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▶ Special Report

A Review of Return to Glatton

May 24 - May 27, 2014

The 457th Bomb Group Association met at the Bull Hotel in Peterborough, England on May 24th, 2014. About 19 friends, family and 3 veterans, Francis Angier, James Hanley and Bill Silar attended the event. Guests included Erwin de Mooij, Robert Peel, Michael Rainsberry, and the Rochester Bridge Trust.

On Saturday the group visited Glatton Air Base, participated in memorial and wreath laying services at the Stone Airman, Conington Church and the Memorial Monument. The Sawtry Royal British Legion provided lunch on Sunday and Angela and Tim Newell hosted a Tea in the afternoon. On Monday the group attended the Memorial Day Service at Madingley American Cemetery in Cambridge and toured Holmewood Hall, where local Glatton historian, Peter Hall organized a tour and lunch. Tuesday evening's Banquet marked the close of the mini-reunion.

Thank you Tim and Angela Newell, the Sawtry Branch of the Royal British Legion, the Bull Hotel, Peter Hall, various guests, and the Rochester Bridge Trust.

2015 State-Side Reunion

June 21 - June 24, 2015

The 2015 State-side Reunion will be held at the Hilton Savannah Desoto from June 21 to June 24, 2015. Early check-in will take place on June 20, with check-out on June 25. The agenda will include a visit to the Mighty Eighth Museum and an opportunity to see the Mosaic Star Restoration Project in the Memorial Gardens. I realize the reunion will begin on Father's Day, but what better gift than a trip to Savannah! So, mark the date and stay tuned for more information in the winter FIREBALL newsletter.



This Issue:

- ▶ 2015 State-Side Reunion 1
- ▶ President's Review 2
- ▶ Carl Gooch Crew Memorial 3
- ▶ The Four 4
- ▶ The Restoration Project 6
- ▶ In Memory 7
- ▶ Events Calendar 8

► President's Review

My fellow members,

The members of the 457th face some challenges in the months that remain before the June 2015 reunion in Savannah. Presently there are two projects still in the works. Michael Rainsberry, the English gentleman from Great Rollright, UK recently informs that the memorial there will be dedicated before the end of 2015. Our organization is not committed to this project other than lending moral support including attending the dedication by 457th individuals when possible. The Hunter Field Star Project may be more of a "sticky wicket" insomuch as the membership voted their support to include funding of this effort. An update report of the Star renovation at Hunter Field is located on page 6.

Of deep concern, that continues to gain the attention of veteran members and second/third generation personnel is the possibility of creating a surviving organization from the 457th. The considerations are many and varied and space prevents a full discussion herein.

Perhaps of equal or greater importance is the action we shall apply toward preservation of the memorials established in past years and have committed or implied future responsibility. If present funds are less than adequate to cover expenses of obtaining government or private sponsoring groups to furnish that required care in years to come we must determine how to proceed. I want us to avoid shirking responsibility and feel our members share that goal.

I ask all members, veterans and later generations, to give thoughtful time to this monument preservation matter and the other issues noted.

There will likely be a general meeting at Savannah at reunion time where you may offer suggestions. Even more superior would be, before the reunion, to communicate your ideas and proposed solutions to myself or 457th Secretary.

Despite aches and pains and discouraging travel distances please do your mightiest to come to Savannah in June.

Yours in the 457th,
William W. Siler, *President*
457th Bomb Group Association

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: _____		

► Correction

Forgotten Fortress Update:

Lt. Colonel James A Maguire - qualified Heinkel Pilot

by Michael Rainsberry

The April 2014 edition of the **FIREBALL** covered an update to the story of 'The Forgotten Fortress.' The caption beneath the photograph to the right was incorrect. It stated that Major Maguire was second from the left. This corrected caption places Major Maguire standing second from the right.



