1992-1993 OFFICERS
Pres:  Roland Byers, Id........208-882-3366
V-Pres: Billy Hightower, Tx........512-625-8110
Sec/T: Homer Briggs, Ar........501-273-3908
Dir:  Joseph Falcone, Ma........617-762-1005
Dir:  Art Pitch, Ma........617-326-9004
Dir:  Kenneth Rurode........816-279-2069
I.P.P.: John Welch........605-343-4070
Newsletter -
   Homer/Mickey Briggs........501-273-3908
   News/Roster - Dave Summerville, 619-724-2577
   NL/Front page Art
   Richard Hyman........407-834-4798

*******************************************************************************

REUNION

OCT. 15-19, 1993

DON'T FERGIT
TExAS DUES

SAN ANTONIO
MOSCOW, ID
27 Jan. 1993

Dear Fireballer's:

The time for another reunion of the members of the 457th Bomb Group Association is drawing near, this one to be held in San Antonio, Texas in October 1993.

Many of us began our flying training at either Randolph Field or Kelly Field and returning to that locale will present a nostalgic occasion.

VP Billy Rightower and his Committee have the arrangements for the 1993 reunion well in hand and information concerning the reunion is included in this newsletter. A future newsletter will contain more definitive information.

We are in need of VOLUNTEERS -- THREE ALTERNATIVES IF POSSIBLE--TO ORGANIZE the 1995 REUNION. Let us know if you are interested. As you may recall the location of the past three reunions have been: 1991- Gulf Shores, Alabama; 1989-San Diego, California; 1987-Burlington, Vermont.

During the past summer it was my good fortune to fly once again in a B-17. This particular flight was in the B-17 #909, refurbished by the Collins Corporation. Certainly the flight brought back many memories. The plane was a lot smaller, a lot more noisy than I recalled, but it smelled & flew much the same. It was a MILK-RUN I no flak fighter.

As I write this message I am reminded that time is taking it's toll on our lives and there will not be too many more reunions for many of us. I hope that for those of us who can, make this coming reunion in San Antonio a memorable one.

FAIT ACCOMPLI
Roland G. Byers
President

JAN 27, 1993

As I write this note Dave Summerville is in the intensive care at the hospital. I do not know what is wrong. Lillian could only say a high fever-Respiratory problem. Our prayers and good wishes go out for a speedy recovery for both Lillian and Dave.

MB

DELAYED 111

Please forgive for such a delay in the newsletter. Mickey gathers most of the items for NL & sends them to Dave Summerville in San Diego Ca to put on computer... Then he sends back to Mickey along with the address labels. Then comes the cutting, arranging & pasting. Ready for nearly a week at printers. Mickey again-put the address-labels on, sort to zip codes, count, rubber-band, bag and off to Post Office for "bulk mailing rate"--taking another 2 weeks some places longer. Time wise it takes awhile.

When Dave had the free time to work on the computer- Mickey delayed due to several family illness (a son and a daughter had early stages of meningitis infection--which after hospital care were cured before it became worse). Other illness and some company. When Dave, received the work, began to have many things happen. His wife, Lillian, having worsen with arthritis became unable to walk, talk, use hands, or breathe on her own and was critically ill in intensive care. After many months in hospital she came home the day after Christmas. She is improving, but a long way to go with therapy.

Lillian's mother who lived with them passed away just before Lillian went into the hospital.

Current dilemma:

Dave has all the news on computer, near done, but no way to get it sent at present. All of you need the reunion information so President Roland Byers, and Homer Briggs-- have asked me to go with what I have.

As soon as Dave is well & can send or finish the work, we will print it and mail it out. It will include the May 92 England Reunion news. Also the Briggs trip. All the correspondence we have received since May. The San Antonio, Tx reunion Hotel registration cards, any other cards needed will also be included in the same NL, hopefully all your questions answered and in plenty of time before any deadline.

ONCE AGAIN, forgive us for taking so long--to get this all to you. Please send Dave get well wishes.

[Co-Editor...Mickey Briggs]

THE NEW SIZE OF NL IS A ONE TIME ISSUE AS AN EXPERIMENT.
1993 REUNION PREVIEWS
SAN ANTONIO - OCTOBER 15-19, 1993

We have 200 rooms reserved at the Historic old Menger Hotel for the unbelievable Downtown price of $84.00 per night--flat rate. Have the kids bring their sleeping bags and they can stay for no additional charge.

The lobby, patio, gift shops, bars, and restaurants are some of the most historically delightful in town. There is a Teddy Roosevelt bar. He stayed here when he was getting an army together to go to Cuba. Richard King, founder of King's Ranch, stayed here.

The Menger is one of the best hotels downtown, first class all the way. Their dining room has the reputation for the best food in town. But you can take a few steps and be in the River Walk food mall, and then take a stroll on the river. If you feel like a "Big Mac" it is close by. Lots of good Mexican food both on the river and other places close by.

The Alamo is a half block away. If weather permits we plan on having our Memorial Service in the yard of the Alamo Sunday morning--with military color guard.

You will be able to step out of the hotel into a scene of downtown food and entertainment within easy walking distance. You can walk to La Villita, the first San Antonio settlement, or to the institute of Texas Cultures, a vast museum of Texas and its history.

You can catch a bus almost in front of the hotel to Seaworld, museums, or wherever you want to go. We haven't begun to mention such things as the theaters and the Alamo Dome, which will be open by the time you get here.

Registration will begin Friday morning, October 15, 1993. We are thinking, at this time, the first overall meeting will be a reception on Saturday evening, at the Hotel. There will be at least one bus tour, which will include a visit to one of the bases--probably Kelly Field--and lunch at Lone Star Brewery. We will end up with our main banquet on Tuesday evening. The Hotel is providing us a central place to use as headquarters with a secure room for memorabilia and displays.

We will try to have it all firmed up by the next bulletin, and also give you the list of RV parks and alternate places to stay, where we will have reservations, complete with locations and prices.

We are going to have a good one.

Billy Hightower,
Reunion Chairman

xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

EIGHTH AFHS: Sept 28-Oct 4 1993 Chicago,
Hyatt Regency Rosemont
Oct 4-9 1994 San Diego, Ca.
Town and Country Resort.

