



THE FIREBALL

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▶ Special Report

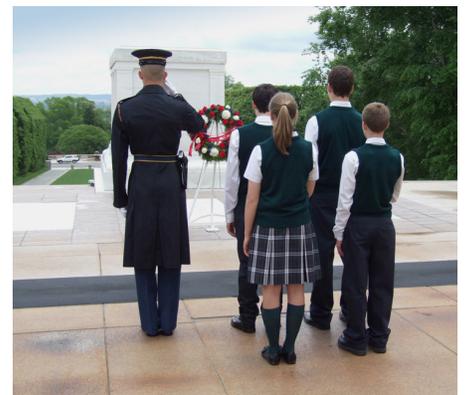
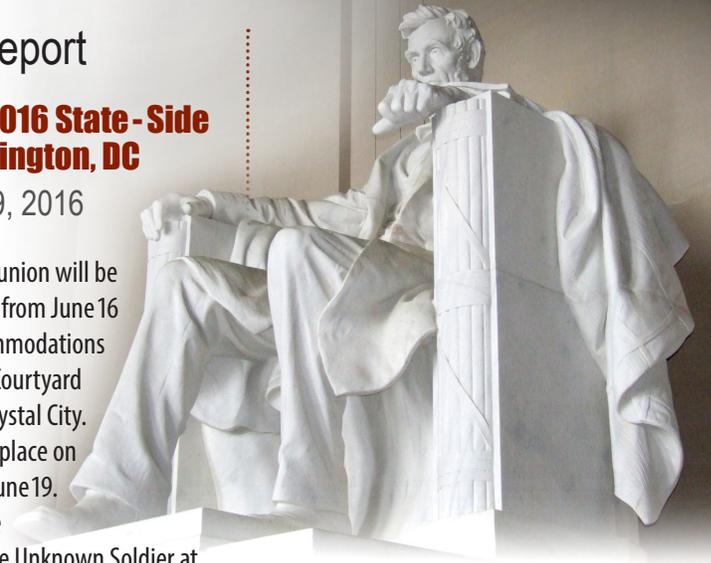
Don't Miss the 2016 State-Side Reunion - Washington, DC

June 16 - June 19, 2016

The 2016 State-Side Reunion will be held in Washington, DC from June 16 to June 19, 2016. Accommodations are being made at the Courtyard Marriott Arlington in Crystal City. Early check-in will take place on June 15. Check-out on June 19.

The agenda will include a visit to the Tomb of the Unknown Soldier at Arlington Cemetery, the WWII Memorial, and a tour of the Pentagon. Arrive early and take advantage of all the city sights DC has to offer. <http://washington.org>

Mark the date and stay tuned for a full agenda, hotel information and registration forms in the next **FIREBALL** newsletter.



▶ Tomb of the Unknown Soldier, Arlington Cemetery



▶ U.S. Marine Corp Memorial - Iwo Jima Memorial



▶ WWII Monument, the National Mall

This Issue:

- ▶ 2016 State-Side Reunion 1
- ▶ President's Review 2
- ▶ Somewhere in England 3
- ▶ They Were Not Turned Back 4
- ▶ For Your Interest 5
- ▶ In Memory 6
- ▶ Events Calendar 8

► President's Review

Dear Members,

I would like to take this moment to thank the members and friends of the 457th Bomb Group Association for all your support over the many years. It is this support that sustains us and allows us to continue to build on the legacy of our WWII Airmen.

This upcoming June we will travel to Washington, DC for the first reunion ever in our Nations' Capitol. Plans are currently being laid for this 2016 State-Side Reunion which will take place between June 16 and June 19. A complete agenda, hotel information, and registration forms will be included in the next FIREBALL newsletter.

The reunion will be hosted by the Archuleta family and promises to be a fantastic event - **please make a point to join us!**

As we approach the holiday season please take time to remember all those who are no longer with us, for it is in their footsteps that we follow.

As your new President, I hope to carry on our great organization's story. I am always anxious to hear from everybody, so call me anytime!

Your President,
Will Fluman, Jr.

