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April 2018 ▶ Vol. 48 Issue 87



▶ Special Report

State-Side Reunion 2018

Dayton, Ohio . October 10-14, 2018

Register Today! Turn to the insert pages for the agenda and registration forms.

It is time to start planning for the 2018 Bomb Group Reunion. This year, the Reunion will be held in Dayton, Ohio, from October 10 -14, 2018. Don't miss out on an opportunity to share stories, experiences, and meet others with a common love for the 457 Bomb Group!

IMPORTANT: This year the Reunion will be part of the 8th AF Historical Society Annual Reunion. Since the 8th AF HS is in hosting the reunion, all registrations will be handled by the 8th AFHS or their representatives.

The Links for registration online are located at <https://www.8thafhs.org/new/reunions.php>

Our group, along with other group associations and organizations, will be participating in this event. It will give everyone a chance to meet veterans, families, and friends from other units of the 8th Air Force.

HOTEL RESERVATIONS: The host hotel is the Crowne Plaza Hotel in Dayton, Ohio. Hotel

reservation instructions are located on the insert pages. For best results call the hotel directly; mention the 8th AFHS (Group Code: AIR)

IMPORTANT: the 8th AFHS only has 225 rooms set aside for the reunion. **Don't Wait to Make Reservations** if you think you might attend. No other rooms will be available at the host hotel. Breakfast is included in the room rate. Currently, cancellations can be made up to 24 hours from the date of the reservation.

In accordance with the 8th AFHS bylaws at least one person on the registration form must be a member of the 8th AFHS, a \$40 fee. The deadline to register is September 9, 2018. Our group designation, 457th BG(H), is filled in on the form.

FUTURE NOTIFICATIONS: Information and updates will be emailed. If you haven't yet received email notifications, please email your Name; Veteran or Relationship to the Veteran; and Squadron or unit affiliation; and expected # of attendees to: 457thReunion@gmail.com We will add you to the email roster and send updates as they occur.

Find Updates Here:

Website: <http://www.457thbombgroupassoc>

Facebook: <https://tinyurl.com/y7855qt7>

8th AF: <http://www.8thafhs.org>

▶ Highlight

Remembrance Day UK . Veterans Day 2017

Caring for the Monument

Wilmore Fluman Sr. of Boiling Springs PA, USA collaborated with Ray Pobjee of Peterborough, UK to make the Glatton Monument a reality. The stone was raised and dedicated in 2004, near the Glatton Air Field.

Nick Ratcliffe and Tim Newell trimmed up the area before Remembrance Day UK/Veterans Day 2017. With deep appreciation, the 457th Bomb Group Association would like to thank our English friends for the care they give to the Glatton Monument. Tim and Angie Newell placed a wreath of poppies at the foot of the Monument on November 11, 2017 in remembrance of the men who gave their lives during WWII.



This Issue:

- ▶ 2018 State-Side Reunion 1
- ▶ Facebook News 2
- ▶ 457th Cockpit Comes Alive..... 3
- ▶ Great Rollright..... 3
- ▶ Final Hours of Ship 905 4
- ▶ In Memory..... 6
- ▶ Events Calendar 8

► Highlight

Become A Member

If you are not a current member of the 457th Bomb Group Association, we would encourage you to do so. This is an all-volunteer organization and your membership and donations assist with newsletter mailings and other expenses associated with our reunions not covered under the registration fees.

Just fill out the registration form below and mail it to Trisha Mach Robertson. We welcome you to the group!

We Need Help!

Does anybody know where the following members live?

Their newsletters were returned as not deliverable/unable to forward.



Larry Battisti, Chicago, IL
Vesta Brown, Spokane, WA
Haven R. Burningham, Doylestown, PA
Pierre Colson, France
David M. Hunt, Springfield, MO

Shirley Kahne, San Antonio, TX
Harold L. Kapp, Gladwyne, PA
Marian Keapproth, St. Paul, MN
Kenneth M. Krise, Tucson, AZ
Eldon D. Krug, Longmont, CO

► We Like You

Like us on facebook!



The facebook page has been given a face-lift, thanks to the hard work of Erwin deMooij!

This is a hot spot for posts and pictures, and a forum for our 457th family and friends to gather, share stories, and ask questions. Go to <https://www.facebook.com/groups/1408261252566363> or use: <https://tinyurl.com/y7855qt7>

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

Let Trisha know at kai967@yahoo.com or call 808-799-8854

457th Bomb Group Association: Membership Dues & Subscription Form

► Dues

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

Life Dues:

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

► Mail form, check payable to:

457th Bomb Group Association

Attention: Trisha Mach Robertson
1302A Kamahele Street, Kailua, HI 96734

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

Bill Henson
885 County Rd. 1600 N
Cisne, IL 62823

► Travel Fund

Travel Fund

Our sincerest appreciation to all of you who have contributed to the Travel Fund in the past. You have helped the Association cover a portion of our Historians' expenses when they join us in the U.S. The Travel Fund is an open account with our Treasurer and your contributions are welcome at any time. Contributions should be marked "Travel Fund" and mailed to:

Lori Barnett, Treasurer

457th Bomb Group Association
3110 Graystone Lane, Apt. 2105, Albany, GA 31721

Edward P. Rogner, Orlando, FL
Murray F. Swerdlove, Boston, MA
William M. Thomas, Duluth, GA
Robert A. White, Big Pine, CA

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: _____

Send my Fireball newsletter by: mail email

► Highlights

457th Cockpit Comes Alive Again to Tell a Story

by Erwin deMooij,



► Erwin deMooij overcomes his fear of flying.

This year, during the stateside reunion, our group travelled to the Commemorative Air Force - Airbase Arizona in Mesa, AZ. It was a special day because we were able to fly in the B-17 Sentimental Journey. Many people signed up for a ride, and for some, it was their first ride. For others, it brought back memories of men who are no longer with us.

I am from the Netherlands, and for me it was special because I had never seen a B-17 flying, nor heard the sound of her engines; and I had never been in one. I have a fear of flying and wasn't sure if I would go up, but then I was surprised by a beautiful gift. People from the group donated money so I could ride in the front!

When I climbed into the B-17 I was ready to faint, and I was having a hard time controlling my nerves. I sat down in the bombardier seat, strapped up and looked around at all the guns and controls, and I noticed how small the compartment was. As soon as the engines started my fear vanished; it was replaced by awe! What a sound and what power!

