



▶ Special Report

Register for the Savannah 2011 Reunion Today!

September is fast approaching and, along with it, the 457th Bomb Group Association State-side Reunion. Remember to call the Hilton Savannah Desoto today to reserve your room. Room rates, event rates, contact information, and an agenda of events are located on **pages 5 and 6** of this newsletter. A digital copy of the registration form is posted on the Newsletter page of the website. Consider filling out your registration form right on your computer. You will then be able to print the form out, and return it to Lori Barnett along with your payment. You can also save a copy to your computer if you would like. It should prove to be a quick and painless experience for you, and will hopefully make it easier for Lori Barnett to process your registration form.

Visit the website today at www.457thbombgroupassoc.org

- ▶ to print extra copies of this Newsletter
- ▶ to print Savannah Reunion Registration forms
- ▶ and browse though other great Bomb Group stuff!



▶ Conington News

The Monuments

Despite a dry season, the monuments and monument area continue to look good, attracting visitors from the village and out of the area. A plaque is on order which will provide visitors with information about the monuments, whom to contact and how to donate towards maintenance.

The Rochester Bridge Trust continues to be interested in taking on the lease for the grounds on which the monuments are placed. They indicate progress in working with the County Council, but like all things involving government, progress is slow. The Trust will update the Association as the year moves forward.

Highlights:

- ▶ Special Report1
- ▶ President's Review1
- ▶ Book Reviews3
- ▶ Savannah Reunion5-6
- ▶ Officers9
- ▶ Events Calendar10
- ▶▶ Visit www.457thbombgroupassoc.org

► President's Review

Just a couple of quick notes to encourage you to attend the reunion in Savannah. Our number of veterans is getting less every year - now is the time to come to the reunion and take advantage of associating with **The Greatest Generation**. There are many stories still to be shared ...some are even true!

Also, a decision will be made by a show of interest about another mini-reunion in England in 2012. Let your voice be heard.

If you have items of interest to be addressed by the Board of Directors or the general membership, please mail those to me. That's all for now!

Joe Toth, Association President

► Secretary Notes

Wow!!! Thank you, thank you, thank you! The number of returned newsletters this time is significantly less than previous newsletters. That shows that you are notifying me of your address changes.

I am putting together a Memorial list of those veterans who have passed away since the 2009 Colorado Springs Reunion. If you know of someone who needs to be memorialized at the Savannah Reunion, please notify me.

Nancy Toth, Association Secretary

► Savannah

Notice of Meeting

This is the Official Notice that the 457th Bomb Group Association will meet at the Hilton Savannah Desoto Hotel, Savannah, Georgia, September 25-29, 2011. The Business Meeting of the Association will convene in session on Wednesday morning, September 28, 2011 at 9:00 a.m., local time, for the purpose of receiving reports, electing officers and members of the Board of Directors for the ensuing term of office, and to transact such other business as may properly come before the meeting. Regular and Life members are voting delegates and are entitled to vote on each matter properly coming before the membership and requiring a vote.

457th Bomb Group Association: Membership Dues & Subscription Form

► Dues

Annual Dues: \$25 per person
(2 years)

Life Dues:

Age	Cost
under 60	\$110
61-65	\$90
66-70	\$75
71+	\$60

► Mail Form To:

make check payable to:

Lori Barnett, Treasurer

457th Bomb Group Association
304 Old West Point Road
Starkville, MS 39759

check one:

- New membership
 Renewal
 Address Change

_____		_____		_____	
Name		Nickname		Spouse	
_____		_____		_____	
Address		City		State Zip (+4)	
_____		_____		_____	
Phone		email			
Are you a (check one):					
<input type="checkbox"/> Fireballer		<input type="checkbox"/> Relative of a Fireballer		<input type="checkbox"/> Other: _____	
If you are a relative:					
_____			_____		
Name of Veteran			Relationship to you		
_____		_____		_____	
Birth Date of Veteran		Squadron #		Rank	
_____			_____		
Dates Assigned			Duties		
_____		_____		_____	
Plane Name		Plane #		Pilot's Name	
_____		_____		_____	
Plane Name		Plane #		Pilot's Name	
POW? / Evadee? _____		Captured Date: _____		Escape/Release Date: _____	
Retired Military? _____		Rank: _____			
Comments: _____					

► Book Review

In the Presence of Soldiers

by Woody McMillin, Horton Heights Press, 488 pages, ISBN: 978-0-982770-0-8

All airmen had friends or buddies who served with the ground forces during World War II. If they served combat in the European Theatre of Operation, it is almost a sure thing they trained with the 2nd Army in maneuvers on their last stop before going POE.