Visit the 457th website today at
www.457thbombgroupassoc.org

► We Like You

Like us on facebook!

by Justina Sechrist

Thank you everyone who follows us on facebook.

We started the facebook page in October 2011 and since then we've acquired over 1,100 followers! It has become a hot spot for posts and pictures, and a forum for our 457th family and friends to gather, share stories, and ask questions.

If you haven't already - **like us today!**



Like us on facebook!

<http://tinyurl.com/qxvw9kw>

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

Somewhere in England

An account of the Lt. Walter Graves Crew
by James Bass

December 19, 1944, at an air base in East Anglia, England, the bomber crew of Lt. Walter Graves, USAF, prepared to fly its first mission against the Nazi War Machine, ready to become a part of the largest military unit ever assembled for warfare.

Lt. Graves and crew had just arrived from the Zone of Interior weeks before and had been assigned to the 457th Bombardment Group, the 'Fireball Outfit'. It was still regrouping from the pounding it took a month earlier on a mission to bomb the synthetic oil complex at Merseburg.

England and the European Continent were already experiencing its worst winter in a half-century. A cold, damp chill penetrated the skin. They were days when the sun barely pierced the fog. Fog and an already a light snow were the order of the day. The Nazi War Machine took advantage of all these factors and on December 16 launched its last major offensive of the war, attempting to divide the Allied Forces. They made a 50 mile-wide cut, extending from the Belgium-German border to the North Sea. The American Forces had been caught off guard but immediately began to mobilize a defense and prepared to mount a counter offense. Air support from the Eighth Air Force would be a vital component of the efforts and the Eighth was ready to answer the call.

Lt. Graves and his crew manned the 'Fireball Outfit', one of the aircrafts put in the air. As is the procedure for any new crew flying its first mission, a veteran pilot was assigned to fly with it. The pilot, Lt. Clifford Hendrickson, newly checked out as a first pilot but a veteran of more than 20 missions was assigned to fly with the Graves crew.

Staff Sergeant Clifford A. Heinrich, ASN36901428, was tail gunner on the Graves Crew. Young, ambitious, energetic, the sergeant had followed the same path as thousands of other airmen; basic training, gunnery school, crew assignment, transitional training and combat.

The mission was underway. Lt. Graves had no problem getting into formation, a problem other crews experienced because of the weather. They proceeded to the target in close formation. Lt. Graves was not dropping bombs, but drop-

ping chaff to jam the German radar. They then reformed and headed back to the base.

Along the way it became apparent the planes could not land at the base and some, including Lt. Graves were diverted to a RAF air base at Portreath, located on the extreme southwestern tip of England. That became the crew's temporary home for the next three days. During the stay at Portreath, there was nothing to do other than to eat, sleep, play cards or read, and in the case of Sgt. Heinrich, to visit the town one day.

On December 24 the Allied High Command was determined to mount the greatest air armada in history, its contribution to breaking the Bulge. The German offensive came to be known as the Battle of the Bulge and all allied aircraft would be needed to defeat them.

On December 23 the order came to return to base even though the weather continued to be less than favorable for flying. Flight preparations were made, take off was accomplished, and the crew headed northeast towards the base. Sgt. Heinrich left the radio room; his assigned position during takeoffs and landings and headed for a lonely position in the tail of the craft. A short time later, after realizing the craft was flying dangerously low, he returned to the radio room and took a sitting position on the floor with his back to the bulkhead, separating the radio room from the bomb bay. The ball turret gunner took a sitting position next to him. While in that position, and with no warning, the craft crashed in a field near the village of Great Rollright. Suffering head and leg injuries, he was the sole survivor.

Sgt. Heinrich had no recollection after the crash until Christmas Day when he awoke in an English hospital; Queen Elizabeth passed his bed and shook his hand. This commenced a long period of hospitalization and convalescence, first in England at the 97th General Hospital near Oxford; then he voyaged on the Queen Elizabeth to New York en route to Memphis for more hospitalization; and finally to Coral Gables where he received a Purple Heart. His hospitalization and period of convalescence lasted a total of fourteen months.

