17 "

I recently discovered the 457th web site and saw your email. Richard Forney, my Uncle was a crewmate of Robert Nunn. They flew 14 missions together. But for some reason Richard Forney did not go on Mission 91. That is he was not on the plane that your Uncle Frank was killed on.

Of Course, Francis Nunn Forney is my Aunt. I've been trying to write a history of the three Forney brothers that served in WWII. When I discovered that Uncle Dick was not on the ill fated Mission 91 with the rest of the crew that he served with, I thought that this would be an interesting story.

Another thing that I can't figure out is how Richaard Forney met Frances Nunn.

Any info would be appreciated. My intentions are to write a shgort story about my Uncles and there firends, in an efofft to honor their bravery.

Tim Cox

Posted by Tim Cox on 12/9/2010, 1:33 pm, in reply to "Re: searching for a lost B-17"

My Uncle Richard P Forney, was a crew mate of your Uncle Frank. Francis (Nunn) Forney is my Aunt. Uncle Dick and Frank flew 10 or 11 missions together. However, Uncle Dick (Richard Forney) was not on mission 91 with Frank. Uncle Dick's son says that he recalls hearing a story that the B-17 (42-97601) had just been equipped with a new radar. The radar was installed in the Bell Turret, which was Uncle Dick's normal position as BT Gunner and therefore there was no position for him on that mission. I am searching for any information which would colaborate this.

“Air Crew photos”

Posted by Richard Ciolek-Torrello on 8/2/2006, 3:56 am

I wanted to get in touch with the webmaster and Mr. Reese regarding the newly posted air crew photos for Lt Irwin Popham's crew. The link to the webmaster is not working on my computer. Can you send me their email addresses?

Thanks

Posted by Willard on 8/2/2006, 1:45 pm, in reply to "Air Crew photos"

My email address is #####@bellsouth.net

Posted by Richard Ciolek-Torello on 1/13/2011, 9:32 pm, in reply to "Air Crew photos"

Corrections regarding the photos of Lt Irwin Popham's air crews on the website:

1. The first photo shows an air crew that includes an officer resembling Popham squatting second from left in the first row. The rest of the crew shown were never part of Popham's crew despite the names listed below the photo.
2. The second photo does not depict anyone from Popham's crew, again despite the names listed.
3. The third photo is from Sgt. Al Walker's photo collection and does show almost the entire original crew alongside an old B-17 wreck stateside (Al has a series of photos of Popham's crew with this airframe). (Note the alignment of windows in the waist. These were offset in later models so the 2 waist gunners would not get in each other's way.)

From left to right top row is Sgt. Al Walker (toggleer), Sgt Bruno Gifford (tail gunner), Sgt Keith Hill (radio operator), Sgt. William Marion (waist gunner), Sgt Robert Hamer (ball turret gunner), (bottom row) Lt Gus Skalski (navigator), unknown, Lt. Irwin Popham (pilot), and Lt. Robert Dickinson(?) (co-pilot). Not depicted is Sgt. Donald Shumate (engineer).

Al Walker was wounded of the crew's 5th mission and was replaced by Sgt Joe Jones on the crew's 16th mission when their plane exploded over Maximiliansau and the entire crew was killed.

To anyone who is interested, I can send the other images in this series.

“Thomas V. Angott - Delayed Lady/Jayhawk”

Posted by Sean Angott on 10/9/2008, 9:06 pm

On September 11, 2008 my grandfather, Sgt. Thomas V. Angott passed away. His last flight was mission #126 over Osnabruck on 26 September 1944.

<http://obit.desmondfuneralhome.com/obitdisplay.html?id=582371&clientid=desmondfuneralhome&listing=Found>

Does anyone have any information on the rest of the crew, the aircraft, the mission, etc?

Anything would be appreciated.

-Sean P Angott

Posted by Harold E, Jansen on 3/4/2009, 11:31 pm, in reply to "Thomas V. Angott - Delayed Lady/Jayhawk"

Sean,

Please contact me by email. I have a lot of info about your grandfathers crew.

Harold E. Jansen

Posted by Erwin on 4/28/2010, 8:54 am, in reply to "Thomas V. Angott - Delayed Lady/Jayhawk"

Dear Sean,

I am so very sorry to hear about your grandfathers passing.

I have been researching the Jayhawk a little bit. Maybe I can help you.

Best regards,

Erwin de Mooij

Posted by Joe Michaels on 2/15/2011, 3:49 pm, in reply to "Thomas V. Angott - Delayed Lady/Jayhawk"

Sean: I knew your grandfather and had the greatest respect and admiration for him. If you haven't already visited this site, you may wish to peruse it. By all means, search for both names of the aircraft

<http://www.457thbombgroup.org/Fate/RLF023.HTML>

Posted by Jan Nieuwenhuis on 4/1/2012, 4:31 pm, in reply to "Re: Thomas V. Angott - Delayed Lady/Jayhawk"

Have entered the crash of his aircraft to my "World War II Allied Aircraft Crashes in The Netherlands" database. Just have a look at <http://www.airwar4045.nl>, and if any information listed is incorrect, please let me know!

Greetings from Holland,

Jan

"B-17 Bomber named "Lady Be Good"

Posted by Doug Garrison on 12/7/2003, 8:11 am

My Dad, "Gary" Garrison, was a navigator on the Lady B Good...(not the one that crashed in Africa and was the subject of several books). He flew 35 missions over Germany (I note that form the number of bombs on his flight jacket, which I Still have). anybody out there who might have known Dad? He died in 1996.

Doug Garrison

Posted by Gary Liss on 10/29/2007, 4:06 pm, in reply to "B-17 Bomber named "Lady Be Good"

My father, Bernsrd Liss, flew with your father. My dad was the navigator, yours was the engineer. My dad is still alive and well here in california.

Posted by Alan Morton on 10/30/2007, 9:16 am, in reply to "Re: B-17 Bomber named "Lady Be Good"

Hi Gary Liss and Doug Garrison ...

I find both Lt. Bernard Liss and T/Sgt. Kenneth M. Garrison were part of the same crew w/749th Bomb Squadron, 457th BG:

Pilot Lt. Lentz M. Lackey

Co-Pilot Lt. Everett Park
Navigator/Bombardier Lt. Bernard Liss
Chin Turret (Toggler) S/Sgt Donald C. Ward
Engineer T/Sgt Kenneth M. Garrison
Radio Operator T/Sgt Raymond J. Madgett
Ball Turret S/Sgt Joy J. Capelle
Waist Gunner S/Sgt Clifford J. Ribideaux
Tail Gunner S/Sgt Steve Sobieski

The aforementioned Flight Crew flew together on 9 November, 1944 on Mission No.147 to Metz, France
Now ... go to the Home Page and just below all the Category Buttons you'll see a white blank Search rectangle:
Type in 902 the last three digits of A/C # 43-38902 Lady Be Good to see all the Combat Missions that this plane
flew. Check each Mission posted for the names of your Fathers. And next time give us your Father's FULL
NAME and MIDDLE INITIAL!

Somehow, there's something wrong here, so you fellows tell me what it is?

A fond Adieu for now and ... Cheers,
Alan Morton

Posted by Gary Liss on 10/30/2007, 11:06 am, in reply to "Re: B-17 Bomber named "Lady Be Good"

Alan,

I've already shown my dad the mission listings and he is the process of looking them over, he does remember many of them. His full name is Bernard Liss, he has no middle initial. He flew with the same crew for most of his missions but later on was moved around to different planes because he was experienced and they wanted him to help out different crews. He told me a story of one mission where the pilot nearly veered out of the "safe" landing zone they had set up and almost got them killed but he managed to get them back on course just in time...

Posted by Brian J. Madgett on 11/30/2007, 11:13 pm, in reply to "Re: B-17 Bomber named "Lady Be Good"

My father was Raymond J. Madgett of this crew. It is great to see inquiries about his aircraft and crew. I would love to contact other family or crew members .

Posted by Steve Madgett on 2/7/2008, 7:00 pm, in reply to "Re: B-17 Bomber named "Lady Be Good"

Hi Brian,

How did you come about this information?

Did your Dad talk much about it?

Steve

Posted by Alan Morton on 12/1/2007, 11:43 pm, in reply to "Re: B-17 Bomber named "Lady Be Good"

Dear young and old friends of the 457th Bomb Group ...

Things just don't stay the same. This Bomb Group flew in combat during WWII in 1944 and 1945, out of an airbase in England. That's 62 long gone years ago. Our ages were for the most part between 19, 20, 21, 22, 23, 24, 25, and 26 years old. Now, take anyone of those ages and add 62 to them individually ... that's how old the majority of us are that are still living TODAY! We are ALL NOW in our 80s and 90s. And, because of TIME, we're not as alert today as we were then because we're running out of steam! How many of you have heard younger drivers on the freeways yelling ... "Get off the fast lanes Dad, you're holding up traffic!" ... you're dangerous!

How many of you young folks have attended a High School or College Class reunion? After graduation, we all hit the four winds and are blown around the World. And that might only have been a short 20 years ago. Then try 62 years!

If you really want to dig up your Father's 8th Air Force career ... you're ALL going to have to scratch like hell to find it. The irony is it's ALL here in this GREAT WEB SITE. Imagine the joy of sitting down with your Parent or Grand Parent and showing him what YOU have found about his life to share with him.

It won't be very long now until our ENTIRE GENERATION is GONE ... HISTORY!

The ball is in your court!

Cheers, Alan Morton

Posted by Clarence V Ray on 12/6/2007, 11:25 pm, in reply to "Re: B-17 Bomber named "Lady Be Good"

I agree this is a great web site. My uncle and name sake was Clarence Ray. He was a radio operator who was lost on mission # 60 along with pilot Lt Johnston and Wing commandar Col Cobb. I knew nothing about my uncle except he was a radio operator and was lost over France during WWII. I found out all the rest from this web site and others. I am in my late 50s, ex Air Force and had a good career in radio. Ironic huh?

Let's keep the memory alive supporing web sites like this and posting whatever memories those who served can muster.

Posted by Diane on 12/30/2007, 12:57 pm, in reply to "Re: B-17 Bomber named "Lady Be Good"

Dear Alan & all,

I recall a discrepancy I questioned a few yrs back. There actually were 2 B-17s, "Lady Be Good" & "Lady B Good", Both in the 457th I believe.

I had started a thread on it perhaps in '04 or '05..
Perhaps that will help someone in their research.

Diane
daughter of Lt M Jaraslow
457th 751st sq

Posted by BILLY on 12/8/2014, 4:00 pm, in reply to "Re: B-17 Bomber named "Lady Be Good"

MY FATHER WAS BALL TURET GUNNER FOR THOSE MISSIONS. HE IS 89 YRS OLD GOING STRONG IS THERE ANY PICTURES ON LINE OF CREW??

Posted by Brian Madgett on 1/17/2008, 8:08 pm, in reply to "Re: B-17 Bomber named "Lady Be Good"

My father Raymond J. Madgett flew with your Dad Bernard Liss. Send me an E-Mail I would very much like to hear more about their experiences.
Thanks

Posted by Doug Garrison on 4/4/2013, 4:17 pm, in reply to "Re: B-17 Bomber named "Lady Be Good"

did I ever respond to you Gary. I just got back to this site and would love to talk about our Dad's service
Cell 317-501-1626

Posted by Alan Morton on 10/30/2007, 8:05 am, in reply to "B-17 Bomber named "Lady Be Good"

Doug ...

I have checked the Roster of personnel attached to the 457th BG and see only three (3) men named Garrison. One is a Ralph H. Garrison a Tail Gunner and the other two are Frank J. Garrison and Kenneth M. Garrison. Please give your father's full name and middle initial ... instead of "Gary" Garrison.
Cheers, Alan

Posted by Doug on 2/7/2012, 9:21 am, in reply to "Re: B-17 Bomber named "Lady Be Good"

Alan- Thank you so much for responding.I never checked back on this website until now. My Dad was Kenneth M. Garrison. I think Dad flew on the Lady B Good (as opposed to Lady Be Good). I still have his flight jacket. Anything else you can tell me about? My email is #####@att.net

Posted by Doug Garrison on 4/4/2013, 4:12 pm, in reply to "Re: B-17 Bomber named "Lady Be Good"

Kenneth M. Garrison
Please call me at 317-####

####@att.net

Posted by Brian J. Madgett on 11/30/2007, 11:08 pm, in reply to "B-17 Bomber named "Lady Be Good"

My father Raymond J. Madgett may have been on his crew. He was on the aircraft LADY B GOOD, of the 748th bomb group. There seems to be both names used, however from the photographs I have, it is Lady B Good. My dad also flew 35 missions. I would love to speak with you and share some of my fathers stories, (which were not many).

Posted by Alan Morton on 12/2/2007, 6:11 am, in reply to "Re: B-17 Bomber named "Lady Be Good"

Another element that younger adults fail to realize is that we older adults are petrified to sit down and try learn how to use a computer. And, many of us lament ... "you can't teach an old dogs new tricks."

My GENERATION (80 and 90 year olds) are pretty well over the hill because of very poor health ... mentally and/or physically. Our wives are two, three or four years younger than us ... and are often our only care takers. The likelihood that the majority of we 457th Bomb Group Veterans WILL NOT live to see or attend the 2009 457th BG REUNION planned by Nancy Toth ... is a statement of fact!

Those of my GENERATION that are still in good health (and have the discretionary money to spend) want to travel the World with our spouses ... and get out of the rocking chair.

So enjoy old Granddad while you can and learn how to glean the past out of him. AND, bring up the 457th Bomb Group Web Site for him to see! Collect his memorabilia, medals and photos for him. A little libation ... wouldn't hurt either!

Cheers, Alan Morton

Posted by Brian Madgett on 1/17/2008, 8:44 pm, in reply to "B-17 Bomber named "Lady Be Good"

My father Raymond J. Madgett flew with your dad Gary Garrison. I have some crew pictures and some other information. I would like to speak with you.

Thanks
Brian

Posted by Doug on 2/7/2012, 9:53 am, in reply to "Re: B-17 Bomber named "Lady Be Good"

Brian- I did not see this message until just now. My email address is ####@att.net. My cell is 317-####

Posted by Doug Garrison on 4/4/2013, 4:05 pm, in reply to "Re: B-17 Bomber named "Lady Be Good"

Please call or write me. I just saw this message. Doug Garrison
####@att.net
317-####

“The WWII B-17 Graveyard, 1945 Era, Kingman, Arizona”

Posted by Dan Collier on 5/14/2004, 7:24 pm

Hi! Wonderful job you have done with this most-informative website. a few months ago while hiking around the vast fields of Kingman, Arizona, I found an engine nacelle access panel from a B-17. It had the serial number of 43-39092 still stenciled on the inside of it.

I was most-delighted to find, not only information on your website on the plane this panel came from, but wartime photos as well! It makes this treasure more-dear to me.

So thank you for creating this most-wonderful website! I also have another B-17 access panel found there, with the serial number 43-39006 stenciled on it, but cannot find any information on it, plus I have a B-24M engine nacelle access panel with 6257 (or 6297) stenciled on it..All from Kingman. Looking to find some info on these.

This item initially posted on Guestbook and transfered to Message Board this date by - Alan Morton

Note: After the end of WWII B-17s and B-24s and other military aircraft were stored at Kingman Air Base, Arizona. These aircraft were identified by the government as "War Assets" and physically disassembled or cut up and sold to the highest civilian bidder. Today all that remains of this era are bits and pieces of former

aircraft assemblies. Some aircraft were bought by aircraft enthusiasts and exist and fly today. Hopefully, "Hap" will find and post a photo of the Kingman Graveyard taken at the time.

Posted by Willard Reese on 5/18/2004, 9:18 am, in reply to "The WWII B-17 Graveyard, 1945 Era, Kingman, Arizona "

B-17 s/n 43-39006 was delivered to Lincoln Neb on Nov 6th, 1944 and left for overseas from Grenier field on Dec 3rd, 1944. and was assigned to 8th Air force command on Dec 4th, 1944. It returned to the U.S. on July 10th, 1945 and on to Kingman, AZ On Nov 25th, 1945.

I do not find this aircraft assigned to any Group so cannot help with its history.

This will give you some background on this aircraft. Good luck with your search.

Posted by Willard Reese on 5/20/2004, 7:21 pm, in reply to "Re: The WWII B-17 Graveyard, 1945 Era, Kingman, Arizona "

Five Square miles of Airplanes. All but a handful were scrapped and melted into aluminum ingots.

Posted by Dan Colloier on 11/1/2007, 12:23 pm, in reply to "Re: The WWII B-17 Graveyard, 1945 Era, Kingman, Arizona "

I have some photos taken of the Kingman planes, but don't know how to post a photo attachment to this website. I'll gladly scan and send them if someone gives me a hint on how to do it. --Dan Collier

Posted by Randall on 9/15/2009, 10:29 am, in reply to "Re: The WWII B-17 Graveyard, 1945 Era, Kingman, Arizona "

always wanted to make a motor home out of a b-17 or c-47 body frame. are they're any junked b-17s or c-47s in kingman, AZ that would fit this purpose?

Posted by Thomas Grappone on 7/24/2011, 10:16 pm, in reply to "Re: The WWII B-17 Graveyard, 1945 Era, Kingman, Arizona "

Looking for information on what happen to B17 Serial#44-6931 LLk
Ragged but right

Posted by Alan Morton on 5/20/2004, 8:45 pm, in reply to "Re: The WWII B-17 Graveyard, 1945 Era, Kingman, Arizona "

This whole enchilada of metal sold for about 2.5 million dollars in the 1945-50 era. Incidentally, less than the value of the gasoline that was drained from the planes. They refer to the land in this photo as "five (5) square miles of airplanes."

Posted by Alan Morton on 5/22/2004, 7:13 am, in reply to "Re: The WWII B-17 Graveyard, 1945 Era, Kingman, Arizona "

Can you imagine all of these 8th Air Force B-17 Flying Fortress bombers in the air at the same time assembling over England at dawn flying to bomb the same target like Berlin, Germany. This scene was typical of what the German people saw lined up in the sky at 25,000 feet overhead near the closing months of WWII.

Try to imagine the German people watching this procession of one thousand (1,000) or better B-17s and B-24s strung out in basically single file by Bomb Group, in broad daylight, like a monstrous single freight train bombing Berlin for hours on end.

For the 8th Air Force flight crews aboard the aircraft, the sky was full of black puffs from AA shells bursting red hot flak from German 77mm and 105mm Anti-Aircraft batteries. Bombers were exploding everywhere in the sky or spiraling helplessly out of control toward the ground. Each plane had nine or more men aboard. That's 9,000 plus men aboard 1,000 aircraft on one mission!

When some the black puffs of anti-aircraft turned red puffs this let the German fighter aircraft know the AA batteries were stopping firing and for the German fighter planes to attack the bombers alone. Earlier in the war any damaged lone bombers straggling behind the main stream were guaranteed sitting ducks. Later in the war American P-47s and P-51 fighter aircraft with extra fuel wing tanks escorted and protected the bombers from fighter aircraft all the way to Berlin and partly way back home.

Posted by Alan Morton on 5/22/2004, 4:16 pm, in reply to "Re: The WWII B-17 Graveyard, 1945 Era, Kingman, Arizona "

I want to clarify the previous statement I posted yesterday about flak from German 77mm and 105mm anti-aircraft batteries.

Flak is the artillery shell projectile that is pre-set to explode at the altitude the B-17s are flying. The shell indiscriminately explodes into hundreds of jagged red hot pieces of metal called "shrapnel." When these shells explode in rapid succession the noise is deafening, it's akin to putting your ear up against the kettle drum membrane being pounded by a drummer!

The shrapnel rips through the thin aluminum aircraft wings and fuselage skin, rubberized gas tanks, bomb bay (often with bombs still aboard) compartment, the four engines, the flight controls cables and the hydraulic, electrical systems; and very often the members of the crew are seriously injured or killed.

After flying five, ten or so missions and seeing planes explode some crew members become "flak happy" from anxiety and fear. The concussion from these shells exploding can blow an entire plane out of the sky.

Here's the photo that relates to these last two posting.

Link: <http://www.457thbombgroup.org/kaaf6a.jpg>

Posted by Tom Cooke on 5/1/2009, 12:41 pm, in reply to "Re: The WWII B-17 Graveyard, 1945 Era, Kingman, Arizona "

My father was a flight engineer/aircraft mechanic in the army air force. One of his jobs in the service was to help ferry surplus (warn out old warbirds) returning from Europe to Kingman Arizona from Williams field Mesa Arizona. He loved flying the B-17s but didn't like flying B-24s (they leaked oil & fuel all the time) He saw thousands of aircraft parked at Kingman wingtip to wingtip ready to meet the scrappers.. He always thought what a terrible waste war was... There was another airfield in New Mexico they flew surplus aircraft also.. Good luck in identifying those parts. Things like that all have a story to tell...

Posted by Rose Marie Quinn on 10/24/2007, 5:48 pm, in reply to "The WWII B-17 Graveyard, 1945 Era, Kingman, Arizona "

Is there a way to find which B-17 my husband was a Navigator on? his name Fredrick Marshall Quinn. Thanks so much Rosie

Posted by Alan Morton on 10/25/2007, 6:58 am, in reply to "The WWII B-17 Graveyard, 1945 Era, Kingman, Arizona "

Hi Hap ...

I notice that someone (it's very obvious it was Rose Marie Quinn) that queried the Subject entitled, The WWII B-17 Graveyard, 1945 Era, Kingman Arizona Air Base.

But alas, the photo of ALL the B-17's at the Kingman Arizona Air Base in 1945 is gone (disappeared) when you click on the URL <http://www.457thbombgroup.org/kaaf6a.jpg>

Any chance you still have that photo print of ALL those B-17's stacked up wall-to-wall at Kingman Air Base and "reload" the above noted URL ... again??

It was a very impressive photo during the 1945 era demolition and sale of ... ALL THOSE WWII "WAR ASSETS" by the government for pennies, then.

Cheers,

Alan

Posted by Harold S. Lips, Jr. on 10/26/2007, 1:26 am, in reply to "The WWII B-17 Graveyard, 1945 Era, Kingman, Arizona "

I lived in base housing at KAAF and was 12 years old in 1945. My dad worked at the base as an acft. electrician and when the base was closing he accepted a transfer to Hawthorne Naval Ammunition Depot, NV. Several years later I found a magazine picture of the acft. stored in the desert west of KAAF that my mother had pasted in her scrapbook. I had some copies made and gave one to a man working at setting up the museum there. As far as I know, I was the only shoe-shine boy working on the base at that time.

Posted by Andy Reeves on 10/26/2007, 2:14 pm, in reply to "Re: The WWII B-17 Graveyard, 1945 Era, Kingman, Arizona "

Strangely enough, after returning from UK, I ended up on the reassignment treadmill until I landed at Moody AFB in Sept 45. The bomb had been dropped and things were [pretty much at a stand still- I was assigned to Stann Eval Section, flying Jugs towing targets and A-26. The last A-26 I flew was from Moody to Kingman, a

brand new C model. The form 1 had only 48 hours when I landed. FOLLOW ME jeep took me out into desert. Parked, opened up the canopy shut down. Asked what to do. Reply--GET OUT & GO HOME. Wonder what happened to it.

Posted by Alan Morton on 11/6/2007, 12:47 pm, in reply to "Re: The WWII B-17 Graveyard, 1945 Era, Kingman, Arizona "

As I recall, Andy ... after my discharge from the Air Force in November, 1945. I started to Ohio State University in the Fall of 1946. Immediately, I was wooed by the Air Force Reserve to join-up and get a couple of bucks for beer money. "No thanks" I replied, as I was loaded with \$75 per month for room and board from the GI Bill to live off of.

Then, in late 1947 President Truman decided to take on North Korea ... and BANG ... Ohio State University was VOID of ROTC students (now promoted to Officers) and Military Reserve students ALL over the USA ... off to war again went the WWII reserve veterans.

I guess I'm suggesting Andy, that ... that A-26 you parked in the desert was picked up pronto by the Air Force hierarchy to coordinate War operations and the A-26 became a viable needed product again for some AF General. No?

In 1950 General Mac Arthur stood before Congress and said ... "Old Soldiers Never Die, They Just Fade Away." Why? Truman wasn't too happy with old Doug's Korean War bungling military efforts against the Chinese military hordes and our forced retreat from the Chinese/North Korean border in the absolute cold of Winter!

Posted by Andy Reeves on 11/14/2007, 12:14 pm, in reply to "Re: The WWII B-17 Graveyard, 1945 Era, Kingman, Arizona "

Re your comments above Alan. As you said a lot of these old A-26,s, retitled B-26,s in the 1950 era ended up in the 38th and 3rd Bomb Wings, 5th Air Force Japan at Itami and Johnson AB,s. They saw extensive use in Korea and believe it or not they resurfaced as part of the Bay of Pigs fiasco and to a limited use in Viet Nam. A fun machine to fly.

Posted by Eric Trujillo on 6/6/2016, 12:55 am, in reply to "Re: The WWII B-17 Graveyard, 1945 Era, Kingman, Arizona "

My grandfather was a tail gunner on the Blackheart stationed out of Snetterton Heath Eng. I'm looking for the nose art. There is one picture of it destroyed after it crash landed and exploded with its entire bomb load. The whole crew survived bailing out.

Posted by Cliff Price on 11/13/2010, 7:37 pm, in reply to "The WWII B-17 Graveyard, 1945 Era, Kingman, Arizona "

My father flew on a plane named, "My Yorkshire Dream" in 1944 out of Ipslip, England. Dad is 87, doing well and still flies. I am looking to see if this plane might still be in one piece.

Posted by Rose Marie Quinn on 1/17/2011, 12:49 pm, in reply to "The WWII B-17 Graveyard, 1945 Era, Kingman, Arizona "

Need any info spouse Frederick Marshall Quinn Navigator B-17'S & B-29'S/ Tanks Rosie

Posted by Tommy Williams on 11/14/2012, 10:34 am, in reply to "The WWII B-17 Graveyard, 1945 Era, Kingman, Arizona "

I've been trying to find pictures and any history of the B17 with the Nose art of Sweet Marie. She was part of the 568th Bomber group and the 390 Bomber Squadron. S/N 48633. Would like to know where I might find a picture of her nose art. Thank you for your help.

Posted by jeff dey on 3/4/2013, 11:21 am, in reply to "The WWII B-17 Graveyard, 1945 Era, Kingman, Arizona "

is there anybody out there that can help me .. im doing a photobook of these old WW2 planes .. is there anybody that knows somebody to call and see if i can get in and take pictures of these old planes .. please help... jeff

“My Last Mission”

Posted by Andy Reeves on 2/25/2008, 4:14 pm

Date, 4 December 1944. Flew my last mission with Oscar Kempf crew, including Spaight and Walbridge (Nav and Bomb respectively) to Kassel. My diary says that this was rather a messed up mission and a real milk run. No flak, fighters etc. Late return to base. Is anyone out there still with me from the Kempf crew who flew this one. Would like to hear from you. Andy

Posted by Alan Morton on 2/25/2008, 7:02 pm, in reply to "My Last Mission"

Andy's former Crew! Everyone "click" on the following URL: Look for the 750th Squadron!

<http://www.457thbombgroup.org/Narratives/MA155.HTML>

Oscar R. Kempf Pilot
Andrew R. Reeves Co-Pilot
Robert C. Spaight Navigator
Maurice E. Walbridge .. Bombardier
John W. Ward Top Turret/Engineer
Virgil Hill Radio Operator Gunner
Jeff W. Chastain Ball Turret Gunner
Alfred G. Wolff Waist Gunner
Robert E. Smolik Tail Gunner

Posted by greg spaight on 6/28/2011, 9:31 pm, in reply to "My Last Mission"

Andy - hope you are still well. Bob Spaight is my Dad and he is still well, living in FL and WI. I will send him this link so he can add his hello.

“Luck of Judith Ann”

Posted by Linda Stevens on 1/8/2008, 10:11 pm

Hi,

On your new site among the photos of aircrafts you have a picture of The Luck of Judith Ann and you say there is nothing known about this craft. My Dad EDWARD R. STEVENS and his crew flew 6 missions in the Luck of Judith Ann, 5/27/1844-6/25/1944.

Posted by Marcia Kole on 2/22/2008, 12:03 am, in reply to "Luck of Judith Ann"

The dates in Linda's message place my father in England at the same time. My mother said the B-17 he was on was named "MY ANN" but, I can find nothing by that name. Perhaps it was the Judith Ann? My father is Ronald Dale Reynolds (deceased).

Posted by Linda Stevens on 2/22/2008, 12:34 pm, in reply to "Re: Luck of Judith Ann"

Hi,

I have all the loading lists for my Dad. As far as I can see they never flew together. But you Dad very well might have been part of the crew of the Luck of the Judith Ann.

Posted by Willard Reese on 2/22/2008, 1:00 pm, in reply to "Re: Luck of Judith Ann"

You might try looking at some of the other "Ann / Anne's". Such as:

Patty Ann
Ruth Ann
Elizabeth Ann
Luck of Judith Ann
Ruthanne

These all appear somewhere on the website.

Hap

Posted by Mike Becker on 9/3/2008, 11:49 am, in reply to "Re: Luck of Judith Ann"

The Luck of the Judith Ann, as I have been told by my mother, was the bomber my grandfather flew in WWII. His name was Gar Hutson and the plane was named after Judith (Judy) Hutson, his first (of 3) daughter (he also had one son). Unlike my paternal grandfather (army), my maternal grandfather did not talk about the war; he passed away quite a while ago. I do not know much about the plane. However, if people are interested in any information about the plane or crew, feel free to contact me and I will pass on your request to Gar Hutson's surviving two daughters and son.

Posted by David Schurhammer on 12/27/2008, 1:05 am, in reply to "Re: Luck of Judith Ann"

I have contact with the original Navigator of Luck of Judith Ann. Carl Hanson formed with the original crew State side and flew 30 missions with the 457th BG (H) 750th Squadron from Jan44 to JUNE44. If anyone is next of kin to the original crew Carl would be interested in talking to you. Contact me and I will pass your info to Carl. Yours David Schurhammer P.S. visit my buddies web site www.aircraftwrecks.com for info on military crash sites in CA.

Posted by Mike Becker on 1/27/2009, 5:22 pm, in reply to "Re: Luck of Judith Ann"

David Schurhammer,

I would love to get in contact with Carl Hanson. Before he passed away, my grandfather Gar Hutson did not talk about the war at all. I would love to hear about Carl Hanson's experiences and memories of the crew. Feel free to contact me at: [mikedbecker \(at\) hot mail \(dot\) com](mailto:mikedbecker@hotmail.com) Thanks!

Posted by David Schurhammer on 12/26/2008, 11:41 pm, in reply to "Re: Luck of Judith Ann"

To all who wish to know about B-17G 42-38073 "Luck of Judith Ann" I have been in contact with the Navigator Carl Hansen. Carl was on the original crew that flew her from the states. He flew 30 missions from JAN44 to JUNE44. Contact me and I will forward your info to Carl. Yours David

Posted by Mike Becker on 10/29/2008, 10:40 am, in reply to "Re: Luck of Judith Ann"

Article on the crash of "Luck of Judith Ann":

<http://www.457thbombgroup.org/New/Newsletter/Newsletter2/Lanloup.html>

It appears that the members of the crew on August 11, 1944 (when the plane went down in liberated Brittany) were as follows:

Pilot 2d Lt Gerald B. Ross (0-748253)
Co-pilot F/O Samuel W. Sayer (T-2823)
Navigator 2d Lt Chester R. Tingle (0-720035)
Bombardier F/O Thomas A. Matassa (T-2898)
Radio op. S/Sgt Hulitt O. Kirkhart (15327541) (3)
Eng./top turret S/Sgt Camille H. Blais (11036102)
Ball turret Sgt Thomas S. Maulstesby (34257493)
Tail gunner Sgt Carl A. Adolfson (37554345)
L waist gunner Sgt Richard J. Burdett (33581949)
R waist gunner Sgt John L. Collins (12081558)

I wonder if any of the crew is still alive today? I'd love to talk to them about the plane and what happened.

Link: <http://www.457thbombgroup.org/New/Newsletter/Newsletter2/Lanloup.html>

Posted by Judy on 12/12/2008, 11:00 pm, in reply to "Re: Luck of Judith Ann"

Mike,

My father was a crew member of the Luck of the Judith Ann when the plane went down. He never talked much about that mission. What is interesting is that the plane was originally named by the pilot of the first crew after his oldest daughter. I too am the first daughter of three girls (and 1 son) and my father and mother named me after the Luck of the Judith Ann.

Posted by cjmatassa on 12/9/2009, 4:35 pm, in reply to "Re: Luck of Judith Ann"

I recently stumbled onto the information about the Luck of the Judith Ann. My father-in-law, Thomas Matassa, was also on the Luck of the Judith Ann when it went down. He is alive and well in California.

Posted by Judy on 2/14/2012, 8:07 am, in reply to "Re: Luck of Judith Ann"

Hi. Haven't checked this site for a long time. Then this morning I got an e-mail saying I had a message on this site. Yes, my dad was on the Luck of the Judith Ann when it went down in France. In fact, I am named after that plane!! My dad passed away in 1994 at 69 years old. Does you father-in-law remember him? My dad never talked much about that time. My oldest son is very interested in all of his grandfather's military history. Should put him in touch with your father in law.

Posted by Paul (Donny) Fenocchio Jr on 9/3/2013, 1:38 pm, in reply to "Re: Luck of Judith Ann"

Bombardier F/O Thomas A. Matassa (T-2898) turning 93 young in January 2014. Please contact me if anyone wants !

Posted by MARTIN Jean Michel on 1/15/2014, 8:12 am, in reply to "Re: Luck of Judith Ann"

Bonjour Je suis membre de l'association Bretonne du Souvenir a39 45 et j'ai l'intention de r39 aliser une biographie des plus exhaustive possible sur l'39 quipage du B 17 "Luck of Judith Ann" tomb39 39 Lanloup 22 en Bretagne . Je suis b39 n39 vole .Voir mes recherches abouties sur absa 39 45 Merci de me contacter soit par mail soit par t39 l39 phone au 02 96 39 62 77 Cordialement Jean michel MARTIN

Posted by Candice Canty on 12/18/2008, 1:20 am, in reply to "Luck of Judith Ann"

Linda,

I am the daughter of Charles Canty and my dad was on your dads crew for all of his 32 missions. I am in contact with Sully Sullivan, and wondered how your dad is? My dad passed away in 1984. Do you have any pictures. I have one very small one of your dad, and also a letter he wrote to my father after his return home. I would love to send you a copy if you would like.

Posted by LE BARS Pierre-Yves on 3/5/2009, 7:36 am, in reply to "Luck of Judith Ann"

hello

i'm french and i search members of team's family of "luck of judith ann", because this plane crashed in the land of my grand-father. i've the flaps of this plane in my house.

did you want photos of this flaps ??

have you photo of the team of luck of judith ann ?

please, help me

bye

Posted by Linda Stevens on 2/9/2012, 1:48 pm, in reply to "Re: Luck of Judith Ann"

The site says there were no responses to you query, but I did respond, so I thought I'd resend it. My Dad flew 6 or 7 missions in that plane. He flew 2 missions on D-Day. The first mission he bombed the beach at Normandy. The second mission was farther into France to support the troops. DO you have a picture of the plane? I think I have a picture of it in flight. I would love a picture of the flaps. It would be awesome. My address is

LINDA STEVENS

OVERLAND, MO., #####

USA

If you send your email address, I will send you what I can find.

Thanks for contacting me.

Linda

Posted by LE BARS PIERRE-YVES on 4/28/2014, 7:50 am, in reply to "Re: Luck of Judith Ann"

hi Linda

I'm interesting by that you can find !!!

My e-mail is #####@hotmail.com

see you soon

P-Y

Posted by Linda Stevens on 2/5/2012, 12:37 pm, in reply to "Re: Luck of Judith Ann"

Hi,

There were several crews that flew the "Luck of the Judith Ann". My Dad's crew flew 6 of his 35 missions in the "Luck of the Judith Ann". I have a picture of my Dad's crew and would be happy to send it to you. I just need your email address. I would love to have a picture of the flaps. You can send it to my email address (#####@aol.com). My Dad flew the the "Luck of the Judith Ann" on D-Day. I have a picture of that actually plane in flight on D-Day. I'd be happy to send a copy of that if you are interested. The French Gov't awarded my Dad the Legion of Honor. My Dad is still living and is 95 years old. Thank you so much for contacting me.

Posted by py le bars on 4/5/2010, 3:50 pm, in reply to "Luck of Judith Ann"

hello

i'm french and i search members of team of "luck of judith ann", because this plane crashed in the land of my grand-father. i've the flaps of this plane.

please, help me

bye

Posted by Hilda Fenstrum on 12/29/2008, 9:47 pm

Hello...I was going through some books yesterday and came across 3 pictures from WW2.They were from a friend of mine that died back in 1999.

I have never seen photos like these before.The plane that shows what it is is a B-17 with a U in a triangle,the numbers 297075,and below there is a V.The front of it is onfire.I think there are actual bombs falling from it.There are other planes in the picture but not as close.The other 2 pictures show ALOT of planes in the clouds and the one shows ALOT of bombing going on.Howard had written on the back of the one: 749th Sqdn. and 457th Grp.

Just thought I should find out what I could about them and tell someone.I tried to attach them to this but I couldn't.

Thank you for reading this. Hilda

Posted by Carole Ann Phipps Wilson on 9/5/2009, 3:39 pm, in reply to "Pictures"

I'm not very knowledgable, but the AIRCRAFT forum on this website lists a B-17 with serial # 42-97075 as named "Flak Dodger" with a bit of other info. Perhaps this is #297075, the plane that's on fire in one of your photos.

I hope someone tells you how to post the 3 photos online as it sounds like they would be of great interest to viewers of this website.

Posted by Hilda Fenstrum on 2/14/2012, 2:44 pm, in reply to "Re: Pictures"

Carole,Janet,and Bill,and ALL of you out there..I couldn't get the pictures on here so I put them on my facebook page.I am making them on the public setting.IF anyone knows how to put them on here e-mail me.I can send them to you like that and maybe you can put them here.Thank you.Hildie

Posted by Hilda Fenstrum on 2/14/2012, 2:54 pm, in reply to "Re: Pictures"

Carole,Janet,and Bill,and ALL of you out there..I couldn't get the pictures on here so I put them on my facebook page.I am making them on the public setting.IF anyone knows how to put them on here e-mail me.I can send them to you like that and maybe you can put them here.Thank you.Hildie

Posted by Janet Sarico on 4/20/2010, 5:31 pm, in reply to "Pictures"

The A/C No 42-97075 is Flak Dodger. There is a book by that name written by Roland Byers of the 457th. Great history of the group and much more.

Posted by Bill Byers on 11/27/2010, 8:45 am, in reply to "Pictures"

My brother Roland O. Byers served with the group and wrote books, FLAK DODGER and BLACK PUFF POLLY,

Posted by Hilda Fenstrum on 2/14/2012, 7:45 am, in reply to "Re: Pictures"

Hello to you that have replied...I am going to try to put the pictures on this morning.I have received mail at my other address: #####@acegroup.cc-actually that is the best to use.On yahoo things have a way of ending up in my spam box.THANK YOU SOOOO MUCH....

Posted by Bill Byers on 6/15/2011, 8:35 am, in reply to "Pictures"

I would love to see them,as a brother he is my Hero.....Bill Byers

Posted by Bryan Turner on 6/20/2012, 4:51 pm, in reply to "Re: Pictures"

Hello,

When I was a teenager I worked in a garage called Paneks Servicenter in Livingston NJ. The gentleman who owned the garage was named Theodore J Panek. He was the tail gunner on a B-17 called the Flak Dodger. He flew 55 missions over north Africa. I used to love to hear the stories. If anyone knows the ultimate fate of the Flak Dodger, I would be interested to hear it.

Thanks

“Person search”

Posted by Mr Frédéric Docq on 12/5/2008, 5:05 pm, in reply to "person search"

I am french ans sorry for my poor english...

Please, I find some information on the B 17 serial 42-31633 (the pilot was; Lt Jack B Wescott)

I think that this bomber crash near my village the 25 october 1944,(Remilly -Aillicourt). It's in the Ardennes / France, near the Belgium.

I want some information in more for confirmation that it's this bomber. I have find the place of crash, and I have some parts. If some people have any information please write me a E-mail. I thanks in advance. Mr Frédéric Docq

Posted by Donald Wasik on 11/28/2008, 4:42 pm

Looking for anyone who Flew missions with John R. Billington Radio operator 749th BS. Or knows of his whereabouts now. New him at the Hartford Golf Club. 1987 through 1992. He was the Tennis Pro there. And told me of his experiences in the 457th BG.

Posted by Frédéric Docq on 12/7/2008, 9:53 am, in reply to "Re: person search"

I am french ans sorry for my poor english...

Please, I find some information on the B 17 serial 42-31633 (the pilot was; Lt Jack B Wescott)

I think that this bomber crash near my village the 25 october 1944,(Remilly -Aillicourt). It's in the Ardennes / France, near the Belgium.

I want some information in more for confirmation that it's this bomber. I have find the place of crash, and I have some parts. If some people have any information please write me a E-mail. I thanks in advance. Mr Frédéric Docq

Posted by Jerry Sale on 12/8/2008, 2:53 pm, in reply to "B 17 serial 42-31633 find some people from this crew and informations / pictures "

If you type in Wescott on the first page in the search engine, there is quite a bit of information available.

Posted by Gilbert S. Ross, M.D. on 5/2/2009, 11:58 am, in reply to "B 17 serial 42-31633 find some people from this crew and informations / pictures "

My brother, Lt. Merrill H. Ross, was the navigator on B-17 #42-31633. (He also became a physician. died from cancer in 1952) I would be interested in hearing from Mr. Docq. I have a picture of the crew, taken in the U.S.A. prior to their deployment to England

Posted by John Connell on 3/18/2017, 2:12 am, in reply to "B 17 serial 42-31633 find some people from this crew and informations / pictures "

My father John J Connell flew on this plane as top turret machine gunner with Captain Dudek as pilot. Any pictures of the crew or plane or information is appreciated. There is a picture of the plane in flight at this website. 457thbombgroupassoc.org/2015/09/12/ac-42-31633/

Please contact me with any information

John Connell jr. #####@gmail.com

Posted by Gilbert s. Ross, M.D. on 4/24/2009, 12:01 pm, in reply to "Re: person search"

My brother, Lt. Merrill H. Ross, was the Navigator on B-17 42-31633 piloted by Lt. Jack Wescott. My brother, who became a physician, died in 1952 from cancer.

The little information I have seems to verify your information. I do have a photograph of the crew taken in the U.S. in 1944.

i would like to hear from you regarding this war event.

Posted by Mr Frédéric docq on 2/5/2012, 5:08 am, in reply to "Re: person search"

Hello,

I know now that this bomber was a B 24 and not a B 17. I know this by the letter - number on the part ; GK 32....I have find a big part come from a nose turret Emerson type A15.

This crash of B 24 is mysterious for all the historian aviation here.

Thank for your response. Have a good sunday.

If you want you can write to me directly to #####@ennemane.net form some picture on this !

@+ Fred

Posted by Arthur Patsouris on 8/20/2009, 6:21 pm, in reply to "Re: person search"

Mr. Docq,

My uncle, James Gianacopolos was a member of the crew of 42-31633. I have a photo of the crew that was sent to me by Lt Jack Wescott's brother. I have a second photo of the reverse side of the photo with the crew's names. I am interested in seeing the parts you have found. Please send me an email and I can send the photos.

