



THE FIREBALL

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▶ Special Report

Return to Glatton - 2012

Thirty friends and family members joined five veterans of the 457th Bomb Group, two friends from Switzerland, English historians, and a host of English friends for the 16th "Return to Glatton" mini-reunion. The events took place from May

taken at the conclusion of the Farewell Banquet, it was agreed that the meeting was one of the best. A memorial service was held in Conington Church, during which the service Canon Saint John Wayne, Vicar of the church in 1944-45, was remembered as the unofficial chaplain of the 457th and as a constant source of spiritual help. Wreaths with the Triangle U were laid at the



▶ Friends and Family gather with the men of the 457th during a Memorial Day celebration at Madingly American Cemetery.

26 - May 30, 2012 and, although attendance was smaller than other mini reunions, all went according to schedule. This, in part, was due to warm, sunny days with no rain. Few days in 1944 and 1945 compared to the fine weather of these four days.

From the moment the group was led up the driveway of the Conington Church to the bag piper's strains of Amazing Grace, until the last picture was

Stone Airman and the Glatton Memorial, both glistening in the springtime sun. Attendees at the American Cemetery in Madingly saw the laying of the wreath at The Wall of the Missing and a flyover by the Sally B.

A new feature of the reunion was a visit to the Rochester Bridge Trust, the new owner of the Rose Court Farm.

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Visit the website today
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► Highlights

Carl Gooch Crew to be Memorialized

On September 26, 1944, Lt. Carl A. Gooch piloted an aircraft on a mission to bomb the Osnabruck railroad marshalling yards near Munster, Germany. During the return trip, Lt. Gooch encountered deadly flak over the Zuider Zee, resulting in the loss of the craft and the lives of two crewmen.

On September 15, 2012 the Town of Lissee, The Netherlands, will unveil and dedicate a memorial to honor and recognize the crew and the contribution it made for the Cause of Freedom. On the same day a book, about the crew and the mission, will be presented.

The monument was donated by the Dutch Stone Company. Historian Damo Natuursteen and many others have contributed to making the dedication a day to remember. The Memorial will be located in a church garden near the crash site.

The 457th Bomb Group Association will be represented at the dedication.

It's A Small World

Bill Siler attended the Mini Reunion in May. After leaving Peterborough he and his daughter continued on a tour which included a stay at a Holiday Inn near Salisbury. Upon checking in Bill, being an ambassador of good will, engaged in conversation with the attendant. It developed that several generations of her family are from Conington and many are buried in the cemetery. She is familiar with the Glatton Memorial and the water tower, and she has many memories of the war. Her father served in the British Airborne and engaged in the African and European Campaigns.

She described Bill as "the delightful Mr. Siler," *(something we already knew)*.

James L. Bass

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
60 - 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 applicable:

- New membership
- Renewal
- Address Change

Name _____		Nickname _____		Spouse _____	
Address _____		City _____		State _____ Zip (+4) _____	
Phone _____		email _____			

Are you a (check one):

- Fireballer Relative of Fireballer 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: _____

► Highlights

Rambling Through Records

John Cary “Red” Morgan’s life story sounds like the script for a Hollywood movie – in fact, it was! Near the beginning of the 1949 movie *Twelve O’Clock High*, Second Lieutenant Jesse Bishop, the co-pilot of a USAAF B-17 Flying Fortress, belly lands his crippled aircraft at an English base. He had just spent two hours fighting to control the bomber after his captain had been severely wounded by a German fighter’s attack. Bishop is recommended for the Medal of Honor, and it is quickly approved. Close to the end of the film, we are informed that Bishop, by now the captain of a B-17, had been shot down. These incidents are based on the real-life situation involving then Flight Officer (a USAAF equivalent of Warrant Officer), John Cary “Red” Morgan; indeed, the events as depicted are practically lifted from the citation to Morgan’s Medal of Honor and service.

What makes this a story for “Rambling through Records,” is that Morgan performed his heroic deed during a bombing mission to Hanover, Germany, on 28 July 1943, just four months after he had been discharged from the RCAF on transfer to American forces. Morgan would continue to fly on operations. On 6 March 1944, he was the pilot of a B-17 leading the first major USAAF attack against Berlin when he was shot down. Captured and held in Stalag Luft I, Barth, Germany, for the remainder of the war, he was the only person to become a PoW after being awarded the Medal of Honor. He would return to fly transport operations during the Korean War, and rise to the rank of Lieutenant-Colonel.