When we drove to the runway and were ready for takeoff, I looked in front of me through the

Plexiglas window and my fear returned. I wanted to get out. The engines started roaring... we started to drive down the runway... and there we went! To my surprise and comfort I found that this 75 year-old big bird took off with such grace!

The first 20 seconds, I prayed to God to help me get through this, but then a calm came over me. Why would I be afraid?! The view was just amazing as the plane turned towards the mountains, nothing fell off, and nobody seemed to be panicking. The ride was just awesome and after about 10 minutes I had to trade places with the other passenger. I sat behind the desk of the navigator. Looking outside and at the desk, I started wondering how these guys did what they did! When Mr. Vaughn Heidenreich was asked if he was ever afraid, he said, "We just did our jobs and wanted to get home safely".

Like many, I have a GREAT RESPECT for our veterans and for what they did; I have a GREAT RESPECT for the Commemorative Air Force for keeping these beautiful birds flying; and I send a great THANK YOU for those who made my dream come true!

► Highlights

Monument Great Rollright

by Erwin deMooij,

On Sunday, April 30, 2017, in the small village of Great Rollright, a monument was unveiled. This marker was dedicated to the memory of the B-17 Bomber 43-38812, piloted by Clifford Hendrickson. The B-17 crashed at Great Rollright on the evening of December 23, 1944, killing all but one man. An article, detailing the crash, can be found in the February 2017 issue of the Fireball newsletter.

My brother and I arrived at Great Rollright far too early and they asked us to come back later, so we visited one of the local pubs. While we were at the pub, Tim and Angie Newell, our English historians and members of the 457th Bomb Group Association, joined us. After a drink and a good meal, we returned to Great Rollright.



► WWII Military Vehicles on display at Great Rollright.

The ceremony started at 1:00 pm, with the arrival and display of military vehicles of the OXCOT Branch of Military Vehicle Trust. There were quite a few jeeps, trucks, and other military vehicles; and soon the people started pouring in. The memorial is placed in the garden of the Village Hall. A small, but very nice, exhibition with flight gear and information about the crew and crash was displayed inside the Hall. Many volunteers made the visitors feel welcomed in a way only the British can do! Tea, coffee, cake, cookie's, and scones were available. And, everybody was so nice.

At 3:00 pm, the official ceremony started. Approximately 100 people attended the ceremony, including the Commanding Officer Colonel Oliver, USAF Croughton; RAF Commander Squadron Leader Atherton, USAF Croughton; Chaplain Major Payne, Vicar of St. Andrews Church; Miss Cunningham; the Color Party, Royal British Legion, and Royal Air Forces Association; sponsors, council members, and many others.

James Tobin, local historian and one of the event organizers, gave an account of what happened on December 23, 1944, and the events leading up to the crash. Colonel Oliver and Squadron Leader Atherton, then unveiled the monument. The memorial is a beautiful 'Johnson Quarried' stone, with two plaques (Hanman Split) containing information about the crash and crew. After the unveiling, wreaths were placed at the memorial,



► An Approximate 100 people attended the ceremony.

followed by a short address by the vicar and USAF Chaplain.

The ceremony ended with the last post, silence, and the National Anthems. Unfortunately, the weather wasn't clear, and the planned aircraft overhead flight was cancelled. After the ceremony everyone went back into the Village Hall for cake, tea, and coffee, OR a specially brewed beer. The beer, brewed especially for the occasion by Hook Norton Brewery, was named '812 - A Flying Fortress Lost in the Cotswold Hills, 3.5%'; using the last digits of the A/C number. We tried the beer and liked it very much! We even took home a beer to enjoy later that day.

On behalf of the 457th Bomb Group Association, we would like to thank Tony King, Roz Wiley and James Tobin for making this memorial possible, with respect to the crew of 812!

All in all it was a very nice, well-organized and respectful ceremony!

► Special Report

The Final Hours of Ship 905

by Daniel Petterzon

As the war progressed in Europe, Sweden was more or less untouched compared to the enormous destruction and loss of life on continental Europe. Rationing, blackouts, and increased military preparedness were, for the most part, the only impact on everyday life.

Controversially, the militarily ill-prepared country declared itself neutral in 1939 and didn't participate in the armed conflict. However, its status as a neutral nation also meant that Sweden was a safe country for refugees. Some 200,000 people from mostly neighboring countries fled to Sweden between 1939 and 1945

Aircrews; making for Sweden: Inadvertently Sweden's status as a neutral country also turned it into an opportunity for aircrews in distress. During the war many hundreds of military aircrafts, from all sides, crashed or made emergency landings at different airfields and other places around our countryside.

Early in the war most planes belonged to either Luftwaffe or the RAF. But later, as the 8th Air Force started its campaigns, American aircrews became dominant. The first B-17 to land in Sweden was the "Georgia Rebel" from 381st BG, which crash-landed on July 24, 1943.

My quest: My name is Daniel Petterzon and I live by the town of Jönköping, Sweden. Since an early age, I've heard about two American bombers that made emergency landings in my hometown during the war. During the 90's I decided to try and find the true story, and perhaps locate some of the crew.

After a few years I finally managed to locate some surviving crewmen and their relatives. One was the former pilot, Richard 'Dick' Garland. I corresponded with him and his wife Ruth; they were very helpful in my attempt to document the story.

Dick had been the co-pilot during the last mission of B-17 G #42-102905 from 748th SQ 457th BG.

The B-17 was a veteran of 40 missions - often referred to as simply "905". Among air and ground crews the "905" was considered to be a good ship. A ship that always got her crew back.

The story of "905" - the final mission:

Saturday, October 7, 1944. The target for the

457th this day was the well-defended synthetic oil refineries in Police (Pölitz) Poland. The crews were awakened at 04.30 hours, and after briefing and breakfast, they were taken to their respective bombers.

905 Crew on October 7:

Pilot: 1/Lt Clarence R. Jennings, Tulsa, OK

Co-pilot: 2/Lt Richard R. Garland, RI

Navigator: 2/Lt Martin Schwartz, New York, NY

Bombardier: 2/Lt Stuart W. Jakku, Hood River, OR

Top turret gunner/flight engineer: T/Sgt Hardy L. Bell, Paris, TX

Radio operator: T/Sgt Walter W. Marr, Harper, TX

Waist gunner: S/Sgt William H. Barth Jr, New Orleans, LA

Ball turret gunner: S/Sgt Charles Spornick, Indianapolis, IN

Also onboard, as a passenger, was intelligence officer, Captain Loyd A. Cox, from Illinois.