THE 457 BG: Mini reunion each yr at the
Eighth AFHS Reunions. Register
with 8th AFHS for these.
1994 Mini reunion in England--
no date set.

xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

457th BOMB
GROUP ASSOCIATION

xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

PLEASE ADDRESS ANY QUESTIONS--
Or suggestions to Billy Hightower...
5 Moss Rock Street...
New Braunfels, Tx 78130-6141.
Phone...512-625-8110
CARL N. DAVIS 1924-1992

Carl Davis died at his home in Walkertown, North Carolina, March 26, 1992. A graveside service was held at Crestview Memorial Park. Carl had been suffering from cancer for two years. He was sixty-eight years old.

Carl spent the greater part of his life in Winston-Salem, North Carolina, rising to the office of project coordinator in the R.J. Reynolds Tobacco Company. He retired after twenty-five years of service with that Company. He is survived by his wife Ruby Hawks Davis whom he married in 1944; two sons, a daughter, and four grandchildren.

Carl flew thirty missions as a tail gunner out of the 751st Squadron of our Bomb Group. On the Gdynia raid -- it was Easter Sunday, 1944 -- he claimed a kill on a German FW 190, but to our chagrin, the kill was never confirmed. It was Carl who gave our ship its name, "Home, James." When our bombs were away and we had cleared the target area, Carl got in the habit of giving the order from the tail, "Home, James." It was an order the two chauffeurs in the cockpit were more than willing to oblige. Carl's words became our ship's name.

When I knew him, forty-eight years ago, Carl was a handsome, intelligent, and articulate young man. He took pride in being an individual -- sometimes irrepressible -- in the regimented world around him and to which, perforce, he belonged.

Of him, his wife of forty-four years, spoke in words -- or so it seems to me -- eloquent in their simplicity. "Carl," she wrote, "was a good and faithful husband and father. We will miss him very much."

It is the kind of tribute we might all wish for.

Stuart James

KATHERINE GRIFF

Wife of Stephen Griff died Sept 18, 1992
She attended the 1976 Bentonville reunion—
with Steve and nearly all the following ones
She was friends with many and we all shall miss her.

(Homer & Mickey joined them last in Herb &
Nellie Paris's room for snacks and talked—
till wee hours, the last night in Gulf Shores
Al '91).

ARLON C. BRUNNER

writes: Arnold C Brunner, Col., ret. USAF
Pilot 457th BG Association Life Member,
died 9 Dec 1992. He was interred in——

REPORTED DECEASED-- SINCE MAY 1992 NL

CHARLES BERTA Cancer... 6-25-1992
CHARLES BORLAND 749 SSgt 4-16-1949
ERNST FREDERICK 749 Pilot 1-29-1992
DAVID C. FOLTZ 749 TSgt 4-16-1940
STANLEY FONSBECK Pilot 1985
AL MARTINEZ (Charter M)468 Subhd Heart 2- 92
ERNST D. PAPPALARDO 749 SSgt 6-20-1986
RALPH STOWES 791 TC Heart 1980's
GEORGE TOMKO 749 Cpl 2--1992
KENNETH R. WALL KIA 3-21-1945
H. C. WIPPLE (Car Accident) B. Lt. 1947
ANTHONY J. WODEK 749 1Lt 7-25-1973

APologies

By mistake Trace Laffetti, deceased—
was listed as a new address. It should
have been listed as his widow—Polly
Trace as being on mailing list.

--

CARL SMITH

Carl died in Aug 1992. He attended the
457th mini reunion in Peterborough last
May 1992. He came as a guest of Donald
Sellon. They all attended Carl's reunion
in England earlier. We that also attend
met Carl and will miss him too.
HURCHEL TEAGUE

Hurchel Teague, 73 of Hickory, N.C. died July 10, 1992, at his residence after a period of declining health.

Born March 1919 in Alexan
der County, he was a son of the late Lena K. Teague.

A member of Antioch Baptist
Church where he was a Sunday school teacher, he was retired from the shipping dept of Hickory Manufacturing Co.

He was a veteran of WW II and a member of American Legion the Post 48 & the Disabled American Veterans.

He served 18 Mos in the Euro-

pean Theatre & served at the first atomic bomb test on Bik-
in Island.

Survivors include his wife Florence Yount Teague.

The funeral was conducted by the Rev. William Mills at 3 PM Sunday at his church.

Burial was in the church cem-

tery.

Pallbearers will be the men of his Sunday School class.

Memorials may be made to Hos-
pice of Catawba Valley Hickory, N.C. 28601

Hurchel Teague was in the 749th,
Cpl. Linemen. One of Homer's closest WWII buddies, they did keep in contact after the war and visited each other's homes and families.

He was Co-Founder, along with Ken Rurode and Homer Briggs in conceiving the idea of getting the 457th and attached units to have reunions.

Homer & Mickey Briggs also attended the funeral.

We will miss him greatly.

Briggs

Dear Mickey,

Please put a note in the Newsletter to thank all the folks for the prayers, love & friendship shown Hurchel, this past four years and since his death. 

He really loved the guys he served with, & never forgot them. Homer was a special friend. So glad, you both and David came..............Love.

Florence Teague...31-40th Ave Ct N.W.....Hickory, N.C 28601

In Memoriam

HICKORY DAILY RECORD--Sat., July 11, 1992

MAIL CALL

Ray Struble writes:


Late fall 1992 (Ed lost the date) seven-

men and their wives met at my home and had a mini reunion.

Glenn & Ida Kruse..........................750 Armor

Jack Ham....................................748 Pit Eng

Robert Matox...............................749 Nav

Henry L McKinnis..........................750 Armor

Raymond Skedell..........................750 Inst Sp

Steve & Kay Griff..........................750 Medic

Raymond & Eveline Struble................750 Mech

We had a cook out - talked - visited, it was great! On Sept 6 Steve & Kay came by to spend the night, we went out to dinner.

We had another great visit. My wife & Kay be-
came great friends.

***************

Sept 18, 1992 Steve called us with the sad news that Kay passed away in her sleep.

Ken Rurode writes:

Oct 1992

3120 Farson St
St Joseph, Mo 64501

I called a group of 749 line men & wives & their 457th buddies to attend a get together on Oct 2-4-92. With such short notice only 5 couples made it: 'Red' Bill & Erika Morse, Mie; Ken & Blanch Rurode, Mo; Russell & Ella Karls, IL; Homer & Mickey, AR & Dee & Marguerite Owley, Mo.

