



Est. July 1971 ▶ Bentonville, AR

April 2014 ▶ Vol. 44 Issue 80



▶ Special Report

Return to Glatton

May 24 - May 27, 2014

The mini-reunion of the 457th Bomb Group Association will meet in Peterborough at the Bull Hotel for Memorial Day Weekend activities. Registration will begin Saturday, May 24th. Most of the needed information is included, while there are some details which need finalized.

Please confirm by May 1, 2014

Contact: **Candy Fluman**
717.432.1067
Flumancl@aol.com



Agenda:

May 24 Registration for reunion and check in at the hotel. Pay registration fee in English Saturday pounds; pay for hotel room in cash, English pounds, or credit card. Make sure your bank knows you are traveling abroad and will be using your cards.

May 25 Day in Conington Sunday

May 26 Day at Madingley, Cambridge American Cemetery Monday

May 27 Day in Peterborough Tuesday Closing banquet, evening

2014 Room Rates: Single.....63 pounds
Double or Twin93 pounds
(each includes breakfast)

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► President's Review

My fellow members,

What a marvelous job those 2nd and 3rd generation folks have been doing for us lame, halt, and blind (according to John Parker – who claims he has been to blind school). The immense hours of labor, albeit a labor of love, they have produced in these last few years are very much appreciated. I hope all "old timers" grasp every opportunity to let the "kids" know how we feel.

My best wishes for a great spring (it will eventually be along despite Pennsylvania ground hog predictions and the Maine house top snow drifts) and let everyone loose to come to Peterborough in May.



Elsewhere, herein you will find details regarding Project "Hunter Field Star". Please join together and support another effort as we have joined together and done in the past.

Among our dedicated youngsters who have worked and sweated for the 457th, like a ball turret gunner over Merseberg, is Will Fluman, who has carried all the spadework for us. That devotion is appreciated, and hopefully we will support

those efforts by completing the fund raising necessary. (Will says we are about \$6000 short) to once more signal "Fait Accompli".

We have indeed come a long way together. Even if we only count from the first reunion in Bentonville in 1971; it strains the memory to dig deeper. But we have asked a lot of each other over the years, and it seems, given even more to one another. So are we are going to do it again? Well, I will send \$25 today to Lori for Project "Hunter Field". Is that a start?

Yours in the 457th,
William W. Siler, *President*
457th B. G

Visit the website today
www.457thbombgroupassoc.org

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, 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

► Donations

Your Contributions Count!

The 457th Bomb Group Association continues to undertake new projects, as well as maintain those that have been completed over the years.

Please consider a donation to support our ongoing Projects Fund.

Contributions should be mailed to

Lori Barnett, Treasurer.

_____	_____	_____
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

Forgotten Fortress Update:

Lt. Colonel James A Maguire - qualified Heinkel Pilot

by Michael Rainsberry

Previous editions of the **FIREBALL** have covered the story of The Forgotten Fortress (338812) that crashed in mysterious circumstances on 23rd December 1944 at Great Rollright, Oxfordshire, England, with the loss of eight of the nine-man crew. They were returning from their first mission and they had been in country for less than 3 weeks.

By 16th December, Von Rundsted was smashing through the Ardennes and the allies were taking a pounding with no air cover possible due to the prolonged winter weather that had grounded the Mighty Eighth. But on the 19th December, a window in the weather opened and the Air Force that had been straining on the leash for 3 crucial days, managed to get 350 aircraft over the snow covered forests in what became known as the Battle of the Bulge.

Although many pieces of the story of the 812 have now been uncovered, we are still faced with the mystery as to why the pilot, Clifford Hendrickson carried out an instrument let down in darkness and fog over high ground.

Our operating theory, based on the best evidence we have is that the 812 was coming into land at the time of the crash. We know that by 16.30 hrs on 23rd December, Glatton became socked in yet again, so the 812 was no longer headed home. We have checked every single Operations Record Book (ORBs) for those RAF fields to which the 812 may have been headed, but with no luck.