The 1942-44 maneuvers were the largest training exercise conducted by the military during the war. The maneuvers involved more than 800,000

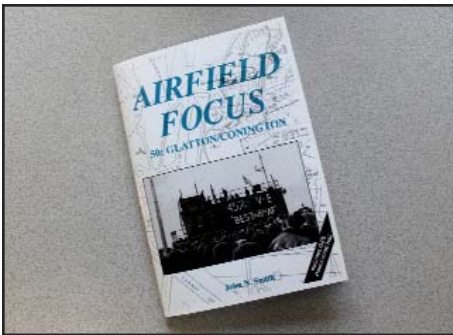
soldiers from 25 infantry, armor and airborne divisions. "In the Presence of Soldiers" provides the first comprehensive compilation of these large scale training exercises.

Woody McMillin has preserved an important part of history. He has combined statistical information with first person accounts given by those who participated or civilians whose backyards became military objectives for the day.

"In the Presence of Soldiers" is a must for inclusion in the library of a student of World War II.

<http://homepost.kpbs.org/2011/06/wwii-era-b-17-liberty-belle-crashes-video/>

submitted by James Bass



Airfield Focus: Glatton/Conington

by John Smith, GMS Enterprises, England
ISBN: 1-870384-92-X

This book is one of a series of publications about WW11 U. S. Army Air Force and RAF airfields in England. It begins with the completion of the

Glatton airfield by the U.S. Army 809th Engineer Battalion in late 1943 and ends with selected Conington information as of the date of publication in 2002.

The narrative includes detailed accounts of some missions and interesting information about the day-to-day life of Army Air Corps men in war time.

Over 120 photographs depict flight activity and typical scenes around the air base, Conington and Peterborough.

This small paper-back book is packed with information on the 457th Bomb Group and will supplement other publications about "The Fireball Outfit".

► A Mighty Addition

The 457th Donates a Gazebo to the Mighty 8th Museum

While attending the reunion at the Museum in September you will notice

the gazebo located in the gardens. Of Old English design with clinging vines and wrought iron benches the gazebo was donated to the Museum by friends of the 457th and dedicated to the memory of the airmen of the 457th who gave their lives that Freedom Might Prevail.

► The 457th

Future Reunions

When we get together in Savannah, we'll be talking about future 457th Reunions. We need suggestions from the membership to make these events as successful as they can be.

Our current plans are to "**Return To Glatton**" for our min-reunion over the Memorial Day week-end in 2012. The Flumans will again be coordinating this event, with our English Historians taking care of the planning and arrangements over there. As more detailed plans develop, they will be covered in future newsletters.

Historically, our state-side reunions have been hosted by members who volunteer to handle the arrangements for our Association's biennial reunion and membership meeting. We used to like to rotate the locations of these meetings to accommodate our members throughout the country. However, with our shrinking membership, we appreciate all offers to handle these events. Our second generation members have been extremely effective in handling recent reunions. If you, or a group of you, would consider hosting the 2013 reunion at a specific location, please contact one of our officers or directors. It takes some time and effort, but you will find it very rewarding.



► The Last Mission

By Richard Gibbs

Early January 1945

I was very nervous and excited at the start of 1945 as I needed one more mission to make my 35th one and complete my tour of combat duty and to head home to wife and daughter. So much depended on just this one mission. I could draw a milk run and complete tour and head for home. On the other hand, I could get shot down and lord only knows what would be the outcome of that. Just sitting on pins and needles all the time waiting to see what my last mission would be. Would I fly with a new green crew or maybe get an experienced crew where chances of coming home would be much better. I had flown Christmas day and a day or two after that into Germany to bomb rail terminals and train stations at Frankfort and at Krefeld. These had not been easy missions and I didn't expect any milk run for my last mission. I could hope for a milk run though. Maybe one along the coast bombing a V2 rocket launcher or maybe some support for the front line troops. Those were the kind I was looking for. Just fly straight in and drop bombs and get out of there with minimum time over Germany and little chance of meeting enemy fighters and also possibility of just light flak over the target as they wouldn't have time to prepare for us and track us all the way in and across Germany to our target. Alas, this was not to be the case. I woke up about 2:30 in the morning when heard someone walking down the gravel walk leading to our hut. I knew it could mean only one thing and that was someone from our hut would be flying today. There were four of us spare gunners living in this hut by ourselves as other crew that lived there had not returned from the last mission. Just us four men left over from the Jeffers crew. Reich, Papaianni, Sharpe and myself. I am sure the others were awake also, as we all had been accustomed to waking up whenever someone walked down the path. I knew it was the Corporal gathering up crews and gunners for a mission. I wanted to go in one way but in another was scared that it would be a difficult one and maybe one that I would not want for my last mission. It would be much more comfortable to just cover up my head with the blanket and stay on the cot where it was warm and cozy. I listened to the crunch of the gravel and then heard someone open the door to our hut and at that time the