We all attended the Grand Opening of NM-Ark WW II Museum Association (Briggs is a member of the museum) in Siloam Springs, AR. A fly in brought 92 homebuilt, warbirds & antique planes. Also remote engine control model airplane club with many warbird models. Free airplane rides, all the men took advantage of and B-Q lunch served in the hangar.

We all stayed at the same small motel and ate all our meals together with a private place to visit. A lazy lunch on Sunday mor-
ning. Finally ended up at Bentonville, AR at the Briggs home. A trip around town to show Sam Walton's (Wal-mart) Home, office & Grave site, Supercenter shopping, including sandwich fixings for lunch at Briggs. Kentucky Fried Chicken in the Evening, then one by one everyone started drifting toward their other travels before stopping at motels. It was a lazy, fun time, inexpensive & good visiting time. We voted to repeat the trip again in 1993. Anyone interested in joining us in October please contact me.

Ken R.

Daniel Nose writes:

1-4-93

In the May 1992 edition of the BG NL was a listing of Carl Lewis' #35 missions. His last mission #35 was with our crew, Don Sellon as pilot & we ran out of fuel, crash landed in a field at edge of airfield.

In Ken Blakebrough's book "The Fireball Outfit", page 51 it was reported incorrectly as occurring shortly after take-off.

Have a happy New Year. Yours truly.
June 27th, 1991

Mr. Homer L. Briggs
311 NW B St.
Bentonville, AR 72712

Dear Mr. Briggs,

My hobby is the world's second largest private collection of aircraft pictures - 650,000 examples of over 34,000 different makes and models. Several sub-collections have spun off, the latest and largest being WWII nose art.

A year ago I published the index of my 1,700 nose art pictures of B-24s. Lots of B-24 crewmen bought it and had a few hours of happy nostalgia. I charged $6 for each list, $1 going back to the Liberator Club for publicizing it. I offered each purchaser a copy-machine copy of the nose art picture of his choice - his ship, one from his outfit or just one with a catchy name or art work.

No I am trying to finalize a similar list for over 1,000 B-17 nose art pictures, and offer it through the 8th AF News and similar outlets for the Mediterranean and CBI theaters. Have also started similar collections for B-25, B-26, P-40, P-47 & P-51. It isn't possible to predict when they'll be ready for sharing.

One problem with creating such historical lists is accuracy and completeness of information. Getting usable pictures is easier than identifying their squadron or serial #. I'm still missing a little information and thus I am writing you, the named contact person for your 8th AF Group. What I ask is that you forward this request to your group historian or someone in your group known to have kept good records. Maybe this info is listed in your group's published "history".

What I need answers for from your group is listed below. Will you please help me make this index as complete and accurate as possible?

Thanks for your help.

Wally Forman

B-17 Nose Art Pix showing no group or squadron or serial number. Could any of these be from your group?

Bir Hackelm
Baby
Bucky
Buck (7 are known)
Booby Trap
Boo Hoo
Bomber Queen
Carol Jean
Corn Fed Virgin
Cotton Eyed Joe
Calamity Jane
Dear Mom (9 are known)
Daisy June (6 are known)
Detroit Special
'Erbert's Buddy
Flak Eater 43-38317
Fort Alamo 42-28696
Goon
The Gremlin
Hi, Doc
Hairless Joe (7 are known)
Half and Half
Heine Headhunter
Hellcat 42-9910
I'll Be Around (not 95 BG)
Jap Happy 41-2520
Joker's Wild 41-26521
Katy
Lady Luck (15 known)
Lilly Ann
Little Bill
Little Bit O' Heaven
Little Dinah
Los Lobos
The Mary G.
Mickey Mouse
Miss Behavin'
Miss Fury
Mission Completed
Mutz
Nemesis of Aeronavigation
Nobby's Harriet Z.
Old 180
Our Baby (9 known) 42-31170
Paper Doll (16 known)
Petrol Packing Mama
Quivering Queenie 43-38536
Redwood Annie
Rough Neck
Sally B.
Sand Man
Sarah Gray
Screw
Shamrock Special
Sittin' Tight
Sky Queen
Slaughter House
Spirit of Win WW II
Stork Club
Sticky Weather
Stumble Bull 42-39777
Swanee River
To Tokyo
Dear Unit Contact,

Please forgive this form letter however with the number I have to send out and my purpose you will understand why I had to do it this way. I am the newly volunteered founding President of the Chicago Chapter of the 8th Air Force Historical Society. I am in the process of forming this chapter which has never existed before, obtaining incorporation paperwork, tax number for IRS and starting my recruiting drive. I hope that we can get it together on time for the reunion here in 1993.

In order to initiate my efforts I am sending this letter to every contact for all units we have listed and asking them to do two things for me. First I would like to request you send to me a copy of your membership roster in order that I might pick out those in our area (with all the suburbs here most of you would not know which are close and which are not), in order that I might send a personal recruiting letter to each person at my expense. Since we have no members of dues structure yet I am initiating this on my own. Secondly if you have a newsletter for your organization, I would appreciate it very much if you would publish the fact that I am initiating this chapter and anyone interested should contact me at the above home address.

I realize that as we have no stationary yet or anything else for that matter you don't really know if my request is backed up by the legitimacy of the office I claim to hold. If you have any doubts, please contact Gene Person at (512) 466-7507. He is the one who solicited me to undertake this job and serves on the Chapter and Unit Development Committee for the 8th Air Force Historical Society.

Thank you ever so much in advance for your kind cooperation. I would enclose postage for you to send the material to me however since I am not aware of how large your rosters are, I did not. If you wish me to reimburse you for your costs, just write a note on the roster and let me know what I owe you and I will gladly reimburse you from my personal funds. Hope this reaches you in good health.