Takeoff and flight to target: The takeoff was mostly uneventful. The only incident was when a flare accidentally discharged at the hardstand, causing some commotion. The pilots of "905", 1/Lt Jennings and 2/Lt Garland, found their position as number three in the lead element, without problem. Leaving the English coast, the formation was just a few minutes behind schedule. The flight continued as planned. They passed Denmark and continued into northern Germany. At first heading was set towards Berlin, a diversion, but then making a turn towards Police just north of Szczecin (Stettin).

There was no opposition from the Luftwaffe. As they turned north towards the target they encountered a heavy head wind, causing the bombers to lose significant airspeed.

A bloody mess in the sky: Approaching the target German anti-aircraft batteries opened up. Guided by radar, the enemy fire was incredibly accurate. Dick described to me how the entire front of the squadron suddenly seemed to be engulfed in flak and explosions. Just a few seconds before bomb release, the lead element was hit hard. Dick saw that the B-17 next to them, piloted by Colonel Luper, was hit. Three chutes opened up by the rear door, as it started to drop with engines on fire. Over the radio Col. Luper's voice was heard giving his final order "Get that goddam formation in here!". The B-17 #44-8046 disintegrated and crashed in Stettin Bay, six crew members were killed. The next bomber to get hit

was the one immediately to the right. Just a fraction of a second later "905" suffered a tremendous explosion in front of them. Both right engines and the oxygen system were knocked out by the blast. Without oxygen, at 26,000 feet they began to dive. During the dive, Dick heard that their bombardier, 2/Lt Stuart Jakku, was badly wounded and had accidentally jettisoned the bombs when he was hit. The explosion had also wounded the navigator 2/Lt Schwartz and killed Captain Cox.

John Welch, Co-pilot on #42-97537 "Chicken Ship" described the moment in the book 'Dead Engine Kids': "Suddenly, there was no one in front of us, . . . we heard one of our ships; Jennings, call in, saying he was badly shot up, with wounded onboard, and he was going to try to make it to Sweden."

Ball turret gunner, John Briol #42-97537 "Chicken Ship": "I was sweating even at 40 below. They really had our range, every time a shell burst, our ship jumped and quivered. Our whole formation was broken up. The lead crew was gone so we dropped our bombs, whether they hit the right place or not. In the ball, I was practically looking the bursts in the face as they tracked us along and kept exploding right under me. I thought I'd never get out of it. I pulled my piece of flak suit over the ball window and hung my head over the sight and just prayed."

Onboard "905", the top turret gunner and flight engineer, T/Sgt Hardy Bell, quickly made his way down to the nose compartment to help the wounded. When they leveled out at 1000 feet Dick himself, crawled down with morphine to help Bell.

I once asked Dick what he saw as he entered. He just described it with the words - "A bloody mess".

On the deck, lay the lifeless body of Cox. Schwartz was hit in the shoulder and in shock. Jakku was badly wounded and had entered a state of severe shock. Bell was holding Jakku's head on his knees trying to comfort him. Dick and Bell administered morphine to Jakku.

Hold it together: After awhile the damage to the stricken B-17 became evident. Both bomb bay doors were open and the two right-hand engines were wind milling, causing massive drag. Jennings and Garland had big problems just trying to control the bomber. Dick described it as "They bounced along the sky".

continued on page 5

► Crew: of the 905



1/Lt Clarence R. Jennings

2/Lt Richard R. Garland

T/Sgt Hardy L. Bell

2/Lt Stuart W. Jakku

Capt. Loyd A. Cox

T/Sgt Walter W. Marr

S/Sgt William H. Barth Jr

S/Sgt Charles Spornick

S/Sgt John D. Wood

2/Lt Martin Schwartz

Jennings and Garland

(continued from page 4)

The Final Hours

The state of the bomber and the wounded crewmen had convinced Jennings and Garland to try to make it to Sweden. Dick asked the wounded navigator, 2/Lt Martin Schwartz, for a map of Sweden; he managed to find one and plot a course.

During damage control of the bomber, it was found that T/Sgt Marr and S/Sgt Barth had tried to close the bomb bay doors manually. Looking out the right window they noticed that the landing gear was partly lowered. Dick suggested that, in the confusion they probably had used the wrong crank. The assumption was correct, the bomb doors were closed, and the landing gear was raised.

Sweden and finally an airfield... or: Passing the coast of Sweden, they couldn't find anywhere to land due to an overcast sky. Swedish newspapers later reported that the B-17 had been spotted over a large area of southeast Sweden, desperately trying to find an airfield. As they continued north they decided to try to reach a city with a name written in letters as big as Stockholm on the map, thinking it was a big town with a decent size airfield.

Finally, by 3:00 pm the crew of the mortally wounded "905" spotted Jönköping through the clouds. They started to circle the town in an effort to find an airfield, which they soon found. But, it was just a small, round, newly constructed, grassy field; too small for a four engine B-17, especially one with two wind milling props and its hydraulics out.

The last descent for "905": Jennings and Garland were out of options - they had to land. Making a turn from the north, "905" passed over an area called Rosenlund. Red flares were fired and the B-17 came in low over the military compound belonging to Swedish artillery regiment A6, not far from the airfield. One eyewitness described how he had seen the aluminum bomber coming in so low that he thought it would hit the flagpole on the roof of one of the barrack buildings. During the approach the gunners were ordered to attach parachutes to the gunports on each side to try and slow the B-17 down. A large group of people had gathered at the gates of the field. This was the first B-17 that the people had ever seen and probably the first emergency landing at their new airfield.

A skillful landing by Jennings: As soon as the wheels touched the ground the gunners released the chutes. But only the left side caught air. Both Jennings and Garland applied all their physical power to the left rudder, trying to follow the contour of the circular field. Using the rudder and the left chute, "905" finally came to a skidding stop just in front of the only hanger.

The gathered crowd outside the fence probably weren't aware of the danger they had faced from the damaged B-17 coming down the airfield.

Climbing out of the B-17, the crew noticed gas pouring out of the damaged right wing. Swedish airfield personnel ran with buckets trying to collect the fuel. Soon a Swedish military detachment arrived and secured the area.