hut was flooded with light. I held my breath to see who was going to fly. Didn't have to wait but a moment and he yelled as loud as he could, waking everyone in the hut. No mistaking what he said "Gibbs, you are flying today". Everyone in the hut was awake now for sure and I could have cared less and they were already hollering for me to get out of there so they could go back to sleep. The Corporal said to me that I was to fly with Lt. Burgess on ship #534. You are to fly as waist gunner. Hey, at least I wouldn't be flying the ball turret for my last mission. In waist I would have a chance of getting out of the aircraft in case it went down. Ball turret was a very bad place to be when you needed to leave aircraft in a hurry. I had no idea as to what this crew would be like. I had never heard of them but knew they must be fairly new, as all of the people that I knew had either finished their missions and gone home, or had been shot down. I would be glad to fly my last mission and get out of here. Dam, I hoped it would be a milk run. I hurried and put on wool long underwear and heavy socks along with wool pants and shirt and headed for the mess hall. Other people were already waiting for the shuttle trucks to take us to the mess hall. I did not recognize a single person. I just kept to myself. They were talking with one another because they were with their own crew and friends. I was definitely alone. Some were laughing and joking. I was wanting to get near the truck driver to find out if he knew what type of bombs we were carrying and how much gasoline had been loaded into the bombers. I didn't have long to wait as heard some of the men swearing and saying it was maximum load of gasoline and a light bomb load of ten 500 pounders instead of the usual 12 of them. This was definitely going to be a long trip and deep into Germany - not at all what I had hoped for on my last mission. Got to the mess hall and the powdered eggs along with the burned toast and fatty bacon was certainly not much for what could possibly be my last meal. I always thought they should have fed us a good meal just before a mission as they knew that for some this would be their last. I drank a cup of coffee and dunked the burned toast in it to make it edible as I needed something in my stomach. I had learned from past experience not to drink much coffee before a mission and I wasn't going to make that mistake again. We all had our 45 revolvers strapped in our shoulder holsters and it was a real surprise to me that one didn't go off accidentally at one time or other as they were fully loaded but on safety. No noise this morning as none fired accidentally.

I do remember that they were very heavy hanging on my shoulder. Ok, I went down the equipment room and got my parachute harness and put on an electrically heated suit right over my wool pants and shirt. I put on the helmet and special boots and headed for the briefing room to find out just where we were going. I was lonely as was by self and I missed being with my own crew to help ease the tension. Our equipment stall was about 8 feet by 10 feet and just enough room for one crew and their flying clothes. It looked awfully large to me to be the only one in there, flying clothes hanging all around me in anything but an orderly fashion. I took out my bill fold and put it under some flying clothes as we were not allowed to carry anything that would identify us. I was surprised that no one ever lost any money or valuables as the stalls were not locked and anyone could have come in and gathered up whatever they might want. Then I headed for the briefing room, carrying my Mae West and parachute harness along with steel helmet. Everyone else was doing the same thing. I got to the briefing room. There were probably 500 men sitting on benches or on the floor or leaning against the wall. This was in a large Quonset hut. One end had a table for the speaker and a big map on wall. The map took up almost the whole end of the building. There was a curtain draped over the map. I found a place to sit up against the wall. About that time the major came in carrying a swagger stick. I still didn't see a soul that I recognized. I did recognize the major from past experiences in the briefing room. A large red string was drawn to the target and through the target and marking our way home. There were big red circles along the string indicating where we might expect to contact flak and opposition. Lordy me, there was a lot of noise and swearing as the people started moaning and griping. The dam string went up the North Sea to the port of Peenemunde and entered Germany heading straight toward Berlin and then instead of turning around and getting out of there the string just kept going right across Germany and entering France somewhere along the middle of the country; right across the Ruhr Flak Valley; right over Cologne and Frankfort. What in the world were they thinking? These were places you definitely wanted to avoid and especially on your last mission. The major said, "Just hit the city some place and get out of there". It would be ok to just bomb any place within the city proper. He said that the reason we were going clear across Germany was that the 8th

continued on page 7

► 2011 Savannah, GA

**457th Bomb Group Assoc.
State-side Reunion**

AGENDA (September 24-29):