John Cary “Red” Morgan’s RCAF service file would be of interest to Americans as well as Canadians, but Canadian Privacy legislation would keep it from public view until twenty years after his death. Morgan had died of a heart attack on 17 January 1991 in Papillion, Nebraska, and was buried in Arlington National Cemetery. Within a month of the 20th anniversary of his death, I had applied to view his documents.

John Cary “Red” Morgan was born in Vernon, Texas, in August 1914. Before the war he had been an overseer at a pineapple canning factory in Fiji, had worked in the oil fields, and been a store clerk. Classified 4-F (physically unqualified)

by a U.S. draft board as a result of an accident in which he had broken his neck, he presented himself to the RCAF Recruiting Office in Windsor, Ontario, in July 1941. Just short of 27 years of age, he was older than most applicants. Was it restlessness, conviction, or some other compelling reason that drove him to enlist? There is nothing in his RCAF service file that explains his motives. A Wikipedia entry claims that he had learned to fly in Texas, but in his application to join the RCAF he stated that he had no flying experience, except as a passenger. Described as “a good average ... straightforward and intelligent ... keen,” the Canadian recruiters apparently didn’t ask if he had ever broken his neck, and he didn’t tell them. He was formally inducted into the RCAF on 1 August 1941, and entered the BCATP pipeline.

Even for an eager American, the line was constricted. After Manning Depot at Brandon, MB, he was sent to perform guard duty at No. 10 Service Flying Training School (SFTS), Dauphin, MB, before going to No. 2 Initial Training School, Regina, SK. This was basic ground school, the place where he was selected for pilot training. By the time he graduated (20 December 1941), his homeland was in the war. Although American recruits would shortly be given ample opportunities to transfer to their national forces, Morgan stayed with the RCAF at this time, training at No. 19 Elementary Flying Training School, Virden, MB, (DH.82C Tiger Moths), and No. 16 SFTS, Hagersville, ON (Avro Ansons). He graduated as a Sergeant pilot on 9 October 1942.

His training record was undistinguished. At Virden, where he flew 78 hours, 50 minutes, the Chief Flying Instructor wrote of him, “Average, confident, rough on controls, no bad flying habits. Instrument flying slightly over controlled. Deportment and punctuality good.” He was smart in appearance, well liked, but only placed 63rd in a class of 79. At Hagersville, he flew 157 hours, 10 minutes, and placed 29th in a class of 45. He was described as, “ambitious and conscientious but not logical.” In flying skills, he was rated “Average” in all categories except Night Flying, in which he was described as “Above Average.” When asked for his preference in future training, he put down “Fighter.”

At Hagersville, Morgan had had his only confrontation with authority. He had been sent to the

Christie Street Hospital (Toronto) for surgery on a sinus obstruction that was holding back his training. He was so anxious to return to flying that he went AWOL from the hospital and was sentenced to 14 days “confined to barracks” – which meant he could not be discharged from hospital until the doctors had decided.

At last posted Overseas, Sergeant Morgan disembarked in Britain on 4 November 1942. From 17 November 1942 to 16 March 1943, he was on strength at No. 18 (Pilots) Advanced Flying Unit, Church Lawford, with a two-week spell in the middle taking a Beam Approach Training course at No. 1533 Beam Approach Training Flight, Oxford. Both these units operated Airspeed Oxford aircraft, smaller than the Anson, and he logged a total of 105 hours on type. He then decided to take the long-delayed transfer to the United States Army Air Force, although his file gave no hint as to why he had waited so long, or why he chose to move at this time. He may have been ‘fast-tracked’ through conversion to the B-17 because the Medal of Honor mission of 28 July 1943 was his fifth.

John Cary “Red” Morgan later wrote, *“There’s no such thing as a hero. I was pushed into circumstances where I was forced to act. You can never say how you’re going to react to something until it happens, but I think that most people would have done the same.”* Having reviewed his file, I was struck by the sheer ‘ordinariness’ of his RCAF career. Only the instance of his going AWOL from hospital gave any hint of the steel within. Yet one should not be surprised. In years of ‘rambling through records,’ I have often been struck by what can best be described as “the uncommon courage of the common man.”