He was sent to Fort Sheridan for discharge. He then returned to his home in Chicago where he embarked on a career with the 3M Company. He spends his retirement years in Cape Girardeau, Missouri.

Clifford Heinrich never had contact with any of the families of the crew or with the co-pilot who did not fly the mission.

► Special Report

Website Update

by Erwin de Mooij

Since the beginning of this year we have been busy adding new information and photos to the 457th Bomb Group website. We have created a new section called **Lest We Forget**, which displays many grave markers of those who died in battle. The **Bill Mach** and **Duane Zemper** photo collections have also been added and organized. We have listed all of the **457th bombers**, as well as photos of each plane and supporting information. The **Officers and Enlisted Men** page now contains many additional photos.

We are currently work on a section that will provide **A history of the Glatton Airbase** and a section with information about the **Ground Crews**. The greatest challenge at the moment is the **Mission Narratives** section. Every mission narrative will have information about the mission and will link to the MACR's, planes photos of the lead crews, track lists, targets, strike photos and those who were killed during missions.

And, for the moment, our last 'current' project is the revamping of the **Message Board**. While it does work, it is difficult to respond with ease. We will fix this in the near future. In the mean time, if you post a message on the message board, please include your email address.

The 457th Bomb Group website can only expand with the help of our members. I call upon all members, veterans, families, children and grandchildren for your assistance. Send us your stories, photos, letters, diaries, army documents, names of those who served with the 457th in the air or on the ground - anything pertaining to the 457th. Scan your material and send it to the webmaster (Please don't send original materials.) If you have any questions feel free to contact me. I hope you will all help us by sending in your materials.

Contact: Erwin de Mooij, Webmaster
webmaster457thbombgroup@outlook.com

► Travel Fund

English Travel Fund

We appreciate everyone who has contributed to the English Travel Fund in the past. You have helped to 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. The 2016 Washington, DC reunion is on our doorstep, but the Travel Fund is an open account 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

► Highlights

They Were Not Turned Back

The Mission of May 28, 1944

by Bill Hanson

May 28, 1944 would prove to be a rough day for the 457th Bomb Group, at Glatton Air Base near Conington, England. The 8th Air Force had tasked 15 combat wings to attack targets in Germany. The 457th and 94th Bomb Groups were assigned the Junkers Aircraft factories at Dessau. The 457th would dispatch twenty-five B-17's, led by Major George Hozier in support of this effort. For Lt. Roy Allen and his crew, this would be their seventh mission, having just flown number 6 the previous day. Today Lt. Allen and his crew would be flying aircraft number 42-38113 nicknamed Rene III.



The flight was uneventful until the 457th changed its heading northeast of Brunswick and took up a course for Dessau. The Germans knew they were coming and fiercely defended this important target.

Black puffs of flak bursts appeared near and in front of the formation as German anti-aircraft gunners sought to determine their altitude and speed. Nearing the target area, the flak became intense and Rene III shuddered from close bursts. Suddenly a piece of shrapnel ripped through the upper turret missing engineer Roy Plum by only an inch and severing his oxygen mask hose. He had to hold the two ends of the hose together for the next five hours in order to breathe oxygen, until they descended to a lower altitude on the return trip. Almost simultaneously, shrapnel ripped through the tail section. Tail gunner Sgt. Jim Vaughn was startled as his side window blew out and he could see holes in the right elevator. Jim could feel his right leg getting colder and colder and knew the electrical wires supplying power to his electrically heated suit were severed.

As the formation neared the IP, wave after wave of Me-109's, FW-190's, and Ju-88's attacked the formation. Major Hozier's aircraft received several hits. One engine was set ablaze but the fire. It was successfully extinguished and the engine feathered. One fuel tank was punctured

with fuel streaming out. Additionally the B-17's piloted by Lt. Clyde Knipfer, Lt. Rudolph Stohi, and Lt. Bernard Conners were severely damaged. Lt. Kniphfer's aircraft dropped out of formation, the crew bailed out and became prisoners of war. Lt. Stohi's aircraft dropped out of formation, the crew bailed out and the plane crashed. One crewmember was killed. Lt. Conners and his crew managed to make it back to Glatton with only one fully functioning engine. As if this wasn't enough, Major Hozier discovered the target was covered by clouds, making it impossible to bomb visually. After making two 360° turns, he led the Wing to the secondary target, an aircraft factory at Leipzig, which they bombed with excellent results. 457th gunners received credit for destroying one enemy fighter and damaging five. For his leadership in action, Major Hozier received the Silver Star.