Sincerely,

[Signature]

Col. Terry Carlson

NEW LIFE MEMBERS

We have a total of 147 LIFE MEMBERS.
The newest ones are as follows:
GEORGE ANDERSON
ROBERT REED
CHARLES BLACKWELL
STAN SMITH
ROBERT CARDIN
GEORGE STATEMAN
JACK GASSMAN
NELSON THOMPSON
PAUL L HERTENSTEIN
JAMES TOLBERT
CHARLES HUNNICUTT
JOHN WHITTEN
DONALD KARR
IRVIN ZWIEBEL
BEN MC CHESNEY
JOHN FONDA
EDWARD NEWMEYER
AL GROSS

WANTED:

BOMBARDIERS

Names-address-school, yr class, serial # and pictures if possible. If known deceased, dates and information. A list of all is kept by E. C. Ned Humphreys, Exec Director Crosshairs, official Newsletter Bombardier Inc....500 Jackson St #1407...Daphne, Al 36526
<table>
<thead>
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<th>Reference</th>
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<tr>
<td>Airfield Plan No. 116. Crown Copyright/RAF Museum. Published by After the Battle Magazine.</td>
<td>3 New Flitlow Road, London E15 3JA. Printed in Great Britain.</td>
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Monsieur Francis MULLER
95, rue de Bâle
67100 STRASBOURG
FRANCE
Tel. (33) 88 34 38 30

Strasbourg, the 13th January 1993

Dear Sir,

I got your address through Mr. Gérard RENAULT from CHARTRES in FRANCE. Like him, I am doing research about aircrafts who were shot down in our country during the Second World War.

I would like to know if you have informations about the B-17 Serial 42-32086 - 8th U.S.A.A.F. - 457th Bomber Group, who fell down the 10th September 1944 in the morning, over the "BAREMBACH" village (close to the "SCHIRMECK" town in the East of France).

I questioned several witness of the scene. They all told me that they had seen parachutes who opened out.

I would like to know, if possible, the names, ages and grades of the crew members and especially if there were survivors and where I could find them.

The inhabitants of the "BAREMBACH" village asked me to do those researches. The aircraft had in the past destroyed 7 or 8 houses of the village.

I hope you can help me and thank you very much in advance.

Sincerely Yours.

[Ed note: My list of planes shows 42-32086 was named "You'll Never Know". It also did crash. If you can help on this letter do let us know. Please if you write Monsieur Muller, also write to the Editor for our news.]

[PS: We found the radio—gunner of this plane, Russell Karl of 11 & Crew Chief of WV, Irvin McClain.]
Dear Mr. Briggs,

I have been directed to request the information I desire, from you. By the librarian of Penn State University. I was a pilot of B-17 750, 457 BG. My first mission was Aug. 11, 1944. 35th mission was Dec. 11, 1944. I started my tour as a co-pilot and became first pilot on my 18th mission. My squadron commander, William J. Doherty, selected me to replace a captain, who had recently come to the group from the states, an pilot of his crew. My 17th mission had been to Politz where our group commander was shot down. The group needed all the the crews they could muster at that time so this was the reason for my transfer from my original crew as the captain was being grounded. The squadron commander and his crew was needed. William J. Doherty had been the pilot on my first mission which I flew, as then required, with a crew not of my own. My pilot was acting in a similar capacity with another crew. After obtaining my own crew, I finished my tour and went on to fly British Mosquitoes, with the 25th BG.

The information which I need concerns the names and serial numbers of the two crews, their present whereabouts and the name of a certain ground crew chief. You are supposed to have information on where I can obtain the data. The librarian at Penn State indicated that information on the personnel was not lodged there. I also inquired as to the histories of the aircraft, which had been flown by the 750th squadron. I kept the records of the specific number of the aircraft, which I flew on each particular mission. My concern about the ground crew chief involved his a/c which had no chin turret and one I always believed to be a B-17F model, but my flight records do not identify the particular plane flown but only the hours and note whether combat or otherwise indicates that I always flew a B-17G. I believe the flight record to be wrong in this instance as I have also found a couple of other errors.

This particular a/c, I am interested in was maintained by a ground crew chief who came from Louisiana and who was particularly proud of this ship & its record of missions flown. He indicated that he was in charge of the missions flown by a B-17 whenever we discussed his ship. He diligently repaired it when malfunctioned. It was painted the OD color. I came to look at it as my ship. This particular ship "bellied-in" in Belgium by another crew, the chief, had a premonition of the incident occurring before it occurred. The crew were uninjured and the plane was at first believed to be worth repairing. Later decided to be scrapped (we believed). I think the a/c was 8551. My desire is to learn where in Belgium the ship is, as I am going to Belgium sometime in February & would like to see if I could get additional information about the crash and possibly some pictures. I need to learn the crash location, and also whereabouts of the records from which I can gather the wanted information. The ship had to have "bellied-in" between Nov 29 1944 Misburg Germany Mission and the December 11th. I shall await hearing from you. [Ed note: To save space we condensed this letter. We could not give him any help on this. It may be too late to catch before his trip. If you can help him, call collect or write to him; we gave him Bernie Bain's name on chance Bernie might help.]

115 Brown Road. Ponce, Pa 16229
Phone (412) 295-9016

REQUEST:
A phone call to the Briggs from William D. Hasty, PO Box 8, Henrico, NC 27842---has brought a request for the family of James C. Hilty, who was killed Easter of 1945 on his third mission. The family would like to know if anyone can give them any knowledge of his war time service. If you can help do either call or write to William D. Hasty.
Phone # 919-535-2354

American Ex-Prisoners of War

Several requests for any knowledge of a list of POW's and the camps they were in. Send in your name to us or 8th AF NEWS, we put the word in NL ED.

CONTACTS:
We have often wondered how this or that one had our name. We decided that several things could be the reason for Homer's name to be on so many files or lists in the USA, England, Scotland, Sweden, Germany, The Netherlands, Belgium, France, Spain, Australia, Hawaii, Canada & the Philippines.

As the 1971 contact man for our tracking 457th names and addresses.

The following years: The Eighth AF and the WWII groups that read the 8AF News & other NEWSLETTERS (we exchange with many). Also other Museum formed by Air craft buffs. We attend many airshows and visit museums and talk to all the planes owners & crew, museum people, who always take Homer's name and address. Lots of people, including former WWII men (any Group) & in turn contact Homer, we try to put them in contact with whoever, they need.(after they also talk to the same people). Homer belongs to a locally based WWII flying museum. He is the procuring officer and in turn talks to lots a/c also ground equipment (owners and museums) Many letters pour in every week from plane buffs, historian, authors, inquiries come in downed planes history, crews, buddies looking for buddies, relatives looking for any bit of information on a 457th person, who may have died in the War... Or died later, with giving the relative any idea of their service in WWII. It seems as a relative get older, they want that knowledge.

We advertise the reunions in over 40 news-papers & magazines. The English Historians also spread our name around. All this is great and helps us to help others.