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

► Highlights

Carl Gooch Crew to be Memorialized

by James Bass

On September 15th citizens of the village of Lisse, The Netherlands, unveiled a monument dedicated to the Lt. Carl A. Gooch Crew which on September 26, 1944, returning from a mission to bomb the Osnabruck railroad marshalling yards near Munster, Germany, encountered deadly flak and was shot down over Lisse. The Association was represented at the dedication by Bill Siler, James Hanley and Bill Henson, son of a 457th warrior. The following is an account of the dedication of the memorial and related activities.

Events commenced on September 14th when the Americans were taken to City Hall for coffee and meeting with the mayor and city council members. A slide presentation showing life during the war under Nazi occupation followed. Artifacts recovered from the crash site were shown and examined and the crash site, now a tulip bulb field, visited. (It was reported aircraft parts are still being recovered). Relatives of crew members were taken to homes where crew members had been hidden by the Dutch resistance and in some cases to meet the people who had aided the crew.

On the 15th a convoy of World War II vehicles driven by people dressed in WWII American uniforms arrived at the hotel to transport the Americans to the Memorial unveiling. The

Association's representatives were provided a jeep flying an American flag. Bill Siler served as co-pilot. The jeep was equipped with a siren and Bill, as any red blooded American boy would do, liberally blew the siren all the way. With police escort the convoy made its way to a church almost directly across the road from the crash site.



► Photo taken from the Santa Clara Weekly; U.S. B-17 Bomber Crash during WWII Links Dutch Town to Santa Clara, By Diane Andrews

inside the church packed to capacity, the Mayor, the Association's representatives and Mrs. Korenhof, in her 90's, who had assisted in hiding Lt. Gooch from the Germans spoke. Exiting the church, the attendees, accompanied by the music of a band, walked to the Memorial for the unveiling ceremony. The Memorial was covered by a huge American Flag. At the Memorial, the Association's representatives stood at rapt attention as the band first played the Netherlands National Anthem followed by the American National Anthem. Flags of the two nations were raised by Boy Scouts from The Netherlands. Relatives of the crew members came forward and assisted in the formal unveiling of the Memorial. The cer-

emony concluded with a fly by salute from The Royal Netherlands Air Force Museum Squadron flying AT6 Harvards.

The day's activities concluded with a banquet described as "Fit for a King". During the banquet the Association representatives, on behalf of the Association, presented the Memorial Coordinator, Erwin de Mooij, a desk top model of a B-17.

The Gooch Crew Memorial

The construction is of polished black granite, tilted at an angle and set on two pedestals. Facing the Memorial, the B-17 is approaching direct flight. On each wing tip is the 8th Air Force emblem. Underneath is an epitaph in native language and the names of all the crewmen. Across the bottom is the phrase, "Our Greatest Generation".

A Note from Bill Henson

Thank you for allowing me the privilege of representing the 457th at the Memorial unveiling. I will remember it for the rest of my life. My dad would be proud I was a representative of the 457th.

-Bill Henson

► Upcoming Highlights

We are grateful to those individuals who choose to share their personal accounts with other **FIREBALL** readers. The winter edition of the **FIREBALL** Newsletter will include two articles; *Somewhere in England, An account of the Lt. Walter Graves Crew*, by James Bass and *The Early Years, Reminiscing with Historian, John Walker* by John Bains.

► Special Report

The Four

by Kurt Gunderson

When I started attending the 457th Bomb Group Association reunions I had hoped to learn more about my father's military service with the 457th in England. To my chagrin I found very little information about him or the men who flew with him. Then at the 2013 reunion in Dayton, Ohio, a friend offered to show me how to research the fate of those who served in the military. While helping me, she noticed an internet reference to training crashes near the community of Milligan, Nebraska (www.milliganne.org). This website revealed that three training crashes had occurred near there.

Being a pilot and flight instructor myself I am aware that flight training is not inherently dangerous, but flight training accidents do occur. During World War II, training flights often involved the intermingling of aircraft and aircrews from more than one airbase, i.e., bomber aircraft from one base being intercepted by fighter aircraft from another base to simulate battle conditions. Because the number of training flights had increased substantially during this period, the number of accidents increased.