Still, this fight and flight was not over. Upon leaving the target at Leipzig, enemy fighters once again jumped the formation. This time the aircraft piloted by Lt. Emanuel Hauf began smoking, dropped out of formation and the crew bailed out. After the fighters broke off the attack, anti-aircraft fire once again blanketed the sky. Several close explosions rocked Rene III. Number two engine began spewing oil and was feathered. Sgt. Bill Goldsborough, the bottom ball turret gunner reported fuel streaming from the number 3 main fuel tank. Sgt. Earnest (Smitty) Smith, radio operator, reported his window broken out by shrapnel. Lt. Allen slowed the aircraft to preserve fuel and took up a heading directly for Glatton – a gutsy move as they watched the safety of the formation slowly pull away from them. Fortunately, the enemy attacks were finally over and after what seemed like an eternity, the English Channel finally came into view. Roy put the nose of the B-17 down slightly to descend to a lower altitude and pick up some airspeed in their race to make it to Glatton before their fuel ran out. Over the channel, he ordered all non-essential equipment thrown out to lighten the aircraft. Finally, after what seemed like another eternity, their straining eyes picked up the spires of the Conington Church, which was and is today the highest structure in the area. Returning crews always looked for it and when it came into view, they knew they were home once again. However, the flight was not over yet and they were not safely on the ground.



As Lt. Allen tried to lower the landing gear, the left main gear would not extend. Roy Plum and Smitty tried unsuccessfully to manually crank the gear down. It would not budge. With time and fuel running out Roy Allen decided to make a one-wheel crash landing. Fire trucks and medical personnel stood by as Roy and co-pilot, Verne Lewis, guided Rene III gently onto the east-west runway at Glatton. The aircraft first touched down on the right main gear then settled on the left wing and slid down the runway a ways before making a 180° turn off the runway onto the grass and dirt. As the crew exited the plane, the firefighters and rescue personnel swarmed the plane. After the dust had settled and the crew regained their composure, they met at the nose of the plane for a photograph. They were happy to be alive and home at Glatton. Not a single crew member had received so much as a scratch.

The following is an extract from the battle damage report filed by 457th maintenance personnel on aircraft 42-38113 nicknamed Rene III.

- 1) No. 3 engine hit by flak.
- 2) Upper surface left inboard wing skin damaged by flak.
- 3) Left landing gear retracting screw damaged by flak.
- 4) No. 3 main fuel tank ruptured by flak.
- 5) No. 2 engine oil lines severed by flak.
- 6) Vertical stabilizer & dorsal fin heavily damaged by flak.
- 7) Flak hole right outboard wing panel.
- 8) Radio room window shattered by flak.
- 9) Tail gunner's side window broken by flak.
- 10) No. 2 engine nacelle hit by flak.
- 11) Right elevator damaged by flak, change necessary.

Yes, it was a bad day for the 457th. Three aircraft and their crews failed to return and five more badly damaged. Veterans who were there at that time still recall the mission to this day. Still, the 457th had upheld its tradition. During the entire war the 457th Bomb Group was never turned back from a target by enemy resistance.