We are happy when we can put a family in touch with information they wish. When a buddy finds another buddy after so many years gone by, its a happy time for all...

------------------------------------------------------------------------
Norman Graham writes Dec 3 1992

Dan went into the hospital on November 25 with an infection. Hope to get him home 4th Dec. Dec 26: Dan is back in the hospital and they pumped his stomach. He hasn't been out of bed since Nov 23rd. Jan 3: Dan will have gallbladder surgery Jan 5th.

Ed note: Dan has really been sick and could use a get well note from all his friends.
RR 3 Box 306A...Elwood, In 46036

We have the 1986 Roster booklets free, please send 75 cents for postage. There are many changes since this Roster. The 1991 Roster has been sold out for over a year.

XXXXXXXXXX

MEMBERSHIP CARDS are sent when you pay your first dues and again when Life Membership dues are paid. We will issue a new one if you lose yours or is tattered and torn. Please keep your canceled check for your receipt. If you fail to receive a membership card after a few weeks contact us.

There are 200 million Americans, 85 million are over 65 and 75 million are under 21. That leaves only 38 million to do the work, but 5 million are in the armed forces. That leaves 32 million to do the work, but 6 million are on welfare, and that leaves 26 million to do the work, but 15 million work for the government, and that leaves 11 million to do the work. 10 million are in school; that leaves 1 million to do the work, but 750,000 are disabled or sick. That leaves 250,000 to do the work. Last week there were 249,998 people in jail. And that leaves 2 people to do the work. And since you don't do much - NO WONDER I'M TIRED!

PAID YER DUES? KEEP YOUR 457th SOLVENT!

New Renewal MEMBERSHIP & SUBSCRIPTION APPLICATION Address Change

Name ___________________________ Nickname ___________________________ Wife ___________________________

Address ___________________________ City ___________________________ St ___________________________ ZIP+4 ___________________________

Phone ___________________________ So#n ___________________________ Dates Assigned ___________________________

Duties ___________________________ Plane Names & No you worked or flew ___________________________

Pilot's name ___________________________ POW/Evadee: Date of capture / escape ___________________________

RANK ___________________________ RETIRED? ___________________________ RANK ___________________________

(Please provide Dates Assigned, Plane Name & #, Pilot's name, POW/Evadee info, if not already given)

ANNUAL DUES: 2 years dues $25.00.
LIFE MEMBERSHIP DUES: Under 60 yrs of age...$10.00
61 yrs to 65 yrs...$90.00 66 yrs to 70 yrs...$75.00 71 yrs & older...$60.00

At present time Associate Members (including widows, relatives) do not pay dues. Any contributions sent will be used for mailing newsletters and information.

English Friends: ___________________________ Other ___________________________ AMT ___________________________

DUES-SALES-CONTRIBUTIONS - MAKE CHECKS PAYABLE TO 'THE 457th Bomb Group Association' Your canceled check is your receipt.
MAIL TO: HOMER OR MICKEY BRIGGS . 811 Northwest B St., Bentonville, Ar 72712

Once you have filled this application in, in future dues payment check only renewal box, your name and address.

11
Disability Envelope to be Issued by USPS

The U.S. Postal Service recently unveiled the design for a 29-cent stamped envelope recognizing the over 43 million Americans with disabilities.

The Americans With Disabilities envelope will depict a solid blue silhouette of a woman in a wheelchair on a white background. The “USA” and “29” will feature the same blue color, as will the words “43 million people with disabilities” underneath the double line. To the left of the figure in red are the words “For a stronger America, count us in!”

The first issue of the envelope will take place on July 22 in a ceremony held in Washington, D.C.

For more information about how to order these envelopes, you may contact your local Post Office.

For a stronger America, count us in!
43 million people with disabilities

Senior Citizens Are the biggest Carriers of Aids!

- hearing aids
- seeing aids
- denture aids
- knee aids
- walking aids
- medicare aids
- govt. aids

Howard Huge

"No, he doesn't bite, but he writes very nasty letters to the editor."

SEARCHING FOR DUES
MOVING

REUNION NOTICE
COPY FOR SANTA ANA ARMY AIR BASE 18TH ANNUAL REUNION

May 1, 1993, SANTA ANA ARMY AIR BASE 18TH ANNUAL REUNION AND LUNCHEON. ORANGE COAST COLLEGE, COSTA MESA, CA. FORMER S.A.A.B. PERSONNEL, CIVILIAN, MILITARY, AVIATION CADETS AND GUESTS. CONTACT S.A.A.B. WING, P.O. BOX 1764, COSTA MESA, CA 92628. TEL. (714) 631-9918, THURS 10 A.M.-3 P.M. OR 24 HR. ANS. MACH 1/V. NAME AND ADDRESS

OCT. 15-19, 1993
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Thomas L. Thomas, President
Eighth Air Force Historical Society

"Bill Maher has written a most remarkable book. FATED TO SURVIVE is Bill’s personal memoirs of his combat tour of duty as a B-17 Pilot with the 401st Bombardment Group Eighth Air Force. His thrilling story includes his miraculous escape from a burning and exploding B-17 high over France and Hitler’s Europe in 1944. Bill survived along with his navigator to become "guests" of the Luftwaffe until war end. His dual account of combat in the death-filled skies and day-to-day survival in Stalag Luft III (Ogani) and the infamous "Bizzard POW March" of January, 1945 will become a classic of World War II literature. It was indeed a pleasure to work directly with Bill and help him see his project of almost 50 years evolve to fruition."

Ed. Y. Hall

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1992 MINI REUNION REMEMBRANCES

By VP Billy Hightower

Bernie Bains, our "Main Man" FOTE member, picked up Gladys and I at the Peterborough train station, Tuesday, May 12, and dropped us off at the Butterfly Hotel, the place of our Reunion. It is a neat little suburban hotel a couple miles from town.

Wednesday morning Bernie and Sadie picked us up, and we departed for the town of Wisbech, about 30 miles to the northeast. Our crew had experienced an interesting week-end there almost 50 years ago. I wondered if it looked the same. We went to the old section of town which looked the same. We found the "Five Bells" pub. Everything, down to the furniture and its placement, looked exactly as I remembered it. We shared our story with the barmaid and the morning beer drinkers. They were all delighted and added a few stories. None of them were old enough to remember the Pub 49 years ago.