The wounded Schwartz and Jakku and the body of Captain Cox were removed from the bomber. One Swedish soldier pointed at Cox with his rifle and said "Kaputt".

Back in England, before the mission, Cox had approached Dick and told him that he was only to tag along as dead weight; words that haunted Dick for most of his life.

Another one: Suddenly a familiar engine noise was heard. Another B-17, with a red stripe on its vertical stabilizer, approached the airfield.

The landing became dramatic. Pilots F/O Allen Fisher and F/O Thomas Morrison Carnegie IV had seen how "905" had problems stopping in time on the small field. So they braked hard - too hard. The landing gear dug into the soft ground and the bomber hit an embankment - smashing the chin turret.

This bomber had no casualties onboard but, unknown to the crew, they had in fact been on a collision course with the fuel dump. The embankment stopped them just in time. This B-17 belonged the 351st BG.

Only 21: Ambulances arrived and took Jakku and Schwartz, to the local hospital. The remaining two crewmen were taxied away to a hotel for dinner and lodgings for the night. 2/Lt Stuart Jakku passed away at the hospital during the night, due to his wounds. He was only 21, and he had been married for about a month to an English woman.

The next day both crews were transported to an outdoor recreational facility in Mullsjö. A facility, located some 30 kilometers from the airfield, had been turned into a temporary internment area for American aircrews.

Martin Schwartz had his wounds treated and later joined the rest of his crew at Mullsjö.

Jakku and Cox: About a week after the landing a funeral service was held for Jakku and Cox at



Christine Church in Jönköping. It is said that thousands of people paid their respects at the church, and lined the streets when the funeral procession passed. The local regiment sent an honorary guard and their music corps.

After the service Jakku and Cox was transported to Malmö in southern Sweden for temporary interment at Malmö Östra Kyrkogård.

After the war they were moved back to their respective home states in the USA.

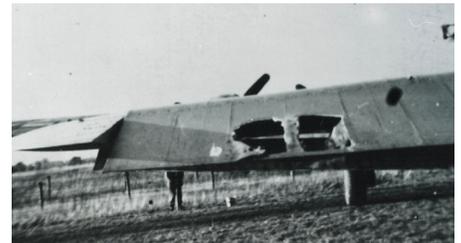
The crew: The crew stayed at the camp for about two months. As foreign military personnel, they had to wear civilian clothes. But other than that they were free to move around in the community, needing to follow only a few restrictions.

Shortly before Christmas 1944, the airmen were returned and the camp in Mullsjö was closed. The men were transported to a secure house near Stockholm and one night around 2:00 a black stripped B-24 landed. Dick said that, while he was standing in line to board the B-24 he got his first letter from home. It said that he had been listed as KIA and that his mother had gotten a telegram from the war ministry, causing her great distress. A memorial service had even been held.

Dick said later in life, he would be the only person to have two memorial services.

The B-24 brought them back to England, and Dick and the others returned to the 457th BG. But since they had been internees, they were removed from the ETO and sent back to the US for training. Later they were transferred to the Pacific. One reason for this action was to eliminate the risk of being captured by the Germans, as they had been interned in a neutral country.

As far as I know, none of the crew actually transferred to the Pacific before the war ended. Only one of the crew ever flew another mission in Europe. S/Sgt William H Barth Jr flew as tail gunner on December 15, 1944.



► *Damaged elevator of 905*

The fate of "905": The B-17 was determined to be damaged beyond repair. Its parts were, therefore, used to repair the other bomber. One of its engines was used on the 351st BG bomber.

The repaired bomber from the 351st BG left the field in early winter of 1945. It was flown to Västerås wick, a temporary holding ground for American bombers. A year later it was back in the U.S. and scrapped at Kingman, AZ.

The airframe of "905" was left by the side of the airfield, where it landed. It is not known exactly what happened to it, but according to stories it was scrapped on site.

Only a handful of parts still exist of the good ship. They are in the collections of Miliseum in Skillingaryd Sweden.

► In Memory

Memorialized at the Mesa, Az Reunion in 2017

The following names were recognized during a candlelight ceremony honoring those men of the 457th Bomb Group who have passed away since the previous Reunion.

Hugh Hudson Arnold

Larry Battisti

Alexander W. Bennett

William D. Bird

John W. Brown

Edgardo Buletti

Edward J. Celani

Kenneth L. Christensen

Walter S. Cobourn

George L. Cole

Richard W. Cooke

Murray L. Cooper

Don Douthwright

Antonio Enriquez

Richard E. Fitzhugh

Medford E. Hollis

William S. Huey

David M. Hunt

William R. Kabine

Julius Kornblatt

Stanley H. Krohn

Owen L. McDonough

Robert M. McMakin

Hiram E. Morrow

Daniel W. Nose

Edgar O'Donnell

Joseph Schankin

William W. Siler

William E. Thompson

George A. Voris

Lawrence D. Wilde, Jr.

Donald L. Zeiler

Duane Zemper

Stephen Ziegler

► In Memory

Wade Knudson

December 26, 2004

Wade Estrem Knudson of New Braunfels, Texas died December 26, 2004 at the age of 84. Wade was born and raised in the Mustang Community of Bosque County Texas. Wade joined the Army Air Corp in 1942. He was assigned to the 457th Bomb Group (H) at Glatton, England. He was a member of the 748, 749, 750, and 751 squadrons. Wade was credited with 48 missions and two tours of duty. He was promoted to Captain and left military service after the war. He re-entered the service during the Korean Conflict and was deployed to Vietnam as an adviser to the South Vietnam army. During his 30+ year career he was assigned to Alaska, Ft. Polk, Ft. Leavenworth, Frankfurt, Germany, and the Pentagon before retiring with the rank of Colonel. He is buried at the Rock Church Cemetery near Cranfills Gap, Texas. He was survived by his wife Sue and four children.

-Submitted by J. Mark Wallace, Nephew

Daniel William Nose

May 4, 2016

Daniel Nose of Parkville, MD passed away peacefully at home on May 4, 2016, at the age of 93. Dan was born in Cumberland, MD, and after graduating from Alleghany High School in 1941, he served in WWII as a B-17 Flight Engineer in the 748th squadron, 457th Bomb Group, Glatton, England. In 1950, Dan and Jeanne Hursh were married, spending 64 years together and happily sharing many 457th Bomb Group reunions with old friends. He was employed by the Johns Hopkins Applied Physics Laboratory for 30 years. Dan is survived by his son D. Stephan, his three daughters Mary Beth, Kathleen, and Barbara, and eight grandchildren. He was preceded in death by his brother Paul, sister Mary, wife Jeanne; and son J. Brian.