► **September 24**Saturday
Early Bird Pre-registration

► **September 25**Sunday
Registration

► **September 26**Monday
Mighty Eighth Museum
Afternoon visit with memorial
service and dinner

► **September 27**Tuesday
Open Activities

► **September 26**Wednesday
General Meeting
Closing Banquet

► **September 29**Thursday
Farewell Breakfast



► 457th window in the Chapel of Fallen Eagles

SAVANNAH 2011

Join us for the next
**457th Bomb Group Association
State-side Reunion**

September 25 - 29, 2011

Hilton Savannah Desoto
Savannah, Georgia

Call Now for Reservations: **1-912-232-9000**

Room Rate During Reunion: \$99 per night

Room Rate Before/After Reunion: . . \$139 per night

IMPORTANT: Reference the 457th Bomb Group
Reunion when registering.

Completed registration form & check made out to
457th Reunion 2011 & mail to:

Lori Barnett, Treasurer

457th Bomb Group Association
304 Old West Point Road
Starkville, MS 39759



►► Chapel of Fallen Eagles at the Mighty Eighth Air Force Museum

► 2011 Savannah, GA

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► **Mail Form To:**

make check payable to:

457th Reunion 2011

& mail to:

Lori Barnett, Treasurer

457th Bomb Group Association

304 Old West Point Road

Starkville, MS 39759

457th Bomb Group Reunion - Savannah, GA - Sept. 25-29, 2011

► **Registration Form**

Name _____ Squadron _____

Spouse/Guest #1 _____ Guest #2 _____

Guest #3 _____ Guest #4 _____

Address _____ City _____ State _____ Zip (+4) _____

Phone _____ email _____

May we include your phone number in the registration book? Yes No

► **Reunion Registration Fee**

Reunion registration fee: \$100.00 per person (includes reception and banquet)

_____ persons x \$100.00 each = \$ _____

► **Daily Events Fee**

► **Monday:**
September 26

Mighty Eighth Air Force Museum

The Memorial Service for those who have passed away since the last Reunion will be held in the Chapel of Fallen Eagles at the Museum. (price includes transportation & dinner at the museum)

1230 - 1930 hrs . . . Museum

Tour and Lunch:

_____ persons x \$50 each = \$ _____

► **Tuesday:**
September 27

Enjoy Savannah

Suggested activities will be included in your registration packet.

► **Wednesday:**
September 28

Banquet (price of Banquet is included in Registration Fee)

1800 - 1900 hrs . . . Happy Hour

1930 - ??? Banquet

Indicate special dietary needs: _____

Please indicate your choice of banquet entree & number of each:

_____ Stuffed Breast of Chicken
_____ Grilled Fillet of Beef Tenderloin
_____ Crusted Grouper

► **Thursday:**
September 29

Breakfast Buffet

0700 - 0900 hrs . . . Breakfast

_____ persons x \$30 each = \$ _____

Total Enclosed \$ _____

Air Force hoped to entice the German fighter planes off the ground and into a big battle. In other words we were to be something they simply could not ignore. We would be having a lot of escort. Some would escort us into Germany and others would be waiting to escort us out after we had dropped our bombs. It didn't really make the men all that happy as still a lot of groaning and swearing going on and wondering who designed this mission. Also saying that bet whoever designed it was not going to be flying today. This would be a 9 or 10 hour mission and most all of it at 25 thousand feet with the cold and oxygen masks. There was nothing we could do but gripe anyway so I went outside and got on a truck that took me by the armament shack where I picked up a pair of 50 caliber machine guns and on over to parachute department where I got my parachute and then jumped back on the truck and out to the line where the planes were parked. I remembered the number of the plane but had forgotten the pilot's name. No big deal. Anyway the truck dumped me off at the proper aircraft and I put my stuff on the ground and hunted up the pilot. I told him I was to be flying replacement for his waist gunner today and told him my name. He more or less grunted and said "ok, good luck to you". Then I went back to the waist door and here stood the three regular gunners on this crew. Told them my name was Gibbs and that I was to be their waist gunner for today as a replacement. All three of them looked at me and one said "no you are to fly the ball" I could see that there was no use discussing the matter with them as there were three of them. I also knew it would do no good to go back to the pilot as they were his crew and he certainly would do whatever they wanted. I couldn't blame them; if it had happened to our crew we would have done the same thing. No one wanted to fly the ball if they could fly another position and here was a chance to pawn it off on someone else. So I just said to myself that this damned mission was not going the way I had planned at all. I simply did not want to get back in that ball turret where you could not escape quickly in an emergency, and I didn't want to be in it with a bunch of strangers who already had indicated they didn't like me all that much. I didn't figure that any one of them would have helped me out of the ball like my own crew would have. So I went out to the edge of the strip and relieved myself of the coffee I drank at breakfast. Then climbed back into aircraft only for the en-