Fait Accompli



Crew Members of Rene III on 28 May 1944:

Pilot:	Lt Roy Allen	Hometown:	Philadelphia, PA
Co-pilot:	Lt Verne Lewis	Hometown:	Des Moines, IA
Navigator:	Lt Joseph Brusse	Hometown:	College Station, TX
Bombardier:	Lt Larry Anderson	Hometown:	Nashville, TN
Engineer:	Sgt Roy Plum	Hometown:	Leman, CA
Radio Operator:	Sgt Earnest Smith	Hometown:	Okmulgee, OK
Tail Gunner:	Sgt James Vaughn	Hometown:	Unknown
Rt. Wing Gunner:	Sgt Robert Grimes	Hometown:	Unknown
Lt. Waist Gunner:	Sgt Leonard Henson	Hometown:	Johnsonville, IL
Bottom Ball Gunner:	Sgt Bill Goldsborough	Hometown:	Baltimore, MD

► Highlights

For Your Interest

A Brief History of the 457th Bomb Group

by Michael Rodgers

During World War II, the air war against Germany had been on-going for more than four years when the year 1944 began. In early 1944, the U.S., for us the Mighty Eighth Air Force, received orders to begin a new phase of bombing, the primary targets becoming production, storage, and training facilities for German fighter planes. Allied losses had continued to reach horrific levels despite the slow arrival of long range escort fighter protection and it was into this great battle that the 457th Bomb Group arrived in England. This new phase of bombing began with [The Big Week](#).

The first mission of the 457th was flown on the second day of [The Big Week](#) to Gutersloh and Lippstadt, Germany. The total operation of the day for the Eighth Air Force was directed against Brunswick, Diephol, Achmer, Gutersloh and Lippstadt. The 457th operation was flown in two formations: **A** and **B**. The **A** Formation, consisting of nineteen aircraft, assigned to fly the high box in the 94th **A** Combat Wing, was dispatched to Gutersloh. The **A** Formation, consisting of seventeen aircraft, went to Lippstadt. Both were airparks for the storing of enemy fighters. The **A** Formation was led by Group Commander Col. James Luper with Lt. J. L. Smith, pilot. Major Henry B. Wilson, Deputy Group Commander, led the 'B' Formation with Lt. Vinton H. Mays as pilot.

The **A** Formation failed to assemble with the 94th 'A' Combat Wing (CBW), but joined with the 41st CBW. Its target was an Airdrome near Hamm. Bombing results were nil. A complete undercast obscured the target and when the Wing Leader dropped on a target

of opportunity in the target area, twelve of the crews released bombs. The Group Leader and other planes held their bombs, and, failing to find a better target, returned to base. A solid undercast prevented the **B** Formation, flying the high box of the 94th **B** Combat Wing, from dropping bombs as no PFF (radar equipped) aircraft was provided. The Formation leader searched for a target of opportunity. Finding none, the formation jettisoned bombs in the North Sea, a short distance from the Dutch coast.

Notwithstanding the bombing results, two significant events occurred on the mission. Lt. Llewellyn (Lew) G. Bredeson, flying aircraft No 42-31596, was shot down on the bomb run, becoming the first 457th crew to be lost in combat. His tail gunner, Sgt. William H. Schenkel, became the first of 336 crew of the 457th Bomb Group to be listed as killed or missing in action. The plane of Lt. Edward B. Dozier, who was to become one of the 457th's lead pilots, was attacked by four enemy fighters and was shot up so badly it had to be salvaged, the entire tail being so badly damaged. Practically all the controls were gone, the oxygen system was out and the communications system was gone. In spite of the riddled condition of the ship, Lt. Dozier brought the plane back, making a good landing. The tail gunner, Sgt. Hyman Kaib, and the waist gunner, Sgt. Dwight Anderson, were credited with downing an FW-190. The radio operator, Sgt. Seymour Pliss, died later that day from flak wounds. Lt. Dozier later was awarded the Distinguished Flying Cross for the courage, coolness, expert skill and superior airmanship he displayed. (Compiler's note: both aircraft were in the 'A' Formation) The mission was summed up as an interesting introduction into the many factors that can complicate and affect a bombing mission in this theater.

The 457th Bomb Group's 100th mission

was flown on August 3, 1944 to Strausburg, France, and by the end of 1944 the Bomb Group had flown 166 missions. The Group's 200th mission was flown on March 2, 1945 to Chemnitz, Germany. From March 1, 1945 to the last of the Bomb Group's missions on April 20, 1945, its 236th mission, there were only 13 days when the 457th did not fly a mission to Germany. In all, the 457th Bomb Group flew 236 missions, dropped 16,916 tons of bombs, and destroyed 33 enemy fighters (with 12 probable's and 50 damaged). The 457th lost 83 aircraft to enemy action, not counting several that ultimately were scrapped rather than repaired.