- Submitted by Allison Arnold Minnick, daughter

William S. Huey

November 8, 2016

William S. Huey, age 85, died peacefully at his Tesuque home on August 25, 2010. Bill was born in Wichita Falls, Texas, on March 25, 1925, to Homer Ella and William Huey. He graduated from Arlington Heights High School, and in 1943, Bill enlisted as an aviation cadet. In April 1945 he boarded the Queen Elizabeth I to England and fought as a turret gunner for the 457th Bomb Group. After the war he earned a BS in Agriculture at New Mexico A&M (now NMSU). Bill met and married his wife Mary Blue. They celebrated 62 years together on January 5, 2009; Mary died two months later on March 6, 2009. After graduating from A&M, Bill and Mary moved to Reserve, New Mexico, where Bill became a game warden with the New Mexico Department of Game and Fish. He was dedicated to wildlife management and had a long and distinguished career; and he was recognized with numerous conservation awards.

His family cherished memories of varied outdoor activities and hobbies; gardening, raising various fowl, and as an accomplished carver of animals, including decoys and carousel horses. Bill traveled the world and particularly loved Africa.

Bill is survived by his dogs Kate and Sandy III; his wife Rowena; cousins Dina, Ross, Betty, and their families; sisters-in-law, Nancy and Cornelia; and brother-in-law Douglas, and their families.

Joseph Matkowsky

April 27, 2016

At 96 years old, Joseph Matkowsky passed away on April 27, 2016 at Sunrise, Lafayette Hill. Joe was a veteran of WWII with the 457th Bomb Group, and served at Normandy, France. He was a retired Court Officer in Philadelphia, was married to the late Rose (nee Morelli) Matkowsky. Dan was a devoted father to Joseph, Elaine, and Diane, a grandfather to four grandchildren, and great grandfather to five great grandchildren, and numerous nieces and nephews.



Donald Gene Sellon

November 14, 2017

Donald Gene Sellon, aged 93, died peacefully on November 14, 2017, in Peoria, Arizona after an extended battle with cancer. Don was born to Ray and Louise Sellon near Hugo, Colorado in August 1924. While attending Colorado State A&M (CSU), Don enlisted in the Army Air Corps, and deployed to England in December 1944 as Aircraft Commander of a B-17 "Flying Fortress" with the 8th Air Force, 457th Bomb Group. He completed 33 combat missions before the end of the war and was back in the U.S. before his 21st birthday.

After the war, he met his beloved Jeanne in Colorado Springs. In January 1947 they began a wonderful marriage that lasted over 70 years until Jeanne passed away in February 2017.

Don remained in the Air Force into the Cold War era, attaining an impressive list of accomplishments for a Colorado farm boy with less than a semester of college!

After leaving the Air Force, Don and Jeanne moved to Aurora, Colorado, working in the flight-training department with United Airlines. In 2006 they moved to Peoria, AZ.

Don is survived by his daughter Dona Sellon; son Keith Sellon-Wright; and grandson Justin Rounsefell.

- Submitted by Justin Rounsefell, grandson

[continued on page 7](#)

► In Memory (cont.)

Harold Rothbard

September 9, 2016

Harold Donald Rothbard of Royal Palm Beach, FL passed away on September 9, 2016, at the age of 92. Harold was born in Brooklyn NY and served in WWII as a B-17 tail gunner on the crew of the 'Bad Time, Inc.' He was a restaurant manager in both New York and Florida, and was general manger of Junior's. Harold retired as a sales manager at Cheney Brothers. He and his wife, Nita attended many reunions over the years. He is survived by his sister Fran; his children Robert, Tina, Karol, Kim, step-daughter Rose-Marie, and several grandchildren and great grandchildren.

- Submitted his loving daughter

Medford E. Hollis

March 23, 2017

Medford E. Hollis, age 96, died in his Marysville, Washington home on March 23, 2017. A veteran of WW II, he was a B-17 Bomber pilot in the 457th Bomb Group. He was awarded the Distinguished Flying Cross while flying over Germany in September, 1944. At the end of the war, Medford remained in the Air Force and flew missions in Korea, and later in Viet Nam. A brave and loyal man as well as a patient, loving father, he married Evelyn Marie Fajkus in 1945. He continued to serve in the Air Force until his retirement in 1967. He is survived by his wife, Evelyn and his son, John; two grandchildren; and two great-grandchildren.

Hugh Hudson Arnold

November 15, 2016

Hugh Hudson Arnold passed away on November 15, 2016, just two days shy of his 92nd birthday. He received a full ride scholarship to Amherst College and began his freshman year there. However, after his 18th birthday in November 1942, he entered the Army Air Corps. He became an advanced flying instructor before going overseas to command a B-17 Bomber. He flew 14 missions with the Eighth Air Force over Europe. During one mission, he was attacked by the Me-262, a German state-of-the-art fighter plane, which was the first plane without propellers the Allies had ever seen. The Me-262 shot down the plane off his right wing as well as the group leader. The vision of that beautiful airplane peeling off of his left wing was a vision he would never forget. Hugh was an active member of the 457th Bomb Group Association and had attended several reunions.

- Submitted by Allison Arnold Minnick, daughter

► 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 1302A Kamahale Street, Kailua, HI 96734	P: 808.799.8854
Sheila Vester Recording Secretary	adksheilav@yahoo.com 1121 Penora Street, Depew, NY 14043	P: 716.864.9150
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	P: 850.206.6670
Gregg Robertson Director - 4 year	greggwrobertson@aol.com 437 Kailua Rd. Apt. 6103, Kailua, HI 96734	P: 808.721.5389
Kurt Gunderson Director - 4 year	kgunderson@brighthouse.com 5701 Burke Way, Bakersfield, CA 93309	P: 661.835.0787
Nancy Archuleta Director - 6 year	narchuleta@chm611.com 611 Holmes Avenue NE Huntsville, AL 35801	P: 256.425.1674
vacant Immed. Past Pres.		
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 Website Technician	webmaster@457thbombgroupassoc.org 2001 Heim Hill Road, Montoursville, PA 17754	P: 570. 974. 1940
vacant Newsletter Editor		
Erwin de Mooij Webmaster/Facebook Admin.	webmaster457thbombgroup@outlook.com Mondriaaniaan 31, Sassenheim, 2172 DG Netherlands	P: 0031612972293