After reviewing all three crashes I became interested in the crash that occurred on September 8, 1944 because it was the only accident that involved a B-17. On that day, a flight of P-47 "Thunderbolts" from Bruning

► P-47D (left); B-17G (right)



Army Air Field near Milligan, Nebraska were conducting a "combined interception training mission" with two 6-plane formations of B-17 "Flying Fortresses" from Sioux City Army Airfield, located near Sioux City, Iowa. During those maneuvers, a mid-air collision involving a P-47 and a B-17G occurred approximately 5 miles northeast of Bruning Army Airfield.

DESCRIPTION

The AAC brief narrative "Description of Accident", dated 11 September 1944 states: "While on a combined interception training mission at 16,000 feet of altitude, a mid-air collision involving a P-47D; piloted by John T. McCarthy, 2nd Lt. AC, and a B-17G; piloted by William F. Washburn, 2nd Lt., AC, occurred." According to witnesses the P-47 pilot initiated his attack from a high port side approach. Lt. McCarthy terminated his attack at about 250 to 300 yards from the B-17, but "mushed" into the B-17 while breaking away, hitting the B-17 on the left wing near the No. 1 engine. Both airplanes burst into flames immediately. The B-17G exploded, and disintegrated into several pieces. The P-47 descended in a tight spiral, and exploded on impact.

"Investigation discloses that the four men from the B-17 parachuted to safety, being blown from the plane when it exploded." Three of these men received minor injuries, and one, major injuries." The P-47 pilot was killed as were the B-17 pilot and 5 of the B-17's crewmembers. "It is the opinion of the Aircraft Accident Investi-

gating Committee that responsibility for the accident is 100% pilot error on the part of the pilot of the P-47, in that poor judgement and poor technique was used in "breaking-off." The accident was Group I." (See Report of Aircraft Accident below)

EYEWITNESS REPORTS

The four men, apparently 'blown' out of the B-17 by the subsequent explosions were Cpl. Lenoir A. Greer, Pvt. Albert L. Mikels, Cpl. Walter A. Divan, and Pfc. Rueben L. Larson. Cpl. Greer, Pfc. Larson, and Pvt. Mikels parachuted to safety and sustained only minor injuries. Cpl. Divan also parachuted to safety but was unconscious and sustained major injuries, including a concussion. Two of those men, Cpl. Lenoir A. Greer, and Pvt. Albert L. Mikels each provided a "Statement of Crew Member of Wrecked B-17".

Cpl. Greer states: "while flying a camera-gunnery mission, enroute from Souix City, Iowa, to Bruning Army Air Base, at approximately

WAR DEPARTMENT
U. S. ARMY AIR FORCES
REPORT OF AIRCRAFT ACCIDENT

Account No. 297

(1) Place: 5 Miles NE of BAAF (2) Date: 8 September 1944 (3) Time: 1540 GMT
 (4) Aircraft: P-47D-6 (5) A. F. No.: 42-74782 (6) Station: BAAF, Bruning, Nebraska
 (7) Organization: 2nd AF (8) (9) 262nd FPTS, Sqdn 2

DATE	NAME (Last name first)	RANK	SERIAL NO.	CLASS	PERSONNEL CLASS	GRADE	ARM FORCE OR SERVICE	STATUS AT TIME OF ACCIDENT	TYPE OF DAMAGE
(19)	McCarthy, John T.	P	0-2099326	2nd Lt.	1B	AC	ZAF	Fatal	None

PERSONNEL

RECEIVED
SEP 13 1944

(20) McCarthy, John T. (21) 0-2099326 (22) 2nd Lt. (23) 1B (24) AC
 (25) 2nd AF (26) 262nd FPTS, Sqdn 2 (27) BAAF, Bruning, Nebr.