Arthur Patsouris

Posted by Mr Frédéric docq on 2/5/2012, 5:01 am, in reply to "Re: person search"

Hello,

Thank for your response. Sorry but on the point of crash, I have find some part. I know now that this part come from a B 24 and not a B 17.

This part have GK 32.....(it's come from B 24)

I have find a big part come from a nose turret type Emerson type A 15.

But with this...this bomber is a big mysterious for many historian man on aviation here.

Of course if you want contact directly me on ; #####@ennemane.net and I can send to you some picture on all this.

Sorry for my poor english. Have a good sunday

@+ Fred

"Sgt Charles I. Gordon"

Posted by Matthew on 6/3/2008, 2:14 am

I am looking for a picture of the plane or a crew picture Plane s/n 43-38561. The pilot was Lt Bruce F. Harrison. Sgt Gordon is my Grand Uncle. Any information or pictures of him or the plane would be appreciated greatly!

Posted by Alan Morton on 6/3/2008, 4:09 pm, in reply to " Sgt Charles I. Gordon "
Mathew ...

Go to the URL below by placing your mouse arrow on red and click twice:

[http://www.457thbombgroup.org/Search_home/searchresults.asp?searchField=Bruce+F.
+Harrison&Submit=Website+Search&srcriteria=phrase](http://www.457thbombgroup.org/Search_home/searchresults.asp?searchField=Bruce+F.+Harrison&Submit=Website+Search&srcriteria=phrase)

Posted by Alan Morton on 6/3/2008, 5:48 pm, in reply to " Sgt Charles I. Gordon "
Well Matthew

You realize you're trying to dig up 65 year old information on a Flight Crew lead by Lt. Bruce F. Harrison, and specifically on your Grand Uncle S/Sgt Charles I. Gordon. Naturally, you're looking for a photo of the Harrison Crew and/or Aircraft 43-38561.

The only member of the Harrison Crew that appears to have joined the 457th Bomb Group Association after WWII was the Bombardier Peter G. Elsbeck. I was able to make contact with his wife wherein she informed me he's very ill and just had hip surgery. She's going to call me back when time permits. Be patient and hope for the best ... but the odds are against you.

By the way, some Flight Crews were gung-ho taking photos of themselves while others could have cared less or didn't have a camera.

Cheers,
Alan Morton

Posted by Matthew on 6/4/2008, 1:22 am, in reply to "Re: Sgt Charles I. Gordon "
Thank you Mr Morton. Thats really more that I was hoping for!

Posted by Matt on 6/4/2008, 9:43 am, in reply to "Re: Sgt Charles I. Gordon "
Dear Mr. Morton,

I want to thank you, for contacting the Bombardier's wife. That in itself is more than I was expecting. My grandmother gave me Charles's purple heart and his wings and a letter that was sent to her mother by Lt Robert C McGuire (Co-pilot). Between what's in the letter and the information on 457th website gave me a lot of insight into the mission he was killed on. I was curious about the rest, how many missions he went on, how many planes he shot down (if any) and I was hoping for maybe a picture of the plane or of the crew. I myself and 43 years old and I had heard my grandmother talk of him in passing since I was a 7 or 8. Any information you could pass along would be awesome, if you speak to the Mr. Elsbeck or his wife please pass along my families best wishes for his recovery and very sincere thanks for any information on Charles. Thank you again for all the help.

Regards,
Matthew

Posted by Matthew on 6/4/2008, 10:36 am, in reply to "Re: Sgt Charles I. Gordon "
Ok, I feel a little embarrassed. I just assumed that you were an administrator of the site, not a veteran yourself. I kinda figured these guys if still living would be up there in age. My grandmother is 90, she was the eldest sister. I would just like to say that you along with the other men that flew have my deepest respect for getting in those planes and going on those missions. Thank you again for all the help and I look forward to hearing from you!

Posted by Matthew on 6/29/2008, 11:39 pm, in reply to "Re: Sgt Charles I. Gordon "
If anyone has any information on bomber 43-38561 or on Sgt Charles I. Gordon please forward it to me if possible. Thank you!

Posted by Jim on 11/30/2011, 1:09 am, in reply to "Re: Sgt Charles I. Gordon "

Dear Matthew,

My mother dated your Grand Uncle when they went to Lincoln High School in 1943. She just gave me a letter that was written by the co-pilot, Lt "Red" Mcguire, to your Grand Uncles mother, dated July 5th, 1945. In this letter, Lt McGuire talks about the last / heroic moments of your uncle. It is a very moving letter which I would be honored to send to you. My phone number is 808-####.

Best wishes,

Jim

Posted by Bruce Harrison on 9/11/2014, 1:18 pm, in reply to "Re: Sgt Charles I. Gordon "

My father was Bruce Harrison. He died a few days ago. If I run into any crew photos I'll try to post them.

"My Pop Joseph Jirik"

Posted by Mary Jo Jirik on 12/19/2003, 2:58 pm

I was doing a search on dad, Joseph Jirik, and ran across the following link, which mentions a picture on the next page. I'd like to see if it's dad, but can't get to it. It's fairly likely it's him. When he passed away, the MPLS Tribune did a half page obit on his heroism in WWII. Any help?

<http://457thbombgroup.org/New/Newsletter/Newsletter1/Wranesh.html>

Posted by Willard Reese on 12/19/2003, 8:06 pm, in reply to "My Pop Joseph Jirik"

Mary Jo,

The link to the missing picture of the Lockwald crew is shown below. We missed this one in the newsletter but we will have it up shortly in the "Crew" photos.

Sorry about that. Hope you find someone you know in this photo. It's not the best quality since it was scanned from a xerox copy.

Willard

Link: The Lockwald Crew

Posted by Willard Reese on 12/19/2003, 8:09 pm, in reply to "Re: My Pop Joseph Jirik"

Mary Jo,

P.S. If you can identify any or all of the men in this photo I would appreciate that help.

Willard

Posted by John Wranesh on 12/19/2003, 9:04 pm, in reply to "My Pop Joseph Jirik"

Mary Jo, What a surprise to see the name Jirik. I may be the only crew member left from the Fred Lockwald crew. You probably have already acquired the data on the mission #128. September 28, 1944. I have a crew picture which I will gladly provide to you. I was able to locate Harry (Jake) Jacobson's daughter, Sandra (DeeDee) after all these years and we have dinner and a visit together every so often. Your Dad, Joe was a super guy as was Jake. I am looking forward to hearing from you. Sincerely

John wranesh

Posted by mary jo jirik on 12/26/2003, 6:36 pm, in reply to "Re: My Pop Joseph Jirik"

Well, my brothers said it wouldn't be him, and they were right. They were already aware (tho never told the rest of us) of the "other" Joseph Jirik, because they had come across him in their research. I said a special prayer for him on Christmas. Any Jirik is a good Jirik! Thanks so much for your help and concern. I stared at that picture for hours, wondering if dad had ever met him. Prayers for all of you, too. Love, MJJ

Posted by John Wranesh on 12/29/2003, 6:52 am, in reply to "Re: My Pop Joseph Jirik"

Dear Mary Jo, The Joe Jirik I crewed with (ASN 0761243) had a sister in Arcadia, Michigan, Mrs. Ray or Roy Johnson and Joe's wife's name was Lorna. This is from correspondence from Joe's sister to my parents February 22, 1945, while I was a prisoner of war. I had responded to the inquiry from the War Department concerning Joe back in August, 1945, following my return home.

I am so sorry that your search could not have been more positive. I had contacted a Jirik family with a Texas e-mail address, but never got a response. If you feel that I can be of any help in locating information concerning your Dad please advise me. May God Bless.

Posted by Jennifer on 3/20/2007, 9:20 pm, in reply to "Re: My Pop Joseph Jirik"

Mary Jo,

I was just doing a random search of family names and this site popped up. My father's name is Frank Jirik and the name Joseph is my brother's name (which I have been told is a family name). My Dad's family is from Max Minnesota and my Grandfather is of Czech decent. Email me if you want more info.

Posted by william jirik on 8/25/2008, 10:08 pm, in reply to "Re: My Pop Joseph Jirik"

Joseph Jirik would have been my uncle he was shot down and killed in I believe september 44, buried in margrauten holland at a BNC cemetery, he was a 2nd Lt and was a carrer solider who enlisted in the 1930s was present at 12/07/41 at pearl harbor, and was at the battle for midway island, I believe he served as a flight instructor stateside for a good portion of the war and volunterred for combat duty in early 44 Jake Jacobsen was in his crew, they were shot down by german fighters all bailed out the radio man's parachute did not open, he was one of seven children only a sister survives

Posted by Frans Meijer on 9/19/2008, 5:40 pm, in reply to "Re: My Pop Joseph Jirik"

My parents take care for the grave of Joseph Jirik at the Margraten cemetry in the Netherlands. They do it for decades. And if they can't I will do it and maybe my children after me.

If someone has a photo of Joseph, please contact me.

Frans Meijer

Posted by Frans Meijer on 9/19/2008, 5:12 pm, in reply to "Re: My Pop Joseph Jirik"

Dear Mary Jo,

After 5 years I see this message. I hope you find it.

I want to let you know that my parents take care of the grave of Joseph Jirik (ASN 0-761243)in Margraten, the Netherlands.

Yours sincerely,

Frans Meijer

Posted by Scott M Rich on 5/28/2010, 10:08 pm, in reply to "Re: My Pop Joseph Jirik"

Lorna was indeed Joe's wife, she was my mom.

She and Joe were married in 1944. Lorna remarried in 1948 and had 4 children. She passed away July 28 2007 at the age of 86. Lorna succumbed to cancer on July 28, 2007 at age 86. Lorna's father died in 1932. Her mother married Sgt. Gus Wictor in Hawaii in 1941. Gus, her mother, Lorna and Gwen were living in base housing at Hickam Field at the time of the Japanese attack on Pearl Harbor. Mom and the daughters had to evacuate the islands and so they moved to Riverside where they joined and became involved in Eden Lutheran Church. There Lorna married Joseph Jirik in 1944. She had met Joe at Hickam Field in Hawaii where he served in the Air Corps. However, Joe was shot down over Germany in September 1944, and his body was not found until 1946.

Posted by Rick Lockwald on 3/29/2010, 2:30 am, in reply to "Re: My Pop Joseph Jirik"

Hello,

My name is Rick Lockwald and my father was Fred Lockwald. You mention you have a crew picture. Is it possible you might still have that available? It would be greatly appreciated.

Posted by Alan Morton on 9/20/2008, 11:09 pm, in reply to "My Pop Joseph Jirik"

Message modified by board administrator 9/30/2008, 11:55 pm

MaryJo ... This is not a major break though at this late date, but here's a photo of B-17 Aircraft 43-37834.

Click on this URL: <http://www.457thbombgroup.org/Fate/RLP093.HTML>

Additionally, the Web Master would appreciate posting the Flight Crew photo you rec'd from John Wranesh of the entire Pilot Fred Lockwald Flight Crew in correct identification and position that each member flew in combat, if known.

Posted by Alan Morton on 9/22/2008, 11:13 am, in reply to "My Pop Joseph Jirik"

Hi Folks ... I'm surprised that after all these years, that no one has complained about the lack of a photo of the Fred Lockwald Air Crew under the "Photo Archives" button on the Home Page entitled, "457th Air Crews."

For some exasperating unknown reason years ago, it was often the practice of the 457th BG to show an entire Air or Lead Crew AND NOT identify the crew members by name in the order that they appear in the photo from left to right, back row then front row.

Consequently, do kindly identify (if at all possible) the aforementioned issue in the photo of the Fred Lockwald Air Crew so it can be added to the section entitled "457th Air Crews."

Cheers, Alan Morton

Posted by R Lockwald on 3/31/2010, 2:21 am, in reply to "Re: My Pop Joseph Jirik"

Hello,

I was wondering if anyone had a photo of this crew. My father was Fred Lockwald and any photos would be greatly appreciated.

Thanks

Posted by Mary Jo Jirik on 11/18/2011, 2:38 am, in reply to "My Pop Joseph Jirik"

Frans Meijer, your family is a group of angels. This Joseph, whose grave your family attends, was not my father, but I thank you as if he was. With all my heart. His nephew posted on this board, he said Joseph's sister survives, I wonder if he ever saw your message and told her, I hope so.

Alan, I will try to find that picture and see who was identified.

MJJ

"551 Worry Bird"

Posted by Sally Sprague on 1/8/2004, 4:11 pm

I see they have taken all the postings off from early 2003, So I will just ask again if anyone has info or pictures of the 551 Worry Bird. If you have already e-mailed me you know I have your info. Would like to talk to John Tadge's son if possible and anyone related to Scott Williams or any of the other crewmen. I am related to Glenn Rogers of the crew.

Posted by Willard Reese on 1/8/2004, 7:45 pm, in reply to "551 Worry Bird"

Sally,

See the second entry under "What's New" on the home page. Messages back as far as July 2003 are available but since we have to pay to store this Message Board on a remote server we are limited at present to 600 messages. When 601 is reached then a message at the end is pushed off. 600 messages should keep us going for about 7 or 8 months at the rate the board is currently being used.

Sorry. If more space is needed it will be up to the membership to prevail upon the 457th Board to get approval to extend the service beyond 600 messages.

[webmaster]

Posted by craig harris on 1/8/2004, 9:43 pm, in reply to "551 Worry Bird"

Sally: We have never 100% certain pinned down the identity of "Worry Bird". Ken Blakebrough is quite certain there was a 551 "Worry Bird" in the 750th Sq. We ARE quite certain that there was a 42-31551 in the 750th, assigned at Wendover and was the only original B-17G on inventory on 06 May 1945. We know for certain it was named "Elizabeth Ann". On the Mission Assignment Board, May 1945 (photo in Roger Freeman's Mighty Eight War Manual, page 9), there is listed in 750th Sq., 42-37551, very plainly, but no 42-31551. Now, here's the problem: 42-37551 was NOT a B-17 serial number. 43-37551 was a B-17G, but it was never in the 457th

BG. So, clearly there is something wrong; we think that listing should be 42-31551 instead of 42-37551. I, for one, have reluctantly concluded that 43-31551 was both "Elizabeth Ann" and "Worry Bird". Look for call letter "P" in photo, if you can find one for "Elizabeth Ann". It was left on continent, recovered in June 1945 and flown to USA. Happy Hunting! craig harris

Posted by Karen Williams on 11/14/2011, 11:01 pm, in reply to "551 Worry Bird"

I am one of three of Scott L Williams' daughters. I hope this message get's to you Sally. The Worry Bird was very much a part of our lives and the adventures of the crew for over thirty bombing mission were told to us growing up. My father never stopped feeling love and concern for his crew. I am certain my younger sister has photos of the Worry Bird. This is now 2011, I hope this response has not been too untimely.

Posted by Cindy Williams-Mitchell on 11/15/2011, 12:08 pm, in reply to "551 Worry Bird"

My father Scott L. Williams was the pilot of the B-17 with the worry bird mascot. I have a couple of pictures that I could share. We have a pine cone worry bird that I was told represented the mascot for the plane.

Posted by Sally Sprague on 11/15/2011, 5:39 pm, in reply to "551 Worry Bird"

I have retired so my e-mail has changed #####@hotmail.com . I have located Joe DeLuccia of the WorryBird crew. He is now the only living member of the crew. Yes Elizabeth Ann and Worry Bird are the same plane..the WorryBird being the mascot of the last crew. Hope to hear from John Tadge's son in England.

Posted by David on 12/2/2012, 9:32 am, in reply to "Re: 551 Worry Bird"

AAF s/n 42-37551 belongs to an AT-11 Beech. I have the factory door key fob in my collection. Regards.

Posted by Jay Wongfield on 9/2/2014, 6:51 am, in reply to "Re: 551 Worry Bird"

I just saw a bomber jacket with Worry Bird on the back worn by a WWII vet In Roanoke, Va... The Memhttps Belle is in town on display ... Numerous vets were on hand

"Follow Me" 42-97638"

Posted by Don on 6/17/2007, 10:07 pm

Looking for a picture of my cousin plane nose art "Follow Me" 42-97638 Lt. William Flannery Pilot. Thanks for any help.

Posted by Alan Morton on 6/18/2007, 4:48 pm, in reply to "Follow Me" 42-97638 "

Hi Don ...

Lead Aircraft #42-97638 was shot down on October 7, 1944. The 457th Bomb Group started flying combat missions on February 21, 1944 out of England ... that's a reasonably short period of time. The 457th Bomb Group records do not identify when this aircraft arrived at Glatton to start flying missions. As you might imagine, the first thing on everyone's mind was not giving an aircraft a name; as the flight and maintenance crews were busy loading armament and bombs on board for a mission. If and when the time was taken to paint a name on the aircraft and take a photo of same ... the aircraft was shot down on a mission to Politz and listed as "Failed to Return - Flak."

I'm certain some Flight Crew members took snap shots of themselves along side the Aircraft "Follow Me" ... but the web site does not have any to share.

As for October 7, 1944 the following were listed as "Missing In Action" (MIA) aboard Lead A/C #42-97638:

Lt William H. Flannery - pilot

Lt Jewell L. Lowery - co-pilot

Lt John H. Schloendorn - bombardier

T/Sgt Duane Stowitz - radio operator

T/Sgt Lloyd K. Lagassa - engineer

Posted by Don on 6/18/2007, 11:31 pm, in reply to "Re: "Follow Me" 42-97638 "

Thank you for the response, I have the same photo's of my cousin plane and crew that is posted on this web site. The letter that I have from the 8th air force dated 1944 says that his aircraft was lead plane when on the final bomb run his aircraft took a direct hit from flak in the nose section, then she fell in a dive, this was seen by observation from nearby B17's. I can't imagine my cousin trying to pull her out of a dive with so much

damage to the nose. The letter goes on to also say that "Follow Me" had two engines afire when she fell into a dive. Thank you for the information I'm sure there is a picture of the nose art for "Follow Me" out there, again thank you.

Posted by Alan Morton on 6/19/2007, 6:39 pm, in reply to "Re: "Follow Me" 42-97638 "

Don ...

Here's a 15th Air Force photo that reflects the frailness of a tin can thin, aluminum skinned B-17 attacked with 88-mm and 105-mm anti-aircraft ground battery shells.

The photo reads: Bomb Run over Budapest, Hungary on July 14, 1944. Five crew members bailed out. The plane crashed in the Budapest area. (The nose section blown off holds the Pilot, Co-Pilot, Bombardier and Navigator.)

Posted by Don on 6/20/2007, 1:33 pm, in reply to "Re: "Follow Me" 42-97638 "

Thank you for the information. You know I have at least 6 different letters from different commanding officers all from the 8th air force and dated from October to December 1944 describing what happened to Lt. Flannery's B-17. I even have one letter that is dated December of 1946 giving an official account not only by the 8th air force but also by the German government, does not say what the Germans did with the bodies of the remaining crew that were killed in the crash, I did find out there they were never buried.

My family doctor (now retired) was a Bombardier on a B-17 and he was in the nose section looking through his bomb site when they got a direct hit next thing he remembered was that he was free falling from the aircraft, I asked him did you have your chute on, he said yes and he was the only one that wore it while they were flying, he said the rest of the crew did not do to the fact that it got in their way and when you wore it, he said the crew made fun of him at times for wearing it. I asked him did the rest of the crew make it out, he said all he could remember was that he saw two crewmen falling with no chutes and the aircraft fold up he said like a you would fold up a taco. He told me his face was cut up real bad from he said he must have been ejected through the nose due to the force of the explosion. He said he does not even remember pulling his cord to open his chute. He did make it to safety he landed in Yugoslavia and never became a POW, said the farmers with pitch forks were waiting for him, but did not know that they were there to help him and hide him from the Germans, he made it back safely and after the war he used his G.I. Bill to become a doctor. He had asked me did I ever see the movie Memphis Belle? I said yes I did, and he replied What a farce who ever made that film.

Again thank you for the information.

Posted by Jerry Sale on 6/21/2007, 8:42 am, in reply to "Re: "Follow Me" 42-97638 "

All of the WWII B-17 & B-24 vets that I talked to believe the movie "12 O'Clock High" is the best at showing flying and base experiences. Are there any others that vets want to recommend?

Posted by Claude (Sully) Sullivan on 7/18/2007, 12:26 am, in reply to "Re: "Follow Me" 42-97638 "

Right, Jerry, "12 O'Clock High" is # 1. However, I can recommend a couple of others.

"Command Decision" is very good.

"The War Lover" is fairly good.

"The Tuskegee Airmen" which is actually a docudrama about the first black fighter pilots, but it has some outstanding B-24 footage.

Then, of course, there is always "The Memphis Belle."

Hope this helps.

Posted by Alan Morton on 7/20/2007, 3:04 pm, in reply to "Re: "Follow Me" 42-97638 "

Here's another source to consider ... when all else fails!

<http://www.aerovintage.com/b17mov.htm>

Posted by Alan Morton on 7/21/2007, 1:04 am, in reply to "Re: "Follow Me" 42-97638 "

If it's all the old B-17 Movies and "Into The Air, Army Air Corps" and more you're after Jerry ... go to:

<http://www.aerovintage.com/b17mov.htm>

Posted by Alan Morton on 6/21/2007, 12:32 pm, in reply to "Follow Me" 42-97638 "

Hi Don ...

Just to clear up the changes that come with time ... back on 11/14/2004 you initially posted on this Message Board your assessment of your cousin's Lead Aircraft "42-97638" nose painted "Follow Me." Your posting was entitled "Looking for Info on High Box B17-G."

Since then (three years later) we have your next posting dated 6/17/2007 entitled "Follow Me" 42-97638.

Today, we have really improved this web site maintained by Web-Master Hap Reese AND NOW the "actual Loading Lists of the majority of the 457th BG combat missions" are an integral part of this web site.

To summarize the configuration of Pilot William Flannery's aircraft and Lead Crew on 7 October, 1944, Mission 133, Target: Politz, Poland:

1st Lt Pilot -- William H. Flannery

2nd Lt Co-pilot -- Jewell W. Lowery

2nd Lt Paul Moll -- Navigator

1st Lt Morris Arnovitz -- Navigator

2nd Lt Raymond C. Moon -- Mickey Navigator

2nd Lt. John G. Schloendorn -- Bombardier

T/Sgt Lloyd K. Lagassa -- Top Turret/Engineer

T/Sgt Duane E. Stowits -- Radio Operator

S/Sgt George L. Petty -- Left Waist Gunner

2nd Lt Walter C. Strosser -- Observer/Tail Gunner

May the aforementioned crew -- Rest In Peace

Posted by Don on 6/21/2007, 6:24 pm, in reply to "Re: "Follow Me" 42-97638 "

Yes I did post that back in 2004 all I had to go by was what was written on the back of the crew photo that I have so all I had to go by was "High Box" which was written on the back with the crew names of the mission. Then I had a posting that my cousins plane was not named "High Box" but "Follow Me" and High Box meant which position they were in during a formation. So I'm learning here.

Posted by Alan Morton on 6/22/2007, 1:50 am, in reply to "Re: "Follow Me" 42-97638 "

It seems only fitting after all the dialog on "Follow Me" 42-97638, that we close this issue and produce some photos of 1st Lt. Pilot William H. Flannery with his Flight Crew. Ironically, all that had to be added to his Flight Crew were the extra Navigator Officers and another Pilot flying as Observer and Tail Gunner.

Click on this URL: <http://www.457thbombgroup.org/aircrews/pilotnames1.html>

Then, from the alphabet, select the letter "F" and scroll down the Flight Crew Pilots to Flannery and the three (3) Crew photos.

You'll see included many of the Flannery Flight Crew -- Flannery, Lowery, Schloendorn, Lagassa, Stowits and Petty ... together in training and their demise in combat (MIA) on 7 October, 1944 with the 8th Air Force, 457th Bomb Group.

Posted by Don on 6/22/2007, 8:21 pm, in reply to "Re: "Follow Me" 42-97638 "

This web site has the very same crew photos that I do, mine are real and a little smaller for that time period. I have one of him and his wife and yes he was married Flannery got married while he was at 4 engine school at hobb's field in yuma AZ. but I don't think that will have anything to do with this web site. other than that thanks for the postings and the information.

Posted by Paul Moll IV on 3/6/2009, 2:31 pm, in reply to "Re: "Follow Me" 42-97638"

I just wish to say that my father Paul Moll III is currently living in Seattle, Was

Posted by ed strosser on 6/14/2011, 9:46 pm, in reply to "Re: "Follow Me" 42-97638"

Lt. Strosser made it out and back to the states after being in Stalag Luft III, my Dad's cousin

“Looking for information about mission Narrative”

Posted by Wilfred Kerckhoffs on 3/27/2008, 2:20 pm

Request any information about mission No. 217. Date March 24, 1945. Target Hopsten(Germany. Plane s/n 43-38854, named "Tennessee Toddy". 457th bomb Group, 751st Squadron.

I adopted the grave of the KIA crew member: F/O Benjamin J. Bushey. I like to know more about this persons history. Burial site Margraten, The Netherlands.

And information about the survived crew members: sgt. Burnell L Scheivert, sgt. Harold R Rahbe and sgt. Burnard A Klimonski.

Posted by Alan Morton on 3/27/2008, 8:38 pm, in reply to "Looking for information about mission Narrative"
Hi Will ...

You're asking for a lot! As you are well aware 1945 versus today's date is 63 years later. It's a couple of generations later in time and the family trees has changed drastically.

The 457th Bomb Group's records aren't sustained regarding old and new living relatives. As you can well imagine ... relatives in their 20's back in 1945 are now in their 80's or deceased.

You are not the first person adopting one of our Bomb Group Airmen buried on foreign soil that we've had to send our regrets all for the same reason.

However, there is an outside chance that a specific living relative of this crew will see and respond more favorably to your needs.

Respectfully,
Alan Morton

Posted by Wilfred Kerckhoffs on 3/28/2008, 4:44 am, in reply to "Re: Looking for information about mission Narrative"

Hi Alan,

Thank you for your respond. I know it is difficult to locate the relatives, but I take the chance and will wait for more respons.

Do you have any idea where I can look and search for any more clues and information?

With kind regards.

Wilfred Kerckhoffs

Posted by Jerry Sale on 3/28/2008, 10:44 am, in reply to "Re: Looking for information about mission Narrative"

You may want to look at the U.S. Social Security Death index your self but it looks like Burnell L. Scheivert passed on July 15, 2005 in Florida and Harlod R, Rahbe passed on September 9, 1992 in Maine. There is no listing for Bernard A, Klimonski which may mean he is living.

Posted by Sheila on 3/30/2008, 4:52 pm, in reply to "Looking for information about mission Narrative"

This might possibly help you trace relatives.

Benjamin J. Bushey

ID: T-134866

Entered the Service From:

Hamden County, Massachusetts

Rank: Flight Officer

Service: U.S. Army Air Forces, 751st Bomber Squadron, 457th Bomber Group, Heavy

Died: Saturday, March 24, 1945

Buried at: Netherlands American Cemetery

Location: Margraten, Netherlands

Plot: M Row: 13 Grave: 13

Awards: Air Medal with Oak Leaf Cluster

Posted by Holly June Jacobs (nee Bushey on 11/12/2011, 7:36 pm, in reply to "Re: Looking for information about mission Narrative"

Thank you so much for adopting my uncle's grave. It has been 3 years since your posting, so I don't know if you will yet see this. Feel free to contact me, my family would love to hear from you!

K

Posted by Sheila on 3/30/2008, 5:12 pm, in reply to "Looking for information about mission Narrative"

Burnell L Scheivert enlisted in New Cumberland Pennsylvania. Born 1918 and married at the time of enlistment.

Harold R Rhabe was a resident of Union County New Jersey. Born 1920. Single.

Hopefully this will help you in your search for relatives of these men.

I can find no record in NARA of Burnard A Klimonski. It is possible his information was lost in the 1973 fire

Posted by Alan Morton on 3/31/2008, 12:00 am, in reply to "Looking for information about mission Narrative"

Hi helpers with suggestions ...

Why do we helpers ALL refuse to acknowledge Wilfred Kerckhoffs' problem?

Will knows who died and who lived aboard A/C "Tennessee Toddy" that day ...

he's simply asking for the names and addresses or phone numbers of ANY "living relatives" of the aforementioned flight crew. That's the conundrum!

And, none of us are willing to do that lengthy research or spend the time to do this for Will, and absorb the research time and related dollar costs, we'd personally have to eat.

That Folks is the 63 year old rub!

Alan Morton

Posted by Sheila on 4/1/2008, 12:57 am, in reply to "Re: Looking for information about mission Narrative"

Alan,

Right now I don't have the time to do the research. I gave Will the county and states where these men were from, as I wasn't sure if he knew those facts. I was hoping that these men may still have relatives in those areas, and with that information he could do an internet search for them.

Posted by Wilfred Kerckhoffs on 4/1/2008, 10:40 am, in reply to "Re: Looking for information about mission Narrative"

Hallo Alan and Sheila,

It's true, I'm asking simply for names and addresses or phone numbers of any relatives of the crew members.

I know it takes some time to find out where any relatives are living. If there are any! I'm happy with any kind of information I can use to find more about the crewmembers. So Sheila, thanks for your information.

Because I live in Europe, it's not clear for me how and where I have to look and search for more.

I have already written to a Newspaper in Massachusettes for more news about B. Bushey. But I have not received an answer yet.

So we keep on searching! I hope I'll find soon anything about B. Klimonski because it's possible he's still alive.

Thanks for your help.

Greetings,

Wilfred Kerckhoffs

Maastricht, The Netherlands

Posted by Alan Morton on 4/1/2008, 1:32 pm, in reply to "Re: Looking for information about mission Narrative"

Dear Will ...

The only tangible article I can provide you with of this Sherrill R. Williams Flight Crew is a picture of the

crew finishing training in the USA before going overseas to the 457th Bomb Group. I cannot even guarantee any correlation of the positions of the individuals to names below the photo. Typically, it would state ... standing left to right are, and so on.

<http://www.457thbombgroup.org/AirCrews/Williams%20Crew1.html>

Further, any references provided here-to-fore to the home addresses are so vague as not to list the city but only the county they enlisted from. We can only hope that some family member will see your plight and respond to your inquiry!

Posted by Sheila on 4/1/2008, 9:11 pm, in reply to "Re: Looking for information about mission Narrative"
Alan and Will.

Herein lies the problem!

In Wills first message he is looking for Bernard Klimonski. Notice the N. This is also how it is spelt elsewhere on the site.

The photo that you have posted here is spelt Klimoski. No N.

I too have searched this week and tore my hair out looking for this man and had finally come to the decision that he had either changed his name or there was a typo somewhere. Not too hard to imagine after over 60 years, I often come across typo errors or faded printing that is hard to decipher.

Here is the man that I believe we have all been looking for.

Birth: Apr. 16, 1921

Death: Aug. 27, 1994

SGT, US ARMY AIR FORCES

Burial:

Fort Logan National Cemetery

Denver

Denver County

Colorado, USA

Plot: 10, 0, 1172

Record added: Feb 25 2000

I hope that this will help a little. I will try to find relatives if I get time.

Posted by Sheila on 4/1/2008, 9:21 pm, in reply to "Re: Looking for information about mission Narrative"

Sorry I forgot to mention that the spelling for this man whose burial site I've found is:

Burnard A Klimoski, Jr.

This is his wife who is also buried at Fort Logan.

KLIMOSKI, LILLIAN

DATE OF BIRTH: 01/08/1922

DATE OF DEATH: 12/10/1999

BURIED AT: SECTION 10 SITE 1172

FT. LOGAN NATIONAL CEMETERY

DENVER, CO #####

(303) #####

WIFE OF KLIMOSKI, BURNARD A JR

SGT US ARMY AIR FORCES

There are another couple of Klimoski people buried there. Stephen and his wife Helen. Most probably a brother and sister in law.

Sometimes it is possible to call these cemetery phone numbers and the person will look through the registry to see if there are any relatives listed as next of kin.

Posted by Alan Morton on 4/1/2008, 2:02 pm, in reply to "Re: Looking for information about mission Narrative"

Hi Will, again ...

I forgot to mention that I have called "information" twice this week @ \$1.50 per call about a listing for a Burnard Klimoski, his address at one time was Denver, Colorado! The telephone operator says ... "We have NO listings of ANY ... KLIMOSKI."

Au re-voir,
Alan

Posted by Eric Zemper on 4/2/2008, 12:03 am, in reply to "Re: Looking for information about mission Narrative"

It appears that Burnard A. Klimoski Jr. passed away in 1994 and is buried at Fort Logan National Cemetery in Denver Colorado. And his wife Lillian, passed away in 1999. See attached link:<http://www.interment.net/data/us/co/denver/logan/k/k04.htm>

I do have 18 pages of Missing Air Crew Reports for aircraft 43-38854 and would be glad to send them to anyone interested in seeing them. They contain some interesting eyewitness accounts of the incident when the aircraft crashed as well as a page of contacts (name & address of Wife or Mother, etc...) for each crew member that may be of some use in locating relatives.

-Eric Zemper

Posted by Wilfred Kerckhoffs on 4/3/2008, 5:16 am, in reply to "Re: Looking for information about mission Narrative"

Alan, Sheila, Eric,

I sure am a lucky fellow!

First I admit I made a mistake about the spelling of Klimoski. I'm sorry. I have got a document in which the name was written as Klimonski.

But I'm very happy with your help.

Eric, is it possible I can receive your reports of Missing Air Crew by email?

Alan, thanks for the photo of the crew.

I will sure keep you informed of the results of my search for relatives.

My own grandfather, which we unfortunately buried yesterday, was also born in 1922 (the same period as the crewmembers) and told me a lot about WOII. During the war he was in a workcamp in Germany. Maastricht was the first city of The Netherlands that was liberated by the American troops..

I'm also searching for more information about Thomas. J. Hart, 39 Inf. Regt, 9th Div. (born on 12 August 1922, died 2 April 1945). His grave is adopted by my 13 year old son Tom. I'll keep you informed about this search also, if you like.

Greetings, Wilfred Kerckhoffs

Posted by Alan Morton on 4/3/2008, 3:26 pm, in reply to "Re: Looking for information about mission Narrative"

Hi Will ...

I have seen the information that Eric has AND I've have asked Eric to post the four pages involved tonight on this web site.

Do remember that all of the Next of Kin related to this Flight Crew were ALIVE in 1945 ... have LONG EXPIRED 63 years later.

But now, we do know where each of these individual Crew Member's families lived specifically in 1945 by Street, City and State.

You've got your work cut out for you, but at least it's viable data.

Other Families, be reminded ... that this particular Next of Kin practice is believed, the exception rather than the rule!

Cheers, Alan Morton

Posted by Alan Morton on 4/2/2008, 4:05 am, in reply to "Looking for information about mission Narrative"
Will ... You are one lucky fellow:

If all else had failed, Eric Zemper's findings would have gotten the brass ring!

Eric found the "CONFIDENTIAL" Mission MACR file dated 11 May 1945 that described the loss of A/C 43-38854 piloted by Lt. Sherrill R. Williams and his crew on 24 March, 1945. This report included a separate page that listed the entire Flight Crew members AND their Next of Kin (Mother, Father or Wife) and each crew member's home Street Address, City, and State!

Alan came in first with Burnard A. Klimoski's home address at one time as.
Denver, Colorado!

Sheila came in with second with:

Birth: Apr. 16, 1921

Death: Aug. 27, 1994

SGT, US ARMY AIR FORCES

Burial: Fort Logan National Cemetery

Denver-Denver County, Colorado, USA

Plot: 10, 0, 1172

Record added: Feb 25 2000

In the final analysis Will, you now have no reason why you cannot carry the ball across the goal line and contact a Living Relative ... with the proviso that YOU IN RETURN must inform the 457th BG Web Site of your Next of Kin Relative findings and post them accordingly hereon.

Posted by Eric Zemper on 4/3/2008, 9:29 pm, in reply to "Re: Looking for information about mission Narrative"

Here are links to the MACR reports requested containing information about the loss of aircraft #43-38854. I have posted 12 of the pages online that contain relevant information, the 6 that I did not post are only various documents to confirm the information was received by headquarters.

1- Very interesting statement about the events surrounding this incident:

<http://img247.imageshack.us/img247/223/87731068uh9.jpg>

2- Names & addresses of family contacts for each crew member:

<http://img362.imageshack.us/img362/8694/13935659ju1.jpg>

3- Casualty questionnaire:

<http://img167.imageshack.us/img167/4057/42828508xo6.jpg>

4 to 9- Individual casualty questionnaire's from various crew members:

<http://img90.imageshack.us/img90/5792/54671667wx8.jpg>

<http://img357.imageshack.us/img357/783/91882255qy8.jpg>

<http://img237.imageshack.us/img237/9746/61144245eo3.jpg>

<http://img413.imageshack.us/img413/8247/42941884e14.jpg>

<http://img353.imageshack.us/img353/3893/86291473fh7.jpg>

<http://img170.imageshack.us/img170/2651/79285229gu1.jpg>

10- Missing air crew report:

<http://img170.imageshack.us/img170/484/10hp9.jpg>

11 & 12- Summary of eyewitness accounts:

<http://img366.imageshack.us/img366/7218/11an5.jpg>

<http://img146.imageshack.us/img146/1879/12cz1.jpg>

-Eric Z.

Posted by Alan Morton on 4/4/2008, 1:38 am, in reply to "Re: Looking for information about mission Narrative"

Attention Will and everyone else around the World ...

Eric Zemper has just posted a detailed package of information regarding the "Confidential" Mission MACR file dated 11 May 1945 and the text might need additional magnification to decipher all the details therein:

So follow the following instructions to INCREASE the READABILITY of the text copy and photography:

The majority of we old WWII Veterans and our spouses can't read the small text copy on our Computer Screens without a magnifying glass . . .

Well try this folks ... on the Apple computer hold down the "control key" on your keyboard with your left hand finger and at the same time, with your right hand on your mouse, run that little wheel atop your mouse back and forth slowly. The text copy as well as the photos on your computer screen will enlarge and reduce in size accordingly!

On a PC, you should be able to do the same trick with Cntl key and the mouse scroll button as on the Apple. Also, if you are using the Firefox browser you can hold Cntl and click the + key and the font size will increase, hold Cntl and press - and it will decrease font size. (Try it!)

Best regards,
Alan Morton

Posted by Holly June Jacobs (Bushey) on 10/17/2013, 3:50 pm, in reply to "Looking for information about mission Narrative"

Did everyone get what they wanted in regards to my uncle Ben Bushey? Is anything else needed?

I realize that this is 5 years after the post

Holly

Posted by Wilfred Kerckhoffs on 11/5/2013, 7:29 am, in reply to "Re: Looking for information about mission Narrative"

Hello Holly June Jacobs,

Nice to hear from you. Is it possible we communicate with each other through e-mail? Please respond to mine if you want to: #####@hotmail.com

I have some more questions about your uncle.

At the cemetery of Margraten in the Netherlands, where your uncle is burried, I have adopted his grave and I take care of it.

I hope to hear soon from you.

Greetings,

Wilfred Kerckhoffs

"Lt. Phillip H. Birong 457th BG, 751st BS, Mission 46"

Posted by Jay Birong on 12/2/2003, 6:06 pm

I was pleased to find your web site and some information on the mission my grandfather flew in 19 May, 1944. He was the Pilot on "Liberty Run" and was shot down on Mission No. 46.

If anyone could help me find more detail it would be appreciated.

(This message posted initially in the Guestbook, I moved it over to the Message Board - A. Morton)

Posted by Alan Morton on 12/2/2003, 6:13 pm, in reply to "Lt. Phillip H. Birong 457th BG, 751st BS, Mission 46"

Mission Narrative - Mission No. 46 - Target - Berlin, Germany - 19 May, 1944

The group put up 36 planes for this mission to bomb government buildings in the heart of the German capital. The low squadron of the group was attacked by fighters on the way to the target and lost one plane with engines afire. Bombing results were fair, flack was accurate and seven planes were damaged. Other groups were also hit by fighters with total losses for the 8th of twenty eight planes. The first crew to complete their tour with the 457th was that of Lt Robert D. Lane who flew this mission.

Plane s/n 42-97481, named "Liberty Run," was piloted by Lt Philip H. Birong. Before reaching the target the group was attacked by a force of ME-109's and FW-190's and Lt Birong's plane had two engines set afire. It left the formation and began a spiral toward the ground. All of the crew, except one, bailed out and landed safely and were POW's for the balance of the war. The radio operator, Sgt Norman Musial spilled his parachute in the plane and, in spite of urgings from the other crewmen, would not jump with the folded parachute in his arms. He stayed with the plane and died when the plane crashed. Two of the crew were substitutes that day Lt Patty and Lt Patinjak. For a description of this incident by Sgt Lt Paul Owens, see "Black Puff Polly" - Mission No 46.

The crew was as follows:

Plane s/n 42-97481

Pilot Lt Phillip H. Birong

Copilot Lt Robert A. Patty

Navigator Lt Frank Partinjak

Bombardier Lt Paul V. Owens

Aircraft Engineer Sgt Max L. Hull

Radio Operator Sgt Norman Musial KIA

Left Waist Gunner Sgt Albert L. Missinger

Right Waist Gunner Sgt Pasquale N. Sacco

Ball Turret Gunner Sgt William H. Farrar

Tail Gunner Sgt Luis J. Franco

Posted by Nancy Green on 2/20/2007, 6:16 pm, in reply to "Re: Lt. Phillip H. Birong 457th BG, 751st BS, Mission 46"

I am the niece of Paul V. Owens , Bombardier. I am interested in accessing "Black Puff Polly"- Mission No 46. Please advise. Nancy Green

Posted by Alan Morton on 2/21/2007, 8:56 pm, in reply to "Re: Lt. Phillip H. Birong 457th BG, 751st BS, Mission 46"

Hi Nancy ...

I thought I'd better post an answer to your inquiry, even though we've spoken by phone today regarding the book "Black Puff Polly." Your concern was the availability of the book on the open market; and naturally the book is out of publication.

But, I'd like to suggest an alternative publication that's available ... "Fait Accompli" a three volumn set, specifically on the 457th Bomb Group, written by James Bass, the current 457th BG Association President. You won't regret it. And there are full accounts of ALL of the combat missions the 457th BG flew in England. His email is: #####@bellsouth.net

Secondly, since you people live in the State of Florida ... you might be interested in visiting Pensacola Beach, Florida this November 1-4, 2007. It's the 19th Stateside Reunion of the 457th Bomb Group. We'll be staying at

The Hilton Garden Inn hotel and touring the National Museum of Naval Aviation, Pensacola, plus other historical area sites.

Posted by Patricia Owens Melson on 4/26/2007, 7:52 pm, in reply to "Re: Lt. Phillip H. Birong 457th BG, 751st BS, Mission 46"

I am the daughter of Paul Vincent Owens and Marie McKinney Owens. After going through correspondence from my father as a P.O.W., my son located this website and your message of 2/20/2007. I would be very interested in any information regarding my father.

Posted by Alan Morton on 12/2/2003, 6:48 pm, in reply to "Lt. Phillip H. Birong 457th BG, 751st BS, Mission 46"

The radio operator, Sgt Norman Musial spilled his packed parachute in the plane and, in spite of urgings from the other crewmen, would not jump with the folded parachute in his arms. He stayed with the plane and died when the plane crashed.

The actions by the radio operator, Sgt Norman Musial are not that unusual. In a situation where the plane is out of control and the forces of gravity have practically frozen your body to the inside of the fuselage ... terror takes over and you're in sheer panic. Additionally, often those crew members that have to wear a harness with a separate parachute pack that clips onto the harness store their chute pack close by their station for them to grab it when an emergency occurs.