► European Historians

Tim Newell	tim.newell@ymail.com Cemetery Chapel, Stoke Doyle Road, Oundle, Northants, England PE8 5TR	P: 44 1487 830450
Erwin de Mooij	b17research@gotmail.com Mondriaaniaan 31, Sassenheim, 2172 DG Netherlands	P: 0031612972293

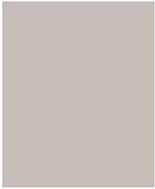
► Past Presidents

1973-75: William Willborn	2001-03: Will Fluman (d)	2005-07: James Bass
1976: Howard Larsen (d)	1988-89: Donald Sellon (d)	2007-09: George Grau (d)
1977-79: Bill Siler (d)	1990-91: John Welch	2009-11: Joe Toth
1980-81: Edward Reppa (d)	1992-93: Roland Byers(d)	2011-13: John Pearson
1982-83: Daniel Graham (d)	1993-97: Billy Hightower (d)	2013-15: William W. Siler (d)
1984: William Good (d)	1997-99: Lee Zimmerman	2015-17:
1985: David Summerville (d)	1999-01: Craig Harris (d)	
1986-87: Clayton Bejot	2003-05: Don Nielsen	

457th Bomb Group Association

1302A Kamahale Street,
Kailua, HI 96734

ADDRESS CORRECTION REQUESTED



Visit the website today at www.457thbombgroupassoc.org

▶ **2018-2019 Calendar of Events**

▶ **May 28, 2018**

Memorial Day celebration at
Cambridge American Cemetery

▶ **July 10, 2018**

Fall newsletter article deadline

▶ **August, 2018**

Fall newsletter

▶ **October 10-14, 2018**

State-Side Reunion in Dayton, OH

▶ **February, 2018**

Spring newsletter article deadline

▶ **Editors Report**

A note from Chris Sechrist

Dear Members of the 457th Bomb Group, It is hard to believe it has been eight years since Will Fluman, Sr. asked me to accept the responsibility of designing and editing a newsletter for the 457th Bomb Group Association. I have taken the task very seriously over the years, and have enjoyed the challenge of soliciting articles; reworking many of them to fit into what I hope has been a professional and inviting 'read' for our members.

Recent events, however, have left me without the drive I once had. That said, I regret to inform you that after completing this newsletter, I am resigning my position as Editor of the Fireball Newsletter.

Respectfully,
Chris Sechrist, *editor*

Visit the website today at www.457thbombgroupassoc.org

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. Remember to let Trisha know if you change your email address. - 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
1302A Kamahale Street, Kailua, HI 96734
or by emailing Trisha at kai967@yahoo.com

She will add the name to a list of those who will be honored during the next State-Side Reunion.

8TH AIR FORCE HISTORICAL SOCIETY
OCTOBER 10 – 14, 2018
CROWNE PLAZA – DAYTON, OH

SCHEDULE OF EVENTS

WEDNESDAY, OCTOBER 10

- 1:00pm - 6:00pm **Reunion Registration**
- 6:00pm - 7:00pm Welcome Reception with Cash Bar and Snacks, followed by dinner on your own
- 7:00pm - 9:00pm 8th AFHS Board Meeting
- 7:00pm - Until Hospitality Suites open

THURSDAY, OCTOBER 11

- 7:00am - 8:30am Complimentary Breakfast Buffet for 8AFHS overnight Crowne Plaza Hotel guests
- 8:00am - 11:30am **Reunion Registration Open**
- 9:00am - 2:00pm DAYTON CITY TOUR (*description follows*)
- 1:00pm - 6:00pm **Reunion Registration Open**
- 2:10pm - 2:50pm Curator's Corner
- 3:00pm - 5:00pm Seminar on Crash Site Excavations, Uwe Benkel & Maj Arie Kappert *
- 6:00pm - 9:00pm Cash Bar Reception
- 7:00pm - 9:00pm Buffet Dinner and World Premiere, "The Cold Blue" by Erik Nelson & Peter Hankoff *

FRIDAY, OCTOBER 12

- 7:00am - 8:30am Complimentary Breakfast Buffet for 8AFHS overnight Crowne Plaza Hotel guests
- 8:00am - 11:30am **Reunion Registration Open**
- 8:00am - 9:15am Group Meetings
- 9:30am - 2:30pm NATIONAL MUSEUM OF THE UNITED STATES AIR FORCE (*description follows*)
- 1:00pm - 6:00pm **Reunion Registration Open**
- 3:00pm - 4:30pm Q & A WWII Vets
- 6:00pm - 9:00pm Cash Bar Reception
- 7:00pm - 9:00pm Rendezvous Dinners

SATURDAY, OCTOBER 13

- 7:00am - 8:30am Complimentary Breakfast Buffet for 8AFHS overnight Crowne Plaza Hotel guests
- 8:30am - 11:30am **Reunion Registration Open**
- 8:45am - 10:15am General Membership Meeting
- 10:30am - 11:30am Heritage League Meeting
- 11:30am - 12:00pm Box lunches available for pick up (pre-purchase only)
- 12:00pm - 3:30pm 8th AFHS Board Meeting
- 12:30pm - 4:45pm CARILLON HISTORICAL PARK / PACKARD MUSEUM (*description follows*)
- 5:00pm - 5:30pm **Reunion Registration Open**
- 5:30pm - 7:00pm Cash Bar Reception
- 6:30pm - 6:45pm WWII Veteran Group Photo (Tentative timing. Please check final schedule for update).
- 7:00pm - 10:00pm Gala Dinner and Program

SUNDAY, OCTOBER 14

- 7:00am - 8:30am Complimentary Breakfast Buffet for 8AFHS overnight Crowne Plaza Hotel guests

***SPEAKERS ARE TENTATIVE AT THIS TIME AND WILL BE CONFIRMED PRIOR TO THE REUNION.**

TOUR DESCRIPTIONS

DAYTON CITY TOUR

Thursday, October 11

The birthplace of aviation, Dayton was once home to powered flight inventors, Orville and Wilbur Wright. Your guide will narrate the significance of the many interesting sites along this tour, including Oregon District, the city's oldest suburb; the Civil War Monument; the Flyover, an award-winning sculpture of flight; the Korean War State Memorial; and Memorial Hall, where veterans are remembered. Learn the history of the Miami Valley from the first settlers in 1796 to the influence of such entrepreneurs as Patterson, Deeds, Kettering, and Frazee. These notables and others made immense contributions to aviation, the arts, sports, government, and industry. There will be a short stop at the Esther Price Candy Store, now a successful candy distributor, which opened 50 years ago in Mrs. Price's basement. Enjoy lunch on your own at Dayton's upscale shopping and restaurant district, The Greene – featuring Cheesecake Factory, Chipotle, Panera, Subway, and many other dining choices.