Attached for flying (28) (29) (30) (31) (32) (33) (34) (35) (36) (37) (38) (39) (40) (41)

Final Pilot History:
 (42) Time on instruments at time of accident: 72140 (43) Instrument time last 6 months: 3:50
 (44) This type: 44120 (45) Instrument time last 30 days: 3:50
 (46) Last 90 days: 44120 (47) Night time last 6 months: _____
 (48) Total: 294130 (49) Night time last 30 days: _____

AIRCRAFT DAMAGE

DAMAGE	LIST OF DAMAGED PARTS
(50) Aircraft: Complete Wreck	
(51) Engines: _____	
(52) Propellers: _____	

(53) Weather at the time of accident: CAUV, Winds SE 20 MPH, Strong Gusts.
 (54) Was the pilot flying on instruments at the time of accident? No
 (55) Control from: Local Pil., BAAF (56) To: Local Pil., BAAF (57) Kind of clearance: Radio to Tower
 (58) Pilot's mission: Combined Training
 (59) Nature of accident: Collision in full flight with other aircraft.
 (60) Cause of accident: Pilot of P-47 misjudged distance and "mushed" into B-17.
 (61) Has Form 54 been submitted? No

RESTRICTED

continued on page 5

(continued from page 4)

The Four

1600 (4pm) and in formation flying above 10,000 feet, a P-47 started his pursuit curve out on our left wing...""The P-47 seemed to be coming in from around the 8 o'clock position and straight for us, in a side-slipping, pursuit-curve manner. His inboard wing was high showing that he was apparently giving our ship deflection in his ring-sights. His range was very short and closing very fast. Just before he crashed into the B-17 he rolled for a second to a straight and level position at which time he saw a crash was inevitable. The P-47 pilot immediately threw his ship on it's left wing tip and tried to pull out from the fuselage of our ship. His left wing caught our left wing about four feet out from the fuselage of the B-17 and sawed through it to what must have been the main wing spar, where his plane was catapulted upward. I waited no longer at the radio room window but started my attempt to get out of the radio room into the waist of the ship."

"... There followed a slight or mediocre explosion and then a terrific explosion occurred, for the plane was a seething mass of flame which seemingly resulted from the first explosion.

"... and the way the plane reacted just prior to impact showed the P-47 pilot to be in control of his ship. His judgement evidently was poor and he possibly lost sight of us while trying to lay off his deflection."

"...I was entirely conscious during the entire time of our distress."

Pvt. Mikels states: "Our ship was the left hand ship of the lowest element in the formation; we were approached by 3 P-47's. Two of those stayed beyond range as decoys while the third ship entered the attack curve. At the start of the attack, I estimate his plane was at 9:30 and slightly high. When I first saw him after he attacked he was at 8:00 around 300 yards away. He continued his curve till he was approximately 20 yards behind us and level at 6:30. Instead of continuing rearward, he closed toward us: At the last moment he completely dropped his left wing and seemed to be in a full 90° bank. At first thought I had believed he had hit the tip of the horizontal stabilizer but he actually

missed it . . . and first hit us somewhere in the wing at a point beyond my range of vision. At the moment of first impact I left my seat, crawled for the tail escape hatch. Just as I was to reach the door the first big explosion occurred. I was thrown from this hatch edge to the left bulkhead. I looked forward and saw a streak of flames. When I regained consciousness I was free of the plane and my parachute was open. I was surrounded by flying debris but of any recognizable plane part there was none."

A group of high school students also witnessed the accident. Cpl. Divan likely owes his life to these high school kids. One of the students, Merle Buzek stated; "They saw one P-47 come down toward a B-17 in a steep, intentional dive." "Wouldn't it be something if they crashed," Merle recalls one of his friends saying. "And then they did." "The B-17 broke up and fell to the ground across several sections [sections of farm land]." "The B-17's crew of ten were scattered over a wide area. Six of them were killed, four were lucky to have been blown out of the plane or able to escape."