The other line of enquiry concerned the crash report itself that was signed off by Major James A Maguire of the 457 Bomb Group. The Maguire report is just a simple summary of what happened. It is here that specific mention is made of an instrument let down over high ground. We understand that this 'Accident Report Summary' should also accompany additional data contained on a 'check list' which would give specific details about instrument readings, notes made by the navigator, plus findings about fuel levels and flap positions, discovered at the crash site. There would also have been photographs of the crash because it was 8AAF policy to compensate for damage to civilian property, although in this case, the landowner honourably never filed a claim. Most important of all, how did Major Maguire know that the 812 was carrying out an instrument let down and when the summary refers to "the field of intended landing"



► Major Maguire (second from left) with his crew and several members of the ubiquitous ground crew that worked so hard to keep him airborne.

where was this?

It became a priority to trace Major Maguire and to see if any information which has been missing from the official records held at Maxwell AFB and in the National Archives in Maryland, could be found. It was possible that Major Maguire could have made some personal record of the events of 23rd December for several important reasons.

Firstly James Maguire flew in the co-pilots seat in one of the last aircraft to take off from RAF Portreath on 23rd December. The pilot was Robbie Robertson, a veteran of over 20 missions and who was a close friend of Clifford Hendrickson in the 812; in fact, we know that Robbie and Clifford agreed to take-off in close succession on the afternoon of 23rd December, in order to fly back together.

The Robertson aircraft, the 152, flew alongside the 812 for some time as they headed NE across the high relief of Exmoor and Dartmoor. Both would have been heading into accelerating darkness. By the time they took off, they would only have had about one hour of daylight left.

On board the Robertson aircraft, the leader of the mission, Major Maguire, would have been one of the last people to see the 812 in flight. We know from sightings by the Royal Observer Corps that a B-17 flying at dusk or in darkness was lit up like a "Christmas Tree" with over 12 lights of differing colours visible from the ground.

ROC reports tell us that all day during 23rd December 1944, B-17s could be seen heading for their home bases in the east of England, most of them making it back before the weather closed in yet again and these bases were all closed.

The waist gunner of the Robertson aircraft, Sgt. Bernard Stutman, observed the 812 descending through cloud. We believe it was possible that

Hendrickson and his co-pilot Walter Graves were carrying out pilotage, the standard procedure for navigators to maintain visual reference to the ground.

This would have been important for the rookie navigator Joe Kilmer, who was on his first mission. By contrast the Robertson aircraft was equipped with the Mickey air to ground radar system and so was better able to navigate it's way back to Glatton. Also it could afford to fly at a higher altitude and therefore faster than the 812, which according to the surviving Rear Gunner, Clifford Heinrich, was flying at tree-top height. This may help to explain how the Robertson aircraft arrived back at Glatton sooner and managed to land in the poor visibility and why they assumed that the 812 landed at the designated RAF diversion field.

We do not believe that Hendrickson would have maintained his low altitude as it became darker and the fog rose. We know that Clifford Heinrich at his station in the tail was ordered forward to the radio room along with other members of the crew. Was this because they were assuming the position for landing, or because there was nothing left to observe from the tail as it was now totally dark?

This is the mystery of the 812. Why did they descend into cloud and part company with the Robertson/Maguire aircraft? Why was no radio communication made between these partner aircraft?

The discovery of Major Maguire, or his surviving family, needed a lucky break. One came out of a clear blue sky 7 months ago, when one of his many grandsons left a tribute message on a long abandoned website which I had only visited once

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Forgotten Fortress Update

before. The clue contained the city of Baltimore as a possible hometown of Major James A Maguire. From here we tracked down, via the city records office, the fact that a Major Maguire had left the city and moved to Sonoma, California. The Sonoma town records there showed that "Lt. Colonel" James A Maguire had died on 6th July 1999 and was survived by his widow Alice.

The obituary from the local Sonoma newspaper gave many names of his family and of his children and stepchildren, one of whom had such an unusual name – Spider Mattos that I felt sure that this person must pop up on Google. Some days later, we hit the jackpot and Spider was indeed the stepdaughter of Colonel Maguire. She was delighted to be found and has given us so much information about her late father.