Yet at the start of that first mission, all this was unknown. Mission #1 was on February 21, 1944. 71 years ago...



This note is dedicated to my friend Ed Newmeyer, who passed away in 2013, just shy of his 97th birthday. Captain Charles Edward Newmeyer was Lt. Dozier's co-pilot on that first mission. Through his skill, bravery, maturity and great sense of humour, Ed was no doubt as responsible for the events that brought their surviving crew home safely. Ed served on station at Base Glatton for a year, serving as Lead Pilot on several missions and departing as the Assistant Operations Officer for the 750th Bomb Squadron.

► In Memory

Memorialized at the Savannah Reunion in 2015

These men were recognized during a candle lighting ceremony at the 2015 Savannah Reunion, honoring those of the 457th Bomb Group who have passed away.

Delbert Bellinger

William D. Bird

George L. Brice

Richard A. Bruha

Edgardo Buletti

Reginald W. Buxton

John H. Byrd

Norman M. Chapman

George Cole

Gordon C. Esch

Henry Fredrick

Lawrence G. Gallaher

George J. Grau

Rudolph Haumann

Francis X. Heekin

Arthur G. Jensen

Alvin Kollaja

Herbert A. Lawyer

Irving Lewis

Clement H. Marsden

Franklin A. Martin

Reese McCormick

C. Edward Newmeyer

Joseph L. O'Rear

Curtis J. Overdahl

Anthony Papaanni

Paul M. Roberts

Merrill H. Ross

Walter H. Sale

Delbert S. Schwab

Oscar B. Stauff

Nicola Toscano

► In Memory

John W. Lewis

January 2, 2011

John W. Lewis, a member of the 457th Bomb Group, passed away at his home in Vaughn, New Mexico at age 88 on January 2, 2011, under the special care of his loving wife of 25 years, Helen Garde Lewis. He entered the Army Air Corps in 1944 and served as a B-17 tail gunner in the 8th Air Force, 94th Combat Wing, 457th Bomber Group, and 748th Bomb Squadron. On April 10, 1945, his eighth mission, his plane was shot down by an ME-262 jet over Oranienburg, Germany and he became a POW until the war's end. After his service he returned to Hawthorne, California and had a successful 43 year career at Northrup Aircraft as a welder, welding technician and materials research analyst. He also taught advanced welding night classes at El Camino College for 20 years. He is survived by his wife, Helen Garde Lewis of Vaughn, New Mexico; son, John (Mary) Lewis of Palos Verdes Estates, CA; son, Max (Barbara) Lewis of Fulshear, TX; 4 grandchildren and 4 great grandchildren. He was an honest, loyal, loving, hardworking, optimistic and content husband, father, grandfather, great grandfather and American patriot. Above all he loved his family and the United States of America.

submitted by Max Lewis

Reginald W. Buxton

February 5, 2015

MAJ Reginald W. Buxton flew two tours with 749th B.S., 457th B.G., 8th Army Air Force, as T/Sgt, Flight Engineer and remained with the US Army, 3rd Infantry Division in the Korean Conflict. He later retired as a Major in the Army. Reginald passed away February 5, 2015.

submitted by Daughter Susan Rocha

Gordon C. Esch

August 24, 2014

Gordon Esch passed away on August 24, 2014, in Pinehurst, NC with his loving wife Eileen at his side. He was born on January 23, 1923 in Pennsylvania. He served in the Army Air Corps during WW II, flying over 25 Missions in B-17 Heavy Bombers for the 457th Bomb Group's 748th Bomb Squadron in the European Theater. Gordon Graduated from Michigan Normal College

(EMU), and received his Masters at the University of Akron. After leaving the service, he married Lorraine Van Ness. They were married 50 years when she passed away. He married Eileen Porter in 1996, and they moved to Pinehurst, N.C.