Nebraska's merciless winds had grabbed the parachute of the 4th man, the B-17's right waist gunner, Cpl. Walter A. Divan, when he hit the ground, and dragged him across a field with some of the parachute cords wrapped around his neck." "Some of the students who had rushed to the crash jumped atop the parachute to halt it. Military personnel quickly arrived and chased them (kids) away while they took over the unconscious airman."

SUMMARY

From the information provided, it became apparent that the attacking P-47s approached the low formation of 6 B-17s from the front (11:00) and high. When the P-47s were abeam (9:00) the B-17s, the accident P-47 began his attack curve so he could approach the low (accident) B-17 from behind (approximately the 6:30 position). At that point the fighter pilot leveled his wings, and "at approximately 270 to 280 MPH," (as reported by a witness from another aircraft) he may have realized that he was too close to the B-17 and a collision was imminent. He then 'threw' the P-47 into a 90° bank, but the fighter's momentum carried (mushed) the

fighter aircraft into the B-17's left wing.

REASSIGNMENT

Of the 3 crashes near Milligan, one might wonder why the B-17/P-47 accident held my interest. While reading the crash information I was surprised that the names of the 4 survivors were familiar. These four men, when they recovered from their injuries, requested that they would like to remain together when they were reassigned for duty. When all of them had recovered sufficiently from their injuries they were sent to Souix City, Iowa for reassignment. There they met the other airmen that would make up a full B-17G crew. The pilot of the new crew was Ejner N. Gunderson, my father.

My father and his crew reported for duty with the 457th at Glatton Station #130, near Conington village, on February 12, 1945, and were assigned to the 751st Squadron. They remained together as a crew until the end of WWII. They completed 27 missions without injury and returned home after the war ended.



REMEMBERING THAT DAY

The people of Milligan, Nebraska graciously erected a Memorial Marker for the September 8th crash. The four B-17 survivors and their families were invited to the dedication of this marker. Unfortunately, three of the survivors had passed away, but members of their families did attend the dedication ceremony.

Sidenotes: 1) A contributing factor to the survival of the 4 crewmembers was that the pilot of the B-17, 2nd Lt. William F. Washburn insisted that all crewmembers wear their parachutes during training flights.

2) Walter A. Divan, the crewman that was the most seriously injured during the accident of September 8, 1944, is the only crewmember that flew with my father that is still alive.

3) Between 1941 and 1945 there were 1,589 training accidents involving B-17s and 3,049 involving P-47s. In 1944 alone there were 638 training accidents involving B-17s and 1,303 involving P-47s.

► Special Report

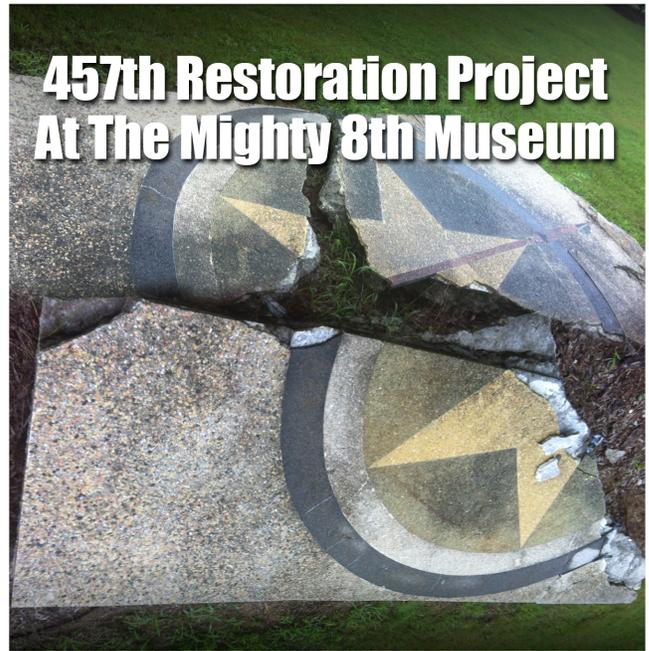
The 457th Star Restoration Project

We are pleased to report on the progress of the Mosaic Star Restoration Project at the Mighty 8th Museum Memorial Gardens. We are currently \$2700 short of the goal of \$25,000. Please consider a tax deductible gift to supplement the completion of this restoration project. Thanks to the generosity of the 457th members the "Mosaic Star" project is scheduled for completion in late spring of 2015. With your help the dedication of the Mosaic Star will be part of the reunion events in June. 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 2015.*