gineer to hand me a fire extinguisher and tell me that I was to stand fire guard. I got the extinguisher and stood right behind and to the side of each engine as the pilot started them up. A big ball of fire always came out when the engine started and a horrible sound. I never did really know when it was necessary to use the extinguisher. It always looked to me like the whole thing was exploding and this was no different than the other times I had stood fire guard. I did my job and put the extinguisher back in the holder and sat down with the other gunners on the floor of the waist. With my own crew this would have been a rather pleasant time of just shooting the bull and attempting to laugh at what was to come. This bunch just kept to their selves and I just laid down on floor and closed my eyes. Finally the pilot pulled out of the parking area and up to the runway. Engines were now screaming at full throttle and he let up on the brakes and we began to move down the runway. I was hoping and praying that we would get off the ground. This mission would have to be flown one part at a time. The first part would be to get off the ground and then face whatever came next. The four of us gunners were sitting in the waist now and they were leaving me out of the conversation. I just sat there a while and then decided that I'd just as well get in the ball turret and quit looking at these people. It was obvious that they wanted to be by themselves anyway and preferred to ignore me. I got in the ball turret and checked out everything. I got my heated suit cord plugged in and oxygen hose hooked up and then test fired each gun to make sure that it was working properly. Everything ready now and let's get going. We're flying up the North Sea. We had been flying about a half hour when I noticed a B17 aircraft several miles away that seemed to be about on the same course as we were but coming in at an angle towards us. By the clock position he was about 2 o'clock level and sort of drifting towards us. I kept my eyes glued on this aircraft and he just kept getting closer and closer. Our pilot made no move to change course no one on the aircraft mentioned anything about this plane. I thought about notifying pilot but had several bad experiences when trying to tell a pilot anything so I just kept watching and hoping that one of his own crew would notify him. Meanwhile the B17 and our plane were definitely on a collision course and I was getting more scared by the second. Finally I decided that I didn't care what the pilot said. He needed to take action and now so I pressed the intercom button and shouted into

intercom that a B17 was coming in hard at 2 o'clock level. Luckily the pilot was connected to intercom and not to some British jazz station listening to music. Anyway I felt the aircraft sort of stall and engine noise much different. The pilot put our plane in a steep dive and the other B17 went right over the top of us. The radio man looked out his roof window and said he could count the rivets as it passed over the top of our aircraft. Wow, the pilot said on intercom "good boy ball" and we proceeded to fly the mission. We went to Berlin and ran into cloud cover at 25 thousand feet so we headed for our secondary target at Kassel to bomb another a rail terminal. German fighters were all around but did not attack our group much. Flak at the target was heavy and accurate and we picked up a few flak holes but no one was wounded in our plane. Really the mission was not that bad, just kinda normal you would say. I shook all the rest of the mission thinking about our near collision though. We flew all across France and finally arrived at the English Channel and on to our base. I was just so happy with completing my missions that I jumped out of waist door just as soon as we reached the taxi stand. I just rolled on the ground and shouted to rest of crew that this was my final mission and that I would be heading home. I am sure they all thought I was nuts but I also knew that they were envious of me. The pilot came to me and said thanks a lot for being so alert. Now that was a switch; I never had a pilot compliment me on anything before. He said that I had saved all of their lives and said it right in front of the whole crew. Wow, that was really something. Actually this was not the complete end of the story. A year later I was going to the University of Kansas and was standing outside Frank Strong Hall smoking between classes with my old A2 jacket on when this one guy came up to me to start a conversation. He saw the name "remember me?" on my jacket. He said that the 457th had a B17 by that name and wondered if I flew with them. I told him that I did and then he asked me my name and I said Gibbs. He said my God, do you know you saved my life? Then we got to talking and laughing and it turned out that he was the pilot that I had hollered to about the possible collision course. I told him that I had been reluctant to notify him before as I didn't know how he would take it from a spare gunner. We hugged each other and teared up a little and thanked each other. I never saw him again and that is the story of my last mission.