Prior to reaching the German coast on the way to the target, the B-17 aircraft in which 2d Lt.

John Cary “Red” Morgan

Medal of Honor Citation

For conspicuous gallantry and intrepidity above & beyond the call of duty, while participating on a bombing mission over enemy-occupied continental Europe, 28 July 1943.

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► Highlights

The Saga of the Cliff Hendrickson Crews - Part Two

by Cliff Digre

Part 1 of this saga was published in the January 2012 issue of *The Fireball* newsletter, in which I described the crash of B-17 serial number 43-38812 that was piloted by Cliff Hendrickson, the copilot of my original crew. What happened since the crash is continued below.

When the war was over on May 8, 1945, I was free to do most anything I chose. I often would go to the orderly room to answer the phone or do some filing, just to have something to do on the base. I made trips up to Yorkshire where I had friends, and I went to London on a pass but didn't enjoy it too much without my crew members being with me.

I went to the Cambridge American Cemetery and Memorial to visit the gravesites of crew members Cliff Hendrickson and engineer Earl Rinehart



► Marker for the grave of Clifford Hendrickson at the Cambridge American Cemetery and Memorial. Photo by the author.



► Marker for the grave of Earl Rinehart at the Cambridge American Cemetery and Memorial. Photo by the author.



► Clifford Hendrickson in basic training. Photo supplied by the Hendrickson family.

(who was killed on our third mission). Coincidentally, both men were from Indiana. I wanted desperately to visit the crash site of the Hendrickson crew but when I went to headquarters to get the exact location, they were very vague about it. They said the site was in the county of Yorkshire, but they didn't give me the location. In retrospect, I should have been far more persistent. Had I gone to the site then, no doubt I would have met people who had been there when the crash occurred.

Staying in contact with my crew

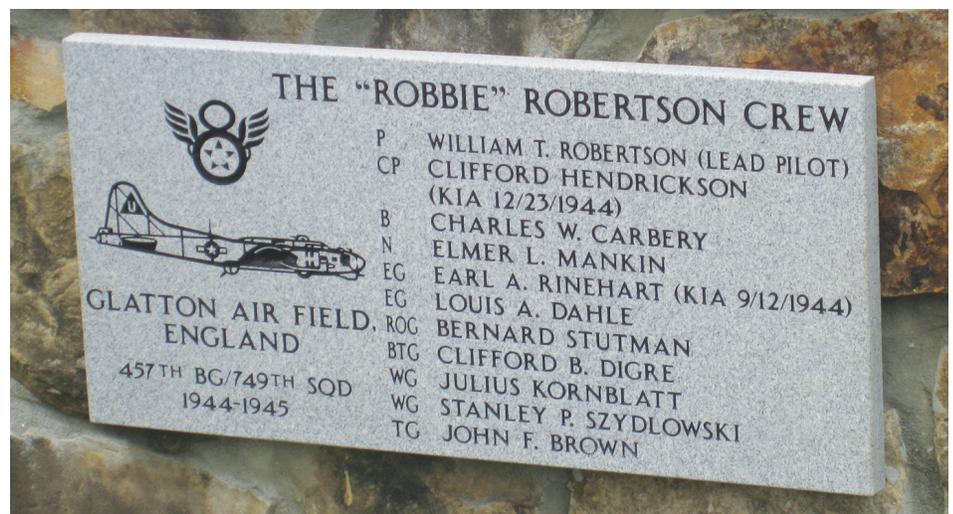
Decades later, when my wife, Bernice, and I drove home to Minneapolis from Florida, we stopped in

Cliff Hendrickson's hometown of Jasper, Indiana. His name was included on an impressive monument in the city center that listed all the area servicemen who served in the war, but we found no other connection to Cliff. His parents were deceased and his married sisters had perhaps moved away.