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

George L. Lewis

March 21, 2013

George L. Lewis, a member of the 457th Bomb Group, passed on March 21, 2013. He died at Spanish Peaks Medical Center in Walsenberg, CO. He is buried at the cemetery in Salida, CO. He is survived by his wife, Marguerite Lewis, who resides Sunrise at Flatirons, 400 Summit Blvd. #1322, Broomfield, CO. 80021. She asked me to pass this sad news along to your organization. He was very proud of his service to his country and fellow service men and women.

submitted by Chris Chrisman

George Leslie Brice

August 1, 2014

George Leslie Brice passed away in Hillsboro, Oregon on August 1, 2014. George was born on October 16, 1921 in Ferndale, CA. He enlisted in the Air Force as a navigator during WWII, flying 32 missions and receiving several Oak Leaves and the Distinguished Flying Cross. After returning home he met and married Grace Curry in 1945. They had three children; Craig, Mount and Lisa. He is survived by his son, Mount (Janet); his daughter, Lisa (Steve); his grandchildren and great-grandchildren. George leaves behind a legacy of kindness generosity, and dedication to family.

submitted by daughter-in-law, Janet Brice

Robert H. Prisk

March 28, 2014

We want to inform you of the death of Robert H. Prisk who was a Tech Sergeant in the 457th Bomb Group, stationed at Glatton, England with the 749th Squadron. Robert passed away peacefully on March 28, 2014 at the age of 90. He is now buried in the Military Court of Honor at Mt. Vernon Memorial Park in Fair Oaks, CA next to his beloved wife Beverly.

submitted by his loving daughters,
Laura (Prisk) Berhar and Karen (Prisk) See



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<https://www.facebook.com/pages/WWII-457th-Bomb-Group/104905906284698?ref=bookmarks>

► In Memory (cont.)

Paul A. Birchen

January 20, 2014

Paul Birchen of Hastings, MN passed away at the age of 93 on January 20, 2014. He leaves behind his loving wife, Rhoda; his three children, Lola (Allen) Ling, Bill (Doreen), and Lisa; two grandchildren; and a great grandson.

Paul served in the Eighth Air Force during WWII. Stationed in Glatton, England, he flew 23 missions as a Top Turret Gunner Engineer. His military honors include the Silver Star, Purple Heart, Good Conduct Medal, and a medal awarded by the French government for his role in the air offensive in the Normandy invasion.

In June, 1945 Paul met Rhoda Matsch; they fell in love and were married on May 25, 1946. He worked for his father's petroleum products business and eventually became the owner. Paul passed the business on to his son when he retired.

Quiet, honest, and hard-working, he was a loving husband, dad, and grandpa and will be greatly missed by his family and friends.

submitted by Lisa Birchen

NOTE: Thank you to Bill Morse for writing to tell us of the death of his good friend, Paul Birchen.

► 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 leads the way to future Return To Glatton reunions. With the 2115 Savannah reunion on our doorstep, 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
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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: John Pearson
1985: David Summerville (d)	1999-01: Craig Harris (d)	2013-15:



Visit the website today at www.457thbombgroupassoc.org

▶ 2015 Calendar of Events

▶ January 15, 2015

Winter newsletter article deadline

▶ February, 2015

Winter Newsletter

▶ June, 2015

Savannah State-side Reunion

▶ July 15, 2015

Summer newsletter article deadline

▶ August, 2015

Summer Newsletter

▶ 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 but we are always looking for ways to conserve funds. 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