Richard Gibbs

► In Memory

Roy Truba



Roy Truba, bombardier with the 751st Squadron, died April 13, 2011. Flying with Lt. William T. Thistle, Roy was shot down on the mission to Freising, Germany on April 18, 1945, the last crew of the 457th lost to enemy action. He was a prisoner of war until liberated by the US 3rd Army in May 1945. Roy was one of many ground troopers that transferred to the Army Air Corps as the build-up for Air Corps personnel developed early in the war.

His memorial service was on April 18, 2011. Ironically that date was 66 years to the day in which he was shot down. He will be buried at Arlington National Cemetery with full military honors on August 5, 2011.

submitted by James Bass and R.E. Truba Jr.

Julius "Julie" Kornblatt

Fondly known as Julie or Korny by fellow crew members and friends, Julie was a gunner on the William T. "Robbie" Robertson crew, 457th Bomb Group, 749th Bomb Squadron.

Julie was born June 28, 1923, in New York City. He and his wife, Judy, were married on May 31, 1945. In June 1950, Julie graduated from George Washington University Law School in

Washington, D.C., and was employed for decades as an attorney for the city of New York.

Julie died on January 17, 2011, and was buried with full military honors at National Memorial Cemetery near Phoenix, AZ. He is survived by his wife, Judy, his daughter, Janet Benjamin (Sam) of Scottsdale, AZ, sons Steven and Ira, both of New York City, and five grandchildren.

submitted by Cliff Digre

Kathleen White

Kathleen White, wife of John White, Pilot in the 457th Bomb Group, passed away today. Lt. John White and his entire crew were shot down on the Bohlen, Germany raid on November 30, 1944. The entire crew survived the jump and were taken prisoners -of-war and finished the war in Stalag Luft 1, Barth, Germany. *(Bob & Cathie write: Just a note to let you know that Mom passed away today. I think that she wanted to be with Dad on Fathers Day.)*

submitted by Lee Zimmerman

William Cecil Oliver

William Cecil Oliver passed away May 4, 2010. He was a bombardier in the 748th squadron.

submitted by Hiram Drache

Richard Garland

Ruth Garland reports the death of her husband Richard R. Garland, who passed away on Feb. 22, 2011. The B17 "905" he piloted made a crash landing in Sweden on Oct. 7, 1944. Upset that he was not flying with his own crew, he was shot down on his 2nd mission.

Dick was sick for some time and his one joy until the last few years, was being able stop at the Mighty Eighth Museum on the way to Florida and then going north. He had hoped to see the B17 this year, but he didn't make it. An impromptu interview with him about his trip to Sweden can be seen on YouTube-Dick Garland. *(This is the second obituary for Dick. On October 7, 1944 he was reported Killed in Action.)*

submitted by Ruth Garland

Simon C. Wareck

Simon C. Wareck, 750th Squadron, passed away late last year. Simon was the Tail Gunner on the Edward Skyrms crew and flew missions from late Dec., 1944, until the end of the war.

submitted by Will Fluman

► Out of the Past

Accident Destroys Liberty Belle

Fellow 457th Bomb Group Association member Trisha Mach sent me the link below about Monday's accident which destroyed B-17G Liberty Belle. If you read far enough and link to the Liberty Foundation website, you will learn the B-17 did NOT "crash" but rather made a perfect landing in a farmer's field, ironically dry enough to support the airplane but too soft for fire trucks to extinguish a left engine fire. The time from noticing the fire in engine #2 to full stop was 1 minute, 40 seconds. Quite remarkable.

<http://homepost.kpbs.org/2011/06/wwii-era-b-17-liberty-belle-crashes-video/>

submitted by Michael Rodgers
Inglewood, ON

► Travel Fund

English Travel Fund

The dedicated volunteers who represent the 457th Bomb Group in England are very important to the Association. Many of us are unable to attend the Mini-Reunions in Peterborough, and we are fortunate to be able to meet them and express our appreciation when they join us here in the States. We expect several of our English historians to join us in Savannah.