A memorial for our crew

In addition to trying to find Cliff Hendrickson's family, I also tried to locate the pilot of my crew, William T. Robertson—"Robbie." Finally, in the early 1990s, I learned Robbie was living in Florida. The first time I saw Robbie since he left England in 1945 was for dinner when my family and I were vacationing near Disney World. From then on, we got together with Robbie whenever we were in Florida, and he and I stayed in touch through phone conversations. We talked about our crew members, the missions we flew, and what an outstanding crew he had selected to make up "The Robbie Robertson Crew." We concluded that we would produce a plaque honoring our crew that would be installed in the Memorial Garden on the grounds of the Mighty Eighth Air Force Museum that is located near Savannah, Georgia. Robbie and I collaborated on the content and layout for the light-gray granite plaque that measures 24" wide by 12" tall.

I was determined that the plaque would be installed in time for the 457th Bomb Group Association reunion at the museum in September 2011. It was the logical time to have the plaque installed for several reasons: Robbie planned to attend the reunion for the first time, Bernice and I and many



► Clifford Hendrickson in basic training. Photo supplied by the Hendrickson family.

(continued from page 4)

The Saga of the Cliff Hendrickson Crews

members of our family would be there, and two members of our crew - Julius Kornblatt and Louis Dahle - having passed away in 2011, would be honored at the impressive memorial service.

Robbie and I agreed that we would send to the family of each crew member a letter, a photo of the plaque, and a map of the memorial garden that indicated the location of the plaque. I had the contact information for every family except



► Clifford Hendrickson. Photo supplied by the Hendrickson family.

Hendrickson's. A phone call to the local newspaper in Jasper, IN, failed to locate any relatives. Finally, I called the VFW and talked with the commander. He offered to have an attorney friend check the courthouse records. It felt like a miracle had occurred when several days later I was provided with names and contact information for one nephew and one niece, the offspring of Cliff Hendrickson's sisters! Both Tom and Marilou, who live in Indiana, were delighted to communicate with someone who had known their late uncle. In fact, Tom wrote to say he has his uncle's foot locker "that contains, among other things, every letter he sent his parents" and "there are a lot of letters from a lady in England who was the first person to reach the crash scene. I think she owned the land where they crashed."

Connections in England

Several months after the plaque was installed, I received an email from a man in England who had purchased a copy of my book, which he had discovered while doing research for his presentations at libraries and other public venues about local history. James Tobin pursued information about the crash of 43-38812 (the 812), that occurred near his birthplace. He learned that the 812 was in contact with RAF Moreton-in-Marsh and "were making for that airfield when they crashed into high ground northwest of the village of Great Rollright." Tobin continues: "Alerted by the crash, villagers rushed to the scene. Among them was Nursing Sister Elmed Megan Lewis of Queen Alexandra's Nursing Service. Frank Tanner and Catherine Day also assisted in trying to rescue the men. Sister Lewis was later commended for her brave conduct, having actually crawled inside the bomber to get to the injured."

Memorializing the crew of the 812

A friend of James Tobin introduced him to Michael Rainsberry, who grew up in the village of Long Compton where his father was the vicar for 35 years and "which, as the crow flies," is about a mile from where the 812 crashed. As a child, Michael was "totally obsessed with WW2 planes and made dozens of them, including the B-17." Now, Michael is dedicated to funding, creating, and installing a memorial to the crew of the 812, calling the project The Forgotten Fortress. "Ideas include a stained glass window detail in the local church of Great Rollright. We also want to erect

a stone memorial beside the road overlooking the field where the crash happened." In another email, Michael stated, "I want to tell the full story of this crew and where they came from. I also want to ensure that they are accorded the equal honour and respect for their sacrifice."

Michael is in direct contact via email with Hendrickson's nephew, Tom. Michael has also been in contact with Bob Chastain, a member of the 457th Bomb Group Association and the nephew of the crew's pilot, Second Lieutenant Walter B. Graves, who flew as the copilot on their last flight. Michael and Bob are attempting to locate families of the 812's crew in order to notify them of the plans for the dedication of the memorial.

What a tragedy this crash was. It ended the lives of Walter Graves and his crew of eight, who were flying on only their first combat mission. The crash also ended the life of Cliff Hendrickson, a veteran of 20 missions with the 457th. Hendrickson's newly formed crew of eight combat veterans, of which I was a member, was also dissolved. We had trained together but had yet to fly our first mission as the Cliff Hendrickson crew. The 457th lost one B-17 on that December night in 1944, but it lost two good crews.