The down side of not having the chest chute pack attached to you at all times may be obvious ... many young men in a state of absolute panic jump out of the plane without said pack and fall to their deaths.

Posted by Alan Morton on 12/2/2003, 7:03 pm, in reply to "Lt. Phillip H. Birong 457th BG, 751st BS, Mission 46"

Jay, For openers, rather than repeat what is already posted on the Message Board and viewable to you; may I suggest you peruse the various entries herein and you'll find a wealth of information such as published books, etc. on the 457th Bomb Group.

If you still can't find what you're after ... post a message and we'll try to resolve it with you.

Posted by John Birong on 3/7/2004, 5:45 pm, in reply to "Lt. Phillip H. Birong 457th BG, 751st BS, Mission 46"
Alan Morton - Phillip was my father & was wondering if you are a survivor or know of anyone that is?

Posted by Donna Henderson on 11/7/2004, 9:32 am, in reply to "Re: Lt. Phillip H. Birong 457th BG, 751st BS, Mission 46 / "

My father, William H. Farrar died June 11, 1995, was the Tail Gunner (not the Ball Turret Gunner) on this flight. Because of his 6'2" height, it was a very tight squeeze in the tail.

Before Dad passed away, he and Mom spent a pleasant afternoon with Lt. Birong at his home. My mother had correspondence at Christmas 2003 with Pasquale (Pat) Sacco and Luis Franco. Dad and Pat were cell mates during their incarceration in Germany

Posted by Roger C. Birong on 11/12/2011, 11:01 am, in reply to "Lt. Phillip H. Birong 457th BG, 751st BS, Mission 46"

I was first made aware of this site by my son, Jay. I cannot overemphasize how pleased I was to learn that he had had sufficient interest in his grandfather's service to his country that he would go to the trouble of conducting the Internet search that revealed its existence.

Phillip Birong was my father and I will always be indebted to tho who dedicated the time and effort to commemorate the Liberty Run and her crew with the launching of this site. I am keenly proud to forward it from time to time to family members, friends and acquaintences to remind them of the sacrifices their grandmothers and grandfathers made to save this great democracy. We can only hope and pray that we don't have to do it again.

Posted by Luis J Franco Jr on 8/5/2014, 5:38 pm, in reply to "Re: Lt. Phillip H. Birong 457th BG, 751st BS, Mission 46"

I am the son of Luis J Franco. Can anyone clarify for me the name of the plane my dad was in when it was shot down? I have come across two names: the Finarky or possibly Liberty Run. Any other information about my father's career and life as a POW would be greatly appreciated. Thank you!

“Photo of Calamity Jane and crew”

Posted by gerald orazem on 2/24/2004, 9:39 am

My brother John Orazem was a crew member on the Calamity Jane piloted by Lt Wetherald . The plane and crew is in the photo section . The picture is not too clear . How can I obtain a good copy of that photo. My brother left the Air Force in 1968 , leaving after he had colon cancer . He died in 1973 .

Posted by Alan Morton on 2/24/2004, 12:19 pm, in reply to "Photo of Calamity Jane and crew"

Hi Gerald, Sorry to hear about your Brother.

If you are referring to a photograph posted in the Photo Archives section of this web site we may have a problem. Many of these photos were copied from 50 year old photo prints that are "one of a kind." First of all, try to identify exactly which photo you're referring. Click on the exact photo and copy the photo "identification address" that appears in the Menu section above that photo. Send an Email to the Web Site Webmaster "Hap" Reese at #####@bestnetpc.com and include the photo address. "Hap" will advise you accordingly. Odds are "Hap" has already been in touch with you.

Posted by Gerald orazem on 5/1/2004, 10:31 am, in reply to "Re: Photo of Calamity Jane and crew"

Re yr message of 2/24/04 . I understand the problem on photo . I need yr help on where to go to get the records of the planes and bombing runs they made . I tried to get service records from Gov't but my brothers records among most others were destroyed in that St Louis fire in 1973 or so . Can you be of help as to where to get any info on my brother , John Orazem and the Calamity Jane . Thanks

Posted by Chip Welter on 11/8/2011, 5:06 pm, in reply to "Re: Photo of Calamity Jane and crew"

My uncle was the pilot of the Calamity Jane in 1943 and part of 1944. He was a member of the 451st BG (H). He flew the plane on many missions and was finally given a new B-24 to finish his fifty mission. As he related the story to me, he also mentioned that the crew that took his old Calamity Jane we were shot down on their first mission over Germany.

I have quite a bit of information about this and would love to share it.

Chip

“Edwin Dale Waggoner”

Posted by Susan Waggoner on 6/23/2004, 1:30 am

I am interested in anyone who might have flown with Edwin Dale Waggoner of the 457th, who I believe was KIA on May 4th, 1944. I would like to hear from anyone who may remember him, and would be interested in knowing the plane he flew in and any other facts. He was my dad's baby brother, just 19, and my cousins and I have always missed, and thought of, this uncle we never met. Also, I have a picture of him with his flight crew in front of the plane, which I would be happy to scan and share with anyone who's interested.

Posted by Alan Morton on 6/23/2004, 3:39 am, in reply to "Edwin Dale Waggoner"

Sgt. Edwin D. Waggoner flew with the Kenneth R. Johnston flight crew (C035) as Tail Gunner aboard a B-17 Flying Fortress attached to the 748th Bomb Squadron.

The entire crew initially consisted of:

Pilot ----- Lt. Kenneth R. Johnston

Co-pilot --- Lt. Kenneth W. Brucker

Navigator -- F/O Herbert N. Webb

Bombardier - Lt. Harry G. Vaal

Flight Engr Sgt Daniel A. Malcom

Radio Oper - Sgt Nolan V. Claxton

Ball Turret Sgt Francis F. Friedel

Waist Gunner Sgt Paul O. Connor

Waist Gunner Sgt Gilbert (NMI) Slocum

Tail Gunner Sgt Edwin D. Waggoner

According to the records Sgt. Edwin D. Waggoner KIA is interred at Madingly United States Military Cemetery at Cambridge, England along with twenty-three other 457th Bombardment Group (H) airmen.

To be perfectly candid I cannot, at this date, find the circumstances surrounding the KIA death of Sgt. Waggoner. But, we will.

Posted by Alan Morton on 6/23/2004, 4:21 pm, in reply to "Re: Edwin Dale Waggoner"

You Susan are one lucky lady ... I told you I'd find out what happened to your cousin. I've been in contact with the Ball Turret Gunner Sgt. Francis F. Friedel this very day by phone in Georgia. As soon as I post this message on the Message Board I'm going to Email you for your home phone to give it to him.

Francis said their A/C was damaged returning from a mission and the pilot told the crew to toss everything that was not tied down out of the plane, thinking they were going to ditch in the ocean. Dale was throwing one of the 50 caliber waist guns out. Somehow, the loaded gun managed to go off and he was accidently killed by a shell round. At the last moment the pilot noticed an airstrip and landed the plane.

Posted by c shedd on 1/12/2010, 12:15 pm, in reply to "Re: Edwin Dale Waggoner"

I have tried reaching Susan Waggoner, but my email was returned. I'd like to obtain either an individual or a crew photo of Edwin Dale Waggoner for a Wall of Honor website being done by Dale's Iowa high school. Tried calling Francis Freidel in GA, but there was no answer.

Posted by Alan Morton on 6/24/2004, 1:51 am, in reply to "Edwin Dale Waggoner"

I've been in touch with the Pilot Kenneth R. Johnston and the Ball Turret Gunner Francis F. Friedel today by phone and forwarded Friedel's phone number to Susan. She was planning to call Friedel immediately. I didn't tell Susan that I had called Johnston and gave him her home phone number and he was going to call her today also.

It's taken the Waggoner family exactly 60 years to find out today what happened to Edwin Dale Waggoner, KIA on May 4, 1944.

Posted by Susan Waggoner on 6/24/2004, 2:24 am, in reply to "Re: Edwin Dale Waggoner"

Alan, Thanks to you I've talked today with both Kenneth Johnston and Francis Friedel. Both provided me with details about about my uncle, Edwin Dale Waggoner -- his plane, missions flown, and the circumstances of his death. I can't believe that not only did I get the information I was looking for, but I got it so quickly, having been able to give you almost no information to go on. I am reeling. Dale was uncle to 8 nieces and nephews -- several of whom, like me, never got a chance to know him because we were born after the war. He's always been the "missing man" in our family formation, and we are so glad to know more. I've been on the phone and emailing my cousins all day.

Again, hats off to you guys for being so helpful and on the ball. No wonder we won the war!

Posted by Alan Morton on 6/24/2004, 4:12 am, in reply to "Edwin Dale Waggoner"

Susan, I've forwarded the two photos you Emailed me of the entire Johnston Flight Crew and the other photo of Dale dressed in his dress uniform with his buck sergeant stripes.

Both photos will be posted by "Hap" Reese the originator of this website very soon. Hopefully, Hap is home from the hospital this past week following back surgery for a ruptured disk operation.

Posted by Susan Waggoner on 6/24/2004, 11:05 am, in reply to "Re: Edwin Dale Waggoner"

If anyone would like a copy of the picture I have of Dale Waggoner with his flight crew that included: Lt. Kenneth R. Johnston, Lt. Kenneth W. Brucker, F/O Herbert N. Webb, Lt. Harry G. Vaal, Sgt Daniel A. Malcom, Sgt Nolan V. Claxton, Sgt Francis F. Friedel, Sgt Paul O. Connor, Sgt Gilbert (NMI) Slocum, and Sgt Edwin Dale Waggoner -- please let me know. I will be happy to print copies from my computer and send them out. Thanks to everyone for their help.

Posted by Jason Christians on 9/16/2011, 2:14 pm, in reply to "Re: Edwin Dale Waggoner"

My grandfather is Kenneth Brucker. He passed away a number of years ago and I never heard the details surrounding his Distinguished Flying Cross citation. If anyone has this or other details of his missions during the war I would be very appreciative! Thank you

- Jason -

Posted by Sharon Claxton on 2/16/2010, 5:30 pm, in reply to "Re: Edwin Dale Waggoner"

I am the daughter of Nolan V Claxton and would very much like a copy of the picture that you have.

Posted by Tim Friedel on 10/30/2011, 3:35 am, in reply to "Re: Edwin Dale Waggoner"

It has been a long time since anyone posted here and I don't really expect anyone to help me. I would very much like an email of the photo of the crew as I am Francis Friedel's grandson.

“William F Smith Jr”

Posted by Michael F Smith on 8/26/2007, 11:14 pm

I am the grandson of Lt Col William F Smith Jr, and am looking for any information people may have on him. I am trying to find out more about his military career and life. What kind of officer and pilot was he? I have researched this website and found great amounts of information through the help of Mr. Bass. I am looking for personal stories(even second hand), memories, pictures,etc. I am also interested in hearing from the families of the men he served with. If anyone has anything to offer please let me know.

Posted by Sully Sullivan on 9/4/2007, 12:07 am, in reply to "William F Smith Jr"

I was in the 750th when Lt. Col. Smith was the Squadron Commander.

I flew two missions with him...(Not in the same plane)...mission # 107 August 11 to Brest and mission # 116 August 30 to Kiel Germany.

I would guess that you have already seen the picture of him on the 750th Squadron Home page and read the short statement about him. And yes, he was quite the character

Posted by Nathan Merique on 8/27/2010, 12:46 am, in reply to "William F Smith Jr"

Hey,

I know a retired Colonel from the USAF that was in the 457th bomb group. He says that Lt. Col Smith was his CO when this man was a captain and he remembers the day that Col. Smith tried to fly a B-25 to New York because he has never flown one before. When I see him ill ask him about Col. Smith. He knows alot of info about him.

Posted by mike mcgovern on 2/7/2011, 11:03 pm, in reply to "William F Smith Jr"

Could you please tell me the whereabouts of Lt. Col. Smith Jr.'s father, William F. Smith Sr.?

Whether Mr. Smith Sr. is alive, if not, the details of his death, the time and burial, if appropriate.

Thanks, Mike McGovern

Posted by Michael Milnes on 2/10/2011, 11:21 pm, in reply to "William F Smith Jr"

I am a reporter with The Advertiser newspaper in Adelaide, South Australia. I am trying to track down what happened too and the resting place of your great-grandfather, William Franklin Smith Snr, father of Lt Col Smith. If you email me I can fill you in on the details.

regards, Michael Milnes.

#####theadvertiser.com.au

Posted by Joe McCormick on 6/16/2011, 9:21 am, in reply to "William F Smith Jr"

I posted a message, but I don't know if it went thru, so I'll post again. I saw a tv show about your grandfather last year for the anniversary, and wanted to let you know I have something you might be interested in. I received it a long time ago. Please contact me by email. Thanks, Joe

Posted by Doris AK Shaw on 2/7/2013, 12:23 am, in reply to "Re: William F Smith Jr"

Does anyone out there remember Col. William Franklin Smith JR. We met during the war when he was stationed on Glatton Army Air Force Base England. I was 19 , he was handsome, we were platonic friends . He gave me the same photo that identifies him on his service photo. He was a Major when I met him . I would like to hear from someone related to him to tell them what a great smiling man he was , I liked him Very Much

Posted by Joe McCormick on 6/14/2011, 11:51 am, in reply to "William F Smith Jr"

Hi Michael, I don't know if you still check this board, but I was watching a show last year about your grandfather. I had some information about him if you are interested. I know the anniversary is coming up, will you or your father be at the Empire State Building on that day? Please email me at #####@aol.com. Thanks, Joe

Posted by Doris AK Shaw on 2/5/2013, 3:00 pm, in reply to "William F Smith Jr"

I knew your grandfather , I met him when he was stationed at Glatton AFB England. I was English and 18 yrs old. We were platonic friends and saw quite a bit of each other. It was wartime and he needed someone to talk to. He was extremely handsome , and looked wonderful in his uniform. He gave me the same picture of himself , I recognised it right away . I want to say that I never met a nicer man , a thorough gentleman at all times. I remember him with much fondness and was shocked to hear that he crashed his plane and died in such a horrible manner after safely flying all those missions over Germany . He was a Hero and loved by all who knew him. I hope you are anything like him. Always be proud of all he accomplished in his too short life . . My best regards D A K SHAW

"750th Cheryl Ann"

Posted by Jason Saulsberry on 5/4/2007, 12:26 pm

I am lookin for information or pictures of my late grandfather (Jay Saulsberry) plane named the cheryl ann. It was piloted by scott b ormsby in the 750th squadron. any help would be great

Posted by Alan Morton on 5/4/2007, 7:18 pm, in reply to "750th Cheryl Ann"

Hi Jason ...

I notice you spell your last name Saulsberry and your Grandfather's last name is spelled Saulsburry. If you go to the Home Page and click on the button entitled "Roster" you'll find out "There are over 4636 names listed in this folder, each representing one airman who flew with the 457th Bomb Group."

Additionally, the 457th Bomb Group (H) was activated as part of the 8th Air Force in early 1944 and flew it's last combat mission in May, 1945 (roughly a year and a half). Out of the 4,636 airmen, only a small portion of that number actually joined this 457th Bomb Group Association started away later after WWII was over and just a memory until 1971 when Homer Briggs ran into an old Air Force 457th BG buddy at a gas station ... 25 years after the fact. The byproduct was Homer started up a REUNION of old 457th BG buddies.

Could be that your Grandfather Jay Saulsburry, when he was discharged, was preoccupied with work, college or marriage. The point is there are no records that show your Grandfather ever joined the Association. So actually Jason the ball is really in your court ... you actually know more than we do about Jay Saulsburry.

So acknowledging the above fact ... we can help you a lot, but you've got to tell us about the crew he flew with in combat by name and position they flew aboard a B-17 Flying Fortress. When he was stationed at Glatton Air Field in England. Was he an Officer or an Enlisted man? If we have the above information we can run down the combat missions he flew from the Loading Lists. Waiting to hear from you Jason!

Cheers, Alan Morton

Posted by Jason Saulsberry on 5/5/2007, 4:21 pm, in reply to "Re: 750th Cheryl Ann"

Thanks for the quick response. I spent about 5 hours on this site and have found so much great information. I looked through all his misson records and loading lists. I was very pleased with my results. The only wall I hit was trying to find a pic of his plane. I dont know his plane number. I have is the plane's name which is Cheryl Ann and crew's name as follows but no plane number. let me know what other info you might need. thanks again jason

Lt. Scott B. Ormsby

Lt. Edward S. McNeal

Lt. Theodore R. Bortel

Lt. Roy E. Gleason

Sgt. Jay L. Saulsburry

Sgt. J. M. Sofranko

Sgt. Kenneth E. Davidson

Sgt. Ray F. Jones

Sgt. Karl E. Kramer

Posted by Claude (Sully) Sullivan on 5/5/2007, 6:36 pm, in reply to "750th Cheryl Ann"

Jason, I flew two missions, (Schkeuditz Germany, August 16 and Keil Germany, August 30) with Scott Ormsby and your grandfather Jay, but am sorry to say that I did not know him and thus cannot provide any information about him and his airplane.

Sorry about. Hope someone who knows about your grandfather will respond to your request.

Posted by Alan Morton on 5/5/2007, 8:56 pm, in reply to "750th Cheryl Ann"

First of all Jason, Fighter Pilots (often) had their own P-38, P-40; P-51 and P-47's (with their own pet names attached thereto) as the fighters came off the production line and assigned to fighter combat stations. In most cases there were more fighter aircraft produced than bombers. Secondly, B-17, B-24 and B-26 bomber crews had a set number of combat missions to fly before returning to the States. So if a bomber crew arrived at the 457th BG station, from arrival to return to the states was approximately a period of six (6) months. Thirdly, bomber crews did not fly the same bomber aircraft on every mission 24-7 months after month, and every bomber had its own down-time for repair. Fourthly, the individual aircraft crew-chief might have personally given HIS bomber its name. And lastly, the initial Flight Crew that named THEIR bomber ... completed their missions and had returned to the States. So, the odds are the bomber your Grandfather flew in periodically named Cheryl Ann was not his plane.

Now, if you go to the Home Page and click on the button "Aircraft Database" ... you'll see a list of all of the B-17 Bombers assigned to the 457th Bomb Group, but not totally. Many of the Bombers were transferred "into and out of" the various Bomb Groups or returned to the States. If an aircraft had been given a pet name, that name is listed along side the A/C serial number. The only way to find the Cheryl Ann pet name is to know the A/C serial number. You'd have to go through ALL the Loading List missions that your Grandfather flew on and pick up the A/C last three numbers of the A/C serial number shown on the Loading List near the Pilot's name.

Posted by Alan Morton on 5/5/2007, 9:20 pm, in reply to "750th Cheryl Ann"

By the way Jason your Grandfather held the rank of a Technical/Sgt. and was the Flight Crew Radio Operator

Posted by jason saulsberry on 5/10/2007, 1:18 am, in reply to "Re: 750th Cheryl Ann"

Mr Morton

I understand that it was not the plane was not my grandfather's plane and that it was named by the entire crew. I am sorry if I offended you in some way. I was simply trying to find information not rub you the wrong way.

Posted by Fred Castle on 5/29/2011, 6:47 pm, in reply to "750th Cheryl Ann"

I believe my father also flew on Lt Ormsby's crew. Are you sure the name of the plane was not the Patty Ann? My older sister was named after the plane of Lt Ormsby's crew.

"FLAK Maps"

Posted by JRJacobs on 1/4/2009, 1:44 pm

I am a flight sim aficionado and WW2 air buff. I am trying to locate a set of Flak Maps.

My 13yo son and I build missions, and would like to add the special touch of realism, these would provide.

I would pay for a scan of them (FedEx-Kinkos can do this), or an outright purchase of them if the price is right.

Is there anyone that could help me out?

Posted by BILL GRAHAM on 8/4/2011, 9:21 pm, in reply to "FLAK Maps"

what is a flak map?

William T Graham

I WAS SHOT DOWN MAR.29TH 1943

"Crew GI Virgin 2"

Posted by Keith Hollomon on 9/21/2006, 1:25 pm

Hello,

Im the son of T/sgt L.E.Hollomon,he served as Btm turretgunner/radio/op on The GI Virgin 2 in the 457th bg. His pilot was Lt. James Franklin.

Does anyone have any information or contacts on my dads crew? It would be very nice to know. This is a very fine website.

Thank you so much,
Keith Hollomon

Posted by JOE TOTH on 9/24/2006, 11:33 am, in reply to "crew GI Virgin 2"

KEITH

YOUR DAD FLEW 34 MISSIONS. NINE OF THEM IN GI VIRGIN 2 (42-32098) AND THE REST IN 17 DIFFERENT AIR CRAFT.I HAVE COPYS OF THE ORIGINAL LOADING LIST AND OTHER INFORMATION.YOU CAN CALL ME AT 719-566-1714 .

JOE TOTH

Posted by Rose MARie Quinn on 10/24/2007, 6:03 pm, in reply to "Re: crew GI Virgin 2"

Did you have a Navigator Fredrick Marshall Quinn in your crew???? Thanks Rosie

Posted by KeithHollomon on 10/30/2007, 10:28 am, in reply to "Re: crew GI Virgin 2"

Hello Rosie,

Im not sure I will check with my Dad and ask him. I will be in touch soon.

Regards ,
Keith Hollomon

Posted by Sherry Lengeman Chaput on 5/2/2011, 10:06 pm, in reply to "Re: crew GI Virgin 2"

Hi- My family has been stumbling around the internet regarding my father who was a member of the crew of the GI virgin II. This is what I've been told regarding this crash landing. According to what I've been told over the years (my dad has been deceased since 1966) he was either the pilot or co-pilot on this flight. They did crash land in a beet field in Brussels outside Belgium and it was a miracle they did not crash because of severe damage to the plane. My dad was spared a serious delete when his wallet deflected a piece of shrapnel. They survived the landing and were taken to a town by citizens of the country and put up until they could be recovered. My grandparents were notified of my dad as being MOA as the military was not certain of the outcome. The names of the crew were my dad "Donald C. Lengeman" who was called "Junior" because he was the youngest of the crew. James Franklin from Katland, Ill. was the 1st pilot of the crew before my dad became 1st Pilot. The tail pilots were two men- one with the nick name of "tinky" and the other was called Schwartz. Rob Todd was the navigator. Ernest Herndon was the bombardier and his nick name was "Pops" due to the fact that he was the oldest at age 27. THIS is really all I know and this story was told to me by my mom after my father died. Hope you still look at the website and that this may be helpful. Some of this information might not be factual as it came second hand a number of years after the events.

Posted by Keith Hollomon on 12/17/2008, 12:11 pm, in reply to "Re: crew GI Virgin 2"

My Dad flew 34 missions in GI Virgin 2,He is alive and well Im proud to say. Is there anyone out there that knew my father,crew etc.Please contact me. His name is L.E.(Pat) Hollomon Jr. We would love to here from you.

Regards,
Keith Hollomon (Pats Son)

Posted by jenaux philippe on 10/11/2007, 3:27 pm, in reply to "crew GI Virgin 2"

Hello,

I write to belgium and I have some information to the landing crash 10/02/1944 to BUZET about 30 miles to brussels.I found this information few days ago when I discovered the soldier's individual pay record to your father.

Posted by KeithHollomon on 10/30/2007, 10:19 am, in reply to "Re: crew GI Virgin 2"

Hello Mr. Jenaux Philippe,

I would be very interested and grateful to obtain any information about my Dad you may have. He has told me the story of the crash landing in a beet field I believe and how he got back to Glatton. I look forward to hearing from you.
Regards, Keith Hollomon

Posted by jenaux philippe on 12/10/2007, 3:20 am, in reply to "Re: crew GI Virgin 2"

For keith Hollomon. Impossible to contact you by e mail. This is my adress #####@hotmail.com
Regards, Phil

“Lt Robert L Kaufman pilot Gi Virgin/Duchess question”

Posted by Bill Kaufman on 4/3/2008, 4:15 pm

Hello all, My uncle Bob flew 35 missions as the pilot of a B17 G with the 457th BG. While researching this site I learned that he flew a plane named the Gi Virgin Ser# 4238063 with the 749th until Mission #87 when they encountered flak over Germany and had to ditch in the channel. (I still have the dingy paddle from that flight). I know for a fact that he also flew a plane called the Duchess. It is listed as a 750th plane which was transferred from the 750th to 8th ERS on 3/24/45 ? Was it common for pilots to transfer between squads and if so, did the crew go with them? What is 8th ERS ? Thank you for your help.

Bill Kaufman , Nephew fathers side. (father; Chuck Kaufman, long time member of 8th Historical Society. 1931-2005)

Posted by Jeff Fisher on 12/16/2009, 12:12 am, in reply to "Lt Robert L Kaufman pilot Gi Virgin/Duchess question"

Greetings, Bill!

Some things are worth waiting for, like this reply!

After the war, the Duchess became an air/sea rescue plane, hence the ERS designation. I don't think any of the bomber crew went along. My father in law, Steve Buczak, was the ball turrett gunner in your Uncle Bob's crew, and to this day speaks very highly of him. One of his favorite tales is of that ditching in the GI Virgin (The Duchess was in the shop), and he still has the watch he was wearing that day, with the hands frozen at the exact time they hit the North Sea. He also still has his Duchess jacket, with the nose art on the back, and a little bomb for every mission. Next to one bomb, it clearly says "ditched". I've got a few pics you may be interested in, and I'd love to see any you may have of the plane and her crew.

Jeff

Posted by Thomas Plaut on 7/26/2012, 11:43 pm, in reply to "Re: Lt Robert L Kaufman pilot Gi Virgin/Duchess question"

Dear Jeff,

My father, Bernard Plaut, was the navigator aboard the GI Virgin the day it ditched in the north sea. I would love to hear more about that day and about your father-in-law, Steve Buczak. Best, Thomas Plaut

Posted by Robert Gray on 6/27/2011, 5:53 pm, in reply to "Lt Robert L Kaufman pilot Gi Virgin/Duchess question"

'The Duchess' was transferred to the 5th Emergency Rescue Squadron on 24th March 1945, which at that time was based at Halesworth in Norfolk. It was first sent to the Base Air Depot at Honnington where it was converted to carry the Higgins life boat. It was re named 'Donna J 11' while with the 5th ERS, nose art was a girl sat on a life belt, but strangely it retained 457th Group markings, probably because it was so late on in the war. I am actually in the process of building a 1/48TH model of this aircraft complete with lifeboat, but have been searching in vain for a photo of 'The Duchess' while at Glatton before its transfer. I doubt that the crew would have followed the aircraft to Halesworth.

Posted by Thomas Plaut on 9/17/2011, 6:34 pm, in reply to "Lt Robert L Kaufman pilot Gi Virgin/Duchess question"

Hello,

My father, Bernard Plaut, was the navigator on the GI Virgin. He went on to fly as lead navigator with Capt. William Doherty. I would very much like to talk to you about any information you might be able to share with me about the day your uncles plane ditched.

Best, Thmas Plaut

“2nd Lt. Wilbur S. Pursell, 457th BG, 750th Squadron, Co-Pilot w/D. C. Meyers Crew C339”

Posted by Dan De Palma on 2/21/2004, 9:09 pm

Doing research on Lt. Wilbur S. Pursell who passed away recently. He was a pilot on a B17 with the 457th Bomber Group. Doing this for the family. Appreciate any information.

Saturday, February 21st 2004 - 01:44:29 PM

Message taken off the Guestbook and moved this date to Message Board -- Alan Morton

Posted by Alan Morton on 2/21/2004, 9:23 pm, in reply to "2nd Lt. Wilbur S. Pursell, 457th BG, 750th Squadron, Co-Pilot w/D. C. Meyers Crew C339"

Wilbur S. Pursell was the Co-Pilot on the Pilot Donald C. Meyers Crew, C339, attached to the 457th Bomb Group, 750th Bomb Squadron. The research you already have, added to the information provided herewith, might help expedite a full profile on Wilbur S. Pursell's military history with the 457th Bomb Group. What say you we share, Dan?

Posted by Alan Morton on 2/21/2004, 11:54 pm, in reply to "2nd Lt. Wilbur S. Pursell, 457th BG, 750th Squadron, Co-Pilot w/D. C. Meyers Crew C339"

Here is the entire C339 Crew:

Pilot 2nd Lt. Donald C. Meyers

Co-Pilot 2nd Lt. Wilbur S. Pursell

Navigator 2nd Lt. Maurice H. Kessler

Bombardier 2nd Lt. Hollis D. Huddleston

Eng./Top Turret Gun S/Sgt. Kenneth R. Vann

Radio Op Sgt. James G. Ransdell

Waist Gun Cpl. Daniel A. Daherty

Ball Gun Cpl. Joseph T.A. Jakacki

Tail Gun Cpl. Robert D. Malloy

Posted by Will Fluman on 2/24/2004, 11:35 am, in reply to "2nd Lt. Wilbur S. Pursell, 457th BG, 750th Squadron, Co-Pilot w/D. C. Meyers Crew C339"

Bill flew his 35th mission with me on March 22, 1945. After the war, we met at Penn State and had frequent contacts while we both worked for the Bell Telephone Company of PA.

Posted by Leo Bisson on 2/15/2005, 6:31 pm, in reply to "Re: 2nd Lt. Wilbur S. Pursell, 457th BG, 750th Squadron, Co-Pilot w/D. C. Meyers Crew C339"

Hello are you Will Fluman from Dillsburg PA?

sincerely,

Leo Bisson

Posted by Gail Pursell Elliott on 10/25/2008, 1:03 pm, in reply to "Re: 2nd Lt. Wilbur S. Pursell, 457th BG, 750th Squadron, Co-Pilot w/D. C. Meyers Crew C339"

Dear Mr. Fluman,

I'm Bill Pursell's daughter Gail.

I sure miss my dad - would love to write to you by email.

Posted by Will Fluman on 11/7/2008, 10:09 pm, in reply to "Re: 2nd Lt. Wilbur S. Pursell, 457th BG, 750th Squadron, Co-Pilot w/D. C. Meyers Crew C339"

Gail ---

You can reach me at #####@aol.com

Will Fluman ---

Posted by Alan Morton on 2/24/2004, 2:44 pm, in reply to "2nd Lt. Wilbur S. Pursell, 457th BG, 750th Squadron, Co-Pilot w/D. C. Meyers Crew C339"

I spoke with Mrs. Pursell yesterday on the telephone. The Pursell's have two adult sons both of whom serve as officers in the Air Force. One has retired, the other is a Colonel stationed in the Colorado Springs area, but not a part of the Air Force Academy. Mrs. Pursell does not have a computer. I mentioned to her about the web site, the books and the CDrom pertaining to the 457th. that her sons might be interested in. She begged off and is content with the person compiling a shadow box of her husband's memorabilia and WWII medals.

Posted by Gail Pursell Elliott on 10/25/2008, 12:19 pm, in reply to "Re: 2nd Lt. Wilbur S. Pursell, 457th BG, 750th Squadron, Co-Pilot w/D. C. Meyers Crew C339"

I am Wilbur Pursell's daughter and oldest child. The Mrs. Pursell Alan spoke with is my stepmother and the sons she spoke of are my stepbrothers, not dad's biological sons. I do have two brothers younger than me. Dad and his second wife married when all of their children were grown and were married for 30 years. I would love to have more information about my dad and his experiences and people he knew with the 457th. Thanks so much,
Gail Pursell Elliott

Posted by vito montagno on 5/1/2011, 6:56 pm, in reply to "2nd Lt. Wilbur S. Pursell, 457th BG, 750th Squadron, Co-Pilot w/D. C. Meyers Crew C339"

my brother rocco vito montagno was crew chief 457 i can not find any picture of him or his crew i do now that he had has any e 25 missions and was ditched in the canal. i would appreciate any information .

Posted by Joseph Patenaude on 2/21/2013, 10:32 am, in reply to "2nd Lt. Wilbur S. Pursell, 457th BG, 750th Squadron, Co-Pilot w/D. C. Meyers Crew C339"

Hi, I am one of Bill Pursell's stepsons. I retired from the USAF in 1994 and currently work for Boeing in Seattle. When I was stationed in England, I took Bill to his old base at Glatton. It is still used as a private airport. We visited the church where there is a memorial to those men who died. We also purchased a print of a B-17 landing at the base, they were being sold at the office of the airport. I may be able to get a picture of Bill and the rest of the crew from my Mother as there was always one hanging on the downstairs wall of their home.

"Tom Goff"

Posted by Eric Brumby on 7/8/2007, 7:58 am

Has anyone any info on how Tom is? since his Incident numerous people have asked me this question and I cant give them an answer, as he doesn't seem to be able to be contacted, our friends John Francis Angier and Claytoe E bejot who I write to regularly are also concerned, please let us know if you are aware of his condition and wellbeing, and should he read this himself and be O K will he post an answer and make us all happy, thanks to all concerned .Eric

Posted by Ralph Thomas Goff on 4/26/2011, 12:50 am, in reply to "Tom Goff"

My uncle, Tom Goff passed away a few weeks ago. He will be buried in Arlington on 16 June.

Ralph Thomas Goff

"Photo of Sweater Out Crew"

Posted by Norman Woodis on 10/14/2008, 8:00 pm

There is a photo of The Sweater Out Crew on a page here I found. However my uncle Sgt. Roe S. Woodis isn't in that pic nor is Lt. Artie Whitlow. I realize that that doesn't mean that it isn't a crew that flew on that plane in the photo before it was shot down on May 27, 1944. My question is, can anyone identify the men in the photo and/or confirm that it is a crew from Sweater Out 42-31594?

The page is <http://www.457thbombgroup.org/BERNIE/>
Thanks,

Norman

Posted by Alan Morton on 10/17/2008, 4:06 am, in reply to "Photo of Sweater Out Crew"

Norman ...

Odds are this photo was taken in the USA during State Side B-17 Flight Crew training and is not A/C 42-315. 94. Flight Crews in the States consisted of 10 men Flight Crews. Where as in England the 457th Bomb Group Flight Crews consisted of nine (9) men Flight Crews.

On Mission No. 52, May 27, 1944, A/C 42-31594 was shot down with the following Flight Crew listed as:

See: <http://www.457thbombgroup.org/Narratives/MA52.HTML>

See A/C # 594 attached to the 751st Squadron. Pilot: A. Whitlow.

Posted by Alan Morton on 11/14/2008, 12:00 am, in reply to "Re: Photo of Sweater Out Crew"

Message modified by board administrator 11/14/2008, 1:37 am

http://www.457thbombgroup.org/aircraft_pictures/42-31520_42-31594_42-47662_42-32101.html

This photo of a B-17G taking off is truly A/C Serial No. 42-31594. The Serial Number cannot be seen on the Vertical Stabilizer but, the letter G on the Vertical Stabilizer is peculiar to this Aircraft and the name is mis-spelled! Should read ... "Sweat'er Out" as to in the term ... "sweating-out" the Aircraft's return from a mission.

Cheers, Alan Morton

Posted by Phillip on 10/6/2011, 11:27 am, in reply to "Re: Photo of Sweater Out Crew"

Daniel G. McLaughlin bombardier from Florida. POW stalag 7 crew member of sweat'er out. Do you know if he is still alive?

Posted by alan Morton on 10/17/2008, 10:58 pm, in reply to "Photo of Sweater Out Crew"

Norman ...

Here is an account of the Pilot Lt. Artie J. Whitlow's Flight Crew after they were shot down on May 27, 1944 / Mission 52.

Plane s/n 42-31594

Pilot Lt Artie J. Whitlow KIA

Copilot Lt Robert H. Cunningham POW

Navigator/Bombardier Daniel G.. McLaughlin POW

Aircraft Engineer Sgt Paul R. Isker KIA

Radio Operator Sgt Paul R. Clark POW

Left Waist Gunner Sgt Lowell O'Masters POW

Right Waist Gunner Sgt Robert V. Towle POW

Ball Turret Gunner Sgt Roe S. Woodis POW

Tail Gunner Sgt James V. Ambrose POW

Two of the crew were killed, six became POW's and one managed to evade capture.

Here's a photo of Pilot Lt. Artie J. Whitlow:

http://www.457thbombgroup.org/Portrait_Gallery/Page2.html?

Cheers, Alan Morton

Posted by Norman Woodis on 10/20/2008, 6:38 am, in reply to "Re: Photo of Sweater Out Crew"

Thanks, I actually sent in that picture of Lt. Whitlow, courtesy and permission from his younger brother. I have seen a photo of Mr. Towle, and of course Roe S. Woodis was my uncle, and he evaded and was never a POW. I

was just wanting to put a face to some of the info that I have. I was unsure if any of those guys were part of the crew on the day they were shot down. Thanks for responding and helping.

Norman

Posted by phillip on 10/15/2011, 2:43 pm, in reply to "Re: Photo of Sweater Out Crew"

Lt Daniel McLaughlin member of crew. anyone know how to get in touch with him or relative?

Posted by Karen (Isker) Larson on 6/9/2009, 1:17 pm, in reply to "Re: Photo of Sweater Out Crew"

My uncle, Paul Isker, was one of those killed in action, along with the pilot. Does anyone have a picture of the entire flight crew or have a picture of Paul? are there any of the crew still living?

Posted by Alan Morton on 10/21/2008, 2:57 am, in reply to "Photo of Sweater Out Crew"

Hi Norman ...

I think we've pretty well accounted for the entire Lt. Artie J. Whitlow Flight Crew the day they were shot down May 27, 1944 on Mission 52. The only thing we really need is a photograph of the entire Flight Crew at the Glatton Air Base, in England is highly unlikely.

But, those Whitlow Flight Crew members still alive my have individual photos of each other taken in the States or at Glatton. As you can imagine "Time is of the Essence" because 1944 was sixty-four long, long years ago ... and we're all now in our mid 80's and early 90's today ... and dropping like house-flies!

Cheers, Alan Morton

Posted by Alan Morton on 10/26/2008, 7:19 am, in reply to "Photo of Sweater Out Crew"

Hi Norman ...

The above photo and the New Sheep Skin Jackets that this Flight Crew is wearing were short lived in England for one reason, "the advent of the electric long john underwear we wore on Combat Missions.

The enlisted men wore their electric underwear and then their coveralls. The Officers wore their Dress Uniforms over the top of the electric underwear in combat.

But, the above heavy jackets were worn on high altitude Training Missions in the States. And, as you can see these jackets are brand new. We all had and wore sheep skin pants too. We wore heavy sheep skin boots, gloves and helmet/oxygen masks.

At high altitude we still were cold to the bone. The inside of the bomber was 50 degrees below zero, with open windows in the waist of the A/C. The B-17 cabins were not pressurized or heated.

It was very easy for our oxygen masks to freeze-over and we could die in minutes, if we didn't have entire Flight Crew oxygen checks every 15 minutes from positions tail to nose constantly.

New Subject: I've asked "Sheila" and "Eric Zemper" to help me "find the Flight Crew or their living next of kin ... sixty-four years after the fact. We're making very slow progress, the idea is to assemble one photo of the entire Crew ... and we know that is nearly impossible; then at least an individual photo of each of the nine man crew members as we can.

Posted by Norman K. Woodis on 10/27/2008, 8:42 pm, in reply to "Re: Photo of B-17 Bomber "Sweater Out" and Crew"

Thanks a lot for the information! Of course I have photos of my uncle Roe S. Woodis, and I rec'd a photo of Lt Whitlow from his brother. I also have a photo that contains a photo of Robert Towle.

During my heavy research I actually located the radio operator, Paul Clark and spoke to him a few times by phone. That was a thrill! I requested a photo of him during his time of service, but did not receive one. I would

indeed love to have a face to put with the stories of these men. Thanks for the extra work Mr. Morton and to all those who help him.

Norman

Posted by Seth Howard on 9/15/2011, 6:03 pm, in reply to "Re: Photo of B-17 Bomber "Sweater Out" and Crew"

I just met Mr. Clark today. Great man.

Posted by Alan Morton on 10/28/2008, 11:55 am, in reply to "Photo of Sweater Out Crew"

To Whom It May Concern:

I think it might be of interest as to the process that's involved when someone posts a message on the Message Board about a relative or family member; and is trying to discover a particular piece of information about a 457th Bomb Group B-17 Flight Crew. Often the inquiry is finding a group photo of a nine-man Bomber Flight Crew that flew with the 8th Air Force in WWII.

To begin with, there was no set SOP that required each Flight Crew had to have a Crew photo.

Now remember, 9 out of 10 times, even if there was a group photo taken 60+ years ago, the question is ... "Where is the photo, today?" Next, where are Flight Crew members TODAY?

Are they still alive today? And, where is each Crew Member living or buried? If buried, where are they buried? Where are the Next of Kin located?

The aforementioned is one horrendous job to undertake. So that's what Sheila, Eric and Alan have been doing! We've locked-in on one Crew Member so far ... the Waist Gunner S/Sgt. Robert V. Towle. He is buried in the San Joaquin Valley National Cemetery, Gustine, CA. with Full Military Honors, having served in WWII, shot down and held as a German POW and then served again as a Korean War Air Force Veteran.

Chin-up more will follow very soon! Cheers, Alan Morton

Posted by Nancy Lee Jenson Harris on 4/19/2010, 10:35 pm, in reply to "Re: Photo of Sweater Out Crew"

Mr. Morton, thank you for this information. I am also one of those children looking for their Father's past. To add to your list, I can tell you where he is today. My Father, S/Sgt. Elmer Leroy Jenson, Flight Maintenance Gunner with the 457th BG, 749th Bomb Sq. is buried at the Lauderdale Memorial Park, Ft. Lauderdale, Florida. He died on June 19, 1967 at age 44. I can not find what aircraft he was ever on, and have one of those "crew pictures" with 9 men in front of an B-17 (I think) with large number on engine (7577) and a AR on the tail. Have you ever heard of that crew? Nancy Lee

Posted by Alan Morton on 10/30/2008, 5:47 am, in reply to "Photo of Sweater Out Crew"

Message modified by board administrator 11/2/2008, 11:37 pm

(Webmaster note: the first part of this message was meant to be posted in this thread but ended up out of order. I was unable to move it into place, so I am copying Alan's text from the misplaced post here, which is where it would fall chronologically. I hope that's OK, Alan! -- Diane Reese.)

A point of interest using this web site: On the Web's Home Page is a Button entitled Photo Archives, then Air Crews of the 457th BG. This Air Crew listing of Air Crews is categorized by the Pilot's first and last name. Typically, the photo attached therewith could be very confusing ... in one instance is a photo of a B-17 Bomber Crew that went through training together in the States. In another instance, is listed by the Pilots name is called a LEAD CREW ... this crew is a specially selected group of Officers and Enlisted Men randomly chosen to LEAD the 457th Bomber Crews to the Target for each mission.

These LEAD CREWS are also identified by the LEAD PILOT'S name and is HEAVILY loaded with back-up Officers to assure the completion of the MISSION ... should one Officer be killed. The only Enlisted Men aboard the LEAD aircraft are the Flight Engineer/Top Turret gunner, the Radio Operator/gunner, and one lone waist gunner.

Happy Trails folks, Alan Morton ... a former Flight Engineer/Top Turret Gunner.

Here are some PRELIMINARY findings by Eric and Sheila:

S/Sgt. James V. Ambrose POW, Tail Gunner. Born: 1/13/1914;

Death Date: 8/29/2002; Interment Date: 9/12/2002; Cemetery: Bay Pines National Cemetery, Bay Pines, FL

S/Sgt, Lovell O'Masters POW, Waist Gunner, Born: 1909, Death: unknown, Residence: Sacramento, California, Marital Status: Separated, with dependents, Death Date: Unknown.