9:00am board bus, 2:00pm back at hotel

\$38/Person includes bus and guide. Lunch on your own.

NATIONAL MUSEUM OF THE US AIR FORCE

Friday, October 12

The United States Air Force Museum at Wright-Patterson Air Force Base is the oldest and largest military aviation museum in the world. The Museum tells the exciting story of aviation development from the days of the Wright brothers at Kitty Hawk to the Space Age. More than ten galleries showcase various exhibits including over 300 aircraft and missiles, plus historically interesting aeronautical displays. Exhibits are known to change and move, but lots of planes are on display, such as the P-51, P-47, P-38, B-24, and B-26. The newly refurbished B-17 Memphis Bell, one of the most recognizable symbols of WWII will be on permanent display at the museum. In addition, the Presidential Gallery is located here featuring a collection of presidential aircraft, some of which you can walk through. The museum also features an IMAX theater and flight simulators (admission on your own). Have lunch at your leisure in one of the cafes on the mezzanine or second floor. The buses will shuttle back to the hotel at 12noon, 1pm, and 2:15pm.

9:30am board bus, 2:30pm back at hotel

\$38/Person includes bus and escort.

Lunch and IMAX on your own.

CARILLON HISTORICAL PARK / PACKARD MUSEUM

Saturday, October 13

Carillon Historical Park celebrates the history of invention, transportation, and pioneer life in Dayton and the Miami Valley. It is home to a variety of collections, which document the area's history. While touring the Park, you may visit Newcom Tavern, Dayton's oldest standing building; view the Wright Flyer III; and board a 1903 Barney & Smith Parlor car. Antique automobiles, a working 1930's Print Shop, and vintage bicycles are some of the other exhibits you will see along the way. Continue the tour and step back in time at America's Packard Museum, where the Packard Motor Car Company comes to life again. Located in the original Packard Dealership Building, which was built in 1917, the museum has officially taken the name of the original dealership - The Citizens Motorcar Company - but has become known as "America's Packard Museum." View the world's largest collection of "Packard only" automobiles in the actual showroom. This unique museum showcases "the world's finest motor car" from its beginnings in 1899 to its demise in 1956. Note: This tour may be limited to the first 100 people, or different schedules may be followed. A lunch break is not included on this tour, so consider pre-purchasing the box lunch to eat before departure.

12:30pm board bus, 4:45pm back at hotel

\$54/Person includes bus, escort, and admissions.

All Trips require a minimum of 35 people.

Please be at the bus boarding area at least five minutes prior to the published time.

Driver and Staff Gratuities are not included in the tour prices.

8th AIR FORCE HISTORICAL SOCIETY ANNUAL REUNION
CROWNE PLAZA DAYTON
OCTOBER 10-14, 2018

REGISTRATION INSTRUCTIONS

Please see the information on the hotel and make your reservations immediately. Once your hotel reservation is confirmed, proceed with the activity registration. See choices below and complete the Registration Form noting your event choices and personal information. By "WWII GROUP," we're asking for the group or unit in which you served (specific Bomb Group, Fighter Group, PRG, HQ, etc.). We use this information for tallying totals for each group, nametags, and seating arrangements. If you prefer to sit with a different group, please give us that information too. We do not need your squadron. Remit by mail with check or money order payable to Armed Forces Reunions by September 7, 2018. You may also register and pay with credit card online at www.afr-reg.com/8afhs2018. A 3.5% convenience fee will be added to credit card reservations. Forms received after September 7 will be accepted on a space available basis only. Hotel reservations should also be made by September 7, but we encourage you to do so much sooner.

ARMED FORCES REUNIONS, INC. CANCELLATION POLICY

For attendees canceling reunion activities prior to the cut-off date, Armed Forces Reunions, Inc. (AFR) shall process a full refund less a \$10 per person processing fee. Attendees canceling reunion activities after the cut-off date will be refunded to the fullest extent that AFR's vendor commitments and guarantees will allow, less a \$10 processing fee. Cancellations will only be taken Monday through Friday from 9:00am until 4:00pm Eastern Time, excluding holidays. Please call (757) 625-6401 to cancel reunion activities and obtain a cancellation code. Refunds processed 4-6 weeks after reunion. Canceling your hotel reservation doesn't cancel your reunion activities.

DUES

Most reunion activity registration forms include a principal attendee and possible guests. Examples include: A WWII Veteran and his wife, a Next Gen Attendee and her son, an 8AF Enthusiast (no relation to a WWII Veteran), etc. The principal attendee must be a dues paying member of the Society to attend the reunion, so at least one person on the registration form must be in good standing as a member of the Society for that person and his/her guests to attend. If the principal attendee is not a member, Dues, \$40 per year, may be paid on the registration form.

REGISTRATION FEE

Everyone is expected to pay the registration fee, \$45 per person, which is totally different and separate from Dues.

MEAL & TOUR CHOICES

NEW FOR 2018: There are no meal packages! Because the hotel room rate includes a hot breakfast each morning, there is no need for a meal package. All other hotel meals can be purchased separately and are listed on the registration form.

In addition, tours are listed on the registration form and can be purchased separately. Tours and trips are described on the Reunion Highlights Pages, and prices are listed on the registration form. Driver and Staff gratuities are not included in the tour prices. All trips require a minimum of 35 people. Please be at the bus boarding area five minutes prior to the departure time.

CROWNE PLAZA DAYTON – DAYTON, OH

(937) 224-0800

www.cpdayton.com/

Location

33 E. 5th Street, Dayton, Ohio 45402

Ideally located near the Dayton International Airport and situated in the heart of the city, near the Oregon Arts District, guests can enjoy shopping, dining, and entertainment just minutes away.