Cliff Digre is the author of the book *Into Life's School: My World War II Memories* that is available at the website: www.intolifesschool.com or by mail: Into Life's School, 2637-32nd Avenue South, Minneapolis, MN 55406. Paperback: \$19.95; hardcover \$25 (postage included). All books are signed, first-edition copies.



► Marker for the grave of Earl Rinehart at the Cambridge American Cemetery and Memorial. Photo by the author.

► Special Report

More Glatton 2012 Highlights

(continued from page 1)



► The Rochester Bridge Trust treated the men of the 457th to a tour of Rochester, England.

A warm greeting and an elegant luncheon awaited those who made the visit. The Trust is headquartered in a 15th century structure with spotless hardwood floors, high exposed wood beam ceilings, and furniture of the era. The building and furnishings are mindful of the workmanship of centuries past. Our visit included a walking tour of a delightful city market street, Rochester Castle, and Cathedral.

David Bass arranged a trip to the city of York for some of the group who did not attend the Rochester tour. It was a perfect day for a tour bus

adventure or a walk on the wall, which still surrounds part of the city.

The three-day reunion at the Bull Hotel concluded with a farewell banquet. A framed composite of patches from the 457th Squadrons and buttons of past mini-reunions was presented to the Trust on behalf of the 457th Bomb Group Association. The future of the mini reunion is secure. All attendees left with the satisfaction of having attended and the express desire to Return to Glatton in 2014.

James L. Bass



► An excursion to York, England



► James Bass, Bill Siler, Fayette Dennison, Don Osborne, and James Hanley stand in front of the new signage at the Conington Airfield.

web viewers:

[Click here for more Glatton 2012 photos.](#)

Admiral Wells	Group Photos	Monument
Airfield	Madingley	Rochester
Banquet	Memorabilia	Tea
Bull Hotel	Memorial Service	

Ejner Norman Gunderson

Our belated condolences to the family of Ejner Norman Gunderson who passed away on April 30, 2008 in Bakersfield, CA at the age of 92. Ejner was a pilot for the 751 Squadron.
submitted Kurt Gunderson

Lt. Col. Oscar B. Stauff Ret. Remembers Eileen

Our father is Lt. Col. Oscar B. Stauff Ret., who was a navigator in a B-17 in 1944 flying out of Glatton. He was wounded, though made it back and continued a career in the AF retiring in 1963, then moved our family to his parents farm where he was raised in Payette, Idaho. It was a great experience growing up in an Air Force family! Our wonderful mother Eileen passed away recently, and at age 91 Oscar is still at the family farm in Payette. His car license plate reads: B17 457; he quite proud of it as we drive him around town.

While not able to make the journey to Peterborough and Glatton, he and family send our greetings and utmost respect to the US Air Force, the 457th and this major event.

Thanks to you all ...sincerely,

Oscar B. Stauff & family

(continued from page 3)

Rambling Through Records

Morgan was serving as co-pilot was attacked by a large force of enemy fighters, during which the oxygen system to the tail, waist, and radio gun positions was knocked out. A frontal attack placed a cannon shell through the windshield, totally shattering it, and the pilot's skull was split open by a .303 caliber shell, leaving him in a crazed condition. The pilot fell over the steering wheel, tightly clamping his arms around it. 2d Lt. Morgan at once grasped the controls from his side and, by sheer strength, pulled the aircraft back into formation despite the frantic struggles of the semiconscious pilot. The interphone had been destroyed, rendering it impossible to call for help. At this time the top turret gunner fell to the floor and down through the hatch with his arm shot off at the shoulder and a gaping wound in his side. The waist, tail, and radio gunners had lost

consciousness from lack of oxygen and, hearing no fire from their guns, the co-pilot believed they had bailed out. The wounded pilot still offered desperate resistance in his crazed attempts to fly the aircraft. There remained the prospect of flying to and over the target and back to a friendly base wholly unassisted. In the face of this desperate situation, 2d Lt. Officer Morgan made his decision to continue the flight and protect any members of the crew who might still be in the ship and for 2 hours he flew in formation with one hand at the controls and the other holding off the struggling pilot before the navigator entered the steering compartment and relieved the situation.

The miraculous and heroic performance of 2d Lt. Morgan on this occasion resulted in the successful completion of a vital bombing mission and the safe return of his aircraft and crew.