Co-Pilot Lt. Robert H. Cunningham, POW, Military Serial Number 0815091, Resident of Pennsylvania, Balance of Data: Unknown.

Navigator/Bombardier Lt. Daniel G. McLaughlin, POW, Resident State: Florida.

T/Sgt. Paul R. Clark, Radio Operator, POW. State Residence: Iowa

Posted by W. Maurice Whitlow on 1/24/2009, 2:16 pm, in reply to "Re: Photo of Sweater Out Crew"

My brother, Lt. Artie J. Whitlow, is now buried in the Macedonia Cemetery, near Magnolia, Arkansas. Maurice

Posted by ann akers on 2/27/2010, 2:38 pm, in reply to "Re: Photo of Sweater Out Crew"

Lovell O'Masters was my Grandfather. He passed away Dec 25 1971.

Posted by Alan Morton on 11/8/2008, 1:17 pm, in reply to "Photo of Sweater Out Crew"

Spoke today with Ms. Cathy McGrath, about her Father T/Sgt. Paul R. Clark-Radio Operator aboard B-17 Fortress A/C No. 42-31594, Piloted by Lt. Artie J. Whitlow shot down on May 27, 1944 / Mission 52. Hope to obtain an individual photo T/Sgt. Clark and possibly a personal candid camera shot taken of the entire Whitlow Flight Crew from Cathy.

Posted by Norman K. Woodis on 11/9/2008, 10:38 am, in reply to "Re: Photo of Sweater Out Crew"

Wonderful! I knew his daughter had accessed the sight after I told him about it in snail mail. Great, look forward to it.

Norman

Posted by Karen (Isker) Larson on 6/9/2009, 1:22 pm, in reply to "Re: Photo of Sweater Out Crew"

Would love to see this photo. My uncle, Paul Isker was killed along with Pilot Artie Whitlow. He died before I was born but I have been researching for the past several years to obtain information.

Posted by Maurice Whitlow on 1/6/2009, 3:15 pm, in reply to "Photo of Sweater Out Crew"

Hi, Norman. I hope this makes contact with you. I've had computer problems and lost your and other addresses. I came up on this site by just browsing. Not sure why I couldn't find it earlier. It speaks to my computer literacy.

I've received a request from Audrey (#####@aol.com) for more info on Artie Whitlow. She is apparently an American, but lived in France and now lives there. I plan to send her a photo and other info if I can figure how to do it. Hope you're well. Also, I plan to send you a copy of her letter.

Best Regards,

Maurice

Posted by MICHELLE WAGNER on 1/15/2010, 11:12 pm, in reply to "Photo of Sweater Out Crew"

HERE IS A PHOTO OF LOVELL O'MASTERS. HIS FULL NAME WAS CONRAD LOVELL O'MASTERS. BORN AUG 11, 1909, HE PASSED AWAY IN DEC 25, 1971 IN CONTRA COSTA CALIF OF TB. HE WAS MY MOTHER IN LAWS FATHER. SHE DOESNT KNOW MUCH ABOUT HIM. I DO NOT KNOW WHEN THIS PHOTO WAS TAKEN.

Posted by Kathleen Cunningham Martinez on 6/5/2017, 12:46 pm, in reply to "Photo of Sweater Out Crew"

My father was on that plane when it was shot down. Robert H. Cunningham. He passed away long time ago at age 46.

"Maguire's Chophouse"

Posted by John Murtagh on 12/3/2003, 7:46 pm

Hi all-

My name is John Murtagh, I'm 16 years old and have had a great interest in World War II for quite some time now. For a report for school, I had to give a family history, including taking special note of those members of my family who had served in our countries wars. When I was interviewing my grandmother, Mary Maguire Murtagh, she told me about her cousin Joe "Bud" Maguire, who flew the B-17 "Maguire's Chophouse" during the war. When I typed in the name of the bomber on Google, this website immediately popped up. If anyone knew Joe or has any sort of information or knows about "Maguire's Chophouse" and her missions, I would greatly appreciate it. Thank you for all your help.

- John

Posted by craig harris on 12/3/2003, 11:00 pm, in reply to "Re: Maguire's Chophouse"

John, I can give you something about the aircraft, but don't have the resources to give you any personal data on Bud Maguire. However, I am confident that some of the other guys who monitor this message board will come forward and help you along. 43-97211, built by Boeing as one of 200 a/c in Block 105. Accepted into inventory 08 Jan 1945, at Hunter AAF GA 10 Jan 45. assigned overseas at Grenier, 02 Feb 45. Assigned 750 Bomb Sq., 457th BG at Glatton, 18 Feb 45. Call letters N, W. Returned to US Zone of the Interior 06 Jun 45. At Kingman, AZ 28 Nov. 45. MAGUIRE'S CHOP HOUSE. I was in the 748th Sq. and rarely, if ever, flew with a/c from the 750th so my loading lists, what few I have, do not show 211. You might e-mail Joe Toth at #####@juno.com. He has loading lists and perhaps can identify missions on which Maguire flew 211. For a very nominal charge, he can provide copies of the loading lists for such missions. I realize that this is not a terribly satisfying answer for you, as it is not for me. However, it's the best I can do. Some of the other guys might pick up the slack here. Cheers! craig harris

Posted by Alan Morton on 12/4/2003, 2:05 am, in reply to "Re: Maguire's Chophouse"

Hi John: Since I was in the 750th Bomb Squadron. I flew six (6) missions with the James L. Hall crew as the Flight Engineer and Top Turret gunner aboard Aircraft s/n 43-97211, "Maguire's Chophouse." It's a little misleading when you see a relative's name Maguire on the side of a B-17's nose. One immediately thinks that this aircraft had to be Lt Joe "Bud" Maguire plane exclusively. The sheer logistics of flying 10 or 12 hour missions would eventually exhaust the same crew if they flew every mission. So, when Lt Joe "Bud" Maguire's crew wasn't flying some other flight crew was flying good old Aircraft s/n 43-97211. But at least "Bud" got name on the nose of the plane.

About the only thing I can think might help you is if you knew Lt Joe "Bud" Maguire's crew by name and here they are:

Pilot - Lt Joseph Maguire

Co Pilot - Lt Robert McMorrow

Navigator - Lt Jackson Tayloe

Bombardier - Lt Glyn Aleshire

Flight Engineer TT Gunner - T/Sgt Oliver Swischer

Radio Operator - T/Sgt Houston LaCombe

Ball Turret Gunner - S/Sgt Rudolph Schroer

Left Waist Gunner - S/Sgt Richard Kaminski

Tail Gunner - S/Sgt Horace Richardson

It might well be in the next couple of days or so you'll know all the missions Lt Maguire flew in combat AND some of his crew might still be alive to give you a host of information for your classroom report of your famous relative. Good Luck!

Posted by Hugh H. Richardson on 11/6/2004, 9:16 am, in reply to "Re: Re: Maguire's Chophouse"

My brother Horace Richardson is 78 years old and lives in Marietta GA. we talk often about his missions with the 457th. We have pictures of the B-17 and of the crew. He would be happy to hear from anyone of the crew or anyone who knew any of them.

Posted by Kim Phillip Schroer on 2/23/2005, 10:13 pm, in reply to "Re: Re: Maguire's Chophouse"

My dad was Rudy Schroer. He passed away in 1993 at age 68.

Growing up he didn't talk much about the war, except to say that "MaGuire's Chophouse"--depicted by an outhouse-- was the NY restaurant owned by the pilot's father. But late in life my friends and I (who are all aviation fanatics) bugged him enough to hear the stories.

He flew 17 missions before McGuire started leading flights. At that time the ball turret was replaced by a radar unit and Dad was forced off of the crew. He flew another 18 missions on various other ships but missed being part of the crew.

I wish he could have been to a reunion with his pals before he died.

I'd love to hear from anyone who knew him.

I'd post the one picture I have showing the entire crew, but there doesn't seem to be any way to make an attachment. Hopefully someone can tell me how.

KPS

Posted by Jeanne Maguire Andaas on 6/10/2012, 5:33 pm, in reply to "Re: Re: Maguire's Chophouse"

My father was Joseph B Maguire. He passed away on June 12, 1988. I would love to see the picture of my dad with his crew of Maguire's Chop House. Could you please email it to me at #####@aol.com?

Thank you very much!

Jeanne Maguire Andaas

Posted by Jeanne Maguire Andaas on 6/10/2012, 5:37 pm, in reply to "Re: Re: Maguire's Chophouse"

My father, Joseph Bernard Maguire, flew Maguire's Chop House. He passed away on June 12, 1988, at the age of 64. I would love to have a copy of the picture of dad's crew in front of the plane.

Please email me at: #####@aol.com

Thank you very much!

Jeanne Maguire Andaas

Posted by Joe Toth on 12/4/2003, 11:14 am, in reply to "Re: Maguire's Chophouse"

John,

Maguire flew his first mission on February 20, 1945 and had a total of 19 missions. He flew 7 missions in Maguire's Chophouse. The other 12 missions were flown in different aircraft and his last mission was April 19th in the Chophouse. If you need further information, please contact me. I have the loading lists for all 19 of his missions. Good luck in your search, John.

Posted by John Murtagh on 12/4/2003, 6:24 pm, in reply to "Re: Re: Maguire's Chophouse"

Thank you all for your information, it really means so much to me. Mr. Toth, I would just have to clear it with the family, but I would really love to have some of those loading lists. Thank you all again so much, I really can't begin to tell you what it means to me.

Posted by joe maguire on 5/19/2011, 10:57 pm, in reply to "Re: Re: Maguire's Chophouse"

I saw the 3 part series on the "Incredible Joseph Maguire" on you tube. This is unrelated to your story but my father was Joe "Bud" Maguire who unfortunately died on Sept 11th 1951. My connection with New York is that I was remembering the father that I did not get meet on the 50th anniversary of his death on Sept 11th 2001.

Thanks

Posted by joe maguire on 9/9/2011, 2:07 pm, in reply to "Re: Maguire's Chophouse"

Hi John,

This has nothing to do with the 457th. I'm typing this on Sept 9th 2011. My father, Bud Maguire, died on Sept 11th 1951 and I was born Sept 22nd 1951. My Grandmother was Mary Maguire just like your Bud. I have seen the You Tube interviews about Joe and his chophouse on Broadway in NY. Hopefully you have seen it also.

Thanks.

Regards, Joe Maguire

Posted by Jeanne Maguire Andaas on 6/10/2012, 5:42 pm, in reply to "Re: Maguire's Chophouse"

John, my father was Joseph Bernard Maguire (Bud). He flew the B-17, Maguire's Chop House. He passed away on June 12, 1988. My grandfather, also Joe Maguire, was owner of the restaurant, Maguire's Chop House in NYC.

Jeanne Maguire Andaas

#####@aol.com

“Emile Racine And Tailgunner Cupp”

Posted by Peggy Racine on 9/25/2004, 6:19 pm

I believe the man my father-in-law was talking about is Tailgunner Francis Cupp (with a "C" not a "T" as previously thought.)

He flew on mission 180 with Emile Racine. (See messages posted in July regarding this.)

To repeat, Dad talked a lot about this fine man.

Peggy

Posted by Alan Morton on 9/25/2004, 6:43 pm, in reply to "Emile Racine And Tailgunner Cupp"

Peggy, The Tail Gunner's name is Francis E. Copp who was with the Pilot George L. Hottle crew (C307)

Posted by Peggy Racine on 10/2/2004, 7:52 pm, in reply to "Re: Emile Racine And Tailgunner Cupp"

Alan,

Don't know where my confusion lies I only saw the message from you on the message board.

I thank you for identifying Tailgunner Copp who flew with Dad. I appreciate any information that is passed along. Do hope you are doing well

Peggy

Posted by Craig L. Cupp on 4/14/2007, 1:52 am, in reply to "Re: Emile Racine And Tailgunner Cupp"

Peggy;

My father, Sgt Francis C. Cupp, was the tailgunner who flew with your father (according to the loading lists). I have the crew photo from Oct 1944 in LA, 2 months before their first mission.

Posted by Peggy Racine on 4/14/2007, 4:14 pm, in reply to "Re: Emile Racine And Tailgunner Cupp"

Craig

So happy to hear from someone about my father-in-law's crew. I would be most interested in having a copy of that photo you mentioned, especially since Dad died on April 5, 2006.(He was almost 85 yrs. old)

As I wrote in an earlier posting, Dad fondly remembered his crew and spoke highly of Tailgunner Cupp. Since he lived across the country from us, I did not often hear about his B-17 memories. I am in the process of sorting through family photographs and reviewing his journal. Would love to gather more information about those times

Sincerely,

Peggy Racine

Posted by Alan Morton on 4/14/2007, 11:19 am, in reply to "Emile Racine And Tailgunner Cupp"

Dear Peggy and Craig,

The 457th Bomb Group Association membership was initially compiled from a Roster of Association members that were asked to identify when joining, who the others members were that made up that individual's specific flight crew. This roster became the bible.

Concurrent with the Association Roster was the knowledge of actual 8th Air Force, 457th Bomb Group "Loading Lists" that identified each Mission flown and the complete account of each flight crew member that participated. These records were stored in the National Archives in Washington, DC. It took many years to slowly photo copy all of these Archive Loading List records at great personal expense and finally, only recently add their contents onto this web site by Webmaster Hap Reese.

Naturally, the Association Roster listings and the actual 457th BG Loading Lists were in some cases in conflict. Now finally, the Loading List records posted on the web site became the authentic bible.

My sincere apologies to Peggy Racine and Craige Cupp for confusing the issue. At the time (2004) I posted my comments, I only had the Association Roster to peruse.

I'd ask Craige to send Hap the Photo with names he references for inclusion in the website Photo section.
Cheers, Alan Morton

Posted by Peggy Racine on 4/14/2007, 4:26 pm, in reply to "Re: Emile Racine And Tailgunner Cupp"

Alan

I have watched this webiste progress. It has been alot of work, and, I, for one, am grateful there are so many dedicated men and women doing what is necessary to get the records correct and available for all of us. Was so happy to read the posting from the son of one of my father-in-laws's crewmembers. I do know that you, Alan, had been in contact with Dad, trying to get clarification on his missions. I must inform you of Emile E. Racine's passing on April 5, 2006 in Scottsdale, AZ. The family has presented me with his albums and journal, which I hope to review and sort.

Again, I appreciate your interest in and work with the 457th Bomb Group

Regards, Peggy Racine

Posted by Alan Morton on 4/14/2007, 10:41 pm, in reply to "Emile Racine And Tailgunner Cupp"

I received an Email today from Craig L. Cupp in response to my request that he send Hap Reese and myself a copy of a photo he was given to him recently by his Mother. Sure enough there was a group photo of the entire crew that included Craig's Dad ... Tail Gunner Francis C. Cupp (standing in the back row, second from the right, with his both hands on his hips).

After mulling this entire issue over and over for hours on end and as a parting gesture of frustration I decided to look back at the Home Page Button entitled "Photo Archive" and then "Air Crew Archives." This Air Crew category lists the Air Crew Pilots in alphabetical order and various crew members. So I scanned down the photos till I hit Pilot George L. Hottle. What I was looking at was none other than the entire crew. I clicked on the photo and out jumped the entire Hottle Crew in living black a white clarity WITH all their names printed in (I hope) chronologic order. Voila!

In retrospect the only error I made on the message I posted on 9/25/2004 was misspelling Cupp!

Peggy ... Is that your father-in-law squatting second from the left, front row?

Cheers ... I'm outta here!,

Alan

Posted by Peggy Racine on 4/15/2007, 4:53 pm, in reply to "Re: Emile Racine And Tailgunner Cupp"

Alan,

Thanks for the info. I looked at that photo and, yes, that is Dad!!! Thanks for your diligence with this issue. I have already downloaded and reprinted the crew photo.

As a minor correction/ point of interest, Dad's middle initial was "E" (Emile E. Racine). It is not listed correctly in the 457th Bomb Group Roster nor on that crew photo.

Best regards,

Peggy

Posted by Bob Price on 9/12/2011, 6:55 pm, in reply to "Re: Emile Racine And Tailgunner Cupp"

Does anyone know about where George L Hottle was from and where he went after the war?

“Looking for my Father's co-pilot - 2nd Lt. James E. Edwards”

Posted by Joni Mabe on 10/20/2004, 4:49 pm

My Father flew a B-17 in the 457th Bomb Group, 571 Squadrum and I am searching for his co-pilot - 2nd Lt. James E. (Mickey) Edwards. My Dad's name is 1st Lt. Ernest R. Mabe and he lives in Cornelia, GA. I found his navigator, Emeroy Swanson, who lives in Bismarck, North Dakota. I would love to find the other crew members as well, Cpl. Elmer C. Beebe, Cpl William F. Gunton, Cpl Charles M. Johnston, Cpl William J. Mills and Cpl Robert W. South. My Dad is 86 years old.

Posted by Joni Mabe on 2/17/2011, 11:16 pm, in reply to "Looking for my Father's co-pilot - 2nd Lt. James E. Edwards"

I am still looking for my father's crew. My dad is now 93 years old. He visited Em Swanson in Bismarck, North Dakota in 2005. Hope to hear from someone.

“Mission 74 Ground Collision”

Posted by Dennis Fortna on 11/23/2007, 9:58 pm

My father, Lloyd Fortna, was BTG on Skunk Hollow (231620) that collided with Queen Bea (238056) on June 22, 1944, so I had done some research on the 457th group and the 750th squadron. I was absolutely surprised to see a photo of the Queen Bea following the collision in Episode 5 of the Ken Burns PBS film, The War. Thanks much for your website.

Posted by Diane on 11/28/2007, 9:47 pm, in reply to "Mission 74 Ground Collision"

Thank you for posting this info. I will be sure to watch it next time it's on.

The "Queen Bea" was named for my mother, Beatrice.

My father, Lt M Jaraslow was a pilot with the 751st sq.

Diane

Posted by Douglas Gregory on 3/7/2011, 3:51 pm, in reply to "Mission 74 Ground Collision"

I am researching the 750th SQ, my uncle was Bottom turret gunner, wing gunner, radio opr, and tail gunner on Lil' Satan which was on hard stand at the time and the 3rd plane that was involved in the collision, and was unsalvaged. However the tail section was OK and cut off and attached to another B17 by the name of "ARF" and was renamed "Arf n Arf". It was an early olive drab and Lil Satan was NMF so the resulting plane looked a little odd.

“Anyone Remember Gene Tangherlini? (My Dad)”

Posted by Joe Tangherlini on 6/13/2004, 7:54 am

We received the following Email from Joe Tangherlini, SMSgt, USAF. As you may recall Joe was hoping to communicate with a member of the 457th Bomb Group that might still remember his Dad.

Joe initially posted a message on this Message Board back on May 8, 2004. Senior Master Sergeant Joe Tangherlini has been on the move ever since with the Air Force and has finally relocated in Korea.

Here is Joe's Email: Thanks for the reply Alan. I was actually in route to Korea from 28 May until 8 June. I have only been here a few days. You are the only one I got a response from so far.

I posted the message to see if anyone was still around that remembered my dad and might have a personal story to share. He told us many stories, but we (my brothers and I) probably only remember half of them. The ones we remember most are about he and a Sgt taxiing 2 B-17s away from a blazing fire after a crash of some sort. He was awarded a Bronze Star for that.

The other story was about his Deputy Commander flying a B-25 into the Empire State building on a return leg from South Dakota to Massachusetts which my dad turned down the invitation to go on since he was from Massachusetts, but had just returned from visiting there a few days earlier. He opted not to go back right away.

Good thing or I wouldn't be here writing to you! I'd like to receive any info on reunions or newsletters and such concerning the 457 BG if there is something like that happening. Thanks again. Joe Tangherlini, SMSgt, USAF. Drop Joe a line, folks.

Posted by Chiefia on 12/5/2005, 4:32 pm, in reply to "Anyone Remember Gene Tangherlini? (My Dad)"

Hey how did I find this?? What have you received back from anyone? RD

Posted by Bob (Deek) DiChiro on 3/20/2011, 5:19 pm, in reply to "Anyone Remember Gene Tangherlini? (My Dad)"

Hi Joe, your Dad & I used to Surf Fish in So. Cal. Is he still around?

Deek

Posted by Dennis Fortna on 2/15/2012, 12:21 am, in reply to "Re: Anyone Remember Gene Tangherlini? (My Dad)"

Joe -

Sorry I didn't see your message earlier, but I recognized your father's name from some research I did on my dad's experience - he was a gunner in pilot Frank Morrell's crew in the 457th. Your father was credited with saving Morrell's crew following a ground collision involving my dad's ship, Skunk Hollow (231620 B) and Queen Bea (238056 M) - the report for Mission 74 details his brave efforts and the incident was pictured in the Ken Burns film, The War - a lot for you to be proud.

"Mission io Orienenberg 9 august 1945"

Posted by Alan Morton on 3/3/2007, 1:54 pm

Boy, was that a pun about "trouble in River City" going to bite me!

When I called the Long Distance Operator I gave the operator the wrong spelling as Prokop instead of Prukop ... and there was no listing. About an hour later, I called back and asked if there was a listing in Kermit, TX for Prukop, and there it was (432)-586-2713!

Since then I've talked to Alvin (in Texas) AND Gerald (in Florida) by phone and they have both been in touch with each other.

Cheers, Alan

Posted by Alan Morton on 3/4/2007, 1:51 pm, in reply to "Re: Mission io Orienenberg 9august1945"

One area about this mission and Lead Crew aircraft piloted by Capt. Melvin M. Fox deals with the loss of the Radio Operator T/Sgt. Lloyd Blood. As I understand it, having talked to both the Mickey Operator and the Waist Gunner by phone, there are different opinions as to whether the Radio Operator, T/Sgt Blood had parachuted out of the aircraft and landed in a lake or his remains were found in the burned out fuselage.

According to Waist Gunner Alvin B. Prukop ... here's the story:

The aircraft was hit by an ME 262 jet with 20mm cannon shells in the left wing. The Mickey Operator told pilot Capt. Fox they had a bad fire. Immediately the aircraft exploded. The Mickey Operator was knocked unconscious. The Waist Gunner dragged the Mickey Operator through the aircraft to the escape hatch and pushed him out of the door and his chute opened. The Waist Gunner then motioned to the Radio Operator to get out, but he was forced by gravity against the aircraft aft fuselage as they were tumbling. Then, the Waist Gunner elected to bail out. Just minutes later the aircraft hit the ground and caught fire. The Waist Gunner and the Mickey Operator landed on one side of a road in trees and the fuselage on the other side. Later the crew members were told that there was a body in the burned out fuselage.

Posted by BRUCE FOX HOWARD on 10/18/2011, 8:34 pm, in reply to "Mission io Orienenberg 9august1945"

MEL FOX WAS MY FATHER.NEVER MET HIM.ALL INFO APPRECIATED....CHAS SC...I SECURED HIS MILITARY RECORDS IN 1990 TO VALIDATE SOME DATA.

Posted by Walt Cobourn on 8/7/2011, 11:29 pm, in reply to "Mission io Orienenberg 9august1945"

I remember that mission, Van Deilen Crew was a mile behind the formation but we were doing our thing. After bombs away which went into the lake we were hit by a ME 262, I was in the tail, first hit engine high inboard, second waist gun and third over my head in the tail which severed control of tail and we went into a dive, brought out about fifteen thousand feet and what a while ride after that. Even had two fighters as escort for about fifteen minutes, lots happened later but we got back on two engines about an hour later, what a reception, pictures and drinks...

"Contact with anyone who knew my father, Keith Fuller"

Posted by Andrew Fuller on 5/30/2004, 1:20 pm

My father Edwin Keith Fuller (2nd Lt.?) was a navigator/bombardier in the 457th and was a POW in Germany for 13 months after being shot down in April '44 over France. After the war, he began a long and distinguished career in journalism ;with the Associated Press, serving as President for 10 years. He died almost two years ago. He is buried at Arlington National Cemetery, 1 mile from my home. My mother and siblings would like to contact anyone who knew him.

Andrew Fuller

Posted by Alan Morton on 5/30/2004, 5:03 pm, in reply to "Contact with anyone who knew my father, Keith Fuller."

Andrew: I think posting this specific Narrative of Mission No. 32 - Date - April 25, 1944 - Target - Nancy/Essey Cr in France might garner a quicker response to your query if other readers noticed that a family member's name of theirs was a part of this crew.

This mission of the 457th was to bomb an airfield in the Nancy/Essey region of France. The base was used by the Germans as a transport base between France and Germany. When the group arrived at the target area there was total cloud cover and it was decided to return to the base with the bombs. As the group was returning, the lead aircraft burst into flames for reasons unknown, turned and headed toward France. The crew bailed out over France. The rest of the planes returned to Glatton.

Since the target area was covered with clouds the order was given to return to Glatton with their bombs. Just as they started over the English Channel, the group lead plane, s/n 42-97070, with Air Commander Major Rod Francis in charge, developed an unexplained fire in the bomb bay.

They left the formation, dropped their bombs in the Channel, and headed back to France where all the crew parachuted to safety. Major Francis and four members of the 11 man crew evaded and returned later to Glatton. The others were made POW's.

The crew was as follows:

Plane s/n 42-97070

Pilot Capt Edward M Bender - POW

Copilot Major Rodrick L. Francis (Air Commander) - EVADED

Navigator Lt Earl E. Woodard - EVD

Navigator2 Capt Arthur T. Cavanaugh - EVD

Navigator3 Lt Edwin K. Fuller - POW

Aircraft Engineer Sgt James L Free - POW

Radio Operator Sgt Lymon M. Mahan - EVD

Left Waist Gunner Sgt John P. Sarico - POW

Right Waist Gunner LT Monroe J. Hotaling - EVD

Ball Turret Gunner Sgt Michael Woyurka - POW

Tail Gunner Lt Bill Soules - POW

Posted by Andrew Fuller on 5/30/2004, 5:29 pm, in reply to "Re: Contact with anyone who knew my father, Keith Fuller."

Mr.Morton, I very much appreciate the quick response on my query. This is what I was looking for! We had lost some of his records between moves and after his death and this will be a big help in putting pieces of his experience back together for my family. Again, many thanks.

Posted by Miriam Bender Larson on 11/15/2007, 9:17 am, in reply to "Re: Contact with anyone who knew my father, Keith Fuller."

Dear Andrew:

My father, Edward M. Bender, the pilot of that flight, is currently writing up his memoirs. He has a lot of information and I'm sure would be glad to share it with you as well as his personal remembrances of your father. If you would like to contact him directly, just let me know.

Miriam

Posted by John Sarico on 9/5/2011, 7:14 pm, in reply to "Re: Contact with anyone who knew my father, Keith Fuller."

My Father is John P. Sarico. He flew with your father and became POW during mission 32. He lives today in Apple Valley California. He still has a german stainless steel bullet inside him, was shot just before taken prisoner.

My father still does not speak much about the war. He has told me very little.

John Michael Sarico

Northern California

Posted by Janet Sarico on 4/21/2010, 1:56 am, in reply to "Contact with anyone who knew my father, Keith Fuller."

Andrew, my dad John Sarico and his friend Jim Free were both on that flight Mission 32 Apr 25, 1944. They became POW'S of Stalag 17B and survived the march to VE Day. Both are alive today. John Sarico lives in So California and has been recently telling detailed stories of the men and missions.

I'd be happy to share the photos and info I've been gathering. Janet Sarico, daughter of POW

Posted by Janet Sarico on 12/20/2011, 9:39 pm, in reply to "Contact with anyone who knew my father, Keith Fuller."

My father John P. Sarico knew your father and flew with him on several missions, including the mission of April 25, 1944. John is alive and doing well in southern california and works five days a week at a local hospital as a volunteer.

Posted by April Benedict on 1/17/2013, 10:25 am, in reply to "Contact with anyone who knew my father, Keith Fuller."

Hello, John is my Great Uncle, brother of my grandfather Paul. They also had a brother Ben who was a POW in Japan ? Was looking for any info looking for any info John may have on it.

April Benedict

“Locating Grave site of 457th Bomb Group Member”

Posted by Anita Stranik on 2/7/2011, 8:30 pm
2/7/2011

My name is Anita Stranik. My uncle was killed in action in Europe during WWII. I will be traveling to Europe this summer and would like to visit his grave site. No one in our family has visited the grave, so this is very important to me and my family. Can anyone help me determine exactly where he is interned?

Attached is information about my uncle(the best information that I have).

Harold M. Moberg

Sergeant, U.S. Army Air Force

I think this is his serial Number ?3911862???

748 Bomber squadron, 457th Bomb Group, Heavy

Entered service from: California

KIA: March 6th, 1944

AIRCRAFT:4231-31627

Anita Stranik

“457th Photos from my dad's scrapbook”

Posted by Amanda Gribble on 6/20/2011, 12:57 pm

I have recently discovered a scrap book that my grandmother kept for my father during his training and his time with the 457th during WWII. I have a great number of photos of the men with whom he served. If anyone is interested, I can scan them and post them somewhere... not sure the best way to do that. Can I do it here? I have everyone's name, too. I think it's a valuable resource for others looking into their history and would be very pleased to share. My dad's name was Stokely B. Gribble. He went by the name Jim. He is listed in one photo (incorrect middle initial M.--it was B.) He passed away in 2004.

Posted by Randy Richardson on 6/4/2012, 7:04 pm, in reply to "457th Photos from my dad's scrapbook"

Hi Amanda. By chance have you scanned these pictures yet? Interested to see them as my father in law, Charles Edward Newmeyer was in the 457th. Please advise. Thanks, Randy Richardson

“Pilot James Neff 749th Bomb Squadron 457th Bomb Group”

Posted by Tom Kazmark on 11/16/2010, 8:53 pm

I recently found out this gentleman, from our Church was a lead pilot in the above outfit ,crash-landed with considerable nose and cockpit damage in France after mission over Mannheim Ger. April of "45.

Tom/ X Crew Chief SAC

“MISSION #228, 4/10/45, Target : Oranienburg, 457th”

Posted by BRUCE FOX HOWARD on 9/19/2011, 9:31 pm

B17 Capt Melvin Merle Fox was my father. I secured his WWII military records. Curious if any reader flew with him, etc? I knew from family he had been shot down, as confirmed by the government records I secured circa 1990. Info and pics welcome. Thanks for any feedback. Bruce Howard, Charleston, SC, 29412.

Posted by Jason on 12/22/2013, 4:46 pm, in reply to "MISSION #228, 4/10/45, Target : Oranienburg, 457th"

My grandfather flew on that mission with your father, from what I was told by him the men in that air group were outstanding even after being captured.

“Calvin D. Coleman”

Posted by Harry Shannon on 11/27/2009, 11:43 pm

I met Calvin D. Coleman today.

He lives in Watertown Massachusetts.

He was a radio operator on a B17 Bomber crew with the 457th Bomber Group.

He would like to make contact with some of the other members of the 457th Association.

Please contact with any replies to this post.

Best Regards,

Harry Shannon

“Lt. Col. Marsden W. Mattatall”

Posted by Linda Howard on 11/29/2009, 4:46 pm

I am looking for the children of Marsden W. Mattatall. I have information that might be of interest to you.

“B-17G Tujung”

Posted by Bryant on 12/22/2009, 2:24 pm

My uncle flew in Tujung and completed 25 missions. It is my desire to build a model of the aircraft and desire to have it as accurate as possible. I have a black and white photo of my uncle and crew standing in front of the aircraft and it clearly shows the nose art. I am doing research on the color scheme of the aircraft (I believe it was olive drab over light gray) and especially the nose art. I was hoping someone belonging to the 457th BG/748th squadron or 8th AF experts could help me.

Posted by Bart Barton on 1/4/2013, 12:19 am, in reply to "B-17G Tujung"

My father was shot down in Tujung in 1944. He was the FO and spent the remainder of the war in Stalag Luft 1. I was told that was not the plane assigned to them they flew it because the plane they normally flew was out of service for maintenance. He and I started to build a model of his plane before he died so I never got all the details of the markings. The nose art is in a pic on this site but does not show the color.

“Mission #3”

Posted by Kevin R. Davis on 1/7/2010, 4:14 pm

I was told by my father, Thomas G. Davis, that he was the pilot on Mission #3, Feb. 24, 1944 over Schweinfurt Germany. This site has him listed as the co-pilot and Lt. Max Morrow as the pilot of record. Can this be verified?

Information

Posted by Walter S Cobourn on 9/5/2010, 4:25 pm

I was a tail gunner on the VanDeilen Crew, on a mission 10 Apr 45 we sustain three hits by a ME 262, right inboard engine, waist gunmount and tail. I would like to know what I overheard the pilots while we were in a dive or fall, pilot was yelling, "more power" the co-pilot was replying, "its in the red" again he yelled give me

more power. I was pinned to the side of the tail while this conversation was over heard on the intercom. What did they mean?

Posted by Rod on 8/25/2013, 11:01 pm, in reply to "Information"

Walter.

Van needed more power to right the aircraft and the tach was in the red ...

I think I heard Van tell that story a few times.

I pray you are well.

“Photo of crew of B-17 "Arf & Arf"”

Posted by Ken Davis on 9/28/2010, 5:41 pm

Hoping to find Photo of the crew of B-17 Serial Nr. 42-38064 "Arf & Arf". Pilot Lt. Furr, my cousin Sgt. Leroy E. Wetzel was the tail gunner. All hands were lost on 8 Nov 1944 over the English Channel.

Thank You

Ken Davis

“Type of aircraft”

Posted by Larry Venick on 2/10/2012, 3:32 pm

I found a listing of my father, Abe Venick, who flew on Mission# 148 (11/16/44)with the 751st Squadron on A/C 587.

My son has taken a great interest and we are wondering what type of aircraft would he have flown in (and what is a "bt" in the crew manifest?)

Thanks.

Posted by Frank Miles on 5/7/2012, 7:48 pm, in reply to "Type of aircraft"

I flew with your father as bombardier. Loved him!

“Distinguished Flying Cross”

Posted by Garry Campbell on 10/2/2010, 10:43 pm

My Dad Elmer E Campbell served as a ball turret gunner on 30 missions (29 over Germany 1 over France) He never received his Distinguished Flying Cross and records do not exist anymore due to the fire destroying records. How do I go about getting him his medal? They are sending the WW II Victory Medal and the Honorable Service Lapel Button and we do have his air medal and three bronze stars.

“Frank J. Rowe”

Posted by Paul F. Hayden on 10/12/2010, 7:51 am

Just to update your files. Frank J. Rowe (my godfather) passed away on October 10th 2010. He was 89 years old. He was an officer on the 'Mission Maid'.

“Sgt. Leo A. Ryder”

Posted by Mary Anne Hammack on 11/11/2010, 6:53 pm

I love this site, thank you for it!!

My grandfather was Sgt. Leo A. Ryder from WV. My dad was a baby and never got to know him. He had a great man as a stepdad though. My dad died in 1998. My grandmother, who was married to the Sgt. died last year. I have a couple of photo albums, his Purple Heart, etc. of his and was just wondering if anyone could tell me about him.

I have a son in the USAF now. He is very interested in finding out whatever we can. Unfortunately, my grandmother didn't talk much about him, she thought it was too sad.
SO, any help would be greatly appreciated. I am going to scan in the pictures he took so very long ago, they are amazing.
Thank you so much,
Mary Anne Hammack (Ryder)
PS-He flew with Lt. Harry H. Selling

“Mission 135 15 Oct 44. Two possible emergency landings”

Posted by Leendert on 11/13/2010, 8:38 am

I wonder about two possible emergency landings on the Continent of 457th BG B-17s after a mission on 15 October 1944.

They were 42-97662 (with either Ingalls or Tweten, crew loading list has 2 # 662 a/c) and 44-8418.
Both aircraft returned to base after a three to four weeks.

Is there a reference in the Squadron or Group records of a landing on the continent and if so, any detail where the landing was?

Thanks for any info.

Regards,
Leendert Holleman
Brugge, Belgium

Posted by Mike Burgess on 9/25/2013, 1:01 pm, in reply to "Mission 135 15 Oct 44. Two possible emergency landings"

Ingalls was in plane 606 while Tweten was in plane 662.

“Bob Cook co-pilot on Vizanko crew”

Posted by Angelo Archiropoli on 1/5/2010, 7:52 pm

Bob Cook originally from Santa Monica, CA I believe he may have settled in WA state after WWII I was NAV on crew but we were broken up after Vizanko was wounded on 13th mission and Al Eason, gunner and I flew with Sikkenga who was on his 2nd tour, Al was on 44th and I was on 25th mission on 9/28/44 when German fighters attacked us. Christofferson, Hojnowski (sub gunner) and I were only survivors. Chris has since passed on--no knowledge of Hoj. If Bob Cook is still around I would like to hear from him. Bob was assigned to another crew. In fact Bob did not fly on 9/28/44 so I borrowed his backpack chute as mine was not a good fit--I intended to return it when we got back--I often wonder what Bob thought when he found his chute missing--I want to let him know his chute worked from 25,000 ft.

“William Elliott”

Posted by Sean Killian on 8/22/2010, 8:30 pm

My name is Sean Killian, my Grandfather TSGT William Elliott had been part of the 457 Bomb Group during WWII, all I know of his service was he had been Chemical Weapons Clean-up, and the little bit of information on his DD-214. I didn't know if anyone else might have some information on his. Thank you so much for your service, and any help you might be able to give.

Sean
#####@uscg.mil

“Spelling of my father's name on the crew roster”

Posted by Naydeen Fannesbeck Jensen on 8/27/2010, 10:47 pm

The correct spelling of my father's name is: Stanford Fannesbeck. The name listed "Sanford" is not correct. I was unable to contact the webmaster, so I have posted this note.

Naydeen Fannesbeck Jensen

“My Dad--Joy F Stacy”

Posted by Evelyn Stacy Cogdill on 1/8/2010, 11:43 am

Just discovered all of this info. Would love to hear from anyone who might have known my dad who was a POW--Joy F Stacy, known as Joe.

“749th Bomb Squadron”

Posted by David Ford on 1/6/2010, 12:47 pm

My Dad, Ira E. Ford, was a cook with the 749th. He was a Staff Sargent. I know very little of his time in England as he died at a very young age (49)and before I was old enough to ask and listen to his stories of WWII. I wpuld hope there is someone that may remember him from those years.

Thanks

“Identifying Aircrew Members on Slide 259”

Posted by Ray O'Donohoe on 9/1/2010, 9:48 pm

Can someone identify any of the aircrew members shown in slide 259 of the Combat Aircrews? I think it is a photo of Lt. Wallace Boyes Jr.'s Aircrew of The "Rebel Queen" aircraft S/n 42-97164a. Please contact me if you can identify any crew mwumber in that slide. Thank you.

“My grandfather Victor Dombrowski”

Posted by Wendy on 12/5/2010, 4:55 pm

Hello,

I am not sure if you are still managing this website, but it has provided me with a wealth of information about my grandfather, Victor Dombrowski- 750th group- for which I am very thankful. Do you have suggestions for how to find more information about those still alive in this group or their family members who have information to share?

Thank you,

Wendy

Posted by Charles salinas on 10/4/2014, 8:13 pm, in reply to "My grandfather"

Nothing directly connecting to Victor but I attended NDV Grammar School in San Francisco with Tamara Dombrovsky.

not exactly same spelling but maybe a your relative born 1947. If you wish to explore further contact me.

“1st Lt. Elmer L. Mankin, Navigator, 749 Sgd., 457 BG”

Posted by Michael Mankin on 12/14/2010, 9:32 am

Great Website. I was able to find several Air Craft that my Father flew in. I checked all of the Air Crew photos for him with out luck.

Would love to correspond with any one who knew him. Would love to have copies any photos that he might be in. He was wounded by shrapnel on one of the flights. He passed away in 1995. Thanking you in advance.

His son, Michael Mankin

“457th Sol Bachos”

Posted by Renie Bachos Lowe on 6/8/2011, 3:44 pm

He is my father. #####@yahoo.com

Posted by Robert T. Benos on 4/18/2013, 7:05 pm, in reply to "Re457th Sol Bachos"

Rennie Bachos Lowe - I believe Sol Bachos and my dad, Nicholas T. Benos both trained and flew 35 missions together on the same B-17 air crew. The pilot was Lt. Ero E. Salo and the crew was in the 750th squadron of the 457th B.G., in Glatton. My dad was the ball turret gunner. I have researched many of the missions and have a load of information and photos. Please contact me regarding Sol Bachos. My name is Bob Benos and I am also a member of the 457th BG Association. Thank you.

Posted by Rennie Bachos Lowe on 4/19/2013, 1:33 pm, in reply to "Re: Re457th Sol Bachos"

So awesome to get a response. Thank you so much and hope you keep in touch!

“My Dad : Charles D. Weber”

Posted by DAVID WEBER on 2/22/2011, 8:50 am

Hi,

I'm curious if anyone out there has any recollections of serving with my father Charles D. Weber who was a Staff Weather Officer for the 457th. Amongst other things, He painted the Fireball Logo as seen in some photos in the book. One of his best pals was named Marshall...

He passed away in 1992, and I'd love to hear from anyone who remembers him..

Thank You,

David Weber

Posted by Charles Salinas on 7/13/2014, 3:21 am, in reply to "My Dad : Charles D. Weber"

My Dad, Dr Carlos Salinas, often spoke fondly about Charlie Weber. I believe Dad and his English War Bride Edna had your dad among the witnesses to their Wedding @ Peterboro Cathedral June 1.1945 Also recall several trips from SF to LA to visit. HQ staff are not well represented although their skills were critical to the flyers. Raymond Palacin, group clerk logged all flight data and was their historian yet is never mentioned. He returned to SF after WW11 and our families remained close. Ray retained a complete duplicate file which his daughters were to donate to 457th archives several years back. Dad died in 1974. We may still have some pics take. In LA but I was too young to put names to faces. Mother Edna died last Christmas and we are sorting & tossing old photos.

If you send me a 50's photo of your mom & dad, I'll see if I can match any. One pic taken @ Brown Derby may have them in it. I live in SF area . would appreciate any recollections you may have on my dad and mom.

Posted by Dave Weber on 7/22/2014, 2:30 pm, in reply to "Re: My Dad : Charles D. Weber"

Hi Charles,

Thanks for responding..My dad often mentioned your father..He credited your dad with introducing him to my mom. I did go to visit your dad in the late 60's with my dad. I remember riding a trolley from Market St. to visit him. My dad passed August 4th 1992. I'd love to share photos..I know I have several with your dad featured. I live in Redondo Beach, Ca. We're in the process of moving to another home in Redondo..Once we get settled in, I'll dig out the photos (Mid September). I'll keep in touch, I'm glad to have a connection to one of my fathers best friends..Take Care, Dave

Posted by Charles salinas on 8/21/2014, 2:53 pm, in reply to "Re: My Dad : Charles D. Weber"

wonderful you checked the website. Carlos passed 1/9/74 and mom Edna just last Christmas. I'd like to hear more about

Our parent's connections whenever you can dig up the photos.

Mom would have so enjoyed our families re.connecting. her memory was fantastic and she would have probably recognized many in your pics..

Posted by David Weber on 11/14/2014, 12:03 pm, in reply to "Re: My Dad : Charles D. Weber"

Hi Charles,

I won't be able to go through the photos until the first of the year. Unfortunately, I have had to have surgery for detached retinas in both eyes..I have another surgery scheduled on Nov. 24th.

My wife had to do all the moving of boxes as I can't lift anything until my retinas heal..it made the move very difficult. At least we are in the house..unpacking is another issue.

To answer your question, Your Dad introduced my Mom to my Dad in SF. She was working at the St. Francis at that time..Not English as with your Mom.

I wish you a Happy Thanksgiving and Merry Christmas. I'll email you as soon as I can access the photos..I'm sorry for the delay. I hope you have a safe journey, and I'm hoping to meet you soon.