Reservation Information

Please call the number above and reference the 8th Air Force Historical Society or please go to www.afr-reg.com/8afhs2018 and click on the hotel reservation link at the top of the page. The hotel will allow no more than two reservations per call. Reservations should only be made for yourself and/or a family member. Separate names will be required for each room reservation. Please encourage your friends and family to make their own reservations instead of holding multiple reservations as a 'just in case.' This practice caused a premature need for overflow hotels last year.

Group Name: 8th Air Force Historical Society

Reunion Dates: October 10-14, 2018

Rate: \$124 + tax (currently 13.25%) for 1-2 people (\$10 add-on per night, per person for 3rd and 4th person). Rate includes hot breakfast each day.

Rates will be offered three days before and after official reunion dates, with advanced reservation notice and subject to group block availability.

Cut-off Date: 09/7/18. Late reservations will be processed based on space availability at a higher rate.

Cancellation Policy: All reservations must be accompanied by a credit card guarantee. Reservations can be cancelled up to 6pm on the day of arrival. No shows and late cancellations will be charged.

Parking & Shuttle Information

Complimentary airport shuttle service is offered to and from the Dayton International Airport. Call the hotel once your airline ticket is booked to make your shuttle reservation and to obtain more information. The hotel also offers a complimentary shuttle service to the local area. As is the case with all complimentary shuttles, space is limited and considerable wait times may be necessary during busy arrival/departure times. You may want to pay for a taxi instead. The hotel also offers complimentary parking for guests staying at the hotel.

Wheelchair Rental

ScoutAround rents both manual and power wheelchairs by the day and week. Please call (888) 441-7575 or visit www.scootaround for details or to make reservations

Unit Hospitality Rooms & Friday Events

A limited number of hotel meeting rooms and parlors will be used as hospitality rooms for individual groups, as well as meetings on Friday. Depending on the size of the room and the number registered for Friday's dinner, the same rooms may be used for those dinners. Rooms will be available to set up beginning Wednesday afternoon, and should be vacated by Sunday morning at 10am. Groups are allowed to bring in their own beverages and dry snacks. Ice will be provided. Hospitality Room bars must be closed when Receptions show on the reunion agenda (each evening). Rooms will be assigned based on the size of the group after the cut-off date and may need to be shared if lots of groups are interested. Small groups may need to combine with others for hospitality and/or Friday night's dinners. None of this can be confirmed until we know how many groups would like a hospitality room and how many people register from each group to determine final counts. To be included in group counts, each person must have paid the registration fee and be a dues-paying member of the Society (or the guest of one). Please contact Donna Lee, Armed Forces Reunions, Inc. at DonnaLee@afri.com immediately to let her know if your group is interested in a hospitality room.

8th AFHS ACTIVITY REGISTRATION FORM – OCTOBER 10 – 14, 2018

Listed below are all registration, tour, and meal costs for the reunion. Please enter how many people will participate in each event and total the amount. Send that amount payable to ARMED FORCES REUNIONS, INC. in the form of check or money order. Your cancelled check will serve as confirmation. You may also register online and pay by credit card at www.afr-reg.com/8afhs2018 (3.5% will be added to total). All registration forms and payments must be received on or before September 7, 2018. After that date, reservations will be accepted on a space available basis. We suggest you make a copy of this form before mailing. Please do not staple or tape your payment to this form. Returned checks will be charged a \$20 fee. Your contact information will be shared only with reunion attendees.

Armed Forces Reunions, Inc.
322 Madison Mews
Norfolk, VA 23510
ATTN: 8th AFHS

OFFICE USE ONLY

Check # _____ Date Received _____
 Inputted _____ Nametag Completed _____

CUT-OFF DATE IS 9/7/18

	Price Per	# of People	Total
<u>DUES</u>			
The principal attendee must be a member of the 8AFHS to register for this reunion. If you are not a member, please pay your yearly dues here.	\$40		\$
<u>REGISTRATION FEE</u>			
Includes meeting expenses and other reunion expenses.	\$45		\$
Reg. Fee for children ages 8-16 attending more than 1 function & staying at hotel	\$30		\$
<u>MEALS</u>			
Thursday, 10/11: Dinner Buffet (Chicken w/ Honey Brie Dijon Sauce & London Broil w/ Chimichurri sauce)	\$42		\$
Friday, 10/12: Rendezvous Dinner (Rosemary Lemon Chicken)	\$38		\$
Saturday, 10/13: Box Lunch (sandwich, chips, cookie, water)	\$16		\$
Saturday, 10/13: Banquet (Please select your entrée below)			
Herb-Roasted Prime Rib	\$45		\$
Grilled Salmon w/ Creamy Leek Sauce	\$45		\$
Chef's Choice of Vegetarian Entrée	\$45		\$
<u>TOURS</u>			
Thursday, 10/11: Dayton City Tour	\$38		\$
Friday, 10/12: National Museum of the US Air Force	\$38		\$
Saturday, 10/13: Carillon Historical Park / Packard Museum	\$54		\$
Total Amount Payable to Armed Forces Reunions, Inc.			\$

Please Print. If a WWII Veteran is registering on this form, please list his name first.

MEMBER NAME (for nametag) _____

8AF VETERAN OTHER VETERAN NEXT GEN HERITAGE LEAGUE OTHER

IF A VETERAN, PLEASE CIRCLE: WWII Cold War Era Korea Vietnam Gulf War Desert Storm Iraq Other _____

WWII GROUP AFFILIATION FOR UNIT TOTALS & SEATING ARRANGEMENTS (please list BG/FG, not BS/FS) **457th BG** / _____

SPOUSE NAME (if attending) _____

GUEST NAMES _____ NEXT GEN

PHONE # (____) _____ - _____ EMAIL ADDRESS _____ @ _____

ADDRESS _____ CITY _____ STATE _____ ZIP _____

DISABILITY/DIETARY RESTRICTIONS _____

MUST YOU BE LIFTED HYDRAULICALLY ONTO THE BUS WHILE SEATED IN YOUR WHEELCHAIR IN ORDER TO PARTICIPATE IN BUS TRIPS? YES NO (PLEASE NOTE THAT WE CANNOT GUARANTEE AVAILABILITY).

HOTEL RESERVATIONS SHOULD BE CONFIRMED BEFORE SUBMITTING THIS FORM. PLEASE CHECK YOUR CONFIRMED HOTEL:
 CROWNE PLAZA DAYTON OTHER _____

EMERGENCY CONTACT _____ PH. NUMBER (____) _____ - _____