Gordon was an avid golfer, playing with his family, friends and co-workers; he played to win. Gordon worked for Hoover Ball and Bearing, now Johnson Controls, for over 35 years. After retiring, he started his own entrepreneurial businesses. He was a member of the First United Methodist Church in Saline, Michigan and Pinehurst United Methodist Church in North Carolina. He had wonderful friends and neighbors in Pinewild, who thought of Gordon as family.

One of those friends wrote to say "Being a neighbor and good friend of Gordon's, few of us knew of his service as a pilot (Lt) with the 457th BG's 748th BS. He flew 28 combat missions with the 457th. While I am not a Fireballer nor a relative of one, my stepfather served as a Bombardier & Navigator with the 94th BG's 332nd BS. He flew on 29 combat missions. My father served as a P-51D Fighter Pilot with the 5th Air Force's 3rd Air Commando Group's 3rd Fighter Squadron. He was shot down and KIA returning from his 19th combat mission in the Pacific. Ergo, this may explain my interest in the stories and service of our greatest generation."

submitted by Sylvester L. Everhart, Jr.

NOTE: Thank you to Sam Everhart for writing to tell us of the death of your good friend, Gordon Esch.

Irving Lewis

December 25, 2013

Irving Lewis, Buffalo Grove, IL passed away on December 25, 2013 at age 98. Beloved husband of Sue Lewis and the late Lorraine Lewis; loving father of Anthony (Barbara) and Terry (late Michael) Ratner; grandfather of 5 and great grandfather of 6. Irving retired from the U.S. Air Force after 33 years.

I would like to extend my regrets for the miscommunication in our February 2015 newsletter, stating the death of Irving in January 2015. I sincerely apologize to family and friends for this mistake.
— Chris Sechrest

Curtis J. Overdahl

December 4, 2014

Curtis J. Overdahl, a navigator for the Leonard Soenke and Ed Reppa crews, died December 4, 2014. He was one of the original members of the

Group, flying from February through June 1944. Curt earned his Undergraduate and Masters at the University of Minnesota and Doctorate at Perdue University. He was a faculty member of the University of Minnesota for 34 years.

submitted by James Bass

George J. Grau

January 22, 2015

George J. Grau, a pilot with the 750th Squadron died January 22, 2015. He was shot down on his 30th mission but bailed out just inside the Allied lines, he returned to the Group and completed his tour. George is a past president of the 457th Bomb Group Association.

submitted by James Bass

George L. Brice

August 1, 2014

George L. Brice died August 1, 2014. He was a navigator and flew with the Green B. Poore Crew and was one of the original members of the 457th Bomb Group Association.

submitted by James Bass

Joseph F. Sydejko

May 27, 2015

Joseph F. Sydejko, 93, formerly of, Chippewa Falls, died on May 27, 2015, at HSHS Sacred Heart Hospital in Eau Claire. Joe was born March 15, 1922. He grew up in Chippewa Falls and graduated from McDonell High School in 1939. After high school he worked at Western Union Telegraph Co. and as a bookkeeper for Northwestern State Bank. Joe was drafted into the U.S. Army Air Corps in April, 1942. He was a member of the 457th Bomb Group (Squadron H) as a navigator. Joe arrived in Glatton, England, in May, 1944, where he flew 29 missions. On D-Day, he was the lead navigator for the B-17 planes that flew 500ft above ground prior to the Invasion of Normandy. Other missions included bomb drops on targets to prevent enemy troop or supply advancement. Joe was awarded the Air Medal with Three Oak Leaf Clusters, the American Campaign Medal, the European-African-Middle Eastern Campaign Medal, and the Distinguished Flying Cross. After his missions in England he was sent to Texas to serve as a trainer for new navigators heading to the Pacific. He was promoted to 1st Lieutenant prior to his honorable discharge in 1945.

submitted by Robyn Sydejko

► In Memory (cont.)

Eugene A. Peresich, Jr.