Take Care,
Dave Weber

Posted by Charles Salinas on 11/22/2014, 2:35 am, in reply to "Re: My Dad : Charles D. Weber"

Wow! Double Detached Retina Surgery ...hope sll goes well in your recovery. Our Mom needed the same surgery (single) during Thanksgiving several years back. Enjoy holidays as best you can and we can chat again whenever you feel up to it. Take care.

Posted by Charles salinas on 11/9/2014, 11:46 pm, in reply to "Re: My Dad : Charles D. Weber"

with upcoming Veterans Day our Dads came to mind again. i suppose you've now completed the Redondo move. Any luck locating old Dad and Mom photos? Is/was your Mom also English like mine? Driving SF-SD via LA during Thanksgiving week thought maybe we could connect before then. Advise.

“Flight Jacket”

Posted by Jack on 2/16/2012, 8:59 pm

Please note that there is a leather flight jacket form your unit being offered on eBay.it is item # 130649178227 being sold by Wwolst12. Jus thought someone in your group might find it of interest...

“Dyersburg Army Air Field TN trainees”

Posted by Tim Bivens on 2/17/2012, 4:01 pm

I desire to hear from any 457th members who trained here during WW2,or family members of those who did.Looking for crew photos or any of this base's B-17F's or G's.Identified by letters DY on the bomber's tail.

Thanks,

Tim Bivens

DAAF historian

Posted by Carole Ann Phipps Wilson on 4/24/2012, 12:42 pm, in reply to "Dyersburg Army Air Field TN trainees"

My dad, Rupert L Phipps was a bombardier and navigator in the 749th and was definitely in training at Dyersburg Army Air Field in May 1944, prior to reporting to Glatton airbase, Peterborough, England that following August.

I don't think I have any crew photos or B-17 pictures. Is there anything else you're interested in that I might have?

Meanwhile, I'm interested in finding out specific info about the Dyersburg training itself (e.g. length of training)and I'm trying to find name of the Catholic chaplain at Dyersburg in May 1944. Can you suggest any point-of-contact that might have that info?

Carole Ann Phipps Wilson

Posted by tim bivens on 4/24/2012, 1:55 pm, in reply to "Re: Dyersburg Army Air Field TN trainees"

Hi Carole,

Thanks for emailing.Crews were usually here around 3 months.Your dad was on crew number 4788 & his pilot's name was William Fisher. I have been in touch with one of your dad's crewmen in the past.Buford Lawson, the tail gunner.He lived in Memphis, not sure if he's still living.I will see what i can find out about the chaplain for you. Did he marry your parents? My email is: #####@cableone.net Feel free to email me.

Tim Bivens DAAF historian

Posted by Glenn Foutch on 8/9/2015, 9:19 pm, in reply to "Dyersburg Army Air Field TN trainees"

Hi, Tim. I'm Glenn from Olive Branch, MS. I was researching B-17 pictures that were in Dyersburg for a modeling project when I saw a picture on the Aerovintage site that showed an O-62 with the tail of the first "F" model B-17, serial 41-24340, behind it. The description mentioned that you had another picture of her that

day. The text stated that the turrets were removed. I am curious as to its markings and whether it had an astrodome refitted to the nose. Any help you can provide is appreciated.

Posted by Tim Bivens on 8/9/2015, 10:25 pm, in reply to "Re: Dyersburg Army Air Field TN trainees"

Hey Glen,

Yep, I have to shots of the very first "F" here at DAAF,TN. All turrets are gone and she has the astrodome. Planning on doing a model of her?

Tim

Posted by Glenn Foutch on 8/9/2015, 11:24 pm, in reply to "Re: Dyersburg Army Air Field TN trainees"

Yes, sir. I'm building a collection of military aviation that was in the Golden Circle area. So far, I have built a T-28 that was based in Millington, and after this build, I'm looking to do a trainer from Jackson, TN, a B-52 from Blytheville, and a C-17 that the Air Guard is flying out of Memphis. I found it really cool that contrary to previous information, the first "F" model was at DYAB, and I'm excited to start building!

"Gordon K. Beard"

Posted by Linda Berger on 2/17/2012, 7:51 pm

I have a wooden trunk with Lt. Beard's info painted on the side. It was purchased at a garage sale years ago in South Texas. Thought maybe a family member would be interested in having it. I enjoyed the search for him! This is a wonderful site and I almost spent the entire day here! So many stories and photos... just wonderful!

"Rolland L. Boyle"

Posted by Rick Turley on 2/22/2012, 10:20 am

Rolland is my grandfather, however, he divorced my grandmother before the war and I would love any story, information or picture of him.

"I am looking for anyone who knew or who's relative flew with James E Sherrod and Gordon C. Esch"

Posted by Rick Turley on 2/23/2012, 8:52 pm

I am looking for information on this plane, this crew and especially it's navigator Rolland Lee Boyle.

Posted by Doug Esch on 2/24/2012, 7:59 pm, in reply to "I am looking for anyone who knew or who's relative flew with James E Sherrod and Gordon C. Esch"

I am Gordon's son in Saline Michigan.

He just turned 89 a month ago.

We sat down at this site last summer when I saw him. He opened up and told me many things we never taked about before for almost 3 hours!

Please call or e-mail (734-####)

Thanks, Doug Esch, Saline,Mi. ####@provide.net Thanks!

Posted by Doug Esch on 2/26/2012, 7:57 pm, in reply to "Re: I am looking for anyone who knew or who's relative flew with James E Sherrod and Gordon C. Esch"

I am Gordon's son in Saline Michigan.

He just turned 89 a month ago.

We sat down at this site last summer when I saw him. He opened up and told me many things we never taked about before for almost 3 hours!

Please call or e-mail (734-####)

Thanks, Doug Esch, Saline,Mi. ####@provide.net Thanks!

"EDWARD R. STEVENS"

Posted by Linda Stevens on 2/25/2012, 9:03 pm

Sadly, I am writing to inform the group that another veteran of the 457th, my father EDWARD R. STEVENS, passed away this morning at age 95.

“Aircraft 42-97123”

Posted by Ronald Woodard on 3/1/2012, 5:30 pm

Hello,

My father Staff Sgt. James Q. Woodard was the radio operator/right waist gunner on a/c 42-97123 during 1944-45. I have the last photo of this plane at Kingman AZ, 1946. Would like to post on an Email.

“My Dad's Missions in the 457th Group”

Posted by Ronald Reese Nichols on 3/2/2012, 2:30 pm

My Dad, 1st Lt. George Reese Nichols, flew 35 missions over Germany in the latter stages of the WAR as a Navigator aboard the B-17 "Tarfus" out of Conington. My wife and I visited the memorial years ago. My dad, who passed away in 2002, had always referred to the base as Glatton. When we stopped at the churchyard there we were informed that there was a town not so far away named Coningsby so as not to confuse Conington with Coningsby the base was commonly referred to as Glatton.

My Dad's pilot was Ed Witten, who remained in service, later as a fighter pilot in the Korean War. He and his wife and daughter visited my Dad in 1946.

My Dad's plane was shot down over Poland (I believe in late 1944). The crew was held by the Russians until their identities were confirmed. Then they were treated royally (meaning lots of vodka). I have the story of my Dad's long journey back to England if anyone is interested.

I would like to join your group. Please acknowledge receipt of this message so I can learn more about the 457th (Fait Accompli), especially in which squadron my Dad was).

Regards,

Ronald R. Nichols

Posted by Dennis Fortna on 5/6/2012, 1:02 pm, in reply to "My Dad's Missions in the 457th Group"

Ronald -

I haven't any info on your father's crew, other than an Andrew B (Ben) Whitten was co-pilot for pilot Franklin Morrell (750th squadron, 457th bomb group) - my Dad was the BTG. I have a crew training photo from March 1943 and the loading list from mission 34 - April 27, 1944, and a June 17, 1984 Fort Worth Star-Telegram reunion news article showing the crew. My Dad flew 30 mission 34 (April 27, 1944) to mission 124 (Sept 19, 1944) from Glatton field.

Posted by Renie Bachos Lowe on 7/30/2012, 7:13 pm, in reply to "My Dad's Missions in the 457th Group"

my dad was Sol bachos He was in the 457th. When I looked his name up I found his troupe and the plane photo. Thats My Baby

“More pics and data for website”

Posted by william b smith on 3/9/2012, 2:33 am

I am william c watts grandson, marine corp from 86-92 and I have more pics and data for the site if you'd like it. Send an email where I can get in touch and I'd be happy to help. All respect.

Bill Smith

Posted by Jerry on 2/4/2016, 6:42 pm, in reply to "more pics and data for website"

hi Bill

Please email anything you'd like to share with me.

####@hotmail.co.uk

Regards Jerry

“Lt. Guptill Crew B-17G 43-38309”

Posted by Hartmann, Dirk on 3/9/2012, 6:59 am

Hello,

I'm looking for all Informations about the Loss of Lt. Guptill and his Crew which were shooting down over Germany on 2nd. November 1944 on the Merseburg Raid. All Crewmembers become POW, the Fortress went down in Dedensen, south west of Hannover City. All Info`s, especially Crew Picture or single Crewmember are welcome.

Thanks in advance,
Dirk Hartmann

Posted by Mark D Keller on 8/14/2012, 11:27 am, in reply to "Lt. Guptill Crew B-17G 43-38309 "

Mr. Hartmann, there is a book authored by one of the gunners on that plane. The book is titled "Eleven Two" and is available on Amazon.

“My Father Lt. John B. Tonkin”

Posted by John B Tonkin, Jr on 3/15/2012, 8:52 pm

I am seeking anyone who knew my Father who was a bombardier in the 751st bombing squadron. His plane was known as My Mary Myrtle. My Father died 6 years ago and said little of his war experiences, Would like to connect with anyone who knew him. Thank you

Posted by james settle on 12/23/2012, 5:07 pm, in reply to "My Father Lt. John B. Tonkin"

Mission 140. There was a Lt. John F. Tonkin. Is this your father? A misprint? If it was your father, he flew this mission with my Uncle George Lawlis (Nav.), whom I'm researching. You mentioned "My Mary Myrtle." Do you know if he was assigned to this plane on this mission?

<http://457thbombgroup.org/Narratives/MA140.HTML>

“William H. Case”

Posted by Richard Case on 3/18/2012, 12:41 am

Looking for anyone who served with my father Cpl. William H. Case. He was in communications as a Lineman.

“1LT Richard J. Dudek”

Posted by Gavin Glasenapp on 3/23/2012, 9:40 pm

I am respectfully requesting that anyone who has any further information/pictures regarding my great uncle, 1LT Dudek, please contact me when able. This site has been an invaluable resource and I am thankful for those who have set it up.

Posted by John Connell on 6/18/2015, 1:08 am, in reply to "1LT Richard J. Dudek"

Hi Gavin,

I do not have any new photos, although my father (John Connell) was the top turret gunner on your great uncle's plane. If you have any additional information or pictures you could share it would be greatly appreciated. Possibly we can put something together online regarding stories. My father accidentally fired his 50 caliber into the back of an ambulance on the runway, with a general standing by the bumper. The general tried to board the plane to get at my dad, but your uncle would not let him on the plane, he said, "this is my plane and crew and I will take care of it"!

I have also been in contact with John Kessock's son in the past, he is very much into military history.

Best Regards,

John Connell, Jr.
Walnut Creek, CA
925-####

Posted by Gavin Glasenapp on 7/8/2015, 1:25 pm, in reply to "Re: 1LT Richard J. Dudek"
John, thanks for the response. I sent you a message on your LinkedIn account. Take care!

"750th Nose Art"

Posted by Linda on 4/1/2012, 7:45 pm

Does anyone have pictures of the following Nose Art: ELIZABETH ANN, ROSE OLIVE, GI VIRGIN, LUCK OF THE JUDITH ANN, FLAK DODGER and FISH N CHIPS?

If anyone has copies of the above nose art, please contact me at #####@aol.com

Posted by Douglas Gregory on 5/2/2013, 4:23 pm, in reply to "750th Nose Art"

I had an uncle that flew 31 missions from March 1944 to July 1944 and have done most of my research from the 457th Bomb Group web page if you look under each category for photos you will find a few hundred. One section is strictly nose art. Hope this is helpful.

"Lt. Richard J. Cotter"

Posted by Christopher Cotter on 4/17/2012, 7:02 am

Seeking information from anyone who may have served with my uncle, Richard Cotter, who was killed in action on July 21, 1944.

"Maps issued to B-17 crews during WWII"

Posted by Carole Ann Phipps Wilson on 4/24/2012, 11:02 pm

My dad was an evader in Holland after B-17 "Jayhawk" was shot down returning from a bombing raid over Osnabruck on September 26 1944. In the E&E report he filed in March 1945 after being smuggled back to England, he refers to mapsheets 2A and 3A of GSGS 4042. Apparently the B-17 crews were issued British "Geographical Section General Staff" (GSGS) maps. Can anyone confirm this, and can anyone tell me where I might obtain a copy of these two mapsheets?

Carole Ann Phipps Wilson

Posted by David Sharp on 5/18/2013, 2:15 pm, in reply to "Maps issued to B-17 crews during WWII"

Carole, You might already have received an answer after so long, but if not;
Yes the USAAF were issued British GSGS maps or more often the same map reprinted by the US Army Map Service. The map to which you refer is one of a series of 11 maps of Holland, Belgium and N. France under the series GSGS 4042. The US equivalent was AMS M503 reprinted exactly by the Army Corps of Engineers. Your reference 2a & 3a was a map titled, Walcheren - Amsterdam at scale 1:250,000 the most common scale for detailed target navigation. You can find an index and expandable map of each of the series (except Brussels sht3) of very fine detail at <http://ufdc.ufl.edu/UF00080468/00001/1x?search=north+%3deurope&vo=3>.
Your father has my every admiration, Regards

Posted by Carole Ann Phipps Wilson on 5/23/2013, 3:42 pm, in reply to "Re: Maps issued to B-17 crews during WWII"

Dear David Sharp,

Many thanks for this information. No, I had not received an answer to my 4/24/2012 query, and I welcome the information in your response of 5/18/2013. I have changed my e-mail address from #####@comcast.net to #####@verizon.net and appreciate hearing from anyone about anything related to B17's during WWII.
"Grateful Daughter" (Carole Ann Phipps Wilson)

“Crew pictures in error”

Posted by Eva Shidle on 5/6/2012, 1:45 pm

Can anyone tell me why the picture for the William S. Fisher crew is actually the picture of the Roger I. Fisher crew which is also displayed directly below it. Does a picture of the William Fisher crew exist. Here is the link with the error.

<http://www.457thbombgroup.org/aircrews/pilotnames2.html#F>

Thanks, Eva

“Looking for my half-brother”

Posted by Gail Jeffreys Kellis on 5/18/2012, 3:16 pm

My half-brother, Prosser Isaac Jeffreys, Jr., was in the Army Air Force in WWII. I only recently found out that I have a half-brother. He was a gunner (?) on a plane based out of Glatton, England. Over Germany the plane caught heavy fire over Germany. My brother bailed out and was in Stalag 17 until the end of the war. His plane was "Pigtails" and the commander was Lt. Seabock. I have traced him from birth to where he re-enlisted in Waco, TX for flight school on May 5, 1949, but was discharged 17 days later. I cannot find anything in the social security death records. If anyone has any knowledge of him, I would really appreciate your sharing that information with me.

“Looking for info on Cpl. Willard King”

Posted by Dean Faraday on 6/5/2012, 8:50 pm

Looking for info. on my father-in-law Willard King Radio Operator/Mechanic. I also have a few dozen photos of him and his buddies if this site would like to post (many have names on the back). Please feel free to contact me at #####@aol.com.

“Ariel photos of Glatton on Google Earth”

Posted by Dean Faraday on 6/6/2012, 10:24 pm

Google Earth has a great ariel photos of Glatton Station 130 from 1945,1999,2002,2003,2005,2006 and 2008. To locate just type in the (Fly To)Search "Conington, Cambridgeshire PE7" and your there!!! On the top tool bar click on the clock for the historical photos just slid the bar. On the newest photo you can see the old taxiways and hardstand areas.

“Aircraft Photos of 457th correction”

Posted by Dean Faraday on 6/6/2012, 10:46 pm

457th Bomb Group Aircraft Photos page 19 photo of A/C 42-97662, the ground crew is top of ladder Cpl. Will King Radio Operator/Mechanic the other is Don Schoedel, not sure on rank or mos.

“Webpage”

Posted by Elizabeth on 6/8/2012, 11:28 am

I am a Veteran Service representative and was desperate to find information for the widow of a crew member. She has no memory and we were going by her sons memory. No discharge, no dates of service.

With the help of this web page we found him! We also have the story of what happened that day.

Thank you so much.

“Miss IDA”

Posted by Bob Oakly on 12/18/2016, 3:21 pm

So my history teacher has a picture of a woman in his room, and he calls her Miss Ida. He has a rule that we cannot question Miss Ida, and He does not answer any questions about it. After doing a little research, I was brought to this website because of a picture of a bomber with Miss Ida on it. If you have any answers, please tell me them because I will take any information I can find.

“Connington/Glatton Airfield”

Posted by Stephen on 10/27/2016, 12:46 pm

Hello, I don't know if anyone still follows this page, I live in the England, the water tower at Connington is in a run down state and although it now has a preservation order on it nothing is being done, if anyone is interested in doing something about it I do have some contact with the owner.

Posted by mike Jackson on 11/12/2016, 5:54 pm, in reply to "Connington/ Glatton Airfield."

Hello Stephen,

I was involved with the 457th Bomb Grp Assoc back in the 1990's. I live in South Yorkshire but have traveled past the old airfield on my way to see grandchildren. Yes, the old water tower is in a SAD state AND has some local 'loony' spraying it with stupid remarks!

Is there still a British contact? if so please supply name and either mobile or e-mail,

Michael Jackson

“Info on Michael Stasko”

Posted by Eric vd Heijden on 10/23/2016, 2:02 pm

Hello,

My name is Eric vd Heijden and i live in the Netherlands. I was looking for information on Michael Stasko serial number: 13107500 who was a Sgt 457th BG 748th BS.(Tail/Waistgunner). I would love to find some family of him.

“Robert E. George”

Posted by Steve on 7/20/2016, 1:52 am

Hello, My Grandfather was a member of this unit and I'm trying to find out any information on him. My father has the Eulogy paper (Robert E. George died of cancer in 1945 , just after rotating back with the 748th). In the eulogy, it says he was awarded a Silver Star for Gallantry and a Bronze for Merit. Unfortunately my dad lost the citations over the years and my grandfathers records seem to have been destroyed in the army archive fire in 1972. Any info on him would be welcomed, Thank you.

“Photo I found”

Posted by Sally Morton-Dupre on 6/6/2016, 3:26 pm

I have a photo of Lt. parks and my father John L Morton and the crew a/c 594
Where can I upload it?

Posted by Erwin DeMooij on 6/8/2016, 3:31 pm, in reply to "Photo I found"

Dear Sally,

first of all let me tell you that we have a new website:<http://www.457thbombgroupassoc.org/>

Second of all you can send me the photo and I will upload it to the new website.

We also have a great Facebook page: <https://www.facebook.com/WWII-457th-Bomb-Group-104905906284698/>

Hope to hear from you,

Erwin DeMooy

webmaster 457th Bomb Group Association

webmaster457thbombgroup@outlook.com

website: <http://www.457thbombgroupassoc.org/>

facebook: <https://www.facebook.com/WWII-457th-Bomb-Group-104905906284698/>

“Buettener crew members”

Posted by James r westbrook on 4/25/2016, 9:19 pm

Anyone still around from this crew? Remember co-pilot was George grau

Posted by Erwin on 4/26/2016, 4:43 pm, in reply to "Buettener crew members"

Dear James,

Please let me know who you are looking for and I will try to see with the board who is still alive.

George Grau sadly passed away in January 2015.

We have a new website too <http://www.457thbombgroupassoc.org> and a cool facebookpage <https://www.facebook.com/WWII-457th-Bomb-Group-104905906284698/?ref=bookmarks>

We have a reunion this June and welcome everybody to come. More information on the new website.

If you want you can contact me here webmaster457thbombgroup@outlook.com

Thank you,

Erwin DeMooy

Webmaster and historian 457th Bomb Group Association

“My Great Uncle Sgt. Clayton Dayhoff”

Posted by Matt on 4/24/2016, 7:50 pm

A few years back my Grandmother (Patricia Wilson, Claytons Sister) was contacted by One of his crew members and gave her some information on Clayton who was killed on August 4, 1944 over France. (102 mission I believe)She passed away this year but really appreciated the information she was given from the his friends. She passed on some of the information but was looking to hear from anybody who has stories or information on him. On a side note, my wife and I are expecting in June and will be naming our first son Clayton. Thank you to everybody involved in this web site and keeping their memories alive.

Posted by Erwin on 4/26/2016, 4:53 pm, in reply to "My Great Uncle Sgt. Clayton Dayhoff"

Dear Matt,

First of all congratulations on becoming a dad. What a great honor to name you son Clayton!

I will check my archive to see if I can find any information on your grandfather. If you have any photos or information we would love to have it or share it. We do have the MACR's on our new website which has a lot of info on the crash.

We have a new website too <http://www.457thbombgroupassoc.org> and a cool facebookpage <https://www.facebook.com/WWII-457th-Bomb-Group-104905906284698/?ref=bookmarks>

If you want you can contact me here webmaster457thbombgroup@outlook.com

Thank you,

Erwin DeMooy

Webmaster and historian 457th Bomb Group Association

“42-31629 Lt. Parks April 9, 1944, Mission over Poland”

Posted by Dawn Arrington on 4/23/2016, 8:04 pm

My dad Charles M. Kerr was a tailgunner on 42-31629 (Raven's Haven) and was shot down April 9, 1944, on a mission over Poland. I'm looking for pictures (crew, aircraft, nose art) and would love to share information, stories, pics, etc. Please message me if you have a similar interest or any information to share.

Posted by Erwin on 4/26/2016, 4:30 pm, in reply to "42-31629 Lt. Parks April 9, 1944, Mission over Poland"

Dear Dawn,

First of all please let me begin with letting you know that we have a new website:<http://www.457thbombgroupassoc.org> and that we have a reunion coming up in June. You will find information about this on the new website. We also have a cool facebookpage: <https://www.facebook.com/WWII-457th-Bomb-Group-104905906284698/?ref=bookmarks>

We do have some information about your dad and we have some info on his plane and the MACR.

<http://www.457thbombgroupassoc.org/2015/09/17/ac-42-31629/>

We can always use more information and photos if you have any. I will look into my archive to see what info I can find on your dad.

Please contact me for more information.

Erwin DeMooy
Wemaster and historian 457th bomb group association

Posted by Dawn on 4/26/2016, 4:42 pm, in reply to "Re: 42-31629 Lt. Parks April 9, 1944, Mission over Poland"

That's awesome! I'd love to see what you have. Before my dad died he wrote out the story of the events that day in April when he was shot down. I had planned to submit it to you as soon as I have some time. I don't have an electronic version, so I'll need to retype it to submit it to you.

Thanks so much for responding!

Posted by Erwin on 4/26/2016, 4:49 pm, in reply to "Re: 42-31629 Lt. Parks April 9, 1944, Mission over Poland"

Hello Dawn,

Thank you for wanting to share your dads memories. We would love them on our website.

We have an officers and enlisted men portraits page which is very incomplete. If you have a portrait photo of your dad during WWII I will gladly add it.

I know we have a crew photo but I am working on the crew photos. I will see if this crew has been processed and email you.

Thank you and we'll keep in touch.

Erwin DeMooy

Posted by Ed Quinn on 10/14/2016, 10:00 pm, in reply to "Re: 42-31629 Lt. Parks April 9, 1944, Mission over Poland"

I'd love to share info. My father, Edward T. Quinn, was the bombardier on Charles Kerr's plane. Please email me so I have your email and send me Erwin's email as well.

Thanks.

457th Bomb Group REUNION 2016

Posted by 457th Bomb Group on 3/30/2016, 6:46 am

Hello everybody,

here you will find information about the upcoming 457th Bomb Group Association reunion this June in Washington D.C.

<http://www.457thbombgroupassoc.org/events>

We hope to see many of you there!

457th Bomb Group Association

“Tujunga Crew”

Posted by Lyle Callaway on 2/2/2016, 1:02 pm

Anyone having any information about crew members of Tujunga 42-97087 with pilot Brian S. Shiffman please contact me. My uncle perished on this flight 31 July,1944 and I am seeking info, photos etc. Thank You !!

Posted by Erwin on 2/8/2016, 7:01 am, in reply to "Tujunga Crew"

Hello Lyle,

We have a new website. On that website you can find your uncle's MACR? That is if you don't have it already.

Here is a link to the MACR section:

<http://www.457thbombgroupassoc.org/2015/12/09/missing-air-crew-reports-macr/>

What information do you have already and what are you looking for. I am going on vacation this and next week but if you email me as a reminder I will look in my archive to see if I can find things about your uncle.

Thank you,

Erwin DeMooy
webmaster457thbombgroup@outlook.com

“B14 42-102464”

Posted by Olek on 1/29/2016, 12:51 pm

I am hoping that someone can help me here. I live approximately 5 miles from where B17 42-102464 crashed in 1944 in Normandy, France and I am trying to locate surviving members of the crew or their relatives. If anyone is able to help me please can they contact me via email.

Posted by Erwin on 2/8/2016, 7:09 am, in reply to "B14 42-102464"

Hello Olek,

please send me a message on webmaster457thbombgroup@outlook.com

I will be on vacation the next two weeks but I will see what I can do for you. Just to make it a bit easier for me could you send me a list with members of the crew?

Thank you,

Erwin DeMooy
Webmaster 457th Bomb Group Association

“December newsletter and reunion 2016 information”

Posted by Webmaster on 12/25/2015, 4:04 pm

Dear families and friends of the 457th Bomb Group,

The December newsletter is available on the new website! In the newsletter you will find information on the upcoming reunion in June 2016!

We hope to see many of you there!

<http://www.457thbombgroupassoc.org>

“Searching for Living Vets of 457th”

Posted by Bill Allen on 12/16/2015, 12:56 pm

I am Bill Allen. I was a gunner on K-14, City of San Jose. I am 91 years old and I'm interested in contacting others who served in 457th on Guam from 1944 to 1945. Please contact me at my son in law's email: #####@bellsouth.net. I live in Hernando, Mississippi. Thanks.

“New and updated 457th BG website and info”

Posted by Erwin de Mooij on 12/5/2015, 5:05 pm

Dear all,

please check out <http://www.457thbombgroupassoc.org/>

for the new and updated 457th Bomb Group Homepage!

Many photos, new information and it's growing each day!

Best regards,
Erwin

“Name of Dad's plane”

Posted by Bill Dudley on 10/23/2015, 8:00 pm

My dad, William B. Dudley, was a pilot in the 457th at the end of 1944. I never thought to ask him the name of his bomber. Any help would be appreciated, thanks

Posted by Erwin de Mooij on 12/5/2015, 4:52 pm, in reply to "Name of Dad's plane"

Dear mister Budley,

I have send you an email containing a list with all your fathers missions and A/C that he flew.

More information is in the email.
Erwin DeMooy

James Stoner

Posted by james Stoner on 9/11/2015, 1:40 am

Greetings,

A few years ago I discovered this incredible catalog of these heroes, and actually communicated with Mr. Reese. You now have a "James F. Stoner listed, when actually, my photo records indicate that I is "James R. Stoner, my uncle. Please verify. Hap and shared some info with me about my Uncle Jim, hometown, family, etc...I had originally found it on this site, but can't seem to find all of the photos and stories I did then... I hope to rediscover these....GREAT TRIBUTE!

“New 457th BG website!!!”

Posted by Erwin on 8/25/2015, 7:39 am

Dear all,

please check out <http://www.457thbombgroupassoc.org/>

for the new and updated 457th Bomb Group Homepage! Read about the upcoming Savannah Reunion and lots more.

Also keep checking this website for the huge resource of information on this message board and other information. The new website will need some time to grow.

Best regards,
Erwin

“1LT Vaught D. Heidenreich uniform for sale on Ebay”

Posted by tony on 8/6/2015, 2:14 pm

Just found for sale the complete uniform of 1LT Vaught D. Heidenreich for sale on Ebay, it is now up to \$450.

I am copying and saving all the photo to fold3.com (historic military web stie).

http://www.fold3.com/page/84460336_vaughn_d%20heidenreich/

The Ebay direct link to his uniform is:

<http://www.ebay.com/itm/ww2-named-8th-air-force-bombardier-457th-bg-748th-bomb-sqdn-crusher-/131570693135?hash=item1ea239740f>

Good luck, I will not be back on this message board.....

“You Never Know' Crew”

Posted by Liz on 7/1/2015, 11:53 pm

Hello!

My great-uncle was a gunner on 'You Never Know'. His name was Michael Pipock. I've been doing some research, came across this forum, and noticed some of the posters had pictures of the plane, as well as spoke to one of the crew members. Does anyone have any information they would be willing to share with me please? (Especially what happened to my uncle after he bailed from the plane on September 10th, for whoever was speaking with the crew members!)

Thank you!
Liz

Posted by Erwin on 7/14/2015, 3:17 pm, in reply to "'You Never Know' Crew"

Hi Liz,

do you have your great uncles MACR? This has some info in it. Was he POW or EVD?

Let me know and I will see what I can do for you.

Erwin

Posted by Liz on 7/14/2015, 3:43 pm, in reply to "Re: 'You Never Know' Crew"

Hi Erwin!

Thank you SO much for getting in touch with me! To kind of explain, there were two men that jumped out of the plane, Glen Seeber and my uncle, Mike Pipock. I found the MACR and a lot of letters from the crew to

Glen's family saying what happened online, but the story goes that Glen had passed before he touched the ground, and Mike was captured by the Germans.

I was able to find a PhD thesis (here's the link:<http://www.dtic.mil/dtic/tr/fulltext/u2/a488406.pdf>) that claims Mike was taken Schirmeck as a POW, and then later executed by the Germans along with 13 other men. I tried to get in touch with the man who found the information to see how he got it, but can't find a good email.

I can't really find any pictures of just Mike, but I found one of the crew! I also wrote to the Archives in Missouri, but haven't heard back!

Do you by any chance have any idea where to look to find some photos of him possibly in the plane, or some information about what happened to him while he was a POW? Any information would help A LOT!

Thank you SO much for everything!!

Liz

Posted by Erwin on 8/25/2015, 7:24 am, in reply to "Re: 'You Never Know' Crew"

Hi Liz,

pictures mostly come from private photo albums and if I understand correctly you do not have any photos of just Mike. Now that will make it hard to find any photos. Would you recognise Mike in a photo? I am adding many new photos on our new 457th bomb group website. Here is the link:
<http://www.457thbombgroupassoc.org/>

I will be adding two more photogalleries this month and at this moment I am working on the new plane and nose art section. In the Bill Mach photocollection are many photos of airmen.

The MACR holds information as it was debriefed during (or just after) the war. What is the MACR number? Does the MACR say your uncle was killed or POW? Not many POW's were executed by the Germans but when it happened it would happen just after they would land. What do the letters say?

Most of the NARA archives were destroyed in a big fire back in 1973 but if you are lucky they might have some info but it takes a while before they send it. Fastes way is to visit the NARA or have someone look it up for you.

A photo of him in the plane? that would be nice but I have seen a handfull of those photos unfortunately. Not many photos were taken at all.

Please let me know what I can do more for you. I have send you another mail with a photo of the plane. I will let you know when I publish the photo collections on our new website and maybe you get lucky there.

Good luck hunting ;-)

Erwin

Posted by Liz on 11/11/2015, 1:02 pm, in reply to "Re: 'You Never Know' Crew"

Hi Erwin!

I'm VERY sorry I didn't get back to you sooner! Life has been crazy to say the least!

Thank you SO much for all of your help and for all you do! It's truly an amazing opportunity to speak with you! (I was just looking at the new website, and it looks absolutely amazing! I'm definitely thinking about becoming a member!)

I have the MACR number at home, so I'll definitely get that over to you tonight! I just heard back from the archives a little while ago! From what I remember (everything is at home! haha!) he was originally listed as MIA, and then they changed it to POW. There was actually a letter in there from one of the men who was in the same cell with him, but I'm not sure if he is still living on or not. They also mentioned there was a French

doctor that was helping take care of Mike (he had some cuts after jumping from the plane), but a lot of the things they sent were just letters from my aunt (Mike's sister) to Glen Seeber's family trying to figure out what had happened. One of my professors and I were doing some research to see what we could find out, and he found some of the trial notes in the Library of Congress (they put the Germans who executed Mike and the other airmen and the leaders of the camp he was at on trial), so we found those!

That was pretty much all we found and what the archives sent over! I'm definitely going to go through the photo album you mentioned right now too! I'm not too sure if I would recognize him to be honest, but two of Mike's sister in laws are still living, and they would know for sure!

Thank you so much again for all of your help! Have a great day!

Liz

Posted by Mike Seeber on 10/29/2015, 1:41 pm, in reply to "'You Never Know' Crew"

Liz,

Glen Seeber was my Uncle. I have a letter from Mike Pipock sister to my grandmother explaining discussing what she found out about Mike. I also have letters from crew members detailing what happened on that mission.

Mike Seeber

Posted by Liz on 11/11/2015, 12:47 pm, in reply to "Re: 'You Never Know' Crew"

Hi Mr. Seeber!

I'm sorry it took so long to get back to you! It truly is an honor to speak with you, sir. I'm very sorry about your uncle. From what I've seen and read, he was a great man and everyone really enjoyed getting to know him. I saw the website you made about your uncle, and I just wanted to say thank you for all you have done to preserve his legacy. I truly enjoyed getting to read what you posted, and the information helped tremendously in searching for some information about Mike!

I think I saw the letters you mentioned! Were they the ones on the website if you don't mind me asking? I really enjoyed getting to read those, and they helped A LOT with searching for information!

If you don't mind me asking, how did you come across the military photo of your uncle? I tried writing to the archives, and they sent back a lot of information, but there weren't any photos, and no one in my family has any! Is there any place you looked to find them by any chance?

It truly is an honor to speak to you, sir! Thank you for all you are doing! Thank you to your uncle for his service as well!

Liz

Posted by John Paulauskis on 2/17/2016, 4:54 pm, in reply to "Re: 'You Never Know' Crew"

Liz,

Mike was my Mother's brother. My mother was Helen Paulauskis (Pipock). I have pictures of Mike if you would want me to send them to you. I have a couple with Glen Seeber with the B-17 group.

John Paulauskis

Posted by Liz on 2/18/2016, 2:13 pm, in reply to "Re: 'You Never Know' Crew"

Hi John!

Thank you VERY much for getting in touch with me! I honestly can't thank you enough! I would love to see the pictures if you don't mind, please! Would it be possible to email them if that's not too much trouble? Or I can email you an address if that would be easier!

Have a great day and thank you again!

Liz

“Ralph Coons”

Posted by don coons on 6/13/2015, 12:15 pm

Sorry for the repost but still looking for info on my uncle. My original message:

Ralph Coons was my uncle, and a pilot in the 750th squadron. He never would talk about his service, and as a kid I was always interested in it. I was lucky enough to find the website yesterday, and have found out more in one day than I ever knew before. I wish my dad was alive, so I could share the information I found on his brother. I'd love to get some personal accounts or stories of my uncle. If anyone sees this, and served with him I'd love to hear from you.

“Joseph F Sydejko - 457th Bombardment Group Obituary”

Posted by Robyn Sydejko on 6/10/2015, 12:08 pm

Joseph F. Sydejko, 93, formerly of, Chippewa Falls, died Wednesday afternoon, May 27, 2015, at HSHS Sacred Heart Hospital in Eau Claire.

Joe was born March 15, 1922, at home to Julia (Siegienski) and George Sydejko. He grew up in Chippewa Falls, where he attended Notre Dame Grade School and graduated from McDonell High School in 1939. After high school he worked at Western Union Telegraph Co. and as a bookkeeper for Northwestern State Bank, both in Chippewa Falls.

Joe was drafted into the U.S. Army Air Corps in April, 1942. He was a member of the 457th Bombardment Group (Squadron H) as a navigator. Joe arrived in Glatton, England, in May, 1944, where he flew 29 missions. On D-Day, he was the Lead Navigator for the B17 planes that flew 500 feet above ground prior to the Invasion of Normandy. Other missions included bomb drops on the large ammunition plants located near airports and other targets to prevent enemy troop or supply advancement.

During his military career serving our Country, Joe was awarded the Air Medal with three Oak Leaf Clusters, the American Campaign Medal, the European-African-Middle Eastern Campaign Medal, and the Distinguished Flying Cross. After his missions in England he was sent to Texas to serve as a trainer for new navigators heading to the Pacific. He was promoted to 1st Lieutenant prior to his honorable discharge in 1945.

Posted by Erwin on 7/14/2015, 3:25 pm, in reply to "Joseph F Sydejko - 457th Bombardment Group Obituary"

Dear Robyn,

sorry for your loss! We owe a lot to him and will never forget him or what he did for us. I have send your message to the editors of the 457th newsletter.

Check out our new website: <http://www.457thbombgroupassoc.org/>

There you will find the newsletters too.

Erwin

“Mission 17. Any one have info on it?”

Posted by John Huppertz on 5/29/2015, 8:00 pm

USAF 457th Bombardment Group (H), "MISSION NO. 18 - LIPPSTADT, GERMANY - 23

MARCH 1944" - Twenty-six aircraft returned to the air field at Lippstadt, the scene of the first operational mission, to bomb an operational fighter field.

This field was used by Me-109s and I IOs, and for storage of FW-190s and Me-109s. The Group led the 94th Combat Wing, flying fourth in the Division formation. Lt. Col. Raymond L. Cobb (Wing A-3) was Air Commander and Lt. Vinton H. Mays was pilot. Heavy clouds were encountered over the target area, forcing the Group to bomb other targets, particularly Munster. Some craft bombed targets of opportunity (Drensteinfurt). Bombing results were unobserved. Fighter opposition and flak were light. There were no personnel casualties and all planes returned to the Base. Smoke bombs carried by the lead craft exploded prematurely inside the aircraft causing discomfort to the crew. In addition to the lead box, the Group supplied seven aircraft for a

composite box that had Gütersloh for its target. It was covered with clouds and Munster was bombed as the secondary target. Crews reported that apparently the Germans were shooting up a shell projecting white ribbons of smoke resembling the markers dropped by PFF or lead aircraft.

Posted by John Huppertz on 5/30/2015, 3:24 pm, in reply to "Mission 17. Any one have info on it?"
Should be mission 18

Posted by Erwin on 5/31/2015, 4:15 pm, in reply to "Mission 17. Any one have info on it?"
Hi John,

What is it exactly that you are looking for?

Erwin

"1st. Lt. Arthur Jellinek"

Posted by Greg Jellinek on 4/17/2015, 5:22 pm

I am Lt. Arthur Jellinek's nephew. Uncle Arthur did not speak much about the war, or the loss of his aircraft [s/n 43-38583] over Sterkrade. His only son and I were wondering where we might go to find out how many missions Lt. Jellinek had flown, and anything else about his service record before that fateful day of 22JAN1945. I can be reached at 530-####

Posted by Mervyn Wilson on 5/1/2015, 9:53 pm, in reply to "1st. Lt. Arthur Jellinek"

Hello,

On 9th October 1944 five replacement B-17 crews arrived at Glatton, UK Stn130. Four of these crews were assigned to the 748BS and one of these crews was that of 2Lt (later 1Lt.) Arthur G. Jellinek.

They flew their first mission on 22nd October 1944 and participated in another 25 missions after that including their final one on 22 Jan 1945.

I can provide a list of missions showing aircraft flown, targets etc if you are interested. If you are happy to send your e-mail address I will attach the listing for your records.

Kind Regards,

Mervyn Wilson

Posted by Greg Jellinek on 5/1/2015, 10:37 pm, in reply to "Re: 1st. Lt. Arthur Jellinek"

Mr. Wilson,

My cousin Herbert, Uncle Arthur's son, and I would appreciate any information that you might be able to provide. Thank you so much for this. Arthur passed in the early 90s and we are trying to reconstruct that part of his life. He did not talk much about his service. Thanks again.

Greg Jellinek

Truckee, CA

!!! 457TH REUNION JUNE 2015!!!

Posted by Erwin on 4/13/2015, 4:00 am

Dear all,

This June there will be a big 457th Bomb Group reunion!

We want to reach as many veterans as we can so please spread the word! The reunion will be held in Savannah.

For more information check out this link:

<http://www.457thbombgroupassoc.org/2013/09/25/june-2015-stateside-reunion-savannah-georgia/>

Or check out the Newsletter on the homepage of the new 457th bomb group website!
457th Bomb Group Association

Posted by William Hood on 6/28/2015, 1:58 am, in reply to "!!! 457TH REUNION JUNE 2015!!!"

Anyone remember John J Hood of the 749th squadron?

...I would love to talk to anyone who knew him...

William Hood

“Legion of Honor eligibility?”

Posted by Dana (Geren) Schmitz on 4/9/2015, 8:00 pm

Hello! I am writing about my Dad, Ashton B. Geren Jr. , who was lead navigator on aB-17, stationed at Glatton during 1944-45. On his group plaque at Savannah it says 457th BG, 749th BS, Bad Time Inc. II. Station 130, Glatton 1944. I believe he flew 30 missions, some of those after a mid-air collision.

He turns 93 today, April 9. Anyway, I have heard that he might be eligible for the French Legion of Honor. Does anyone know how I could find about about that? Thank you so much!

Dana Schmitz

Posted by Erwin on 4/13/2015, 1:19 am, in reply to "Legion of Honor eligibility?"

Dear Dana,

If you can show/proce that your father was involved on bombing a target in France you might want to check out this!

<http://www.consulfrance-boston.org/spip.php?article2148>

So only if he risked his life trying to aid the French. Maybe you can use the loading lists.

Good luck,

Erwin

“My grandfather Lawrence "Larry" Robertson”

Posted by Kathi on 3/28/2015, 8:58 am

I know ky grandfather was a member of this squadron, but not sure of all the details. Any info and pics would be great. TIA

Posted by Erwin on 3/31/2015, 9:53 am, in reply to "My grandfather Lawrence "Larry" Robertson"

Hi Kathi,

search this website with your grandfathers name. There is a post from 2006 about your grandfather.

This was his crew:

Lawrence R. Robertson

Joseph P. Sullivan

Ernest T. Evans

Robert J. Finck

William F. Gunton

Dorvon P. Cassidy

Michael D. Flynn

Loren D. Poulsen

Robert W. South

Searching his name will probably also show the loading lists and you will be able to see all the missions he flew!

Good luck hunting for information.

Erwin

Posted by Erwin on 3/31/2015, 9:58 am, in reply to "My grandfather Lawrence "Larry" Robertson"
Hi Kathi,

what is his middle name? Do you know if his plane was shot down or something like that?

I haven't been able to find his name on the website.

Erwin

Posted by Kathi on 3/31/2015, 3:55 pm, in reply to "My grandfather Lawrence "Larry" Robertson"
Thank you Erwin! I appreciate it.

“NEW 457TH BOMB GROUP WEBSITE”

Posted by Erwin on 3/23/2015, 9:02 am

Dear all,

please check out

<http://www.457thbombgroupassoc.org/>

for the new and updated 457th Bomb Group Homepage! Read about the upcoming Savannah Reunion and lots more.

Also keep checking this website for the huge resource of information on this message board and other information. The new website will need some time to grow.