The Association always sponsors a portion of their travel expenses with contributions to the **English Travel Fund**. September may seem far away, but it's not too early to contribute to this important event.

Contributions should be marked "English Travel Fund" and mailed to:

Lori Barnett, Treasurer
457th Bomb Group Association

► Looking For....

Model of Base

James Bass is attempting to locate a scaled depiction of the Base. It was constructed on a piece of 4' x 8' plywood and had carefully reconstructed the Base. It was at the 2001 meeting in Colorado Springs. Any information will be appreciated.

► Collections

A great collection of the USAF aircraft: <http://bobshermanspage.com/USAF-Planes.html>

Thank you, Lee Zimmerman and others involved for providing us with this information.

► Officers & Appointments

Joe Toth President	jandjtoth@comcast.net 449 Sunset Lane, Pueblo, CO 81005	P: 719. 566. 1714
John Pearson Vice President	jonpearson@cavtel.net 1900 Lauderdale Drive C-315, Richmond, VA 23238	P: 804. 740. 2635
Nancy Toth Secretary	nancytoth@comcast.net 453 Sunset Lane, Pueblo, CO 81005-1140	P: 719. 564. 8599 F: 719. 544.1067
Lori Barnett Treasurer	Lpbarnett223@aim.com 304 Old West Point Road, Starkville, MS 39759	P: 662. 418. 8563
Joe De Luccia Director - 2 year	jaadeeluu@aol.com 214 Cambridge Ave., Saddle Brook, NJ 07663	P: 201. 797. 9245
Cliff Digre Director - 4 year	rgriebenow@miscspeakers.com 4745 Vincent Ave. South, Minneapolis, MN 55410	P: 612. 920. 5662
Will Fluman, Jr. Director - 6 year	MR-SHORT-CUT@hotmail.com 132 Ore Bank Road, Dillsburg, PA 17019	P: 570. 971. 5757
George Grau Immed. Past Pres.	graub17@mchsi.com P.O. Box 1473, Gulf Shores, AL 36547-1473	P: 251. 968. 2673
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► English Historians

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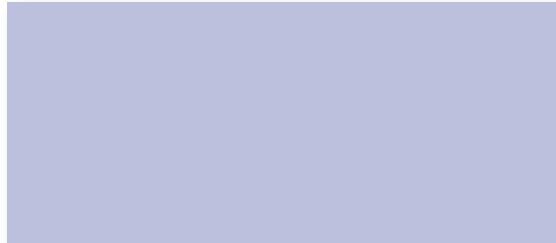
► Past Presidents

1973-75: William Willborn	1986-87: Clayton Bejot	2001-03: Will Fluman
1976: Howard Larsen (d)	1988-89: Donald Sellon	2003-05: Don Nielsen
1977-79: Bill Siler	1990-91: John Welch	2005-07: James Bass
1980-81: Edward Reppa (d)	1992-93: Roland Byers(d)	2007-09: George Grau
1982-83: Daniel Graham (d)	1993-97: Billy Hightower (d)	
1984: William Good (d)	1997-99: Lee Zimmerman	
1985: David Summerville(d)	1999-01: Craig Harris (d)	

457th Bomb Group Association

36 Shank Road
Carlisle, PA 17015

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2011 Calendar of Events:

▶ **September 24-29**
2011 Reunion: Savannah, GA

▶ **November 20**
Newsletter article deadline

▶ **December 30.**
Newsletter printed / mailed /
posted on website

▶ **May 2012**
Return to Glaton mini reunion;
see details in the December
newsletter and on the web.

▶ **July 2012**.....
Summer Newsletter

▶ **Editor’s Report**

A note from Chris Sechrist

Thank you to those who sent articles and other related items of interest for inclusion in the July newsletter. The response was amazing! Please realize that, although I will do my best, I may not be able to include attachments with your article.

Future newsletter articles

I encourage your continued contribution to future **FIREBALL** Newsletters. Feel free to submit memoirs; family stories... past or present; or other bits of information that you would like to

add. Please submit your typed stories to me by the deadline date noted in the **Calendar of Events** of the newsletter. If I receive an article after the deadline I will hold it for the following paper.

This is your newsletter; bring it to life with your story!

Contact

- ▶▶ *mail:* **Chris Sechrist**
36 Shank Road, Carlisle, PA 17013
- ▶▶ *email:* **Chris Sechrist**
nepphoto@embarqmail.com

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