What is emerging is a fascinating story of this senior officer with the 457 Bomb Group who served with distinction during WWII, who then became a lawyer, but who always retained his pilot's licence. Indeed when he died, his ashes were cast out of a light aircraft over the Pacific Ocean by Spider Mattos, who is also a pilot.

The process of uncovering more information about Lt Colonel Maguire (*pictured below on the left*) has only just begun. His widow Alice and his stepdaughter Spider are looking through the massive pile of documents that were left behind. We hope that in these papers will be found some clue about what happened on 23rd December 1944.

By all accounts, James Maguire was an exceptional airman who had an adventurous career in the Air



▶ Lt Colonel Maguire is pictured on the left of this photograph.

Force. His pilot stepdaughter told us of the time when her father, as one of the most skilful pilots in the group was asked to fly a captured Heinkel 111 (He 111) back to England some time in 1945. Jim Maguire said that of all the missions he led, he was never more anxious about the dangers of this task.

We are still uncovering details of this story, but it appears that the He 111 defected to the Americans, and was flown by a Luftwaffe crew who had simply had enough and knew that it was only a



▶ Major Maguire is pictured here on the far left after successfully landing a captured German Heinkel 111.

matter of time until they would be killed. The Luftwaffe was fast running out of pilots in the losing battle being fought against massive and overwhelming allied air power. It appears that they actually stole the aircraft from their own base and then made their perilous way, flying very low into allied airspace with undercarriage lowered in a sign of surrender.

Major Maguire was asked to take the aircraft, possibly from a forward 9th Air Force base back to England. He flew this aircraft on his own and even though escorted by fighters, knew that swarms of Mustangs and Thunderbolts dominated the skies and could easily have attacked this iconic and easily recognized German plane.

As Maguire neared the English coast, anti-aircraft crews would have had their weapons cocked as the German aircraft flew overhead. The plane landed successfully in England, but we know not where. *The photo at the top of this page shows 'Jim' Maguire on the far left having successfully landed.*

If any **FIREBALL** readers have any ideas about why the Air Force wanted this He 111, then we'd be most interested. Why risk bringing this aircraft all the way back to England? The He 111, by this stage in the war held no secrets and was well known to the allies. Perhaps it was a trophy, intended to be placed in a museum in the USA after the war? England had plenty of examples of this type of aircraft from the Battle of Britain, but perhaps the Americans wanted their own fully operational example.

One of the aspects of this story we are chasing down is what happened to the German crew who apparently survived the war?

Colonel James A Maguire was one of the outstanding officers of the 457 Bomb Group. As the most skilled navigator as well as a pilot, he suc-

cessfully led missions involving many hundreds of aircraft. He must also be unique in the 8th Air Force having checked out on the He 111.

We think that somewhere in his personal papers may be something about Christmas 1944. Over a 24-hour period, James Maguire had to investigate two fatal crashes of the 457 Bomb Group. The first of these, on the 24th December was the 43-38819 that crashed on take-off in fog so thick that the crash team could not find the wreckage near the end of the runway, although remarkably, all but one of the crew survived. Also on the 24th December, the crash investigation team, also led by James Maguire were picking over the wreckage of the 812 that had crashed the previous evening in an Oxfordshire field. We feel sure that James Maguire would have got to know his fellow officers from the 812, having spent 4 days cooped up together at RAF Portreath in Cornwall. We know quite a lot about their time there. Truckloads of Cornish girls brought in for the officers Christmas dance with music by Eddie Farge. We know the movie they saw the night before the crew of the 812 died and the tragic irony could not be more powerful - *The Fighting Sullivans*. We heard from Clifford Heinrich, the only survivor, that they visited Truro and were well looked after by the Cornish people.

The 812 took off on 23rd December from the cliff top runway of RAF Portreath and never made it home. Something happened at 17.50 hrs, which is still a mystery, the answer to which may lie in the Footlocker of the late Lt. Colonel James A Maguire.