We found the "Rose Crown" hotel. They had modernized. When I told the Manager and desk clerk, neither of WW II vintage, about our week-end in Wisbech 48 years ago they stopped their work and enjoyed the story.

Thursday Gladys and I rented a car and drove to Stamford and The Wash. Almost got killed twice. Friday and Saturday Bernie, Tom Goff and I formed a greeting committee and placed ourselves just inside the entrance. The hotel staff enjoyed the wild individual reunions.

Sunday our good FOTE member Gordon Townsend picked us up with two buses and we traveled to Duxford RAF Airfield and WW II Aircraft Museum—both British and American Airplanes. They have the most well preserved B-17 I have seen since the war. It is an excellent museum.

After lunch we drove to the U.S. Military Cemetery at Madingley, near Cambridge, where soldiers, sailors, Airmen and Coast guardsmen are buried. It is beautiful and well maintained. We were to participate in a memorial service for those Americans who lost their lives and to commemorate the 50th Anniversary of the Yanks WW II arrival in England.

The ceremony was organized and directed by the 100th Air Refueling Wing, RAF Mildenhall, under the auspices of the U.S. Embassy and Air Forces in the United Kingdom.

86 organizations were to participate, mostly WW II Associations such as the 457th. The roster appeared to include all the 6th and 9th Air Force groups from WW II. About 1000 people took their seats in temporarily constructed stands across from a granite type wall on which was etched the names of those Americans who were buried there. The wall and stands each ran about 75 yards long and faced each other. The speakers platform was on one end of the wall side.

Each group had brought a wreath which English Royal Scouts had placed a few feet from the wall, in numerical order. Our was number 69 and was in the shape of a triangle U, which Bernie had ordered. At a

CIVIC WELCOME

CITY Mayor Les Rimes met members of a World War II bomber group for his first official duty in his new office. Mr. Rimes held a civic reception for American servicemen converging on Peterborough for a reunion of the 457th Bomber Group.

Around 60 members of the group, which was stationed at the Glatton base at Cambridge in 1944, were given a tour of the civic salute at Peterborough Town Hall—where a painting of one of the 457th bomber planes is on display.

The former service members made the visit as part of their bi-annual reunion in the city. Other activities included memorial services at Connington Church and the Madingley American Cemetery near Cambridge.

ATTENDEE S

CROCKETT, GEORGE & DOROTHY
HAY, RALPH & VEVE
HIGHTOWER, BILL & GLADYS
ROGERS, CHARLIE & RUTHAN
SELLON, DON & JEANNE
SMITH, CARL
ZIMMERMAN, LEON & HELEN
FRIEDMAN, DAI & ANGELINE
TANGNEY, BOB & MARGARET
LEWIS, GEORGE & MARGUERITE
HEEKEN, FRANK & ELEANOR
PETERSON, LES & MILDRED
SON-JERRY PETERSON,
Son, ROY, LINDA, NIKKI LEE
HEDGER, WILLARD & IRENE
FLOMAN, WIL & PHILLIS
CLAESENDEN, BAR
SCHANKIN, JOE & MARTON
BASKETTE, O B & CHERIE
MARTIN, FRANK & DOROTHY
FALCONE, JOE & IRIE
TRIPP, ROY & CECILIA

BRIGGS, HOMER & MICKEY
ADISON, JOHN & MARY
SCHWAB, DEL & HELEN
GIRARD, BILL & MARY
BRINES, THOMAS & LYDIA
GOFF, TOM
RUKODE, KEN & BLANCH

BAIN, BERNIE & SADIE
TOWNSEND, GEORGE
DAUGHTER-MARYL, Robert
TOWNSEND, JOAN
TOWNSEND, GORDON
WILSON, JOHN
WALKER, JOHN, MAGGIE
prearranged signal a representative from each group left the stands and
stood by his wreath. In the absence of President Ron Byers I was
privileged and honored to represent the 457th. At another signal we
laid our wreaths against the wall at the same time. The planning had
been superb. It was a beautiful ceremony.

A lone B-17 appeared overhead as we left the stands. From where
it came I do not know. The pilot made some sharp turns as he
 lumbered back and forth in a "Fly over." I heard some comments like
"Did we move that slowly?" And I heard some responses like "Well, it
seemed pretty fast at the time." We left for a tour of Cambridge.

On Monday morning we stood at the site where the 750th
squadron's huts were some 49 years ago. Not much left now but a
few foundations and piles of bricks. The water tower and old north
road provided the main orientation points. Each one of our 20 odd
group strained to figure out where his hut was, where the orderly room
and latrines were. Each of us had a special tale to tell of
incidents he remembered when the site was alive and teeming with
members of the 457th Bomb Group who were there for the sole purpose
of stopping a mad dictator from conquering the world.

We reluctantly left the site and walked down the road toward
the flight line and beautiful old Connington Church, surrounded by
its historic cemetery. We were to participate in laying a wreath
at our 457th memorial monument in the cemetery.

As we walked we tried to put the landmarks in perspective with
the way things looked 50 years ago. It was difficult to do.

We joined the rest of our Reunion group at the Church. We were
altogether about 65 people. There were members and their wives, F.O.T.E.
Members, the local Church Vicar whose name I do not have, reporter
Mike Colton from the "Peterborough Evening Telegraph," Englishman
Bill Green representing the Penland RAF Bomber Command Association,
and Bill Whelan, a pen pal of 457th member Ken Gordier. Ken couldn't
be there.

The good Vicar made a wonderful presentation about the brave
457th Airmen who gave their lives. As he spoke I suddenly got a
picture of those in our hut who he was talking about. I got a
picture of all of us in formation, streaming through the air, hearts
pounding, not knowing if we would survive. We did, they didn't.

When he finished I held the second Triangle U wreath which
Bernie Baines had arranged for. All I could say was "Thank you."
I placed it on our memorial monument. What an honor it was to
have the privilege of representing our Association in this ceremony
of remembrance. I thought about our Comrades who didn't
make it and how much their families still miss them. I wish all of
you could have been there.

Englishmen Bill Green and Bill Whalen laid additional wreaths.
Their presence reminded me of our closeness with the British. Young
Lee Peterson, Grandson of Leslie and Mildred, placed a wreath in
special remembrance of his family members. He gave a heartfelt
prayer for them. There were six Petersons at the reunion, represent-
ing three generations. They are a great family.

We got on the bus again in the hands of our F.O.T.E. Member Gordon
Townsend, who drove us to the flight line. One runway is now part of
a country road, another is in surprisingly good condition.