Best regards, Erwin

“Lockwald Crew”

Posted by Stevan Rich on 3/12/2015, 10:34 pm

Who's around from the Lockwald crew?

Who'd like to go to Savannah in June?

Please let me know.

(Lt Joe Jirik was my mother's first husband.)

Thanks, Steve Rich

Posted by Erwin on 3/23/2015, 8:44 am, in reply to "Lockwald Crew"

Dear Stevan,

please check out: <http://www.457thbombgroupassoc.org/>

This is the new 457th Bomb Group website. Check out the newsletter and see all the information about the Savannah Reunion.

Or contact #####@aol.com

She will know who is coming to the reunion. It will be a great reunion! Hope we will see you in June.

Erwin

“457th bomb squad”

Posted by Jennifer Van Ingen Gourley on 2/27/2015, 3:03 am

My father was John 'jack' Van Ingen co-pilot of the 'Oh Kay' B 17 shot down over Magdesburg Germany in September of 1944. Any information or photos would be appreciated. Am trying to contact carol merlone or one of her sons for the story of that mission. Thanks for any help. Jennifer

Posted by Erwin on 3/2/2015, 10:01 am, in reply to "457th bomb squad "

Dear Jennifer,

When you search the internet on 'Ideal Roofing Oakland' and 'James or Jim Merlone' you will find the son of mister Merlone.

Good luck.

Erwin

Posted by Jennifer Gourley on 3/2/2015, 10:37 am, in reply to "Re: 457th bomb squad "

Thank you so much! Greatly appreciated.

Jennifer

"750th Squadron - March 24 - "Hopsten Day""

Posted by Jason Radak on 2/26/2015, 12:54 pm

My father is Sam Radak. His crew, 9112, held a reunion in CO Springs in the early 90's. All were able to attend. Dad died a couple years later in 1995 at age 69. The crew refers to March 24 as Hopsten Day. The plane was damaged and didn't make it back to base. They landed safely (somewhere) and began a short odyssey before making it back to base. For a bunch of 18-22 yr olds, it was a great adventure. Any additional info on the crew would be appreciated. I have flight records and a few humorous stories and a homemed video of the reunion.

Posted by Erwin on 3/23/2015, 9:09 am, in reply to "750th Squadron - March 24 - "Hopsten Day""

Dear mister Radak,

I am very interested in you homemade video and flight records. I have started the 457th History Project. Please check out <http://www.457thbombgroupassoc.org/> for more information about the project.

Please contact me for more information.

Thank you very much,

Erwin

Posted by Jason Radak on 3/23/2015, 1:30 pm, in reply to "750th Squadron - March 24 - "Hopsten Day""

I have since found out that the pilot, who made a career in the Air Force, passed away as well. If my mother's memory is correct, he was the last of the crew. To hear my dad talk, WWII was a big fun adventure. Being the bombardier, he was in the nose for every takeoff and landing and wouldn't have had it any other way. He was stateside when a Colonel came to the barracks and asked if anybody wanted to join the Air Corps. My dad said that he couldn't because he was 20/40 in the left eye. The Colonel quickly replied, "we're taking 20/40 in one eye". He put his glasses in his pocket and never wore them again until the war was over. He's pretty sure the four of them were "kidnapped" into the ir Corps.

"Miss spell Sgt. Leo Chermack"

posted by Donel Kolba on 2/14/2015, 5:21 pm

My father in-law was shot down Sept. 26th 1944 over the Netherlands. The plane was Delayed Lady/ Jayhawk. He is Sgt. Leo (Chermack) (POW) and not (Chermack) as his last name is miss spelled.

Thank you I thought I would mention the error.

"My Grandfather (Lt. Fred Lockwald)"

Posted by Cristina Lockwald on 2/11/2015, 1:45 pm

Hi

Wondering if anyone has any more photos of my grandfather, Lt. Fred Lockwald. Or any stories .. really ANYTHING would be good. I am trying to put together a book for my dad. Thanks!!!

Posted by Stevan Rich on 3/12/2015, 10:26 pm, in reply to "My Grandfather (Lt. Fred Lockwald)"
Look at <http://www.findagrave.com/cgi-bin/fg.cgi?page=pv&GRid=56300190&PIpi=39575142> for a group photo.

Posted by Stevan Rich on 3/12/2015, 10:52 pm, in reply to "My Grandfather (Lt. Fred Lockwald)"
Also look at <http://www.americanairmuseum.com/mission/359>

Not much info, but gives a map.
Thanks, S. Rich

“PIXs of one Pilot...Two Names Given on Bernie Baines Collection”

Posted by Sam on 2/6/2015, 8:15 pm

Baines PIX on page 63 names the pilot in front of Slo But Sure as Lt Ennis E. Brown, but on page 55 the same pilot (different pose) is named Lt James V. Elduff. After viewing another picture of Lt Ennis E. Brown, I assess that both the pictures on Bernie Baines Collection, pages 55 & 63 are both pictures of Lt James V. Elduff.

Thanks and Hope the notation on page 63 will be changed as needed.
Thanks, Sam

“Photos of my husband or the plane "The Luck of Judith Ann"”

Posted by Rose Goossens on 1/26/2015, 11:09 pm

My husband was Herman R. Goossens who was a waist gunner on the plane with S/N 28073. The plane was named after the pilot's (Garland Hutson) young daughter. Although R & R was required after 25 missions, Herman volunteered to for an additional four more missions before returning state side.

“Seeking any info or pictures of my grandfather Edward J. Celani”

Posted by Mike Celani on 1/24/2015, 6:07 pm

Hello: I am seeking any information or pictures anyone may have of my grandfather Edward J Celani. I would also love to know which plane he flew on and see the nose art of the plane. thanks for the help.

Posted by Sam Everhart on 1/26/2015, 7:11 pm, in reply to "Seeking any info or pictures of my grandfather Edward J. Celani"

Hello Mike, All the information on your grand-father is on this 457th Bomb Group Association site. Not sure if there are any pictures, but there may be some. I found that your grandfather was a Sgt assigned to the 751st Bomb Squad and flew on 18 combat missions over Germany. His duties were fourfold, he was a B-17 radio operator, top turret gunner, ball turret gunner, and a bombardier. Suffice to say, he must have been a very reliable airman and never missed a mission that he was assigned. I compiled six pages of notes on the crew/s, aircraft (by #), and all the missions that he flew on into combat. These are by Mission #, Date, and the Bombing Target Area.

My email is #####@nc.rr.com if you would like me to send you this compilation of notes. I am into WWII US Army Air Force history and enjoy these types of challenges.

“My grandfather Albert L. Mikels”

Posted by robert Mikels on 1/23/2015, 10:59 am

My grand father was Albert L. Mikels he was a tail gunner in the B-17 that crashed in Nebraska September 8th 1944. anyone with info on him or photos of him please send me a message and info to me.

thank you for your time,
Robert mikels

Posted by Sam on 1/23/2015, 9:03 pm, in reply to "my grandfather"

Hello Robert, All the information on your grand-father is on this 457th Association site. Not sure if there are any pictures, but there may be some. I found that your grandfather was a Sgt and flew on 24 combat missions over Germany. Most of his duties were to man the B-17's Left Waist Gunners' position, but he occasionally manned the Ball Turret Gunnery position and the Tail Gunnery position. Suffice to say, he was a reliable gunner and never missed a mission that he was assigned. I compiled eight pages of notes on the crew/s, aircraft (by #), and all the missions that he flew into combat. These are by Mission #, Date, and the Bombing Target Area.

My email is #####@nc.rr.com if you would like me to send you this compilation of notes. I am into WWII US Army Air Force history and enjoy these types of challenges.

“Dale E. Harrison passed away 1-12-15”

Posted by David Harrison on 1/19/2015, 11:22 am

My dad, Dale E. Harrison, a pilot of B-17s in the 749th Bomb Squadron passed away on January 12, 2015 in Golden Colorado. I just wanted you to know. He was at Glatton Base from February to July 1945.

“Plane 42-98024, Que Up, and the lead crew on a mission to Lohne on Mar 14th, 1945. Crew: Capt E. H.”

Posted by dave common on 1/18/2015, 12:02 pm

found the picture of Plane 42-98024, Que Up, and the lead crew on a mission to Lohne on Mar 14th, 1945. Crew: Capt E. H. Humble, Lt N. J. Beam, Lt J. T. Freese, ...while doing a search for the raid they were involved in. would really like to here some more info behind the crew, weather they made it back, survived the war etc. any info would be much appreciated thx in advance

Posted by Erwin on 2/26/2015, 4:24 pm, in reply to "Plane 42-98024, Que Up, and the lead crew on a mission to Lohne on Mar 14th, 1945. Crew: Capt E. H. "

Dear Dave,

If you go to the homepage of this site you have a search box. If you type E. Humble you get a lot of information. Here is a crew photo:<http://www.457thbombgroup.org/Crews/bbc211.jpg>

Hope you find more info and if I can help you please let me know.
Erwin

info on Father

Posted by Linda Shumway on 1/14/2015, 1:13 pm

Is there anyone left out there that remembers my Dad, Orion (Stub) Shumway ? He was stationed in Glatton, England with the 750th squadron, 457th Bomb Group ?

“My dad Robert Brady”

Posted by Linda Brady willer on 12/21/2014, 11:26 pm

Robert Brady was my father and the radio operator on the "Big time operator" shot down over Germany . We never knew any information about this episode in his life until I came to your wonderful site. Thankyou is not enough to say for all of the history from this part of our dads life. He ended up in stalag luft IV. Would there be anyone that would have remembered this account? Again thanks so much.

Linda willer

Posted by Sam Everhart on 1/27/2015, 6:30 pm, in reply to "My dad"

The pilot of Big Time Operator (BTO) told of his recollections from the BTO story posted on the 457th BG site. At the time of his letter and story about the BTO, "Tex" Windham, Sr commented that he and some of his crew got together every year, to reminisce, and have a great time.

He also mentioned they were still looking for Brady and Lupo.

He and his family were living in Columbus, TX at the time. They had five children, Donna, Marshall T., Jr., Rhonda, Polly, and Amy and eight grandchildren.

At www.whitepages.com I found the following names and addresses as still living in Columbus, TX.

Marshall T. Windham, Sr.
Columbus, TX
Phone: (979) #####

Marshall T. Windham, Jr.
Columbus, TX
Phone: (979) #####

I hope that this might help you find someone that can talk about your father's experiences as a POW. If not, good luck on your quest.

A friend of the 457th....Sam Everhart

Posted by Linda willer on 1/27/2015, 7:03 pm, in reply to "Re: My dad"

Thank you so much. I am thrilled to know more about what happened to my dad during that time. My knowledge was very limited but thanks to this site I have learned so much. Heartfelt thanks, Linda

"Gordon C. Esch Passed Away"

Posted by Sam Everhart on 11/7/2014, 6:20 pm

My name is Sylvester (Sam) Everhart, a neighbor of Gordon C. Esch of Pinehurst, NC.

Gordon was one of many 457th Bombardment Group B-17 pilots. He mostly never spoke of his WWII service, but when he passed away this year, I thought to keep his service memory for his survivors.

I want folks to never forget the sacrifice of our WWII Veterans.

My father was KIA as a P-51 Mustang pilot in the Pacific Theater and almost no information is available on him or his unit. It is quite scarce.

Also, my stepfather served in the 332nd Bomb Squadron of the 94th Bomb Group as a B-17 navigator/bombardier. He rarely spoke of his 30 + missions, but I can only imagine.

You and all the members of the 457th Bomb Group Association are to be congratulated for your outstanding website.

It is so full of good data that one could stay immersed reading it for months.

After I compiled a 40 page booklet in the memory of Gordon, I still go to your site and read about the honorable heroes that made up the 457th Bomb Group (attached).

I only hope that you and your membership can sustain the sites existence and expand on its current content.

Question: After Bernie Bains died, does his spouse (Sadie) still reside in Peterborough?

Once again, thanks for the outstanding and informative website.....

Sincerely, One of the Greatest Generation's fan and supporters.

Sam Everhart

Posted by Norman on 11/9/2014, 6:50 am, in reply to "Gordon C. Esch Passed Away"

Sorry to hear of your neighbor's passing. I have not been to this site in years as it is not updated as it once was. Still lots of info here.

Posted by Sam on 11/14/2014, 6:17 pm, in reply to "Re: Gordon C. Esch Passed Away"

Hi Norman, Do you know how to post or send emails with attachments to the administrator of this website. I tried the email address listed as the webmaster, but my email did not get through.

Hope someone out there can help!

Thanks for your note. Sam

Posted by Norman on 11/14/2014, 7:04 pm, in reply to "Re: Gordon C. Esch Passed Away"

There's an email link on the front page. But I'm pretty sure Diane Reese isn't updating the page anymore and the email link is probably dead or not in use anymore.

Posted by Sam on 11/14/2014, 7:09 pm, in reply to "Re: Gordon C. Esch Passed Away"

Thanks Norman, I will keep looking. In the mean time, if you find a good email out there for sending material to the association, let me know.

Thanks again, Sam

Posted by Trisha on 4/16/2015, 6:41 pm, in reply to "Re: Gordon C. Esch Passed Away"

We have a new website for the 457th Bomb Group Association. Please check it out because we are constantly updating it and adding more information and photos.

www.457thbombgroupassoc.org

“My father Bruce F. Harrison”

Posted by Bruce Harrison on 9/11/2014, 12:44 pm

My father Bruce F Harrison passed away Sept. 5, 2014. 749th Squadron

“Pilot visor cap”

Posted by cindy on 9/8/2014, 1:14 am

I have Ralph j Thole visorcap green felt. I believe I had it in storage for twenty_thirty years. I would like to locate a family member so I could give it back to them. I think I found it in a surplus store or goodwill.

“Gordon C. Esch, 457 BG”

Posted by G. Feldkamp on 8/25/2014, 5:43 pm

Our dad, Gordon, passed away yesterday, Sunday, August 24, 2014.

He loved to talk about his exploits with his fellow airmen in the air and on the ground. He will be missed.

“James Elduff (Bad Time Inc)”

Posted by Alice Ann McElwee on 8/17/2014, 12:33 pm

457th Group 749th Squadron

I am looking for pictures of my dad,
James Elduff, Captain of Bad Time Inc.

Thank you

Posted by Max Lewis on 8/26/2014, 2:00 pm, in reply to "James Elduff (Bad Time Inc)"

If you go to the 457th assoc. home page and search enter "Elduff beside" you will get to a picture of your Dad next to the plane called Slow But Sure. It is on page 55 of the Bernie Baines Collection. My father was a tail gunner in 457th, 748th.

Posted by Cynthia Rothbard on 11/11/2014, 4:11 pm, in reply to "James Elduff (Bad Time Inc)"

My father Harold Rothard was your dad's tail gunner. He remembers your dad. Email me.

Posted by Alice Ann McElwee on 11/14/2014, 6:29 pm, in reply to "Re: James Elduff (Bad Time Inc)"

What is your dad's phone no? I can call him when I see my dad and they can talk.

Thank you,
Alice Ann

Posted by Cynthia Rothbard on 11/14/2014, 6:50 pm, in reply to "Re: James Elduff (Bad Time Inc)"

My email is: #####@fcb.com

Please email to get number. Thanks!

Posted by cynthia rothbard on 4/17/2015, 3:43 pm, in reply to "Re: James Elduff (Bad Time Inc)"

Alice,

Can you email me? #####@fcb.com

Love to get our dads connected.

Thanks

“B-17 bomber Paperdoll”

Posted by W. Huijbers on 8/16/2014, 5:52 am

On 22 february 1944 crashed the B-17 Paperdoll near Afferden (Netherlands) on the way back from Oschersleben (Germany).

The crew was:

George Sciligo

Joe Lantigne

Leo Williams

James Fiers

Donald McCall

Charles Gurney

John Cvitkovitch

Eugene Hively

Thomas Geary

Edgar Taylor

James Fiers landed with parachute near Beugen, the village where I am living today. On this site I can't find anything about this crew.

Who can help me??

Willem Huijbers

Posted by Sam Everhart on 1/29/2015, 8:40 pm, in reply to "B-17 bomber Paperdoll"

W. Juijbers,

Not sure the following will help, but found that the entire number of crew members you listed belonged to the organizations and report cited and stated below:

524th Bomb Squadron
379th Bomb Group
VIII Bomb Wing
8th Air Force

Mission NO: 71 Target: Halberstadt Date: FEB 22, 1944 Cost: \$ 35.75

B-17G-20-BO Flying Fortress SN 42-31510 Delivered Denver 16-11-43; Great Falls 25-11-43; Romulus 26-12-43; Presque IS 30-12-43; Assigned 524BS-379BG [WA-D] Kimbolton 4-1-44; Missing in Action Oschersleben 22-2-44 with Don McCall, Co-Pilot: Chas Gurney, Flight Engineer-Top Turret Gunner: Jim Fiers, Waist Gunner: Joe Lntigne (4 POW); Navigator: Sgt Tom Geary, Bombardier: Leo Williams, Radio Operator: John Cvitkovich, Ball Turret Gunner: Gene Hively, Waist Gunner: George Scilligo, Tail Gunner: Edgar Taylor (6EVD-all ret UK by 8-9-44); enemy aircraft KO'd#3 & #4, crashed Afferden, Holland; Missing Air Crew Report 2875.

The above should help get you some answers for your questions.

The report in your question is one of the most expensive ones I saw listed.

Hope this helps.....Good Luck on your quest for informatin.....A Friend of the 457th Bomb Group

"I find picture of B 17 code U"

Posted by HEMERET Antoine on 8/14/2014, 5:03 pm

Hello,

First, Sorry for m'y poor english.

I juste find between pages of an old book, 4 pictures About B17 code U on the tail
This plane hade landing without gears and were in a good condition. The propellers and engins hooks are disassembled.

There are no fight impact.

On the tail, Code U and D , number 338909

On the nose number 909 and probably " Kraut Krusher "

On the top edge " is this trip really necessary?"

This plane look like B 17 F without front gun turret ?

U for 457th

But I have some difficulties with tail number who doesn ´t correspond to serial number : probably 43-38909

I don ´t Know why ...

For the type the plane was probably a B 17 G , the nose turette was probably desassembled too!

So, with all this constatations and the help of your great site

I think This B17 is really the number 909 of 748 th squadron named Kraut Krusher when it was landing near Dijon in France 2/14/1944 ?

This plane was probably all or part recovered, did it fly again? Probably not. And his crew ?

On the net, I find 3 pictures of The 909 after crash , this picture are not on your site, on those, the plane is still intact , the disassembly are not begun.

On the net they is a french site about all plane crashed near Dijon and the land surroundings : Histavia.21.net
The crash of 909 is not report may be you can contact them.

So thank to you for help in m'y research.

This B 17 have take off again in m'y Dream on tribute of the sacrifices of all the crews members .

My pictures are to your disposition but I dont Know how I can sent it?

Nobodies was injured in this crash, if a crew are still alive or his children you can sent this picture with my letter , to mean my gratitude for allied forces.

A H

Posted by HEMERET Antoine on 8/14/2014, 5:37 pm, in reply to "I find picture of B 17 code U"

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Nobodies was injured in this crash, if a crew are still alive or his children you can sent this picture with my letter , to mean my gratitude for allied forces.

A H

Posted by Trisha on 4/16/2015, 6:47 pm, in reply to "Re: I find picture of B 17 code U"

Contact this man. He can tell you the history of the plane if you give him just the tail number.
www.joebaugher.com

Posted by Antoine hemeret on 4/17/2015, 5:31 pm, in reply to "Re: I find picture of B 17 code U"

Thank you for This contact I try to Get more information about this plane

"Lady "B" Good W. H. Youngblood gunner"

Posted by Danny Youngblood on 8/9/2014, 12:01 pm

I have photos of the above plane. Serial # 338594 with letter U in triangle & letter B on bottom of tail. I have aerial and crew photos. Some names: John Fairless. Lt. Stanton, W. W. Bailey, Jake Downing, B. F. Szabunka, John C. Dounen, & more. Many photos: The Golden Lion, The Stilton Cheese, Covington Castle, Big Ben, Peterborough Cathedral. Does anyone have any info on the above men or of the plane. I am recreating a model of Lady "B" Good complete with nose art & markings. Anyone remember colors of nose art?

Posted by Sam on 11/14/2014, 6:11 pm, in reply to "Lady "B" Good W. H. Youngblood gunner"

43-38594 (457th BG, 749th BS, *Lady Be Good*) hit by flak on Feb 3, 1945 during mission to Berlin and crash landed near Ypres, Belgium. Crew OK. For a picture of her with nose art see the below link, however it is black and white and you probably have it already or a better one. There are several pictures of it under the 457th's site:

http://www.457thbombgroup.org/aircraft_pictures/Page26.html

http://www.457thbombgroup.org/aircraft_pictures/43-38594_in_the_hanger.html

I am new to the site and would like to see your photos posted to the site. Thus far, I have not found out how to do that yet?

Good luck....hope you find someone to tell you the Nose Art of the Lady in color!

Posted by Trisha on 4/16/2015, 7:04 pm, in reply to "Re: Lady "B" Good W. H. Youngblood gunner"

Hi, Sam,

Go to the new and active official website at

www.457thbombgroupassoc.org. To submit photos to go on the site e-mail Erwin at #####@hotmail.com.

Thank you for wanting to share your photos!

Trisha

"Thomas J. Heter"

Posted by Cindy on 6/23/2014, 10:08 pm

Looking for anyone that flew with my Dad 1st LT Thomas J Heter. He was a pilot in 457th Bomb group . Looking for any pictures, stories. Do the list of missions show who flew which mission?

Thank you!

#####@yahoo.com

"Information About Douglas Simonis"

Posted by Doug Simonis, Jr. on 6/8/2014, 4:06 pm

My father is in the end stages of dementia. He never opened up about his time in the war. He served with the 457th out of Peterborough, England. Does any body have any information they could share with me?

Doug Simonis, Jr

Watertown, WI #####

Cell: 920-#####

Posted by Sam Everhart on 11/13/2014, 10:36 pm, in reply to "Information About Douglas Simonis"

Found your father's name at the following site:

<http://www.americanairmuseum.com/person/46886>

Also, you might submit a search on his name with other information at the following site:

<http://mightyeighth.org/research-center/veterans-database/>

The site where your father's name is listed shows that he was in the 750th Bomb Squadron of the 457th Bomb Group as PFC (Private First Class) in Communications. This probably means that he was a Radioman in a B-17. His name does not show up anywhere on the 457th BG Association website. While it would be extremely labor intensive, you might be able to go into their link to Mission Narratives & Loading Lists.

When you get to the missions which shows a load list, scan down the crew names listed under each of the 750th Bomb Squadron's aircraft.

Unfortunately, some missions do not include load lists and there are also over 100 missions to search through for his name.

Best of Luck and Hope your search is a positive one.

“Plane Name / Nose Art - 42-3541”

Posted by M. Lance Frank on 6/8/2014, 1:29 pm

I'm trying to find out what B-17G S/N 42-31541 was named, if it was named and what the nose art was, if it had nose art. I recently discovered that my great uncle was the Bombardier on this plane when it went down during training exercises in Utah 23 Dec. 1943. Thank you all for your help. Lance

Posted by Sam on 11/14/2014, 10:35 am, in reply to "Plane Name / Nose Art - 42-3541"

According to official records, this B-17F SN 42-3541 flew for the 8th Air Force, 96th Bomb Group, 339th Bomb Squadron, and was named 'Little Girls'. Per an official incident report (MACR 2011) she was damaged by fighters during a raid on Bordeaux, France and ditched in Bay of Biscay on January 5th, 1944. 5 of the crew were Killed in Action (KIA) and the other 5 crew members became Prisoners of War (POW). A link for finding aircraft by SN is: <http://users.rcn.com/jeremy.k/serialSearch.html> This will get you any and all aircraft ever produced since 1918. Given your great uncle's name, you might also search the 96th BG site: <http://96bg.org/> My preliminary search of this site showed two recent newsletters that you can download and read:

<http://96bg.org/Newsletter/63.pdf> and <http://96bg.org/Newsletter/62.pdf> Between the 96th BG website and their newsletters, you might find a phone number or other type of contact to help you with your research.

Provide your uncle's name & other information about his affiliation on this museum's

website: <http://www.americanairmuseum.com/person> This might provide you with his rank and military occupation and more details about his unit. This link, a part of the same website and provides you with a report on the plane and its crew plus other information: <http://www.americanairmuseum.com/aircraft/6612>

At the following link, you can fill in the needed info on your great uncle in the form of a research request which may give you more data on his service during WWII: <http://mightyeighth.org/research-center/veterans-database/>

I really hope that all this will help out your quest to find out about your great uncle's WWII service, after all, he was a part of the "Greatest Generation". Good Luck from Sam #####@nc.rr.com

Posted by Sam Everhart on 2/3/2015, 7:21 pm, in reply to "Re: Plane Name / Nose Art - 42-3541"

The previous response note to your question was in total error. The correct notation should be that your great uncles plane 42-31541 (Assigned to 457th BG) crashed in USA Dec 23, 1943 after colliding in midair with 42-38065 near Wendover AAF, UT. Eight (8) crew members were killed. The other plane, 42-38065 landed safely.

More to the question of names or nose art, most planes did not get a name or nose art until they arrived in the war zone. In some cases, they did not get either until the plane was flown on a couple of combat missions.

And ever others did not get either a name or nose art at all. Some planes were flown by so many different crews that no one crew would claim it and name it.

Provide your uncle's name & other information about his affiliation on this museum's website: <http://www.americanairmuseum.com/person>

This might provide you with his rank and other disposition regarding his final call.

This link, a part of the same website may provide you with an incident report on the plane and its crew plus other information: <http://www.americanairmuseum.com/aircraft/6612>

At the following link, you can fill in the needed info on your great uncle in the form of a research request which may give you more data on his service during WWII:
<http://mightyeighth.org/research-center/veterans-database/>

Hope this helps answer some of your questions on your great uncle's plane. From the report on the crash, a normal crew was comprised 10 airmen. Did your great uncle survive the head on crash?

Good luck...Sam Everhart #####@nc.rr.com

“Raymond L. Osborn”

Posted by Tammy Sinnott on 6/6/2014, 8:18 pm

I'm looking for anyone who served with my grandfather Raymond L. Osborn. My grandmother was pregnant with my mom when he was killed during combat. Im looking for anyone who might have known him and can share some things about him with us. Thank you.

Posted by Sam on 11/14/2014, 5:14 pm, in reply to "Raymond L. Osborn"

Looking at this website, I found a ton of data on your grandfather's duties, crew members, and all his missions. It is way too much to send in this response. See my note at the end of this quick note.

<http://www.americanairmuseum.com/person/179324>

Your Grandfather's War Status is on this site.

<http://mightyeighth.org/research-center/veterans-database/>

You can submit a personal search request on this site. Your grandfather was in the 8th Air Force, 457th Bombardment Group, 748th Bombardment Squadron.

http://www.abmc.gov/search-abmc-burials-and-memorializations/detail/WWII_3437

This American Battlefield Memorial Cemetery reportedly contains your grandfather's remains.

Besides the links above, I compiled a 24 page booklet on his service at while at Glatton Field, STA 130 near Conington & Peterborough, England.

If you would like to see it, send me an email at #####@nc.rr.com I will attach it to an email back to you. The booklet lists all the missions he flew on and lists all the crew members in his Squadron. Sad to say, but many of his friends have likely passed.

Good luck and hope that this will help your quest.

“Plane 42-31607, rose olive,mission 44”

Posted by Mark gangi on 6/4/2014, 3:22 pm

My grandfather was Austin F. Moore ball gunner. Was wondering which pow camp he was in

Posted by Sam on 11/14/2014, 5:24 pm, in reply to "plane 42-31607, rose olive,mission 44."

Found this on the list of POW s. The links below should also help you with a lot of pictures and other data on his POW camp.

Stalag Luft IV

http://en.wikipedia.org/wiki/Stalag_Luft_IV

<http://www.stalagluft4.org/>

“Good Luck”

Posted by Michael Channing on 12/6/2015, 9:26 pm, in reply to "plane 42-31607, rose olive,mission 44."

Hi, I live near Galtton and my grandfather was an American airman, I saw the rose olive air crew and one member of this crew has a uncanny resemblance to my son and father, I think it was Walter v Taft , but I note your grandfather was part of this crew, do you happen to have any pictures or details?.. my grandfather was a tail gunner but the picture we have does not say who is who, a long shot I know but worth a try?.. regards
Mike

“Registration-Number : 43-38795 Crew of Lt Erwin C. Popham”

Posted by Nicolai Bärike on 5/27/2014, 3:44 am

Hallo,

Please let me first introduce myself: I´m living in Germany in Rhineland Palatine near Karlsruhe. Together with friends, which are official members of a registered german organization for investigations and search for missed aircraft in world war 2, we are looking now for a crashed aircrafts in our “direct neighborhood”. 2 weeks before we started some investigations for an B17G which was crashed down nearby Maximiliansau on the 13.01.1945 at approximately 2 o´clock in the afternoon. Last week on Sunday, we were able to identify debris of this aircraft. The parts were found in a forest near the village with the name Jockgrim. We are absolutely shore, that we found the right parts because we could recognize the manufacturer: BOEING ! For a better localization especially for bigger parts, we need more informations because of the exact route, which the aircraft took at his last day. What we know is following:

Aircraft type: B17G

Registration-Number : 43-38795

The aircraft was a member of the 457th Bomb Group and the 751st Squadron

The mission number on 13.01.1945 was 173

What we also found out is, that the attack against the Rhine river bridge was executed in 2 waves with respectively 36 aircrafts. For the first attack at half past 1 o´clock at the same day, another Bomb Group was responsible. It was the 401th Bomb Group. The documentation of this mission (195) is very detailed. Please have a look here:

<http://www.401bg.org/Archive/Document/Mission/Report/195.pdf>

They didn´t lost any aircraft. But for the mission 173 of the 457th Bomb Group we found no detailed operational report with the flight plan of the route to and from the bridge.

Our question: Has someone excess to a detailed flight plan for mission 173 and can provide this? Then perhaps we can found out which was the last heading and altitude of aircraft Number 43-38795 before it was hit by flak and we can better calculate where the big debris came down. Thank you for your help !!!!

Regards,

Nicolai

Posted by Richard Ciolek-Torello on 12/5/2014, 7:37 pm, in reply to "Registration-Number : 43-38795 Crew of Lt Erwin C. Popham"

I cannot help you with the information that you need, but I am very interested if you are able to find this aircraft. My wife's uncle trained with Popham and his crew in the U.S. and served as his bombardier on his first

missions over Germany. He was wounded, however, and did not fly on the mission in which Popham's plane was shot down. Thus he was the only survivor of Popham's original crew. I have been in touch with the relatives of some of the crew members who were not so lucky. I know all of us would be very interested in your investigations.

“Haldeman, Sterling J.”

Posted by Sam on 11/14/2014, 5:55 pm, in reply to "Haldeman, Sterling J"

Found this Pix of your grandfather and crew posing in front of one of the aircraft he was likely on.

<http://www.457thbombgroup.org/AirCrews/Sharrock%20Crew.html>

Your grandfather flew in 3 different B-17G aircraft, but the one with SN 44-6509 is the one he was on most (5 Missions of 8).

This is a link to the picture of 44-6509 which is listed with no name. Please note that the number someone typed in above the picture is wrong. The picture is clearly that of 44-6509 and not of 42-6509!

http://www.457thbombgroup.org/aircraft_pictures/44-6509_H_TAKES_OFF_FROM_NO_1_RUNWAY.html

Your grandfather's plane survived the war according to this note:
44-6509 (447th BG, 748th BS) returned to USA on Jun 8, 1945.

“Hope this helps! Even if it is very late!”

Posted by Roy Van Burkleo on 5/11/2014, 11:02 pm

I just recently found out my grandfather served in your outfit. I saw on a couple mission reports that he was usually the top turret gunner on ship 509. I was just wondering if anyone remember him or what his aircraft looked like. I want to make a model of his plane and give it to my dad for fathers day. his name was Sterling J Haldeman. He passed away in 1980 and rests in San Antonio Tx. thank you in advance for your responce. Email me back anytime.

“Lt. Raoul L. Phaneuf, Jr.”

Posted by Mary Hussey on 5/9/2014, 6:31 pm

This was my father in the 457 Bomb group, squadron 749 in England. I am trying to locate any pictures of him with his group and plane. He passed away 11 years ago and we would like to have a picture of him during that time. We can't seem to find anything in his picture archives. I have copied some of the missions and see his name on the crew loading list.

Any help someone can give would be so much appreciated.

“Crew of Lt. Arnold Brunner”

Posted by Judi Brunner Evans on 4/27/2014, 10:49 pm

Looking for anyone who flew with my dad. Would love any stories.

“Lt Harry Stafford crew”

Posted by Dion Osika on 4/25/2014, 11:52 am

My father, Walter Osika, flew as a crew member with Lt Harry Stafford and would like to contact other family members of men who flew with this crew between April and September 1944

Posted by Chuck on 5/3/2014, 9:37 am, in reply to "Lt Harry Stafford crew"

My father Frank Craven flew with this crew. He was with your dad when they ditched in the North Sea. My father passed away in 1995. I am retired from the Air Force an try to keep up with this web site. I found a log my father kept during his time with the 457th. I saw a acronym PFF but can't figure out what it means. Could you ask your dad about that. Thanks

Chuck

Posted by Dion Osika on 5/3/2014, 12:05 pm, in reply to "Re: Lt Harry Stafford crew"

My dad also kept a small log, not much than a few sentences about each mission. He did write a longer version of his experience in the ditching on May 24 in the book "Black Puff Polly".

Would like to contact you via email and share information. About 3 weeks ago I also heard from crewmember Robert Ridge, who also flew with our fathers.

PFF denotes the use of Radar for bomb aiming. Lead ships would have H2S or H2X radar domes installed in place of the ball turret to enable using radar to drop on the target. These were called PFF or Mickey aircraft.

Posted by Dion Osika on 5/3/2014, 4:36 pm, in reply to "Re: Lt Harry Stafford crew"

I meant to say, I heard from Robert Ridge son, he father passed away as did mine.

Also PFF was from a British abbreviation for Pathfinder force

Posted by Chuck Craven on 5/4/2014, 9:09 pm, in reply to "Re: Lt Harry Stafford crew"

Dion, thanks for getting back to me. Sorry I forgot the email yesterday. In 1992 I was in Berlin with the AF.

While there I walked the area of the target for our Fathers mission on May 24 1944. Didn't know it until afterwards. While talking with my Father I mentioned were I had been and that was the first time he ever really talked about that time. It will be great to hear from you Chuck. Email in case it doesn't show up is #####@roadrunner.com

Posted by Ed Wodek on 7/21/2014, 2:14 pm, in reply to "Re: Lt Harry Stafford crew"

My uncle was Anthony "Tony" Wodek the bombardier during this mission. Uncle Tony didn't give a lot of details on his time in the war. He was shot down on a later mission also. I have been a history teacher for the past 35 years, so researching about his missions during the War has been interesting.

Posted by Dion Osika on 7/24/2014, 3:50 pm, in reply to "Re: Lt Harry Stafford crew"

My Dad, Walter Osika, wrote a short story of the details of Lt Stafford's crew ditching on May 24,1944. It was published in a book "Black Puff Polly" and I recently learned it was used in a book "Dinghy Drop" which gave narratives about RAF search and rescue squadrons. Feel free to email me at #####@aol.com if you wish to share information. Dion Osika

Posted by Dion Osika on 7/24/2014, 3:50 pm, in reply to "Re: Lt Harry Stafford crew"

My Dad, Walter Osika, wrote a short story of the details of Lt Stafford's crew ditching on May 24,1944. It was published in a book "Black Puff Polly" and I recently learned it was used in a book "Dinghy Drop" which gave narratives about RAF search and rescue squadrons. Feel free to email me at #####@aol.com if you wish to share information. Dion Osika

“Mike Keesee, pilot in the 457th”

Posted by Nichole on 4/5/2014, 12:03 am

My grandfather, Mike Keesee, passed away last week. He was a pilot with the 457th bomb group. His plane was shot down over Germany and he was held as a POW at Stalag Luft 1. I am hoping to reach any knew who knew him.

We have found a lot of pictures and notes of his time in the war - it is very bitter/sweet

“James Luper and the Rene III”

Posted by Jason Luper on 3/14/2014, 12:34 am

Hello I am the grandson of Col. James R. Luper and am building a scale replica of the B-17 he flew the Rene III named after my Grandmother. I'm still researching but since almost all image of that specific aircraft as well as most other B-17's are in black and white I don't have an accurate color scheme to work with.

I have found an awful lot of great stuff on here but if anyone as any more information about him, the plane, or the plane he parachuted from and became a POW (B-17 #44-8046) please contact me at #####@jasonluper.com

Thanks for having this amazing resource already in place.

Posted by Steve Donovan on 5/3/2014, 3:24 pm, in reply to "James Luper and the Rene III"

Jason,

My cousin, Thomas G Leahy (waist gunner), was a member of a "lead crew" and was on a few missions with your Grandfather. I have several pictures of Rene III, some with your Grandfather in them. Most of them I got from the web, but I'll send you what I have if you send me your email address. Good luck.

Posted by Trisha on 4/16/2015, 7:12 pm, in reply to "Re: James Luper and the Rene III"

Hi, James,

I have a couple of pictures of your grandfather in my dad's collection. I can e-mail them to you if you'd like but of course they are all black and white. I'll see if I have a picture of Rene III as well.

Trisha

Posted by Jerry on 5/24/2015, 5:09 am, in reply to "James Luper and the Rene III"

Hi James, are you on Facebook, if so it would be great to make contact regarding your grandfather.

Regards,

Jerry

Posted by Jason on 5/24/2015, 4:10 pm, in reply to "Re: James Luper and the Rene III"

I am. mt FB info is: <https://www.facebook.com/jluper>

“Stegemann / Stegeman”

Posted by Chris Stegemann on 3/13/2014, 2:11 pm

My grandfather Rudolph F. Stegemann flew with this list of airmen. If anyone has any information I would greatly appreciate it. Thank you.

William F. Fiedler
Fredrick C. Ernest
Robert W. Pace
Edward R. Sage
Michael E. Attaway
George A. Steltzer
Joseph M. Mooney
Burel Miller
Rudolph E. Stegeman
Gerald D. Stevens

“Photos”

Posted by Thomas Hayman on 3/10/2014, 8:01 pm

Nine to see that the photos i spent 5 weeks scanning from bernie are still up on the site

“Raymond KRISTOFF”

Posted by Scott Considine on 3/10/2014, 1:59 pm

Hello - my name is Scott Considine, combat veteran of Afghanistan part of 1/82 CAB A.Co.Apache Helicopter Crew Chief. I'm writing on behalf of my wife, who's grandfather was part of two acfts 1st the Vapor Trail and 2nd Flak Dodger. I'm trying to get as much info that I can have to preserve her family honor and to pass this to

our future son who will be born in July. I am going by most notes that her grandfather has written and has brought me to you. I am building a B17 Model and trying to find out the acft, tail number and any other information. If there is anyone with information, it is greatly appreciated. Looking forward to hearing from someone soon.

V/R

Scott Considine

US Army Ret.

Posted by Tilman Reitzle on 6/13/2014, 4:13 am, in reply to " Raymond KRISTOFF"

Hi Scott,

Lt. Col. (Ret.) Roland Byers wrote a history about the plane named "Flak Dodger" which came out in 1985. It's still widely available on Amazon. James Bass's book trilogy "Fait Accompli" should also have tons of info, though I haven't read that one.

Blessings to you and yours, Tilman

“Pic crew list correction”

Posted by Devra Sambo on 3/8/2014, 10:35 pm

Hi. Was doing some web surfing about my now passed grandpa and finally found a pic of him on your website. Just wanted to let you know that it's (WG) Leonard G. Johnson in the flight crew 457 with White as the pilot.

“Walter Osika”

Posted by Henry Osika on 3/7/2014, 8:32 pm

My great uncle Walter Osika was a tail gunner with a pilot named Harry Stafford. Does anyone know what a/c they used? Particularly the one they were flying when they went down in the English Channel.

Thank you.

Posted by Dion Osika on 4/17/2014, 12:46 pm, in reply to "Walter Osika"

Hi Henry,

I am Walter Osika's eldest son and his crew flew in B-17 #42-102692. The aircraft was ditched on May 24, 1944. You can look up more details on this site. I could never find much more information or pictures of this particular aircraft and am assuming it was relatively new to the 457th when lost. Feel free to write me direct for more information, I have most of my Dad's research that he did about his experiences.

This will be the 70th anniversary of his WW2 flights and we are fortunate to be associated with the Collings Foundation and plan to fly with them on the B-17 on days he flew in WW2. BTW, your grandfather would be one of my uncles, to which one are you related? Stanley, John, Theodore (Teddy), or Anthony?

Dion Osika #####@aol.com

“RIBBON OR AWARD OR CITATION”

Posted by BOB WILLIS on 3/3/2014, 7:32 pm

HELLO I BELONG TO THE AMERICAN LEGION AND I WAS ASKED TO FIND OUT WHAT THIS RIBBON WAS FOR. MISSION #159 DEC 12 1944. POW SGT RUSSELL PERRY IT HAD TWO OAK LEAFS TWO BRONZE STARS ON BLUE BACKGROUND. THE FAMILY WAS TOLD DISTINCTION COULDN'T BE DIVULGED? HIS GRANDDAUGHTER ASKED THANKS BOB WILLIS USCG 1974-1979

“Sgt. Charles Coffman, WG, B-17 F 42-38073, the Luck of the Judith Ann, '44-45”

Posted by Terry Coffman on 2/21/2014, 1:51 am

My father had two full boxes of medals, including at least two Purple Hearts and two unit citations. He died in '74 and the medals were either lost or stolen. Military Archives in St. Louis sent me his campaign medals but said the rest of his records were destroyed in the fire of '73. They also claim that fire destroyed records from

'47-52. My father served in '44 and '45. They've told me the same thing twice. I would be deeply grateful if anyone could offer me any advice or guidance in determining what medals my father was actually awarded. Thank you.

“Sgt. Charles Osborne Coffman”

Posted by Terry Coffman on 2/17/2014, 12:28 am

My father, Sgt. Charles Coffman, died of a heart attack in in 1974. He had two boxes of medals that were either lost or stolen. The government tells me his records were destroyed in a fire. He was a WG on the Luck of the Judith Ann, B-17 42-38073, stationed in Glatton. He flew with Pilot Garland Hudson in the 750th squadren. His flight crew is pictured and named on your site. Any guidance or information would be deeply appreciated. Thank you.

“Julius H. Drummond”

Posted by Karel on 1/26/2014, 5:15 pm

Hello,

Can someone ID Lt Julius H Drummond on the picture below:
<http://www.457thbombgroup.org/AirCrews/Pugh%20Crew1.html>

There are more names then persons on this photo so I'm not sure.

thanks!
Karel

“B-17, 43-38824”

Posted by Gerry L Humphrey on 1/26/2014, 9:28 am

Would like to get info on 43-38824 and its crew. Also a photo if possible. Thanks. #####@yahoo.com

Posted by Jon Lewis on 4/7/2014, 11:38 am, in reply to "B-17, 43-38824"

Gerry,

My father, Arthur H. Lewis was the bombardier on this plane that crash-landed in Belgium on Nov 10, 1944. The pilot and copilot, Edgar Ray Prigmore and Jack Malahy successfully landed the plane while the rest of the crew bailed out beforehand. Everyone walked away from the incident.