If any readers would like to contribute any thoughts or ideas to solving the mystery of the Forgotten Fortress, please contact me on – michael.rainsberry@btinternet.com

► Special Report

The 457th Star Restoration Project

A History of Hunter Army Airfield

by Chris Sechrist



In 1927 Savannah, Georgia joined the budding development of civilian airports in the United States. The city purchased 900 acres just south of Savannah and within three years engineered what was first named the Savannah Airport. However, with the onset of the Great Depression, regular air service did not exist until 1931 when Eastern Airlines offered air travel from Savannah to Augusta and Atlanta.

In 1936 major improvements were made to the Savannah Airport, as part of President Roosevelt's public works programs. The grass runways were replaced with asphalt, a drainage system was installed, and a new metal hanger was built, at a cost of \$166,000. Prominent aviator, Henry Strachan, relocated Strachan Skyways into the newly constructed hanger and by the end of the 1930's the airfield accommodated regular Delta and Eastern airlines flights. Between 1939 and 1940 the city of Savannah recognized a need to house the growing administrative activities and built a permanent municipal airport building. The building's terrazzo floor remains partially intact today.



► The 457th Bomb Group Association is currently undertaking a project to restore the star in this terrazzo floor.

With the onset of World War II, the United States Army Air Corps had just twenty-four airfields and 2200 outdated aircraft within its borders. Although not involved in the war, the U.S. began a strategic military build-up and by 1941 the Army Air Corps had increased in size to more than 25,000 men and 4000 aircraft. With this increase came the need for additional airbases. In May 1940 the Savannah Airport was officially christened Hunter Airfield after its namesake, Frank O'Driscoll Hunter, Lieutenant Colonel, U.S. Army Air Corps. A native of Savannah and Georgia's only flying ace in WWI, he would be promoted to Major General and commander of the Eighth Air Force Fighter Command.

The airfield was used as a light bomber training base and within two months 3000 personnel of the 3rd and 27th bomb groups, 100 A-18 trainers, A-20 light bombers, and B-18 medium bombers



► Built in the late 1920's for civilian air travel, Hunter Airfield underwent a series of military upgrades over the years.

shared the airfield with the civilian airport. On January 28, 1942 the Eighth Air Force was formed at Hunter Field and for three months trained for overseas service and then transferred to England. By 1943 the airbase grew to 10,000 personnel and an additional 2100 acres was acquired to accommodate the influx. The runway was expanded, six cantonments and tent camps were added, aircraft parking aprons were built; in total approximately 450 buildings were built at Hunter Airfield between 1940 and 1945. Ground support, bomber groups, and fighter groups were trained and later saw active combat in all major theaters of war.

In 1943 Hunter Airfield was designated as the third Air Force Staging Wing Base. Between 1942 and 1944 Hunter Airfield staged 9000 aircraft and 70,000 crewmen for transfer to combat in Europe. After Germany surrendered in 1945 the Airfield

processed aircraft and crewmen returning from the Mediterranean for duty in the Pacific but the operation was halted on August 6, 1945 when the atomic bomb was dropped from the Enola Gay.

After WWII Hunter Airfield reverted to the Savannah Municipal Airport. Various public and private businesses leased much of the airfield. In 1949 the city of Savannah offered to exchange Hunter Airfield for Chatham Airfield, located a few miles west of Savannah. In 1950 Hunter Field became known as Hunter Air Force Base while Chatham Field became Savannah/Hilton Head International Airport. During the Korean War the Hunter Air Force Base underwent a \$24.4 million upgrade. In 1955 the first B-52 heavy bombers arrived and in 1959 the development of ICBMs and the B-52 precluded the need for B-47 bases. Hunter Air Force Base became obsolete.

In 1964 Hunter Air Force Base officially closed, yet in December 1966 the Department of Defense announced that one of the official new homes of the Army's Advanced Flight Training Center was to be Hunter Army Airfield. The Airfield's massive parking apron offered ample space for helicopter training operations and soon became one of the Army's key training sites during the Vietnam War.