Once again we stood and strained for orientation. "There is
where the tower stood"--now a small pile of masonry. I wondered
where Bob Rums brought our FLAK DODGER in, with one wheel up, on
June 14, 1944--my 27th and last--with three of us hit.

In the hospital, Tail Gunner John Barrett, Waist Gunner Shirley
Mark and I mused "That's all for the Flak Dodger. They will
never get it put together and flying again." At our reunion in
Houston I learned that Clayton Bejot and his crew did another tour
in it.

We left the old base and toured Sandringham House, Castle Rising
Castle, and returned to the Butterfly.

Tuesday morning, Peterborough Mayor Les Rimes honored our group
with a reception in the Mayor's Chambers, a banner and a souvenir wine
glass. I still have these items in my possession, but will gladly turn them over for a more appropriate
place to store them.

They had our "Miss Ida" painting hanging on the wall. The Mayor
posed on the stairway with our group, holding the painting for a
Peterborough Evening Telegraph photographer. It appeared in their
Saturday, May 23, 1992 issue.

We all dressed up and had supper together that night at the
Butterfly, with a small, informal program. Everyone was invited to
tell whatever war story they wished. Young Lee Peterson gave the
invocation and his sister, Nikki, gave the benediction.

After supper, F.O.T.E. Member George Townsend, Gordon's Dad, called
me over to give us a nice compliment. He said he had been associated
with several W.W. II Associations, but, he said, "The 457th has more
'Class' than any of them."

Besides the unbelievable pleasure and nostalgia, my strongest
feeling coming away and returning home, was the friendliness of the
English people. When they would find out we were W.W. II Yanks, who
had returned, for a reunion, they would introduce us and give us a good
reunion, and usually tell us a story about W.W. II. Many times the
stories came from their parents or grandparents. It made us remember
they were also some 'Lively moments' fifty years ago.
THE MIGHTY EIGHTH COMMEMORATIVE PLATE 1942-1992

This unique plate has been specially commissioned for the occasion of the 50th anniversary of the United States of America Eighth Air Force, “The Mighty Eighth”, and their entry into combat in the European theatre of war during World War II. As well as being an appreciation from Britain for the major part it played in regaining freedom for Europe, the plate is also a dedication to the men that did not return.

The plate is to be manufactured to order by ROYAL, WORCESTER LIMITED in the finest bone china. Royal Worcester was established in 1751 and has held the Royal Warrant since 1789. Each plate is fired in England with the dedicated craftsmanship associated with Royal Worcester, one of the most prestigious names in the history of fine bone china. Twelve different colours are used to achieve this striking commemorative design.

The idea of this commemorative plate and its design is by David Johnson who as a boy in the war years lived on the edge of a World War II air base in Glastonbury, Somerset and watched the daily air base tramways first hand and was known by many of the ground and air crews. David is pictured above, the third child from the left in front of "his" two crew chiefs, behind which stands their B-17 "New York Express". For his contribution since the war David has been made a life member of the Eighth Air Force Historical Society, a life member of the 95th Bomb Group (H) Association and the Chairman of Friends of the 95th Bomb Group in England.

THE ARTIST
The artist, Geoffrey Witcher, lived next to the Mighty Eighth Headquarters in High Wycombe during the war and now is a resident of East Anglia. He is now widely known for his specialist steam locomotive and traction engine illustrations but now shares the same time absorbing interest in the air war he experienced as a teenager.

THE STORY ON THE PLATE
It was decided to give the plate no gold edging, and therefore no boundary, suggesting an endless sky which the Mighty Eighth knew only too well. The numbers of all the flying groups which made up the Mighty Eighth are shown round the rim of the plate and are therefore shown “in the sky” where they belong. These groups were either assigned or attached to the Eighth. It is hoped that Mighty Eighth veterans will proudly enjoy identifying their individual group on the plate.

The Mighty Eighth Insignia is in the centre of the plate with the two flags of the United States and Great Britain, “Old Glory” and the “Union Jack”, without which no plate symbolising friendship would be complete. Below the insignia, the words “The Mighty Eighth” are written on the famous yellow ribbon. At the bottom of the plate is the “handshake” of friendship together with the dates 1942-1992.

The selection of the B-17 Fortress, B-24 Liberator, P-38 Lightning, P-47 Thunderbolt and the P-51 Mustang was limited by space. It is acknowledged that there were many other types of aircraft used by the Mighty Eighth in the war but it is felt that veterans would not argue with this choice. These five aircraft, aligned as they are with the five points of the star in the Mighty Eighth’s famous emblem, are shown with the three lighters “the three little friends” flying over and protecting the heavy bombers. The bomber crews welcomed the sight of the fighter support but unfortunately was not always available to the flyers; the skies were not always “blue skies”.

On the rear of the plate, as well as the Royal Worcester back stamp, are listed the men behind the flying groups, the numbers of the various ground support groups that together with the flying groups formed the Eighth Air Force in Europe. Without the ground support the flyers could not have operated.

PRIORITY BUY ORDER FORM

I wish to place an order for the Mighty Eighth commemorative plate for $39.00 plus $3.00 towards postage and packing. Total $42.00.

As the plates are manufactured to order and are being dispatched to you direct from the factory you will receive your plate 8 to 10 weeks from receipt of order.

QUANTITY REQUIRED

SHIP TO:
NAME
ADDRESS

CITY STATE ZIP

Return this order form to:
John F. Pettenger, 385th B.G. Assoc., P.O. Box 117, Laurel, FL 34272 - 0117
PLEAS E ENCLOSE CHECK PAYABLE TO 385TH B.G.M.A.
ABOUT SHINGLES

A man walked into the Doctor's waiting room and when the receptionist asked him what he had, he said, "Shingles."

She took his name, address, and medical insurance information and asked him to have a seat.

A nurse's aide called him into the office and asked him what he had. Once again he said, "Shingles."

She took his weight, height, and complete medical history, and led him to the examining room.

"What do you have?" asked the nurse who joined him. He said, "Shingles."

So she took a blood test, an electrocardiogram, checked his blood pressure, and told him to take off his clothes.

The doctor came in, looked at him, and asked him what he had. He said, "Shingles."

"Where?" asked the obviously puzzled doctor. "Outside in the truck," replied the man.

"Where do you want them?"