August 14, 2015

Eugene Peresich was born in Biloxi, MS. He graduated from Sacred Heart Academy in 1937, attended Perkinston Junior College, and enrolled at LSU as an Engineering Major. He began taking flying lessons while in his teens, continued this training while attending LSU, and joined the US Army's flying cadets in 1941. He became a flight instructor at Cochran Field in Macon, GA, training pilots of England's Royal Air Force. During WWII he served as a B-17 pilot and squadron commander in the 457th Bomb Group stationed in Glatton, England. Eugene flew 28 missions over France and Germany. Among other commendations, Lt. Col. Peresich was awarded the Air Medal, the Distinguished Flying Cross, and the Croix de Guerre with the Star of Valor.

submitted by Bob Chatham

James Charles Edward Hanley

August 17, 2015

Jim Hanley passed away on August 17, 2015. He was born September 22, 1923 in Carnegie, PA. Jim enlisted in the Army Air Corps in December 1942; he was a ball-turret gunner on the B-17 (Flying Fortress) during WWII. He became a warrant officer in the U.S. Air Force in 1955 and retired as Chief Warrant Officer 2 in 1964, having served 22 years. He enjoyed attending the 457th Bomb Group Reunions and socializing with other members of the group.

submitted by his daughter, Michelle (Miki)

John Warren

April 17, 2015

John Warren, born August 14, 1922, in Lohman, Montana, passed away peacefully on April 17, 2015, 92, at Brookdale Assisted Living facility in Folsom, CA. John served in the U.S. Army Air Corps in World War II and flew 30 missions as a ball-turret aerial gunner for the U.S. 8th Army's 457th Bomb Group. He received the Distinguished Flying Cross, Air Medal with 3 oak leaf clusters, European African Middle Eastern Campaign Medal, American Campaign Medal, Good Conduct Medal and the World War II Victory Medal. He was employed and retired from the California Division of Forestry (Cal Fire) as a Fire Captain. He was preceded in death by parents George and Alma Utter; siblings, Mildred, Winton, Harold and Mary Jane, 2 daughters; Gayle and Jennifer, and former wives; Gloria and Frances.

submitted by Skip Johnson

► Officers & Appointments

Will Fluman, Jr. President	MR-SHORT-CUT@hotmail.com 132 Ore Bank Road, Dillsburg, PA 17019	P: 570.971.5757
Joe De Luccia Vice-President	jaadeeluu@aol.com 214 Cambridge Ave., Saddle Brook, NJ 07663	P: 201.797.9245
Trisha Mach Robertson Secretary	kai967@yahoo.com 1862 Halekoa Dr., Honolulu, HI 96821	P: 808.799.8854
Lori Barnett Treasurer	Lpbarnett223@aol.com 3110 Graystone Lane, Apt. 2105, Albany, GA 31721	P: 662.418.8563
Kathy Collins Director - 2 year	Kcollins18@cox.net Seville Dr, Pensacola, FL 32503	850-206-6670
William W. Siler Director - 4 year	ykc135@att.net 2661 Nutmeg Ave., Morro Bay, CA 93442	P: 805.771.0167
Nancy Archuleta Director - 6 year	narchuleta@chm611.com 611 Holmes Avenue NE Huntsville, AL 35801	P: 805.771.0167
William W. Siler Immed. Past Pres.	ykc135@att.net 2661 Nutmeg Ave., Morro Bay, CA 93442	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@gmail.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: William W. Siler

457th Bomb Group Association

36 Shank Road
Carlisle, PA 17015



Visit the website today at www.457thbombgroupassoc.org

▶ 2016 Calendar of Events

▶ February 10, 2016

Spring newsletter article deadline

▶ March, 2016

Spring newsletter

▶ June 16-19, 2016

State-Side Reunion in Washington DC

▶ August 10, 2016

Fall newsletter article deadline

▶ September, 2016

Fall 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 Robertson at kai967@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 Robertson

1862 Halekoa Dr., Honolulu, HI 96821

or by emailing Trisha at kai967@yahoo.com

She will add the name to a list of those who will be honored at the 2016 Washington DC State-Side Reunion.

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

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