In the 1970's Hunter Army Airfield was the U.S. Army's premier deployment node on the eastern seaboard, thanks to the facilities left behind by the Air Force. In 1974 Hunter Army Airfield became a base for the 24th Division helicopter and support elements. The 24th Infantry Division participated in Operation Desert Shield and Desert Storm between 1990 and 1991 and multiple peace-keeping missions throughout the decade.

The terrorist attacks on September 11, 2001 once again brought the United States into the throws of war. With the current guerilla conflicts in Afghanistan and Iraq, part of the War on Terror, Hunter Army Airfield continues to be an important deployment and support base for the U.S. Army.

This War on Terror will become part of the history of our Country but the final chapter of the Hunter Airfield story is still in the making.

This historical account was taken from:
Army Hunter Army Airfield: A History
U.S. Department of Defense Department of the Army

► Special Report

The 457th Star Restoration Project

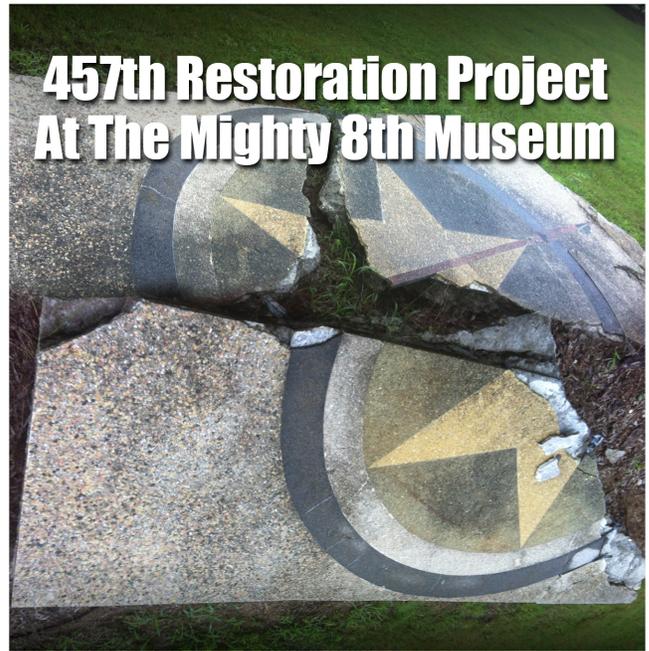
We are pleased to announce that progress has been made with the Mosaic Star Restoration Project at the Mighty 8th Museum Memorial Gardens. We can now report that we are nearly 80% complete on this Historic restoration. Our goal of \$25,000 is within reach, thanks to the generosity of the 457th members. To date, we have raised approximately \$19,000. The expected completion date of the "Mosaic Star" is late spring 2014. The Mighty 8th officers, members, volunteers, and many visitors have shown great support and praise for our effort. This Star project, when completed, will be the final touch to the Chapel Garden area. The Chapel of The Fallen Eagles has been blessed with many beautiful stained glass windows, including the window of the 457th Bomb Group Association. At this time we wish to work hard to achieve our goal of \$25,000. Now is the time for all members and friends to dig a little deeper to finish this wonderful project. Thank you for your generous efforts.

Sincerely,

Willmore Fluman Jr.,
Director 457th Bomb
Group



► Restoration of the Mosaic Star is slated for completion in late spring 2014.



Many Bomb Groups received training at Hunter Field before going overseas between 1942-1945. Countless young Airmen walked upon this symbol of the Army Air Corps, yet most of us remain unaware that this beautiful 16-foot square, Terrazzo concrete Star was created by WPA Artisans. The Star was the center point in the floor of the Operations Building at Hunter Field just prior to World War II.

The 457th Bomb Group Association is undertaking a project to restore the Star, which will rest in the center of the Columbarium, directly behind the "Chapel of the Fallen Eagles."

Please consider a donation to raise \$25,000 for this restoration.

Make Your Tax Deductible Donation Today!
(Checks Received before Dec. 31st apply to 2013!)