I have much more information about this incident and even visited the crash site recently. You can read about it on my blog at: www.jonlewisblogs.blogspot.com.

Would love to know anything you know about this aircraft.
Jon Lewis

Posted by Gerry L Humphrey on 4/8/2014, 6:17 pm, in reply to "Re: B-17, 43-38824"

Hello Jon,

It has been awhile since I have worked on that project. I will have to go back to my notes and get back with you. Thank you for the story.

Posted by Jon Lewis on 4/8/2014, 7:49 pm, in reply to "Re: B-17, 43-38824"

Thanks, Gerry. One thing I'm trying to figure out is whether 43-38824 is the same plane as one called "The Million Dollar Baby." This is the name my father gave to the first B-17 he flew in and which I thought was the plane that crash-landed on Nov 10, 1944 in Belgium. But I have seen other reports on the Web that claim 43-38824 actually returned to the US. It would be great being able to clear up this mystery.

“Lt. Blackwell crew B-17 42-102464 14th June 1944”

Posted by David King on 1/23/2014, 2:17 pm

Dear All, I am writing on behalf of a small village in France who will be celebrating their Liberation this summer. We are trying to trace former members of Lt. C R Blackwell's crew, and their relatives. Their B-17 42-102464 crashed at Fleury-la-Forêt, 14th June 1944. All crew members bailed out safely and were as follows.

Pilot: Lt Charles R. Blackwell EVD
Copilot: Lt Theodore R. Baskette POW
Navigator: Lt Irving H. Meyers POW
Bombardier: Lt Verne M. Boon POW
Aircraft Engineer: Sgt Thomas W. Howard POW
Radio Operator: Sgt Edward Nabozny POW
Left Waist Gunner: Sgt Francis W. McCall POW
Ball Turret Gunner: Sgt Thomas G. Leahy POW
Tail Gunner Sgt Sylvester: C Kuraszkiewicz POW

There is an open invitation for all crew members, their relatives and friends to join in the celebrations, and I look forward to hearing from anyone with any connection relating to this crew.

Best regards,
David King.
(Chairman) aircrewremembrancesociety.co.uk

Posted by Steve Donovan on 5/3/2014, 4:06 pm, in reply to "Lt. Blackwell crew B-17 42-102464 14th June 1944"

David,

My cousin was Thomas G. Leahy. He passed away in April 1960. I believe Lt. Blackwell recently passed away, too. I'm not sure about the rest of that crew. I do have a lot of information/pictures of that mission, but I'm not sure I have anything that you don't already have or would even be interested in. However, I am very curious as to why you have focused in on Thomas' crew on that mission when they were shot down? Did they spend anytime evading capture with the help of the people in the Fleury-la-Forêt village where the plane crash landed? What's the connection? I would really like to know the full story for my family history of Thomas' war time experience. Thanks

Posted by David King on 5/4/2014, 7:36 am, in reply to "Re: Lt. Blackwell crew B-17 42-102464 14th June 1944"

Hi Steve nice to hear from you. The crew did indeed evade capture in Fleury-la-Forêt village, first being hidden by the local baker then handed over to Madame Huguette Verhague, who helped crews escape from France. I am currently working with Olek Brzeski who is organizing the 70th Liberation anniversary of the area, that will include the B-17 crew's escape and many incidents in the area. Olek has more details relating to their escape and the work of Madame Huguette Verhague, we also have a photo of the crashed aircraft and the location today. If you would like to contact me direct at #####@yahoo.co.uk I would be more than happy to forward these to you and put you in touch with Olek, who would very much like to share any information he has with you also.

Best Regards, David King

Posted by Olek Brzeski on 6/24/2014, 7:18 am, in reply to "Re: Lt. Blackwell crew B-17 42-102464 14th June 1944"

Hi ya Steven,

I am so sorry that I have not responded earlier to your posting. I am Olek Brzeski, I am the guy that started this hunt for relatives connected to several aircraft that crashed in this area (your uncle's plane being one of them) and I would dearly love to speak to you directly.

There are plans afoot to erect a memorial site where 42-102464 crashed which is one of the reasons I am looking for family members.

Can you please contact me concerning your uncle and his crew? Regards, Olek.

Posted by Steve Donovan on 6/25/2014, 9:16 pm, in reply to "Re: Lt. Blackwell crew B-17 42-102464 14th June 1944"

Hello Olek,

I'll be on vacation for 2 weeks but would be happy to talk/email with you when I get back. My email address is #####@aol.com By the way, Thomas Leahy was my cousin not my uncle. I can email his biography, which I wrote up.

"My Dad and Mission Maid"

Posted by Michael Cobb on 12/27/2013, 8:07 pm

My Dad, Doyle L Cobb, was a Crew Chief in the 457th. We have a photo of him with a crew and the caption said it was the Mission Maid. I don't think he was actually part of the Air Crew because he always talked about his group of planes he worked on. He joined right out of HS in Jasper, AL. If anyone has information about him or the ground crews please forward to me. Thanks

Posted by Susan Murphy Rohrer on 7/29/2014, 1:02 pm, in reply to "My Dad and Mission Maid"

My dad George Murphy was the turret gunner on the Mission Maid. I have some photos and some information about the crew. I think he might have been a friend of my dad. He talked about Cobb. I will look at the images. The pilot was Poor.

Posted by Michael Cobb on 7/30/2014, 8:16 am, in reply to "Re: My Dad and Mission Maid"

Susan,

Thank you for responding to my posting. My dad, Doyle Cobb was part of the ground crew and did not fly missions. He was one of the guys that kept them flying. He doesn't like talking about that time. You can see it in his eyes when he starts to remember things he did and saw. I would appreciate any and all info that you can forward to me. My address is #####@bama.ua.edu. My snailmail address is Northport, AL #####

Thank You again!

"Replica patches"

Posted by Todd Darnell on 12/16/2013, 2:33 am

I am looking for a site in which to purchase a 457th Bomb Group patch and a 751st Squadron patch. any help is greatly appreciated. E-mail me at #####@yahoo.com

"Aircraft 44-6088 Rattlesnake II"

Posted by John Dayton on 11/11/2013, 7:34 pm

I just found your web site today (11-11-13) and found the record of my uncle, Lt Fredrick Gauss, pilot of Rattlesnake II. I am the last living relative of Fredrick and until now I have had no way to learning how he died in defense of his country.

God Bless him and all of the 457th for what sacrifices they all made.

If any of his crew are still with us I would love to hear from you. Several years ago I was in Europe and drove near Achen, Germany. At the time I had no idea I was so close to where my uncle Freddie had died.

John Dayton, Kingsport, TN

Posted by Todd Gray on 7/26/2014, 9:15 pm, in reply to "Aircraft 44-6088 Rattlesnake II"

Hi John

My father was Lt. Ralph Gray. There is information on this website about Lt. Gauss crew. There is also a chapter about this crews first mission in a book called Black Puff Polly and other flights to eternity written by Roland O. Byers.

“Base life and security”

Posted by Paul Dickinson on 11/1/2013, 8:47 am

I'm in the process of writing a novel and wondered if anyone could tell me what was the procedure if someone suspicious was caught lurking near the airfield. Where they held at the base and then handed to the local police?

“Trying to locate Stanley Smith”

Posted by R Bowers on 10/10/2013, 2:49 pm

I'm trying to contact Stan Smith from 750th Squad. I have pictures of him from the Commemorative Air Force's visit to Perrin Field in Sherman, TX yesterday. I would like to give him copies of the photo's. Picture can be viewed here: <https://www.facebook.com/photo.php?fbid=10202177545941069&set=a.1244719879073.2038720.1261676536&type=1&theater>

“My Grandfather George A. Cooke”

Posted by Cathy Cooke on 10/3/2013, 11:03 pm

Hello:

Did you know my Grandfather, WWII S SGT George. A. Cooke, AAF # 6 974 178?

My Grandfather was George Alvin Cooke born in NY, NY on 1/13/21-10/1989. Address: 2380 Grand Ave, NY, NY. Moved to 49 Manchester Rd Eastchester, NY c/o Fanning, married Muriel Sullivan-Cooke. George had a child, Susan. L. Cooke and a brother Tommy Cooke, who also was in the war, only picture, married Dorothy White(maiden). My grandfather, George # 6 974 178 (appointed S Sgt 5/1/42 by Roger.J.Browne, Lt.Col., A.C., comdg.) was with the 749th Bomb sq. out of Ft. Dix 4/1939 457th Bomb Grp. Service school attended: Las Vegas AAF Flex Gunnery B-17 Spec in Sperry Turrets, B-17 Combat Crew AAF Military Occupation: Armorer-Gunner 612 Battles: Normandy, N.France, Germany. Service end date: 5/31/1945. Personnel Officer: Charles. C. Flesher, 1st Lt. 1/1946.

My grandfather "Cookie" was also a great and in demand baseball player with the DIABLO HEIGHTS BASEBALL CLUB OF THE CANAL ZONE LEAGUE 1941.

If so, I would absolutely love to talk with you!

Thank you~

Cathy,a proud granddaughter

“Searching for a person from WWII”

Posted by Valerie "Valeria" Sump on 8/31/2013, 10:24 pm

I am looking for a man who was in Ellsworth Air Base in Rapid City, South Dakota late summer of 1944. He went by the nickname of Whitey because of his very light blonde hair. He trained at this location on B-17's but there were not records of each man there at that time. I have tried to get information from Military Personnel in St. Louis, but had no luck. The name on my birth certificate was William C. Brady, but some family believe his last name may have been McPherson. Possibly from North Carolina. Any help would be appreciated.

“A note from Tony”

Posted by SARAH PAPA IANNI on 8/28/2013, 4:10 pm

ok fire ballers my time has past for me on this earth, I just want to say bye for now,until we meet again . It was good to meet each and everyone of you.Now i;ve been called to another mission, and unlike the other 35 that

I we flew I knew I wouldn't be coming back. When I got those orders on the 16th of August, this would be my final mission.

A NOTE FROM SARAH

Tony went peacefully, He had 90 good years , We love him and will always miss him.
Thank you for being our friends, Sarah

Posted by Rod Fikel on 10/5/2013, 4:19 pm, in reply to "a note from tony"

Sorry for your loss Sarah.

RIP Tony.

“Looking for info T/Sgt Bernard Matz, 751st Squad”

Posted by Blaise Matz on 8/27/2013, 11:17 pm

My dad flew numerous missions with a couple of buddies named "Conerly" and "D'Agostino". He's gone now but I'd like to know about his missions, esp. an incident in which he and crew bailed out after a bomb run. Thanks much!!

“William S. Stanton”

Posted by James Stanton on 8/17/2013, 11:22 pm

Looking for any information or maybe someone who knew my father, William S. Stanton. He was a radio gunner with the 748th bomb squadron 1944-45.
Thanks very much for your help.

Jim Stanton

Posted by Kurt Gunderson on 8/26/2013, 6:50 pm, in reply to "William S. Stanton"

Jim - You may have already done this but if you search the "Loading Lists" for the 748th Sqdrn (457thBombgroup.org) you can find what crewmembers your dad flew with on what missions. Then you might do a people search and may find one of the crewmembers that is still alive. You can also contact the 'National Personnel Records Center' in St. Louis, Missouri for your father's service records. (try 314 - 801 - 0800).

If you have already tried these things I would just recommend perseverance - that worked for me.

Regards, Kurt Gunderson

Posted by Danny Youngblood on 8/19/2014, 3:42 am, in reply to "Re: William S. Stanton"

I have a photo of a Lt. Stanton. Taken with or by my father at Glatton. I don 't know if it is who you are looking for. My dad was in the 749th on the plane Lady B Good

“Seeking pilot information Stanley Kleiner”

Posted by Dave Henry on 8/15/2013, 12:13 am

Can anyone help me to find info about Stanley Kleiner? Group, plane, missions, crew, etc? Thank you.

Posted by Sam on 11/16/2014, 7:56 pm, in reply to "Seeking pilot information"

Lt. Stanley E Kleiner was a B-17 pilot & co-pilot with the 457th BG's 749th BS. He flew 18 combat bombing missions while in the 749th. These missions were flown between June 14th, 1944 and August 24th, 1944. He flew a total of 12 different B-17s. He flew SN 42-31633 which had no name on 7 missions and 1 mission each on 11 different B-17s. 2 & 1/2 months after Lt. Kleiner last combat mission, the B-17 42-31633 flown by a different 749th BS crew was hit by flak on mission to Leuna oil refinery on Nov 25, 1944 and crash landed in France. All crew were OK and were returned to Glatton. Hope this helps. If you more questions, you may email me #####@nc.rr.com good luck!

“Photo B-17 42-97537???”

Posted by Mick Galyean on 5/30/2016, 1:22 pm, in reply to "foto B-17 42-97537 ???"

I just found this so I don't know if this thread is still active.

My father was on this aircraft (42-97537) when it was shot down. I have a picture of him and a crew by a B-17, but the names on the back of the picture don't match the names of the crew on the day they were shot down, so probably not a picture you were looking for. If you did find a photo of the crew that was shot down on that Easter Sunday, 1944, I'd like to know. Thanks.

Posted by Damian on 8/5/2013, 12:29 pm

if someone has a picture of the whole crew of B-17 42-97537? If I ask you to be on the email: #####@gmail.com

“Donald D. Nielsen return of effects”

Posted by J Cobb on 8/4/2013, 2:52 pm

I'm looking for information about Lt. Donald D. Neilsen. I have some of his effects which I would like to return to his next of kin, if any.

Posted by Bill Murray on 1/6/2014, 1:39 pm, in reply to "Donald D Nielsen return of effects"

I might be able to help you. I met Don in 2005 and he gave me a draft of a book he was writing - "Memories of a World War II Flyboy".

Bill Murray
702-####
Las Vegas, NV

“Find a member?”

Posted by thomas j. tredici on 7/27/2013, 1:13 am

Was 1st Lt Harry G Bocckino ever a member ?

Posted by Lori Paris Barnett on 8/2/2013, 2:56 pm, in reply to "Find a member?"

Harry G. Bocckino was added to the 457th BGA roster sometime between 1990 and 1994, but there was never any contact with him.

Posted by thomas j. tredici on 8/2/2013, 3:53 pm, in reply to "Re: Find a member?"

Did Harry G, Bocckino leave an address?

“Col. Herbert E. Rice”

Posted by Mary Drennon on 7/17/2013, 3:43 pm

I have noticed that Col. Herbert E. Rice was one of the commanding officers of the 457th Bomb Group. I was wondering if this man might have been my grandfather. I never knew him, as he died when he was fairly young from a heart attack, I believe. I have photos and his medals, but was wondering how I would go about trying to find out if this commander was my grandfather? Thanks! Mary Drennon

“Stilton Village”

Posted by christine tyler on 7/15/2013, 8:26 am

Hello

I am new to visiting this site after a friend told me about you. I am curious to know if there were any crash landings over the village of stilton & if so roughly where. I have recently moved to this village and am convinced that I have seen an military man, from the spirit world in my kitchen. I was not afraid & he didnt appear to be either. It would be interesting to know if my mind was playing tricks on me that day or if its possible that there is a spirit.

“Locating Capt White's crew”

Posted by Joseph Geller on 7/10/2013, 12:14 pm

My name is Joe Geller and I'm looking for anyone who was part of Capt White's crew. The members of his crew were Jacob Landsman, L Zimmerman, Smalling, Whitman, Seely, Johnson, Wilcox and Williams. I was part of this crew but was loaned out to another crew that got shot down on Nov 2 1944. I found out my old crew got shot down on Nov 30 1944. I'd like to contact any of my old crew members to catch up. Any information would really be appreciated! Just contact me at my email #####@aol.com. Thanks!!

Posted by Bob white on 7/20/2013, 2:38 pm, in reply to "locating Capt White's crew"

Joe

I am John Whites son. Lee Zimmerman and Al Williams are still around and I think Jacob Landsman is also. I have met both Lee and Al. They have helped me with info. About what my dad and you guys went through. I remember dad speaking highly of you, Lee sent me some pictures of the crew and of the plane that they were shot down in (HAMATRAMACK MAMA). If you have any info. That would help me I would appreciate it you can get a hold of Lee. His email is #####@comcast.net. If you have any trouble let me know ?

Hope to hear from you again

Bob

Posted by Joe Geller on 8/1/2013, 1:23 pm, in reply to "Re: locating Capt White's crew"

Hi Bob

Just checked the message board. Thanks for responding to my request. I have since found out that Albert Williams wrote a book "Falling Down for the Count". The author on the cover says Becky Sroda but it was written by both of them. You probably know about this book but you can never tell! It's a great book that covers 1943 to 1945. You can buy this book on Amazon. Hope I was able to help you out!!!

Joe Geller

Posted by Bob white on 8/1/2013, 2:38 pm, in reply to "Re: locating Capt White's crew"

Joe

I have read quite a few books about the 457th and found Dad's name mentioned many times. The web page mission reports and loading lists are great, it gives a good account of what you guys went through. I have a picture in my bedroom of the crew and you are in it. We're you in the same Prison Camp as Dad ? .

Hope to hear from you

Bob

Posted by Joe Geller on 8/7/2013, 11:43 am, in reply to "Re: locating Capt White's crew"

Hi Bob

I was in Stalag Luft IV. I didn't get shot down with your dad or his crew. I replaced a sick crew member for a one off mission. Captain Dawson was the pilot on that fateful mission. If any other information comes my way I'll pass it on. Take care

Joe Geller

Posted by Devra Sambo on 3/8/2014, 10:48 pm, in reply to "Re: locating Capt White's crew"

Hello, My grandpa was Leonard Johnson. He fought with you and although he didn't like to "burden" us children with his stories, we are proud of him and will always have his kind heart with us. Unfortunately, he passed away 3 1/2 years ago. 2 weeks prior to his first great grandson being born. I appreciate finding a picture of him on this website and connecting with someone who knew him in another life. I'm sorry I don't have better news for you.

Posted by Bob White on 12/7/2014, 10:24 pm, in reply to "Re: locating Capt White's crew"

Devra

Just read a post that you put on the 457th site.

My dad was his pilot, I have couple of pictures of them, let me know if you receive this ?.

Posted by Devra on 12/8/2014, 11:31 am, in reply to "Re: locating Capt White's crew"

Mr. White,

I'd appreciate pictures very much.

Thank you.

Posted by Bob White on 12/9/2014, 7:12 pm, in reply to "Re: locating Capt White's crew"

Let me know how to send them to you ?.

Posted by Devra on 12/9/2014, 7:20 pm, in reply to "Re: locating Capt White's crew"

Can you send them to my e-mail address: #####@gmail.com ?

Posted by Bob White on 12/9/2014, 7:59 pm, in reply to "Re: locating Capt White's crew"

Ok,will do in the next few days.

“Rene III”

Posted by Bryan on 7/3/2013, 6:23 pm

I colorized this crew photo of Rene III. I can do others if anyone is interested.

Posted by Eric Zemper on 7/4/2013, 11:41 am, in reply to "Rene III"

Wow, looks great Bryan! Would love to see what one of my favorite pictures (seen in the link below) looks like colorized. I can send a higher resolution to you.<http://www.457thbombgroup.org/zemper/137.html>

Posted by Bryan on 7/4/2013, 2:02 pm, in reply to "Re: Rene III"

I can work with that one or you can send a higher res if you want a better finished one.

“Pilot Lt. Gerald (Jerry) Russell 457th BG/751st BS”

Posted by Kirk Meyers on 6/21/2013, 7:30 pm

Hi there. Great website! My grandfather was Gerald (Jerry) Russell who was a B-17 pilot. He was able to share stories with me but since I was young I didn't know the important questions to ask before he passed away regarding which bomber group and where stationed, etc. I have photos and names of crew (officers) on the back. Because of your website, I was able to determine through the Loading Lists that they were with this group under the 751st BS. I am so excited, thank you. I was wondering if anybody had a picture of his plane or had his tail number. I believe the nose art was a monkey and was named Skraggmeier after my grandmother's (his wife's) stuffed monkey doll. Other officers in his crew were Kelsey, Uhrlaub, Wissmiller. Any info is much appreciated. Thank you.

Posted by Kirk on 6/25/2013, 6:52 pm, in reply to "Pilot Lt. Gerald (Jerry) Russell 457th BG/ 751st BS"

Just learned how to read A/C #'s on loading lists that they are the last 3 numbers of the aircraft serial number. It appears my grandfather Gerald Russell flew several different aircraft. But he flew 43-38582 most often. I found that plane listed as Fledia Fay. Most likely named before he started flying it. It appears his first mission was #161 on 12-19-1944 and his last #223 on 4-4-1945. Any info on this plane to include pictures would be much appreciated. Or any info on my grandfather or his crew. I have many pictures that I can scan and send to the web master if interested. I just don't have any pictures of his plane.

“B 17 "That's my baby" crew members!”

Posted by Patrick Collet on 6/3/2013, 3:09 am

Hi

I own an incredible original a2 jacket that belonged to Lt RH Hey, pilot of this aircraft at the end of the war. I am looking for info about that officer and his crew, and expect to may be find mission reports, pictures of crew members and the aircraft at the beginning of 1945....

Thank you very much for your help.

I can send if requested pics of the patches and art of this jacket, one of the patches being unknown.

Best, Patrick

Posted by Bob Benos on 8/5/2013, 11:45 am, in reply to "B 17 "That's my baby" crew members!"

Hello: My dad Nick Benos flew 35 missions as a ball turret gunner with the Lt. Salo crew from Aug. 1944 through Jan. 1945. They considered the "That's my Baby" plane their plane as it was assigned to them for roughly 17 missions until they made a crash landing at an alternative British airbase due to weather. Had to replace 2 engines and landing gear, but it was back in service in about 2 weeks. I also have his jacket, missions and photos.

Posted by art beason on 10/23/2013, 9:14 pm, in reply to "Re: B 17 "That's my baby" crew members!"

Re: "Thats my baby" crew members! Hello: My dad also flew 35 missions out of Glatton. Something over 50% of these in Thats my baby. Lt. Fluman was the pilot, my dad was the flight engineer and top turret gunner. He was there from Nov 44 to Mar 45. My dad Willard F Beason and radio operator Lt. Gallahger are the last surviving members of that crew. Many aircraft photos of active missions were taken by my dad from 528 are now on various sites

Posted by Robert T. Benos on 2/27/2014, 7:22 pm, in reply to "Re: B 17 "That's my baby" crew members!"

Hi Art: I just saw your post on the 457th BG website. (10/23/2013) I do not check it too often anymore but am always interested in 528 photos. Please e-mail me the sites on which they are posted or respond herein. My dad (Nick Benos) was a ball turret gunner on the TMB from August 1944 through January, 1945. His crew also flew 35 missions. Had some very rough missions including Politz and Magdeburg. His pilot was Lt. Ero E. Salo. All of his crew is now deceased but I have made contact with three of their relatives. Found out some interesting historical information through my research. Bob B.

“My A-2 jacket”

Posted by Russell Page on 6/3/2013, 1:26 am

[img]C:\Documents and Settings\Haze\My Documents\My Pictures\2013-06-03[/img]Hi Guys, great web site by the way. I have been an aviation enthusiast for as long as I can remember. Some years ago I started off a small collection of WW2 8th US airforce memorabilia, including some uniforms, a few manuals & some flying jackets. I recently acquired an A-2 jacket, that at some time in the past has been used by the 457th Bomb group & 749th bomb squadron. As you will see from the photos, the jacket is in excellent condition, but minus any form of service number or personnel ID. The rank tabs at the shoulders show a very faint impression of Captain's bars. Does anyone know anything about this jacket?. Would love to know some of it's history. Thanks in advance & Cheers.

Posted by Russell Page on 6/3/2013, 2:12 am, in reply to "My A-2 jacket"

[img]ftp://124.190.96.184/A2Jacket/DSCF0093.jpg[/img]

[img]ftp://124.190.96.184/A2Jacket/DSCF0092.jpg[/img]refer previous from Russell.

“Black Puff Polly”

Posted by Richard Schellenger, Vsm on 5/27/2013, 11:51 pm

If anyone out there has a picture/photograph of the B-17 called Black Puff Polly, I would like a copy if that is possible. I have been looking off and on for years and have yet to see what the nose art looked like. My Dad was the co-pilot on that plane when it was shot down in May of 44 on their 20th mission. He became a POW at Stalag Luft III until they were liberated in 45 by Patton. My email is #####@comcast.net

Posted by Douglas Gregory on 5/29/2013, 5:07 pm, in reply to "Black Puff Polly"

I found info that the nose art on B-17 42-97067 had BLACK PUFF POLLY on the right side and GEORGIA PEACH on the left side unfortunately the only photos on this site are of the GEORGIA PEACH side.

Posted by Richard Schellenger on 9/13/2014, 6:59 am, in reply to "Re: Black Puff Polly"

Douglas, I have seen several references to that information. My Dad assured to me that they were two different airplanes. Thank you anyway.

“Looking for info about 750th bs pilot, Lt RH. Hey”

Posted by Patrick collet on 5/27/2013, 3:45 pm

Hi

I have just acquired an original a2 jacket from a Lt R H. Hey who served in the 750bs. His aircraft was 'that's my baby', rostered on your fantastic web site, as well as is name during April and march 1945. I would of course like to get more info about him and his stay in the squadron... And would love to get a picture of him if possible. Any help would be more than appreciated....

I live in France, I am not a collector but an airborne officer... And a passionate ww2 air forces historian.

Best regards and thx for your help,

Patrick

Posted by Steve Cole on 10/2/2014, 8:16 am, in reply to "Looking for info about 750th bs pilot, Lt RH. Hey"

I am Robert Hey's nephew. He was my mother's brother. I can supply you with photos and info if you are still interested. I know your post is over a year old. Steve Cole

Posted by Collet on 10/2/2014, 11:17 am, in reply to "Re: Looking for info about 750th bs pilot, Lt RH. Hey"

Hi

Nice to read from you!

Much intérested info à Few pics of your uncle if possible....

I once bought his flight jacket I the US!

Amazing....

My address is #####@wanadoo.fr

Best regards

Patrick

“Bill Closs Search”

Posted by John Closs on 5/23/2013, 12:52 pm

Does anyone have photos or stories about my Dad, Bill Closs, who was a clerk in the Personnel Office of 1790 Ordnance Depot in 1944 & 1945? Please contact me at #####@msn.com. Thanks, John Closs

“G.I. Virgin Nose Art”

Posted by Linda Stevens on 5/14/2013, 8:33 pm

Does anyone have a good picture of the nose art of the G. I. Virgin? I'd love a copy. My Dad only flew 1 mission in the G. I. Virgin, but I'd like to have a picture of the nose art to add to my collection.

Posted by Trisha on 6/23/2013, 2:32 pm, in reply to "G I Virgin Nose Art"

I have a photo of the G. I. Virgin I can e-mail you.

Trisha

Posted by Linda Stevens on 6/23/2013, 2:36 pm, in reply to "Re: G I Virgin Nose Art"

That would be wonderful. My email address is #####@aol.com.

Thank you so very much,

Linda

Posted by Trisha Mach Robertson on 8/9/2013, 3:57 pm, in reply to "Re: G I Virgin Nose Art"

Hi, Linda,

There's a photo of the GI Virgin nose art on our other website: www.457thbombgroupassoc.org. Click on the "Aircraft" tab, then click on "Nose Art". You can then right click your mouse to save the photo to your computer or to print it. Let me know if you run into any problems.

Trisha

"Glatton Station 130 Photos"

Posted by Dean Faraday on 5/9/2013, 4:57 pm

I have a lot of photos of personnel and locals in and around Glatton, if the 457th Association or any family members would like me to send them I'd be happy to do so. Please feel free to send me an email.

Posted by Bob white on 5/19/2013, 7:40 pm, in reply to "Glatton Station 130 Photos"

my Father was stationed there from July 1944 until nov 30th 1944 when he was shot down and became A prisoner until he was liberated in 1945. Any pictures Would be appreciated.

Thanks, Bob

Posted by Dean Faraday on 5/19/2013, 10:27 pm, in reply to "Re: Glatton Station 130 Photos"

Mr. White,

I would be happy to email you the scanned photos for you to review, if you find any or all that you would like I can have them copied and mail them to you.

Please send me an email to #####@aol.com so I reply back with the scanned photos.

Dean Faraday

Son in-law of Cpl. Willard King

Posted by Bob white on 5/20/2013, 9:54 am, in reply to "Re: Glatton Station 130 Photos"

Please email me at

#####@suddenlink.net

Posted by Kurt Kreighbaum on 7/19/2013, 7:23 pm, in reply to "Re: Glatton Station 130 Photos"

I believe my grandfather, James David Kreighbaum, was stationed at Glatton Station. I was told that he was top gunner on "Oh Kay" that was piloted by Lt. Ellsworth. I would love to see pictures if they are available. My grandfather passed away in 1978, when I was 4 years old.

Thanks in advance!

Kurt Kreighbaum

Posted by Nichole on 4/5/2014, 12:13 am, in reply to "Re: Glatton Station 130 Photos"

I'm not sure if these are still available, but I'd love to see any you have. My grandfather lost two B-17s while he was with the 457th, and I'd love to see any photos of the base there.

Posted by Dean Faraday on 4/6/2014, 4:00 pm, in reply to "Re: Glatton Station 130 Photos"

Nichole,

I would be happy to! Please send me an email so I can reply with the photos.

Dean

Posted by Bob Adair on 7/6/2014, 7:15 pm, in reply to "Re: Glatton Station 130 Photos"

My father, Cleveland M. Adair, was stationed there in June 44.

I able to send the photos, please do

Posted by Thomas Plaut on 5/20/2013, 1:15 pm, in reply to "Glatton Station 130 Photos"

Dean,

My father, Bernard Plaut, was a navigator in the 751st. I found out about his service after his death in 1980. I would love to see the photos. I know very little about his experience with the 457th except he was on the "GI Virgin" that ditched in the EC and he was a lead navigator. Regardless whether my father is in any of the

pictures, I am extremely interested in anything to do with the 457th. Thank you for the pictures in advance.
Best, Thomas Plaut

Posted by Dean Faraday on 5/20/2013, 5:49 pm, in reply to "Re: Glatton Station 130 Photos"
Mr. Plaut I would be happy to, please send or post your email address.

Posted by Lori Paris Barnett on 5/21/2013, 10:58 am, in reply to "Glatton Station 130 Photos"
Dean, I am the treasurer of the 457th Bomb Group Association. We would be glad to receive any photos you have of Glatton and the personnel and locals. You can contact me at #####@aol.com.

Posted by Dean Faraday on 5/23/2013, 6:06 pm, in reply to "Re: Glatton Station 130 Photos"
To all that responded to my post, I am finishing the scans of every photo my father-in-law has. I am so pleased at the response to this post and can't wait to see them on the web site. All personal requests for copies "I promise to email you any photos you would like".

Posted by Martha Eaton on 5/26/2013, 11:14 pm, in reply to "Re: Glatton Station 130 Photos"
My uncle, Sgt Charles T Darnell was one of six casualties on 43-38181, Mission No. 128 near Magdeberg, Germany on September 28, 1944. The Pilot was Lt Albert Sikkengawas. There were also 3 POWs, one of which was Lt Angelo A. Archiropoli.

I can share Charles' service photo if you don't already have it. I would love to see any other photos or notes about him or Mission 128.
Thank you.

Posted by John Closs on 5/23/2013, 1:00 pm, in reply to "Glatton Station 130 Photos"
Dean, I posted the following message on 457's website: "Does anyone have photos or stories about my Dad, Bill Closs, who was a clerk in the Personnel Office of 1790 Ordnance Depot in 1944 & 1945? Please contact me at #####@msn.com. Thanks, John Closs" Can you help?

Posted by Richard Schellenger, Vsm on 5/27/2013, 11:34 pm, in reply to "Glatton Station 130 Photos"
I sure would like to have copies for my Dad. He is David Schellenger, co-pilot of the Black Puff Polly, shot down in May of 44, POW at Stalag Luft III. He is still alive and it would be great to give him copies. Email with details.
Rich

Posted by Dean Faraday on 5/30/2013, 9:24 pm, in reply to "Re: Glatton Station 130 Photos"
Rich I would be glad to. Please send me your email address.
#####@aol.com

Posted by Andrew Friesen Jr. on 6/2/2013, 7:21 pm, in reply to "Glatton Station 130 Photos"
I would love to have the photos emailed to me. My father, Andrew R. Friesen Sr. was a bombardier for 35 missions. He many flew on the plane "Slow but Sure. He was shot down on his 7th mission on a plane called "You never know". If possible, please email to #####@hotmail.com
I appreciate it.
Drew Friesen

Posted by Carole Ann Phipps Wilson on 7/30/2013, 1:20 pm, in reply to "Glatton Station 130 Photos"
Hi Dean, my dad, Lt. Rupert Lee Phipps, was stationed at Glatton from July 1944 until 26 September, 1944 when he was on B-17 "Jayhawk", which was shot down over Holland. (My dad evaded, hiding with the brave Dutch until the Dutch Underground smuggled him into France and back to England in March 1945.) My dad was actually assigned to Lt. William S. Fisher's crew, but volunteered to fly on the Jayhawk with Lt. Carl Gooch's crew that fateful day. I'm interested in any photos of Fisher's crewmembers (including photos without my dad), of Gooch's crewmembers, and of course of my dad. I can e-mail you a list of the names of Fisher/Gooch crewmembers, and of a couple of others who were friends of my dad's at Glatton Station.
Many thanks for your generous offer to share priceless photos.
'Grateful Daughter' Carole Ann

Posted by Dean Faraday on 8/5/2013, 7:57 pm, in reply to "Re: Glatton Station 130 Photos"
Carole Ann, #####@hotmail.com

Posted by Dean Faraday on 8/5/2013, 8:19 pm, in reply to "Re: Glatton Station 130 Photos"
Carole Ann, Sorry for the last message, Please post or email me at #####@aol.com your email address I would be happy to send you the photos.

Posted by Trisha Mach Robertson on 8/2/2013, 2:25 pm, in reply to "Glatton Station 130 Photos"
I would love to have the photos. Thank you so much!
Trisha

Posted by Dean Faraday on 8/5/2013, 8:44 pm, in reply to "Re: Glatton Station 130 Photos"
Trisha, Please post or email me at #####@aol.com your email address I would be happy to send you the photos.

Posted by Candice Canty on 9/4/2013, 8:06 pm, in reply to "Re: Glatton Station 130 Photos"
I would love to see those photo's. My Dad, 1st.Lt. Charles J. Canty. My Dad was at Glatton England, Station #130. He was a navigator/Bombadier. He flew 32 missions from 4/24/1944---July 25, 1944. I do have all his missions, which I got dates from his flight book and matched them to the manafest and made a book for each person in my family. If you have any pictures I have not seen, I would love to add them to my book. Thank You Candice

Posted by Mary Thomas on 9/16/2013, 9:46 pm, in reply to "Re: Glatton Station 130 Photos"
Would really love to see those pictures. My father was in this unit.

Posted by Candice Canty on 9/16/2013, 10:50 pm, in reply to "Re: Glatton Station 130 Photos"
I would love to see these photos.

My email address is #####@aol.com My father was with this unit and flew 32 missions. The pilot he flew with was Edward Stevens. He just passed away earlier this year. I got to meet him, because of the paperwork my father kept, Mr Stevens received the Silver Cross in 2010. I was allowed to attend. It was thrilling to meet him.
Thank you
Candice

Posted by Damian on 9/21/2013, 5:10 am, in reply to "Glatton Station 130 Photos"
#####@gmail.com

Posted by Holly June Jacobs (Bushey) on 11/11/2013, 11:38 am, in reply to "Glatton Station 130 Photos"
Hi!

First, thank you very much for doing this!

My Uncle Ben Bushey was a navigator with the 751st (Tennessee Toddy) which flew it's last mission 03/24/45. I don't know if any of the pictures you have would relate to that, but it would be nice to try!

Thank you!

Holly June Jacobs (Bushey)

Posted by Dean Faraday on 12/28/2013, 2:41 pm, in reply to "Re: Glatton Station 130 Photos"
Holly,
I would be happy to send you the photos, please email me your email address.

Posted by Holly June Jacobs on 12/28/2013, 3:16 pm, in reply to "Re: Glatton Station 130 Photos"
Hi Dean,

My email address is #####@cox.net.

Thank you!

Posted by Michael Cobb on 1/7/2014, 4:23 pm, in reply to "Glatton Station 130 Photos"
My Dad was stationed there, I would like to see your photos.

Thanks

Posted by Dean Faraday on 1/7/2014, 6:05 pm, in reply to "Re: Glatton Station 130 Photos"
Michael,
I would be happy to, please send me your email address.
#####@aol.com

Posted by Randy Richardson on 1/15/2014, 8:50 pm, in reply to "Glatton Station 130 Photos"
My father-in-law, Charles Edward Newmeyer, was stationed in Blanton. I'd love to see the photos. Thanks so much.

Posted by Normand R Menard on 3/7/2014, 8:35 pm, in reply to "Glatton Station 130 Photos"
Would love to have copies of the pictures you have. I'm a former Flight Eng. on the PFENDLER CREW, with 23 Combat Missions, from Nov.'44 thru May '45. Manny Thanks

Posted by Dean Faraday on 3/17/2014, 6:31 pm, in reply to "Re: Glatton Station 130 Photos"
Mr. Menard
First, I would like to THANK YOU for your service!!! Second, it would be my pleasure to send you all I have, please send me an email so I can reply. #####@aol.com

Posted by Mike Andersen on 5/25/2014, 8:54 pm, in reply to "Glatton Station 130 Photos"
My Uncle Ken Andersen was a pilot in the 457th and flew out of Glatton.

We have been looking for photos of his plane "Swedish Shamrock" with no luck.

I was wondering if you wouldn't mind sending me your photos for me to look at. One never knows - perhaps one of them has the plane my Uncle flew in.

If you would like a picture of my Uncle and his crew, happy to send.

R/ Mike Andersen

Posted by Dean Faraday on 5/25/2014, 9:05 pm, in reply to "Re: Glatton Station 130 Photos"
Mike,
Sorry not much in plane photos just around the base and Glatton, but you never know what you might find. I will send you all I have please, send me an email so I can reply with my photos. I'm always interested in Sta. 130 pictures please send along in email.

Thank You in advance for the picture!!
Dean Faraday

Posted by Mike Andersen on 5/26/2014, 7:02 am, in reply to "Re: Glatton Station 130 Photos"
Hi Dean,

My email is #####@cox.net

R/ Mike

Posted by Tammy Sinnott on 6/6/2014, 8:25 pm, in reply to "Re: Glatton Station 130 Photos"

My grandfather died in battle. I would love to see the pictures if you could send them to me. My email is #####@yahoo.com. Thank you so much. My mom never got to meet him, she only has pictures. Maybe he will be in one.

Posted by Bob Adair on 12/16/2015, 11:01 am, in reply to "Re: Glatton Station 130 Photos"
please send if still available. I'm looking for photo of my father

Posted by Jim Banghart on 6/12/2014, 10:49 am, in reply to "Glatton Station 130 Photos"
My father was a tail gunner with the 751st. I would love to see some of these photos.

Posted by Dean Faraday on 6/23/2014, 10:18 pm, in reply to "Re: Glatton Station 130 Photos"
Jim & Cindy,
I would be happy to send you the photos, please email me your email address.

Posted by Charles Salinas on 7/22/2014, 2:03 pm, in reply to "Re: Glatton Station 130 Photos"
so glad the web site is still up. dad, Carlos Salinas, was in HQ GLATTON, with few photos located. please forward your cache and if Dean SF means Sf Bay Area, there are others here with 457 history...maybe a SF meet up is possible.

Posted by Jim Banghart on 6/24/2014, 10:53 am, in reply to "Re: Glatton Station 130 Photos"
How can I see pictures?

Posted by Dean Faraday on 11/23/2014, 12:34 am, in reply to "Re: Glatton Station 130 Photos"
Jim,Cindy and Kirk,

I need your email address to forward you the pictures.

Posted by james Banghart on 11/24/2014, 11:08 pm, in reply to "Re: Glatton Station 130 Photos"
email is #####@hotmail.com

Posted by james Banghart on 11/23/2014, 11:48 pm, in reply to "Re: Glatton Station 130 Photos"
Thanks!!!!!!!!!!!!!!!!!!!!1

Posted by Cindy Maul on 6/23/2014, 10:12 pm, in reply to "Glatton Station 130 Photos"
Could you please email me photos? I am looking for a photo of my Dad who was a pilot with the 457th Bomb group.
Thanks so much!

Posted by Dean Faraday on 7/22/2014, 5:37 pm, in reply to "Re: Glatton Station 130 Photos"
Jim and Cindy,
I would be happy to send the photos, please send me an email so I can reply with them.
#####@aol.com

Posted by kirk pannell on 10/24/2014, 8:13 am, in reply to "Glatton Station 130 Photos"
My father, H.W.Pannell was based in Glatton and became a POW on Nov.2 1944. He was the tail gunner on Mission Maid and Delores was the name of the plane that was shot down that day.I would love to see any pictures you have of those brave men.
Thanks, Kirk Pannell

Posted by Dean Faraday on 12/1/2014, 8:40 pm, in reply to "Re: Glatton Station 130 Photos"
Cindy, Kirk and Jeff,

Please send me your email address so I can forward you the photos.
#####@aol.com

Thanks Dean Faraday

Posted by Kirk Pannell on 12/2/2014, 12:19 pm, in reply to "Re: Glatton Station 130 Photos"

My dad flew on Mission Maid and was shot down on Delores

Posted by Kirk Pannell on 12/4/2014, 8:31 am, in reply to "Re: Glatton Station 130 Photos"

Thank you very much

Posted by Kirk Pannell on 12/11/2014, 6:42 pm, in reply to "Re: Glatton Station 130 Photos"

Many thanks, I look forward to seeing them

Posted by Jeff Davis on 12/1/2014, 6:35 pm, in reply to "Glatton Station 130 Photos"

I would really appreciate copies of the photos

Posted by Norman Woodis on 11/15/2017, 2:46 pm, in reply to "Glatton Station 130 Photos"

My uncle Roe Stanley Woodis was BT gunner on 42-31594 Sweat'er Out.

I would be happy to receive the photos via email in a folder.

Thanks if you are able to do this.

Norman Woodis

"T/Sgt Albert F Jenkins (Radio Operator)"

Posted by Tom Jenkins on 5/4/2013, 1:19 pm

Trying to locate anyone who might have any information on my Dad. He was reluctant to speak about his service during the war. He has sense passed away and my siblings and I are trying to piece together any information we can get.

Thanks in advance for your help.

Tom

Posted by Lori Paris Barnett on 5/21/2013, 10:42 am, in reply to "T/Sgt Albert F Jenkins (Radio Operator)"

Tom, Received your membership dues yesterday. 457th Bomb Group Association reunion in Dayton, OH, June 19 - 23, 2013. Several vets and family members from 748th will be in attendance. Please check www.457thbombgroupassoc.org for reunion information and current information on the 457th Bomb Group Association.

"Matthew Przybysz"

Posted by David Prisby on 5/2/2013, 10:41 pm

Anyone have any info or photo of Matthew Przybysz? I believe he is my uncle. Was from Pittsburg, PA. Thanks
Photo description

Posted by Clint on 4/28/2013, 10:48 pm

You have probably been told this several times, but the radio equipment picture with the description of 'transmitters' on the bulkhead for radar jamming, those are actually tuning units that go to the BC375 on the port side and are swapped out as freq. band changes were required.

"Sgt Robert L. Todd"

Posted by Jerry on 4/22/2013, 4:48 am

Is anyone aware of Robert L Todds relatives as I am embarking of a small personal project.