Hugh Halliday

► In Memory

Major Edmond C. McNamara

Edmond C. McNamara, navigator in the 457th Bomb Group, passed away peacefully on August 16, 2011 in Eugene, Oregon. He and his crew were held prisoner of war in Stalag Luft III. Ed is survived by his wife of 52 years, Marion McNamara, his daughters Shay Walling and Candace Caldwell in California, 5 grandchildren and 11 great-grandchildren... he is missed every day.

submitted by Shay Walling

Andrew Raymond Reeves

Andrew Raymond Reeves was born May 20, 1924. He served in the United States Air Force as a pilot for 30 years; enlisting in 1942 and retiring in 1974 at the rank of Lt. Colonel. His distinguished career included serving in WWII, the Korean Conflict, and Viet Nam. Andy loved flying and piloted 36 different aircraft while acquiring over 13,000 hours of flight time. He was awarded the Ordre National de la Legion D'Honneur by the French government for his service to France during WWII. He was very proud of his service to the his country. Andy was a life member of The Retired Officers Association, The Order of Daedalians, Disabled American Veterans, and the 457th Bomb Group Association. According to Andy... "That's Enough."

Andy died on June 29, 2012, surrounded by his loving family. He leaves behind his wife of 66 years, Bette Evelyn Wilsford Reeves, four children; Sandra Reeves Roth and her husband Douglas; Andrew Raymond Reeves III and his wife Paula; Michael Glen Reeves and his wife Frances; and MaryBeth Reeves Head and her husband Donald. He had nine grandchildren; Andrew Raymond Reeves IV and his wife Honor; Micah Lee Reeves; Marshall Bernard Reeves; Melissa Mary Reeves and her partner Eric; Adam Franklin Reeves and his wife Tesa; Casey Elizabeth Head Balkcom and her husband Stephen; Samantha Ann Head; Melissa Head McGinnis and her husband Chad; and Donald Jackson Head, III. Andy had six great-grandchildren: Sara Ella Reeves; Cal Reeves; Ari Miles Plantier; Mae Jewel McGinnis; and Eliza McGinnis.

Lt. Col. Andrew Reeves was interned at Florida National Cemetery.

submitted by Bette Reeves

► Officers & Appointments

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Chris Cronin	chris_cronin@live.co.uk	

► Past Presidents

1973-75: William Willborn	1986-87: Clayton Bejot	2001-03: Will Fluman (d)
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)	2009-11: Joe Toth
1984: William Good (d)	1997-99: Lee Zimmerman	2011-13:
1985: David Summerville (d)	1999-01: Craig Harris (d)	2013-15:



Visit the website today at www.457thbombgroupassoc.org

► 2012-2013 Calendar of Events

► November 30, 2012

Newsletter article deadline

► January 2013

Winter Newsletter

► June 20-24 2013

State-side reunion,
[Wright Patterson AFB, Dayton , Ohio](#)

► June 30, 2013

Newsletter article deadline

► August 2013

Summer Newsletter

► Editors Report

Newsletter by mail or online?

We all receive the **FIREBALL** newsletter by U.S. Mail but I hope you have had an opportunity to see the full color newsletter online. If not, I invite you to take some time and scroll through the photo galleries on page 5 of the January online newsletter.

We would like to offer you the option of being notified by email when a new **FIREBALL** issue is available. If you are interested in being notified by email please contact Trisha Mach at secretary.457thbombgroupassoc@yahoo.com. She will send you a link that will take you directly to the latest newsletter.

Our Departed Veterans

During each of our Stateside reunions a ceremony is held to honor those veterans who have passed

away during that year. Additionally, if you desire, we will recognize your loved one in the **FIREBALL** newsletter. Please let us know if your dear Veteran has passed away, by contacting

Trisha Mach

3101 Woodbridge Drive, Bedford, TX 76021
or by email at:

secretary.457thbombgroupassoc@yahoo.com

She will add the name to be memorialized.

You may also send Chris Sechrist a short article to be placed in an upcoming newsletter.

Contact

► mail:

Chris Sechrist
36 Shank Road, Carlisle, PA 17015

► email:

Chris Sechrist
nephoto@embarqmail.com

Visit the website today at
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