Send donations to: Lori Paris Barnett, Treasurer c/o 457th BG
Chapel Gardens Memorial Fund 304 Old West Point Road, Starkville, MS 39759-2654

► In Memory

Delbert Stephen Schwab

Delbert Schwab born July 18, 1922, lived a happy childhood with loving parents, William and Della (Poling) Schwab. He left this earth to join the Great Architect of the Universe and his loving family on January 31, 2014. He served his country during WWII as a member of 457th B.G. Eighth Air Force. After the war, he traveled much of the world including the U.S., Europe, the Orient and Africa. He retired from Alameda Naval Air Station, returning to the Toledo area in 1986. He was a member of the Sylvania Pyramid Lodge, Ancient Accepted Scottish Rite, Zenobia Shriners and the Christ Dunberger Post 537. Del was blessed with love. His High School Sweetheart, Helen Rose Molnar was his wife and love for over 63 years. After her passing, his dear friend Valerie became his love and she survives. He is also survived by

his brother, William Schwab, Jr. and many nieces and nephews. Del was preceded in death by his wife, Helen Schwab; parents; sister, Edna Carr and brother, Ronald Schwab.

submitted by his loving family

Ed Newmeyer Sr.

Ed Newmeyer Sr., 97, formerly of Monroeville and Trafford, passed away Thursday, Sept. 26, 2013, in the Bentley House, Hermitage. Mr. Newmeyer was born Dec. 16, 1915, in Duquesne, a son of the late Byron and Florence (Moffat) Newmeyer. He was a graduate of the former Duquesne High School. A highly decorated war veteran, Ed served as a captain with the Army Air Corps in the Mighty 8th Air Force 457th Bomb Group during World War II in the European Theater of Operations. He was stationed in England and participated in 29 com-

bat missions over Germany, flying B-17 bombers. He was the recipient of the Distinguished Flying Cross, the Air Medal with three Oak Leaf Clusters and the European African Middle Eastern Theater Campaign Ribbon. Following his honorable discharge, Ed was employed by U.S. Steel in Pittsburgh for 30 years. He retired in 1975 as vice president of labor relations for raw materials and shipping. He is survived by two daughters, Barbara Jean Massey and her husband, Joseph, of Loudon, Tenn., and Beth Ann Richardson and her husband, Randy, of Waynesville, Ohio; a son, Ed Newmeyer Jr. and his wife, Lisa, of Hermitage; 10 grandchildren, 13 great-grandchildren, four nieces, and a nephew. In addition to his parents and wife, Ed was preceded in death by a brother, and three sisters.

submitted by his loving children

► In Memory (cont.)

John H. Byrd

October 15, 2013

I am writing to you to inform you of the death of John H. Byrd, who was a Sergeant in the 457th Bomb Group, stationed at Glatton with the 748th Squadron. John passed away peacefully on October 15, 2013, at the age of 92, after living 3 years in Alzheimer's Care. He is now buried in a family cemetery in Virginia.

submitted by his loving daughter,
Martha (Byrd) Bidal

Oscar B. Stauff, Jr.

August 9, 2013

Oscar B. Stauff, Jr, Lt. Col USAF RET, died August 9, 2013 near his home in Payette, Idaho. He was 92 years of age. As a member of the 457th Bomb Group, 8th Air Force, he flew 30 combat B17 bomber missions over Europe as a Lead Navigator. He was awarded the Distinguished Flying Cross with Oak Leaf Cluster, the Air Medal with five Oak leaf Clusters and the Purple Heart. Oscar served at Headquarters Strategic Air Command, Offutt AFB, before retiring at Fairchild AFB in Spokane, WA as a Staff Officer in Operations. Oscar's wife, Eileen passed away in 2010. Both are greatly missed by family and friends.

submitted by his loving family

► Travel Fund

English Travel Fund

Our sincerest appreciation to all of you who have contributed to the English Travel Fund in the past. You have helped the Association cover a portion of our English Historians' expenses when they join us in the U.S. This small, but extremely important, group is now leading the way as we prepare for our Return To Glatton in May, 2014. Although our 2115 Savannah reunion seems a long way off, the Travel Fund is an open account with our Treasurer and your contributions are welcome at any time. Contributions should be marked "English Travel Fund" and mailed to:

Lori Barnett, Treasurer
457th Bomb Group Association

► Officers & Appointments

William W. Siler President	bs3939@charter.net 2661 Nutmeg Ave., Morro Bay, CA 93442	P: 805.771.9589
Joe De Luccia Vice-President	jaadeeluu@aol.com 214 Cambridge Ave., Saddle Brook, NJ 07663	P: 201.797.9245
Trisha Mach Robertson Secretary	secretary.457thbombgroupassoc@yahoo.com 1862 Halekoa Dr., Honolulu, HI 96821	P: 808.799.8854
Lori Barnett Treasurer	Lpbarnett223@aim.com 304 Old West Point Road, Starkville, MS 39759	P: 662.418.8563
Delbert Schwab Director - 2 year		
James Hanley Director - 4 year	hanley25@hotmail.com 2552 Thorn Oak Drive, #80, Medford, OR 97501	P: 541.840.1301
Will Fluman, Jr. Director - 6 year	MR-SHORT-CUT@hotmail.com 132 Ore Bank Road, Dillsburg, PA 17019	P: 570.971.5757
John Pearson Immed. Past Pres.	jandjtoth@comcast.net 449 Sunset Lane, Pueblo, CO 81005	P: 719.566.1714
James Bass Legal Advisor	jlbass@bassandbass.com P.O. Box 500, Carthage, TN 37030-0500	P: 615.735.1122 F: 615.735.3149
Curt Musheno Webmaster	webmaster@457thbombgroupassoc.org 2001 Heim Hill Road, Montoursville, PA 17754	P: 570.974.1940
Chris Sechrist Newsletter Editor	fireballnews@outlook.com 36 Shank Road, Carlisle, PA 17015	P: 717.776.5313

► English Historians

John Walker	29 Chancery Lane, Eye, Peterborough, England PE6 7FY	P: 44 1733 222994
Tim Newell	tim.newell@ymail.com Virginia Cottage Church Lane, Conington, Peterborough, England PE7 3QA	P: 44 1487 830450
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: John Pearson
1985: David Summerville (d)	1999-01: Craig Harris (d)	2013-15:



Visit the website today at www.457thbombgroupassoc.org

▶ 2014 Calendar of Events

▶ June 30, 2014

Summer newsletter article deadline

▶ August, 2014

Summer Newsletter

▶ December 30, 2014

Winter newsletter article deadline

▶ February, 2015

Winter Newsletter

▶ June, 2015

Savannah State-side Reunion

▶ Editors Report

Newsletter by mail or online?

I hope you have had an opportunity to see the full color **FIREBALL** newsletter online.

www.457thbombgroupassoc.org

We will continue to print and mail a black & white version of the newsletter. If you would like to be notified by email when a new **FIREBALL** issue is available, **in lieu of a printed version** please contact Trisha Mach at secretary.457thbombgroupassoc@yahoo.com. She will send you a link that will take you directly to the latest newsletter.

Chris Sechrist, *editor*

Our Departed Veterans

During each of our State-side reunions a ceremony is held to honor those veterans who have passed away since the previous State-side Reunion. Please let us know if your dear Veteran has passed away, by contacting:

Trisha Mach

1862 Halekoa Dr., Honolulu, HI 96821

or by emailing Trisha at:

secretary.457thbombgroupassoc@yahoo.com

She will add the name to a list of those who will be honored at the Savannah 2015.

Additionally, if you desire, we will recognize your loved one in the **FIREBALL** newsletter. **Feel free to submit obituaries, memoirs, & family stories... past or present to Chris Sechrist.** I will place your article in a future newsletter.

Contact

▶ mail:

Chris Sechrist
36 Shank Road, Carlisle, PA 17015

▶ email:

Chris Sechrist
fireballnews@outlook.com

Visit the website today at
www.457thbombgroupassoc.org