Thanks in advance, Jerry

Posted by Bobbie on 7/24/2013, 4:30 pm, in reply to "Sgt Robert L Todd"

Have you read the book, "Found in a Foot Locker"?

Might be some information in it.

“Brother in 457th '43-44”

Posted by Kenneth Byers on 4/18/2013, 11:17 am

Anyone from the 457 th still around and knew Roland Byers,was lead navigator on his second tour of duty with the 457th, after the conflict Byers taught@the univ.@ witchata,kan.and transferred to the U of Idaho,Moscow and lived the rest of his life close to the country and Mts.he loved,hiis wife ,Elaine still lives in Moscow,as does a daughter,Sheila Rae. I was in the army air branch and also was in. The 491st,BG about a 100 ni. From him ,we got to see each other several times in -44-45 did a tour of duty in B-24's as pilot @ Northpiickenham, East Angela,Norfolk,have a great summer 'of 2013Ken Byers

“Major Charles Mckim M.D. FLIGHT SURGEON”

Posted by JOHN MCKIM DMD on 4/14/2013, 3:01 pm

Any information would be wonderful. thanks

Posted by JOHN MCKIM DMD on 4/14/2013, 3:46 pm, in reply to "Major Charles Mckim M.D. FLIGHT SURGEON"

Any information would be wonderful. Thanks

Posted by Greg Reed on 4/30/2013, 4:22 pm, in reply to "Major Charles Mckim M.D. FLIGHT SURGEON"

John McKim, I'm sorry sir, but I am a little confused. Did you want info on Major Charles McKim or did you know Ralph Evans and do you have info on him. Thanks Greg Reed

Posted by john mckim on 5/18/2013, 5:04 pm, in reply to "Re: Major Charles Mckim M.D. FLIGHT SURGEON"

Greg Reed, Would like any info on Major Charles Palmer Mckim M.D. Thank You. Do not know Ralph Evans, sorry

Posted by Greg Reed on 5/19/2013, 2:40 pm, in reply to "Re: Major Charles Mckim M.D. FLIGHT SURGEON"

John McKim, I sorry I don't have info for you. I was only trying to find info of Ralph Evans. Thanks for the replay.

Posted by Charles Salinas on 9/16/2014, 8:23 pm, in reply to "Major Charles Mckim M.D. FLIGHT SURGEON"

just saw this today. Dad, Dr Carlos Salinas, was Group Dental Surgeon. My research indicates the HQ medical staff was assembled in Camp Rapid in USA prior to deployment when 457th was being constructed. HQ staff isn't well documented on the website altho you may find a random photo within the photo downloads on the site. That's where I located my Dad in a HQ group shot. I have others @home but without name captions. I'd be willing to look over them if you send me a good pic of your Dad. also if you scroll down the message board, you'll see I've also been working with Charles Weber's son on other photos he's found among his Dad's stuff. Mom knew all the Medical Staff @ 457 but she just passed. Maybe Weber will look through his photos too if you ask. Who knows if your Dad shows up in my parents wedding photo in Peterborough

“Niel Spencer Radio Operator 457 BG (H)”

Posted by Eric Brumby on 3/22/2013, 11:37 am

I have a small typed copy of what I believe to be the ONLY copy of Neil Spencers(Clarkson Crew).. WW2 diary of missions with the group,... I obtained this at first Mini here in Peterborough ...if any relatives would like this please E Mail me and I will send it on

Eric Brumby (Former 457BG Historian)

(Proof of relationship please).

“Wellesbourne Mountford”

Posted by Jason Dugmore on 3/17/2013, 3:19 pm

I am looking for more infomation about the aircraft that were diverted to RAF Wellesbourne Mountford in April 1945 for a display at the airfield museum. Any infomation or photos would be very helpfull. Thanks.

Posted by James Tobin on 5/1/2014, 10:29 am, in reply to "wellesbourne mountford"

Hi Jason.

I saw your message on the 457th website. Although I don't have any pictures yet, I have in my notes 3 diversions to Wellesbourne by the 457th: 16/2/44, 28/10/44 and 4/45. Were these the only three? Was Wellesbourne the allocated dispersal airfield for the 457th? I'll keep a look out for pics, and if you could comment on my questions, I'd appreciate it. Best Regards. James.

Posted by Jason Dugmore on 6/23/2014, 1:22 pm, in reply to "Re: wellesbourne mountford - 457th Bomb Group"

Hello James.

We seem to only have the Feb 44 visit on record and photos from that visit. I will try and get some images posted on here soon. When the aircraft arrived Wellesbournes Commanding Officer jokingly announced over the station intercom " lock up our women,the Americans are here!"

The aircraft left on the following day and one airman was seen to bail out of his aircraft and landed in a tree. Squadron leader Green helped him out of the tree. When asked why he had jumped he replied "Well the plane started shuddering as though it was going to crash so I figured it was time to get the hell out" we do not know this airmans name unfortunately.

I hope this helps you with a little information about their short stay at RAF Wellesbourne.

"A/C #606"

Posted by Wayne Wicks Sr on 2/26/2013, 12:02 pm

This aircraft was shot down piloted by Norm Chapman. My father Oliver W Wicks was listed as KIA. That is incorrect as I am his son with 3 other siblings that would disagree. I wonder if that posting for mission 136 could be corrected. Oliver was a POW and after the war returned to NY. Thank you.

Wayne Wicks Sr.

Littleton, CO #####

Posted by Wayne Wicks Sr on 1/5/2014, 10:58 am, in reply to "a/c #606"

I am trying to locate the crash site or nearest town for this aircraft

"BOMBS PAINTED ON SIDE OF B-17"

Posted by JOHN RICE on 2/23/2013, 5:32 pm

I know that one bomb painted on the side of the aircraft = one mission. But I have seen some bombs with yellow stars above the boms or a red star above the bomb. What do the stars mean.

Thanks.

"Pilot Ralph Evans"

Posted by Greg Reed on 2/18/2013, 4:16 pm

I am still in the process of trying to find information on Ralph Evans. I would like to hear from friends who knew him or relatives. I have information to share with anyone who can help me in this search. Thank you very much.

Posted by john mckim DMD on 4/14/2013, 2:33 pm, in reply to "Pilot Ralph Evans"

If any information, would love to know.

Posted by Greg Reed on 4/14/2013, 10:20 pm, in reply to " M ajor Charles Palmer Mckim M.D. "

Dear Sir, Thanks so much for your response. If we could talk together for a few minutes, it would be deeply appreciated. If you can send me an e-mail so I can talk with you I will respond right away. Thanks so much Respectfully Greg Reed

Posted by Michael Richardson on 6/9/2013, 3:21 pm, in reply to "Re: M ajor Charles Palmer Mckim M.D. "

Last September I was at a Liberty Foundation Fly-in for the "Memphis Belle" movie B17 in Sanford, NC. that morning there was a Mr. Ralph Evans present. Mr. Evans was a B17 Pilot with 35 missions. Mr. Evans had all of his flight logs as well as other memorabilia.

Here is a link to the Story that the Raleigh News and Observer did on him and the plane.

<http://www.newsobserver.com/2012/08/27/2296547/flying-fortress-takes-to-the-skies.html>

Posted by greg reed on 6/9/2013, 8:58 pm, in reply to "Re: Major Charles Palmer Mckim M.D. "

Mr. Richardson, Thanks so much for the info on Ralph Evans and forwarding the article. That is very interesting and will help me in my research. Thanks again Greg Reed

“Ralph Evans Pilot 457th Bomb Group”

Posted by GREG REED on 2/13/2013, 1:05 pm

Trying to find any relative of Ralph Evans who flew out of Stockton Field CA. after the war. Around 1945 or 1946. Would like to make contact. Have information. Please contact if possible.

Posted by Collet on 6/23/2013, 1:34 pm, in reply to "Ralph Evans Pilot 457th Bomb Group"

Hi

I am looking for info regarding a 457th pilot who was: Lt RH HEY who was at the head of “That’s my baby” B17G crew.

The fact is that I am lucky enough to have discovered his A2 jacket, named, with art and patches, a fantastic one. I am trying to get info about that officer and his crew, but did not get much on the Group’s website.

Would you be kind enough to tell where I can get more info about him ?

Thx a lot for your help. I am French, an officer in the Army.

Best regards, Patrick

“Mission No. 128”

Posted by Miriam Fitch on 2/11/2013, 5:33 pm

My cousin, Lt. Albert Sikkenga, was the pilot of plane 43-38181, in Mission #128. I would like to know Angelo Archiopoli's account of what happened. I would like to know more about my cousin, as I was very small at the time he died.

“Lt Irwin Popham Crew Photo correction”

Posted by Richard Ciolek-Torello on 1/3/2013, 1:49 am

There are our photos in the 457th archive collection purportedly showing Lt Popham's crew. However, only the 3rd photo showing 4 officers and 5 crew actually represents this crew. This photo is from Alfred L. Walker's collection. He was the original toggler on this crew. This picture was taken in the states, probably at McDill AAB in Florida, where the crew first trained together. Pictured in the top row, from left are Alfred Walker, Bruno Gifford, Keith Hill, William Marion, and Robert Hamer. On the bottom row are Gus Skalski, unknown officer, Irwin Popham, and Robert Dickinson.

“WILLIAM (BILL) M. HAMMERSLEY”

Posted by BYRON L DEGENHARDT on 1/1/2013, 12:07 pm

Looking to connect with anyone who knew or was associated with Bill Hammersley(my father-in-law). Any info would be greatly appreciated.

Thanks

“B-17 July/August 1944 checkerboard pattern”

Posted by james settle on 12/22/2012, 3:28 pm

Hello. A gunner (Cleveland Adair) flew with from my uncle George Lawlis (Nav). SGT Adair posted a picture of a plane (in his family history) with a checkerboard pattern behind each propeller and under the nose? Any ideas what this aircraft was?

“Search for Melvin Shields”

Posted by Mike Shields on 11/24/2012, 7:58 pm

My Father, Melvin G Shields was in Squadron 751, Crew #4209, out of Glatton, flying missions 7/15/44-1/17/45. The only picture I have identified a Capt. Art Ford as the Pilot. I am looking for info from anyone with a relative in the same crew. I do not know the name or serial number of his plane.

Posted by James Settle on 12/3/2012, 1:28 pm, in reply to "Search for Melvin Shields"

Hi

I know that on Mission 107 (11, Aug. 1944) your father was in aircraft 383 with this crew. Art Ford as captain. (look at this website under 751st. Third crew from top) If you hit the "previous" button at the top of the page it shows other missions. Look for your dad under these. Hope this helps.

<http://www.457thbombgroup.org/Narratives/MA107.html>

Posted by Mike Shields on 12/4/2012, 7:08 pm, in reply to "Re: Search for Melvin Shields"

James,

Thaks a million! This is very helpful!

Mike

“How to find out aircraft serial numbers”

Posted by Jim Settle on 11/23/2012, 11:30 am

Researching my Uncle George C. Lawlis. He was a 2nd Lt. Navigator in 457th. I have found what missions he flew on and have seen the loading lists. On the loading lists, it says "crew no." and "ship no.". I want to know the serial numbers of the planes he flew (to find pictures of them). How do I get serial numbers? Thanks

Posted by Richard Ciolek-Torello on 1/3/2013, 1:29 am, in reply to "how to find out aircraft serial numbers"

Jim

The loading lists provide the last 3 digits of the a/c serial number. Your uncle flew on a/c 766 on 8/4/44. Go back to the home page and click on the button "Of Special Interest". Here you will find links to 2 a/c databases. If you select the 457th database, type "766" into the window at the top of the page. This provides a link to 2 a/c, only one of which has a serial # ending in 766. If you select this link, you will go to a page with a/c 43-37776 at the bottom. This was "Dolores" a bomber in the 751st squadron in which your uncle served. This a/c was one of 9 group planes lost over Merseberg on 11/2/44, one of the worst days in the group's history. A brief note on this plane can be found in the Mission 101 narrative. My wife's uncle, Alfred Walker, who also flew in the 751st kept a fragment of a photo from a contemporary newspaper clipping of this mission in his collection. He didn't join the 457th until a couple late November '44, but it must have still been a fresh memory.

You can search the loading lists for any other planes your uncle flew in and then search the a/c database for details on the planes. Happy hunting!

“Flak Dodger Crew Photo featured in Heart's Rock Video”

Posted by June Biancalana on 11/13/2012, 9:38 pm

For those families of Capt Bejot's Flak Dodger B-17 Crew, you may want to watch the rock band Heart's latest video "Dear Old America". I submitted my fav photo to the band - the one that is also part of this website - and it is featured at 4:03 of the video! You may not like the rock song, but the video is worth watching for all the great photos. The 457th Bomb Group is now part of current rock history.

Watch here: <http://www.spinner.com/2012/11/12/heart-dear-old-america-video/>

Daughter of SSgt Fernando Biancalana

Posted by Eric Zemper on 11/15/2012, 6:29 pm, in reply to "Flak Dodger Crew Photo featured in Heart's Rock Video"

Very nice!

“Commendations for Mission #133 - Politz?”

Posted by Renee Smalling on 10/30/2012, 7:06 pm

Hello,

My father, Hilary Smalling, was wondering if there were any commendations given for the Mission over Politz, #133.

Please let me know through email: #####@aol.com, or facebook: Renee Ironmaidenchick.

Thanks in advance!

-R

Posted by Shawn on 11/12/2012, 11:33 pm, in reply to "Commendations for Mission #133 - Politz?"

Renee,

My Grandfather received on of his DFC's on this mission. I have the actual commendation. Kinda of Odd that on the narrative page with the loading list my grandfathers plane is not listed but is on the scanned copy. It's also listed in his commendation and in his sortie log. And for some reason your fathers name is Xed out on the scanned list. Is you father still alive? Wonder if he might have known my Grandfather don't think they ever flew together but were in the same squadron. Charles Schobert he passed away in 1985.

Posted by Shawn on 11/12/2012, 11:41 pm, in reply to "Re: Commendations for Mission #133 - Politz?"

Edit to above - Looks like they had your dad scratched out on one plane but on another.

Posted by Renee on 11/19/2012, 10:37 pm, in reply to "Re: Commendations for Mission #133 - Politz?"

Hi Shawn,

Thanks for the info.

Yes, my dad is still alive and well. He's 89. I will ask him if he knows your Grandfather. Ya never know....

Hope you and your family have a nice Thanksgiving!!

-Renee

Posted by Bob White on 2/24/2013, 7:07 pm, in reply to "Commendations for Mission #133 - Politz?"

I was reading your post on the 457th message board.

My Father was 1st Lt John White and was a pilot and he flew with a Hillary C Smalling I wonder if that was Your Father?. if it was you might ask him if he remembers

Him

Bob

Posted by Renee on 3/4/2013, 12:05 am, in reply to "Re: Commendations for Mission #133 - Politz?"

Hi Bob,

I do believe my dad was the only Smalling flying at the time, so it's most likely him.

I'll ask next time I see him...the name sounds vaguely familiar.

-R

“457th B.G., 751st Squadron, Crew Chief, Flight Chief, Line Chief”

Posted by Pam Burch on 10/29/2012, 1:27 am

My dad, Owen Payne, of Berryville, AR, was a Master Sergeant, and served as First Sergeant, Flight Chief, Line Chief, and Aerial Engineer in the 751st. He supervised the maintenance of 62 bombers and the work of 372 men and was awarded the Bronze Star because one of his aircraft never had to abort a combat mission due to mechanical or equipment failures. I am looking for any information about him or the B17 on which he was Crew Chief. He watched the assembly of that plane at the Boeing factory in Seattle and accompanied it to Salt Lake City Air Base, and later to combat duty in England with the 751st. I'd appreciate any info related to my dad or his work on B17s of the 751st. My e-mail is #####@yaho.com. Thanks!

Posted by susie hastings on 11/15/2015, 11:59 am, in reply to "457th B.G., 751st Squadron, Crew Chief, Flight Chief, Line Chief"

Pam,

I got your name from Pam Davis. I ma heading up a search for all kids that grew up at Camp Robinson in North Little Rock. I did know your father there. Please contact me by email.

Posted by Pam Burch on 2/6/2016, 1:06 am, in reply to "457th B.G., 751st Squadron, Crew Chief, Flight Chief, Line Chief"

Yes! I remember Pam Davis and I grew up at Camp Robinson. I'd be happy to share any info that might be helpful to you. Feel free to e-mail me at #####@yahoo.com. Hope to hear from you soon. - Pam

"42-31630 Crash Site"

Posted by Matt Smith on 10/21/2012, 12:16 pm

I am researching a crash at the home base of the 384th BG, Grafton Underwood. I wondered if it was this one, although we are a good 20 miles West of Alconbury!

Posted by robin doson on 11/22/2012, 9:11 am, in reply to "42-31630 Crash Site"

42-31630 crashed at GRAFTON UNDERWOOD IN BAD WEATHER WHILE SEARCHING FOR DEENETHORPE airfield the b17 came from the 457 AT GLATTON

Posted by Tom Held on 6/4/2013, 7:19 pm, in reply to "Re: 42-31630 Crash Site"

I just found this website while doing some research. My uncle was on this plane and was wondering if you have a relative that was also on this aircraft, or have any other information.

Posted by Charles Salinas on 9/17/2014, 2:10 pm, in reply to "Re: 42-31630 Crash Site"

You didn't give the crash date but if it was 12/24/44, Dr Carlos Salinas, (my dad) was called out to id remains as plane exploded with full load. Otherwise, I believe the 457 Bomb Group Assoc. Has a full log of all 457 flights which could help ID crash location. If not maybe the American Cemetery nearby can trace this if you know who perished. Maybe Alconbury maintains historical records. Lastly, Page through this website for UK based 457 members who may have already researched this.

Posted by Meg Lennander on 5/19/2015, 12:44 am, in reply to "Re: 42-31630 Crash Site"

Date of crash was February 19, 1945.

"Movies From 457th/Glatton"

Posted by E. Zemper on 10/13/2012, 2:17 pm

Pleased to announce that after many years of being in storage, movies taken at Glatton in '44 & '45 are finally being digitized. Just received the first disc and more on the way. So far the film varies in quality, but there are some stunning scenes. More information to follow...

<http://www.457thbombgroup.org/zemper/246.html>

Posted by Katharine Clarke Hunt on 11/17/2012, 4:35 pm, in reply to "Movies From 457th / Glatton"

It would be wonderful to have a copy of the movies! My father, Lt. Keylon W. Clarke, was a pilot in the 749th squadron of the 457th Bomb Group, stationed in Glatton. He was shot down on Sept. 28, 1944 over Magdeberg. Seven of the nine men on the plane survived and were taken POW. My dad, the bombardier, and the navigator are still living, and I know that these movies would be very special to them.

Posted by Eric Zemper on 11/17/2012, 5:03 pm, in reply to "Re: Movies From 457th / Glatton"

Katherine - Still waiting for more to be digitized, will probably be a few more months before everything is done. Most of the footage so far is from the base in Glatton. One of the reels is supposed to be from the 200th mission on March 2nd, 1945, and have no idea what the other reels contain yet. No sound in any of the films. I'll post updates here and will find a way to make these available in some format.

Posted by nola allen keyton on 1/20/2013, 8:54 pm, in reply to "Re: Movies From 457th / Glatton"

If any movies are available, I would be interested in getting them. thank you so much. Sister of Elbert Q Allen from Tis Me Sugar

Posted by Pam Cochrane on 6/26/2014, 2:28 pm, in reply to "Re: Movies From 457th / Glatton"

I am JI Perry's niece and Nola I would love to hear from you.

Posted by David Paul Harlan on 6/24/2014, 7:39 pm, in reply to "Re: Movies From 457th / Glatton"

Would Love a copy of all the movies. My father, Paul T. Harlan was the tail gunner on the screaming eagle 749th squadron Made it through or I would not be writing this. Thanks in advance!!!!

Posted by Bob white on 7/6/2013, 4:43 pm, in reply to "Movies From 457th / Glatton"

Is there any new info on the movies ?

Posted by Carole Ann Phipps Wilson on 7/30/2013, 1:41 pm, in reply to "Movies From 457th / Glatton"

My dad, Lt. Rupert Lee Phipps, was a navigator/bombardier in the 749th squadron, stationed at Glatton Station from July 1944 until the B-17 he was in was shot down on 26 September 1944 over Holland returning from a bombing raid over Osnabruck. He evaded with the help of the courageous Dutch resistance. I'm very interested in getting a copy of any movies of Glatton Station and personnel from July - September 1944, whenever they become available.

'Grateful Daughter; Carole Ann Phipps Wilson

Posted by Charlie Salinas on 9/9/2014, 1:49 pm, in reply to "Movies From 457th / Glatton"

Advise when movies available. Looking for HQ medical staff.

Only one photo of Dad, Carlos Salinas, Dental officer, was at camp rapid So Dakota. ground support staff rarely got into Pics tho they were essential to keeping planes and crews in the air. Any coverage of takeoff crash on 12/24/44 appreciated as Dad went over to ID crew who perished.796

Posted by Robert R Perry on 12/1/2014, 3:46 pm, in reply to "Re: Movies From 457th / Glatton"

I am the son of Wendell H. Perry, gunner on B-17, Oct '44 - Apr '45. I would like a copy of the movies. Is consideration being given to posting the movies on-line.

“Calamity Jane II”

Posted by David Turman on 9/29/2012, 7:56 pm

I recently purchased a mounted copy of Dwight Eisenhowers Invasion Letter to the toops. On the back is written the apparent owners' info. It took me a while to figure it out, but it belonged to Charles C. Canfield and he says he was at Glatton, England. I was hoping to get someone to help me interpret some of the info written. He seems to have recorded some aspects of his mission on June 5, 1944. There is a group of numbers which look like coordinates and one set has the word "target" written by it. I found Mr. Canfield listed on your excellent site and seemed to fly a plane named "Calamity Jane II" Is there someone who might give me a hand? I am fascinated so far in the search for information.

Posted by Donna Canfield on 7/31/2014, 2:09 am, in reply to "Calamity Jane II"

Charles Canfield was my Uncle and he flew Calamity Jane 2 on the mission he was shot down but was rescued with the rest of his crew. He usually flew Prop Wash but it was being repaired. I am interested in your find.

“Photo Crew-members Pilot Gooch”

Posted by A.W.v.d.Bijl on 9/15/2012, 8:05 am

Dear Sir,

I read an article in De Telegraaf a Dutch newspaper from sept.14,2012 that a memorail stone will be set at a crematory in The Netherlands place name Lisse,one of the only living crew-member Rupert Phipps shall be there also. I couldn't find a photo of the crew-members at your website.

Is it possible that you can help me to find them.

Thank you so much.

Posted by David Quillin on 9/30/2012, 7:22 pm, in reply to "Photo Crew-members Pilot Gooch"

Yes, there was a ceremony in Lisse for the Gooch Crew. Two crew were killed, three were POW, and four evaded capture with the help of the locals. Three cheers for them! I have tried to post a picture of the unveiling but do not know how. It was all very emotional for the surviving relatives in attendance. The BIG event for me was the one elderly lady who actually kept one of the crew for a couple of months after the shoot down. Much honor is to be bestowed on the Dutch people and what they did for my father and his crew.

Posted by Carole Ann Phipps Wilson on 7/30/2013, 2:04 pm, in reply to "Photo Crew-members Pilot Gooch"

Dear A. W. v.d.Bijl, I am the daughter of Lt. Rupert Lee Phipps, the navigator/bombardier onboard the Jayhawk B-17 when it was shot down over Holland on 26 September 1944 while returning from a bombing run over the railroad yards in Osnabruck, Germany. My father passed away in 1984, so was not at the dedication of the Jayhawk memorial in Lisse in September, 2012.

Lt. Phipps was not a member of the Gooch crew, but had volunteered to replace the usual bombardier and the navigator assigned to the Gooch crew because both were not available to fly that day due to medical problems. After safely parachuting from the Jayhawk into Roelofarendsveen, my father was hidden by the magnificent Dutch people for 4 months and then smuggled back to England by the Dutch Underground in March 1945. If you're interested in more about my dad's evasion, please e-mail me.

'Grateful Daughter' Carole Ann Phipps Wilson

“Arf & Arf Sterling H. Book Jr.”

Posted by Siemon Bierma on 8/30/2012, 9:05 am

Hello, My name is Siemon Bierma and I live in Holland. Some Years ago I adopted the grave of Sterling H. Book jr at Margraten. He was a co-pilot on the Arf & Arf. I already have a MACR. I'm looking for more information and photo's of him and his crew (Pilot Arnet Furr). I hope someone can help me. E-mail adress:

#####@home.nl, Thank you, with best regards.

“Image Use – copyright”

Posted by William Lindsay on 8/28/2012, 8:47 am

Hi Folks

I was wondering if anyone could put me in touch with the webmaster, I have tried emailing with the email address supplied on the website, but unfortunately I have not had a reply.

I'm writing a book on American Aircraft losses in Northern Ireland and was wondering If it would be possible to use two images that are in the 457th BG archives.

kindest regards

Will Lindsay
Wartime Langford Lodge

Posted by E. Zemper on 10/13/2012, 1:52 pm, in reply to "Image Use - copyright"

Let me know if you could use any of the images in the below link. I have very high resolution copies and can send them to you. Also, as far as copyright law goes, if the image was taken with government equipment by personnel where it was part of their job to take these photos, then they can not qualify for copyright protection. Thus is the reason for adding the watermark on many of the images I have, which is copyrighted.

<http://www.457thbombgroup.org/zemper/intro.html>

“Locating correct Bomb Group”

Posted by Michael Strawser on 8/16/2012, 5:39 pm

Hi,

I'm trying to locate any info on my uncle who apparently served with the 749th BS of the 457 BG in Glatton UK. He has long since passed away and I've been entrusted with a few mementos.

I remember him saying he was a flight engineer/TTG on B-17's. I have his enlistment data, an undated base pass from Ephrata, WA when he was assigned to the 749th, a certificate from the AAF Technical School for Airplane Mechanics in Amarillo Texas dated 31 July 1943 and a Transportation Corps Certificate to New York from Southampton on the Queen Elizabeth dated 26 August 1945, when he was assigned to HQ & HQ SQ 2nd Bomb Wing. I don't have access to his military record.

I do have a small picture of a B-17G from the 457th to go on:
It's painted in Olive Drab but the left wing obscures the tail number. It has a (3) word name in a light color, painted underneath the left Bombardier's window. The name appears to start with Mog-----, under that is L--i and on the bottom is B---tt.

Next to that there's possibly a (2) word name parallel to the first that's under the left Navigator's window.

Above both windows, there's (31) bombing missions running from the nose to the pilot's window. There's no other art visible but the prop boss is painted a light color, possibly white (750BS) or yellow (751BS). I know that the prop boss was painted blue for the 749th so I'm assuming he was transferred to either the 750 or 751 BS otherwise why would he have a photo?

Anyway I ran the database at <http://www.8thairforce.com/> with no hits on his name and the roster search at <http://www.457thbombgroup.org/Roster/> with negative results. I've Googled his name and service number also with no info.

So is it possible he was assigned to the ground crew instead and if so, were they assigned to a different squadron that isn't listed in the databases?

Any help will be appreciated.

“Merton Donald Pittman”

Posted by Margaret on 8/6/2012, 3:23 pm

My grandfather Merton Donald Pittman (he went by Don) was a navigator in the 749th squadron. Wondering if anyone knew him or has any stories about him to share.

“Conrad E. Craig”

Posted by Mason Craig on 8/6/2012, 12:31 pm

I would like to contact Ken Blakebrough in ref to my brother Conrad who flew with Ken. Conrad was a ball gunner and passed away in 1985. I was 5 years old when Conrad left for the service and I am now 74 and would like if possible to fill in some points of history about his service and the 31 missions with you. He never spoke about the war and I am writing a family history for future generations. I remember wearing his flight jacket with the picture of the art "Heavenly Body" and the 31 bombs. I wonder if there are pictures of him beside the one I found of the flight crew in this web sight. Are there any other surviving members of his crew? Conrad was a victim of the "free cigarettes" and died of lung cancer. I made the connection to you because you inspected a letter I have and you wrote your name on the envelope.

I would be grateful to hear from you.

best, mason craig

Posted by ken blakebrough on 8/14/2012, 6:14 pm, in reply to "Conrad E. Craig "

Dear Mason -

Ye, I believe I can tell you a few things about your brother Craig's service in our air crew in combat in Europe. He was our BALL TURRET GUNNER I was the copilot. Provide me a home address and I will forward some material and one of the books I wrote. Free Ken Blakebrough

Mission Viejo, California #####.

Do not phone

Posted by Mason Craig on 8/14/2012, 6:40 pm, in reply to "Re: Conrad E. Craig "

Dear Ken,

God bless you! I cannot express enough delight in hearing from you. My address is P.O. Box ### Pottstown, #####. I have a photo of myself and Conrad right before he left. My mother made the uniform. I can remember putting puzzles together on the floor at home of pictures of the Army Air Corp. I think I drove mom nuts riding my peddle car in the basement singing "up up and away" over and over again!

I will scan the photo I mentioned above and mail it to you. Conrad worked at the Goddard Space Center outside of D.C. before he died of Cancer. He traveled to various tracking stations Chile, Madagascar and was on Grand Turk when John Glenn made his first flight. He was very smart but the war took a toll on him for many years.

Thank you kindly, Mason Craig

Posted by don coons on 9/12/2013, 12:00 pm, in reply to "Re: Conrad E. Craig "

Ken I believe you were my uncle's Ralph Coons, co pilot. I'd love to talk to you as my uncle would never share his experience with me when I was kid.

“Anthony J Demaro”

Posted by Peter Malaspina on 7/20/2012, 12:15 am

Looking for information or photo. He was KIA in March 45 while serving as a TG on aircraft called Tennessee Toddy piloted by a Sherill Williams.

Posted by Holly June Jacobs (Bushey) on 11/11/2013, 11:43 am, in reply to "Anthony J Demaro"

I have some information that I was able to find. My uncle was Navigator on same mission. He was also KIA, sadly.

Holly June Jacobs (Bushey)

Posted by Peter Malaspina on 11/11/2013, 2:42 pm, in reply to "Re: Anthony J Demaro"

He was my uncles brother. He still has three sisters living in the New York Metro area. He seems to have flown with other crews as a waste gunner but flew tail on this one. Any additional information would be appreciated. Thanks

“Arf n Arf”

Posted by WAYNE TONGE on 7/9/2012, 5:15 pm

Does anyone have a picture of the nose art of 42-38064 Arf n Arf that they could let me have. Thanks.

“Bomber Group Info”

Posted by Vic Milam on 7/5/2012, 9:47 pm

Hello, everyone. I would like to now how I can find out which bomber group my father served in during WW2. I have his AAF enlistment and discharge documents, and I know that he was a B-24 mechanic with the 8th AF. He spent most of his two-year service in England. I have sent an inquiry to the 8th AF museum near Savannah, but they have yet to find any info. I have been reading everything that I can get my hands on re the Mighty 8th, and I would like so much to be able to identify the group of airmen that he served with. Thanks very much.

“Lost flight B-17 G 42-97465???”

Posted by Damian on 7/4/2012, 9:57 am

Hi

I interested in flight B-17G bomber that crashed in Poland 04.09.1944.

I was at the crash site and found some parts of the bomber. I am looking for people who are descendants of the crew. Sorry for my bad English

Damian

#####@gmail.com

Posted by Tom Worley on 5/11/2014, 2:07 pm, in reply to "Lost flight B-17 G 42-97465 ??? "

My wife's Uncle is Robert K. Walker the pilot of 42-97465. No one in her Family knew what happened to Robert until this past week when a family member of one of the crew survivors contacted my wife's mother. They were surprised to learn the plane crashed on land. They had always believed it went down over water. Sadly her Father Harold Walker died 10 years ago without knowing this information. He was a B-17 navigator who was kept in the States after Roberts death. Thank you for the memorial.

Tom

Posted by Damian on 5/14/2014, 2:50 pm, in reply to "Re: Lost flight B-17 G 42-97465 ???"

Hey, if you can write me on my e-mail to your e-mail.

"749th"

Posted by Phil on 7/2/2012, 9:22 pm

My grandfather, Billy K Berry, recently passed and I am trying to piece together as much of his military history as possible. If anyone has any information on him or knows where I could continue my research, I would be grateful. the following is a list of his crew:

Lt Jack E. Wescott

Lt Fred Steadman

Lt Merrill H. Ross

Lt Howard L. Maki

Sgt Billy K. Berry

Sgt Abel J. DeCoux

Sgt James G. Glancopolos

Sgt Harold A. Adams

Sgt Loius P. Decinzo

If you know of any of these gentleman and maybe somethign about my grandfather, please let me know.

Posted by John Connell on 3/18/2017, 2:26 am, in reply to "749th"

Phil, my dad flew the same plane, although was not a member of that crew. The plane was 42-31633. My dad's name was John J. Connell, which is also my name. I found this picture of the plane in flight

<http://www.457thbombgroupassoc.org/2015/09/12/ac-42-31633/>

I believe this is the plane that your grandfather had to crash land in France. Please let me know if you have further pictures or information to share. Best, John

Posted by Phil Berry on 3/18/2017, 9:27 am, in reply to "Re: 749th"

John,

Thank you for the response. Unfortunately, my search has been a dead end. Seeing any potential new lead has gotten me excited again. Any info on their time serving together? Or any link to any info on your father that I may be able to use to piece together. Also, was he also on the flight that crash landed? Thanks again so much and thank you to your father for his service to our great nation!

Posted by John Connell on 3/18/2017, 10:05 am, in reply to "Re: 749th"

Hi Phil,

Sorry you have not found much information yet. I believe my father may have finished his missions before the crash landing of of the plane serial number s/n 42-31633.

So he was in a different crew. I will need to look more at dates to verify if they may have served at the same time. I know my father was among the first crews to fly their plane from the United States to England. I can help you look around on the internet. Have you searched each crew member's name through Google? Feel free to email me directly #####@gmail.com. Let's do some research and see what we can find. I would be interested in any pictures of the plane or stories about it. Best, John

“Crew Photo”

Posted by Tom Higgins on 6/29/2012, 4:55 pm

I am hoping that someone has a photo of pilot 1st Lt. Worth G. Kirkman and crew that they could provide me a copy of. He was with the 751st Bombardment Squadron, Crew No. 428.

“Crew of B-17 Heavenly Body with last two plane numbers 76”

Posted by Mason Craig on 6/20/2012, 1:19 pm

I found the photo of the crew which included my brother Conrad E. Craig. It listed the names of the crew and I hope there are some surviving members or relatives who can send me copies of photos or any facts, stories of my brother. The crew members listed as follows: Captain Ralph W. Coons, Jim Day, Don Kennedy, Stave Cokorogianis, Ken Blakebrough, Shel Robbin, Don Crescio, George Pesch and my brother Conrad Craig. Frankly I was amazed to find the group photo in the section of photos of the 457th flight crews. Is there some way to print that photo?

“S/Sgt. Conrad Eugene Craig 42082264”

Posted by Mason Craig on 6/20/2012, 8:03 am

This was my brother, he flew 31 missions and the name of his ship was "Heavenly Body". He never spoke of the war and his experiences. He died in 1985 of lung cancer. I wonder if there is anyone alive who might remember him or has a photo of him or the plane. I am trying to develop a family history and will be pleased to respond to anyone having knowledge of Conrad. Thank you.

Sincerely, Mason Craig

“B-17 Crash on March 2, 1945 in Germany”

Posted by Ernest Corr on 6/10/2012, 3:25 pm

I am looking for information on a B-17 crash in near the village of Buch near the Moselle River in Germany on March 2, 1945. According to eyewitnesses 6 or 7 crew members parachuted to safety, the pilot's chute did not open and he perished. He was buried in the village of Moersdorf, Germany, near by, on March 6, 1945. Any information about the aircraft or crew would be appreciated.

“SSgt. Alvin Prukop / Watch Is Over”

Posted by Jeff Prukop on 2/17/2017, 12:02 pm

Good morning all. I wanted to report on here that Alvin Prukop has passed away on February 16th, 2017.

I am his Nephew, a Veteran as well, and am looking to get more information about my Uncle Alvin if anyone can share.

Thank you all.. ~ Jeff Prukop

“Miss U II”

Posted by Richard on 3/27/2017, 9:33 am

Sir

Ref B17 Crash Trunch Norfolk April 1944 A/C 42-9714

I am in possession of an oil painting of this crashed B17 with information and notes handwritten on the back about the crash etc

Would this be of interest to you at all ?

Richard Tree
Account Manager
Norfolk, ####
T: 01362 #####
M: 07725 #####
E: #####@archant.co.uk

“William Millea crew, KIA 9/30/44”

Posted by Arlyn Walz on 4/29/2017, 11:45 am

I am seeking information (specifically nose art or crew photo) for the Lt. Millea crew, lost over Munster 9/30/44. My father's cousin was a navigator on that plane (s/n 43-38538). I am building a model of his plane and am looking for a name or nose art for the plane. Anyone have anything, perhaps? Thanks in advance.

- AW

Posted by Erwin on 5/18/2017, 2:50 pm, in reply to "William Millea crew, KIA 9/30/44"

Dear Arlyn Walz,

it will be very hard to find any nose art or name. The plane is in our archive listed as A/C 43-38538 meaning that 1. it didn't have a name or 2. nobody remembers it having a name. Not all planes had nose art or/and a name. I hope more people will start sending us their photos so we can solve these mysteries.

Sorry we can't help you at this moment.

Best regards,
Erwin DeMooy
Webmaster and historian 457th Bomb Group Association

Posted by Arlyn Walz on 5/18/2017, 3:01 pm, in reply to "Re: William Millea crew, KIA 9/30/44"

Erwin...this is what I was most afraid of - that the plane was not named and/or didn't contain nose art ... but it's OK. I was thinking IF there is someone out there that has a pic of 338538, this would be the place to find it. I appreciate your response but will keep hoping that something will turn up from someone at some point in time.

Thanks again for your response...and thanks for the page.

- AW

Posted by Erwin on 5/18/2017, 4:24 pm, in reply to "Re: William Millea crew, KIA 9/30/44"

Dear Arlyn,

please check out our new website: <http://www.457thbombgroupassoc.org/>

We have a page about the planes with nose art etc.

Thank you,
Erwin DeMooy

“Operation Market Garden”

Posted by Antoon Meijers on 5/3/2017, 2:45 pm

I am writing a book about the preliminary bombing by the 8th Air Force during operation Market Garden on 17 September 1944. On this website is mentioned that Lt. Walter Strosser landed the plane he was piloting in Belgium with two engines out and another damaged.

I cannot find the name of Walter Strosser on the loading list for this date as pilot on one of the B-17 that took part on the mission that day.

For your information. The 457th Bomb Group dropped that day 1074 Fragmentation Bombs M81 on 7 MPI's at the edge of the Reichwald forest (about 10 km south east of Nijmegen).

“Aircraft 43-38587”

Posted by David Tarrant on 5/5/2017, 7:59 am

I research post-war B-17 history. Your aircraft data base lists this aircraft as being salvaged after an apparent crash landing in Belgium on the raid to Bohlen 30 Nov 44. However, the mission loading does not appear to reflect this. In addition, there was also another B-17 with the 457th with the same three digits at the end of the serial number (42-97587).

What I am trying to do is to either prove or disprove that 43-38587 was assigned to the 457th. The reason is that this aircraft had a long post-war history - first as a TB-17G in Alaskan Air Command, and later as a target drone (QB-17G). The aircraft record card is not clear on its history in the 1944-47 period, but it appears to have been sent to the 8th AF on 20 November 44.

Any insight you may have on this aircraft would be sincerely appreciated.

Also, I am impressed with your website and truly appreciate the efforts made to preserve the history and memory of the 457th.

Thanks very much, Dave Tarrant

“Grandfathers Plane”

Posted by Kevin on 5/14/2017, 12:00 pm

I am trying to find which plane my grandfather flew in. His name is James D. Toal. He was Top Turret / Flight Engineer. Here are other details I have:

James D Toal
457th Bomb Group
748 Bomb Squadron
Glatton Airfield

Irwin G. Forry- P
Harmon E. Robertson-CP
John C. Muir-Nav
John J. Purvis-Bom
James D. Toal-TTG
Francis D. Crawford-ROG
Virgil W. SternerBTG
William F. Norton-WG
Winfield J. Scott-TG

I was wondering if anyone can help me find the air craft name and nose art and any pictures that might exists of my grandfather. Thank you, Kevin Shaloo

Posted by Erwin on 5/18/2017, 3:39 pm, in reply to "Grandfathers Plane"

Dear Kevin,

I just send you an email with the information you are looking for.

Please also visit our new website: <http://www.457thbombgroupassoc.org/>

Best regards,
Erwin DeMooy
Webmaster and historian 457th Bomb Group Association

“42-31629 Sgt Cosmo J Fazzio April 9, 1944, Mission over Poland (Raven's Nest/Raven's Haven)”

Posted by Diana on 5/26/2017, 12:12 pm

Hello,

I posted this in a thread but wanted to post a new one:

I am trying to locate any information/stories/pictures of Raven's Nest (42-31629). My grandmother's brother (Sgt. Cosmo J Fazzio) was annotated as being a Left Waist Gunner and KIA for this mission to Gydnia. My dad always thought he was the ball turrent gunner so this was new information. He joined the military too young (I believe 17) because his mother had to sign consent for him to join. He was 19 when he was KIA. I don't know anything else about him and was wanting to know if there was info on the last days or what life was like for the crew etc. I've never seen a picture and only discovered him when I started doing ancestry research and asked my dad. He also knew very little. Cosmo was the only boy of 6 children, so I'm sure the family just did not talk about him. I appreciate any information.

Thanks!

“John Howard Buzzell”

Posted by Christopher on 6/13/2017, 12:35 pm

I'm a collector of everything 8th Air Force and I have acquired a uniform that belonged to Staff Sgt. John H. Buzzell of the 457th BG/749th BS during world war 2. I'm looking for information on him. Thank You.

“My dad”

Posted by Marilyn on 9/30/2017, 6:49 am

My father's name was Charles F. Brown, he was from Erie, PA. His discharge date was 14 October 1945, at that time, Camp Beale, California. He passed away in 1969.

“Eugene Goslee”

Posted by Linda Minten on 10/7/2017, 1:59 pm

At fifty-one I recently took a dna test and found out I was adopted. In researching my dna family history I found that my birth mother, was Eugene Goslee's daughter however it appears her mother left Eugene and my mother was adopted by her new husband. At I understand it, they cut off all contact with my grandfather even with persistent requests on his part. I understand he became very successful as an attorney and later was appointed by Nixon as the Labor Department chief ALJ. He remarried and was happy but said to have been heartbroken that he never had more children or was allowed to connect with his daughter. I would love to know all I can about what kind of man he was... anything would be very much appreciated. Thank you for your time - Lindy

“Part serial number”

Posted by jerome on 11/18/2017, 12:35 pm

Hello,

Is it possible to find the plane from which a piece of wing comes. There is a plate engraved with these numbers: n° b-d-v 754799-602 / model b-17 f 6118-L

Best regards, Jérôme

“Harold Reynolds, "Me and My Gal"”

Posted by Tom Reitz on 12/1/2017, 11:02 pm

My Mom's cousin, Harold Reynolds served in the 457th. He passed many years ago. I'm wondering if anyone out there perhaps had a loved one who spoke or wrote of his plane and crew. I have his old A-2 leather jacket with a B17 painted on the back, along with 25 bombs (one for each mission) and the plane's name, "Me and My Gal".

Would love to hear from anyone.

Tom Reitz

#####@gmail.com

THE END!