-Anonymous

"Flight 585 to Los Angeles, seats 11 through 22 now boarding!
Have your passes ready!"

I walk from the lighted room to the darkness of the night —
and the nightmares of over forty years ago came back —

Another midnight awakening — in darkness, in silence —
We dress — stripping our individuality to dogtags,
namerankandserialnumberreligion
and blood type, of course —
quietly reminding buddies not to forget the letters if we don't return.

We chow down — in silence...

Then on the flight line we check everything — our clothes,
parachutes, bombs, turrets, machine guns, ammo, in silence.
The ground chief yells something
and the silent engines — one by one — grind themselves to
a rough stuttering
a hesitant smoothness
a vibration of death

We think silent prayers and start the day's work...

"I hope you enjoyed your flight," a young voice greets me.
I have no words to give her. I am lost somewhere in time.
Another voice says "Here's your bag, sir. Fly again soon."
"I have my parachute," I mutter.
I sit down — tears, tears soar in my heart with old, strange memories,

and I write this...

REPRINTED FROM "CROSSHAIRS"

Edward F. Sundberg

Hey Sam... How bout some more?
Days that still cast shadows across the sun

Veterans linked by the missions of the past

MEMORIES: Ex-USAF navigator Tom Goff remembers wartime comrades who never came back to Glutton.

Billy Hightower never thought he would choke up. “That wasn’t in my plan,” he said.

As vice-president of the 457th Bombardment Group Association he had just laid a wreath at Glutton airfield in memory of his wartime comrades who flew from there to their deaths.

Until then it had been a jolly day in the sun. “Half Mission” Heekin laughed so much he never did tell me how he got his name.

But for a few minutes we gathered round the memorial: a concrete head of a filer looking straight along the line where Glutton’s main runway once stretched out.

Memories returned

He seems to be eternally and hopefully watching for aircrews who took off and never came back.

But the memories returned to the veteran survivors.

The 10-hour raids in their Flying Fortresses. The enemy flak, the fighters, and the dead and the wounded as the Americans suffered fearful losses in their daylight raids over Germany.

Former radio operator Billy Hightower remembered one of his 27 missions which ended when God and the pilot between them put his aircraft safely down on only one of its four engines.

The vicar said a few words and more wreaths were laid.

Bill Green laid one on behalf of Fenland Bomber Command Association. Bill Whelan brought another all the way from Sussex on behalf of his pen-pal Staff Sgt Ken Gordier, who couldn’t be there.

Emotions

It only took a couple of minutes, but that was enough.

The survivors of the 457th Bombardment Group had paid their homage and then, like all veteran warriors, they put their emotions away again.

Some of them had returned before, but this was the big one, the 50th anniversary of the arrival in East Anglia of the American 8th Air Force to fight the Hitler War.

Their contact here is Bernard Bains of Western Avenue, Peterborough, whose boyhood bike trips down the A1 to watch the Fortresses at Glutton planted the seeds of his interest.

Now he is recognised as the authority on the Group’s history.

So much so that he is an associate member of the veterans’ association, regularly hosts its members on their visits to Peterborough, and in turn has been to America several times.

One of his friends is Tom Goff, who arrived as a navigator on a “cold, miserable and muddy day” in January 1944.

Which was vastly different from the warm and friendly day last week when he stood on the concrete foundation of the hut where he lived.

Apart from the water tower by the side of the A1 and a small building used as a farm store, there isn’t much left of Glutton airfield — although part of a runway is used by Connington airport.

Why the different names for the same place? They called it Glutton during the war to avoid confusing Connington with the RAF station at Coningsby.

Tom completed two tours totalling 44 missions. He volunteered for the second because, he said, he finished the first only a few months after leaving flying school.

Midnight

“I knew there was more of this war to be fought somewhere, and if I had to do it, I preferred to come back here to this outfit,” he said.

He recalled getting up at midnight for a powdered egg breakfast, studying the target and flight plan and then taking off at 7am for a trip that might last for 10 hours.

“In my first five missions the air force lost 150 or 160 aircraft.

“It was terrifying — but I’d have been more terrified on night raids.

“The first mission was terrible. My radio operator was killed, and then on we brought a lot of wounded men back, but in 44 missions I suffered only a little scratch.

“Try as I might, I couldn’t make a scar out of it.”

Frank Martin was ground crew — “not as exciting but much safer,” he said as he pointed out the site of his hut by the water tower.

He was there with his wife, a GI bride who was born Dorothy Treadwell in Low Cross, Whittlesey.

They met in January 1945, married in the following May at St Andrew’s Church in Whittlesey and have been back several times.

Experience

As Frank and his friends strolled off to the beach for a trip to Sandringham, their unmilitary step and comfortable waistlines showed the passage of half a century.

They are elderly men now, but as young men they shared an experience that 50 years later cast a brief shadow over a sunny day at Glutton.
THE WALL OF THE MISSING
Cambridge American Military Cemetery

"THE AMERICANS, WHOSE NAMES HERE APPEAR, WERE PART OF THE PRICE THAT FREE MEN FOR THE SECOND TIME IN THIS CENTURY HAVE BEEN FORCED TO PAY TO DEFEND HUMAN LIBERTY AND RIGHTS. ALL WHO SHALL HEREAFTER LIVE IN FREEDOM WILL BE HERE REMINDED THAT TO THESE MEN AND THEIR COMRADES WE OWE A DEBT TO BE PAID WITH GRATEFUL REMEMBRANCE OF THEIR SACRIFICE AND THE HIGH RESOLVE THAT THE CAUSE FOR WHICH THEY DIED SHALL LIVE ETERNALLY."

President Dwight D. Eisenhower

FINAL FLIGHT
(By Bob Karstensen, 451BG, from 94th BG Notes)

We sometimes sit and wonder as the years go speeding by,
If our lives are shaped and guided by our comrades from on high.

We had learned to do together and to share our dreams and plans.
We had learned a bit of all things that it takes to be a man.

But life was not so kind, it seems war takes a heavy toll,
We saw our comrades leave our ranks and join the Honored Roll.

They died in simple silence or in anguish and despair,
They've blazed a muse for all of us that we may meet 'up there.'

Some day we'll hear their voice again when our bodies cease to roam.
The call will come through loud and clear —

"Box the straggler in, boys, let's take this flyer home."

8th AF NEWS, August 1992

OUR FRIENDS REMEMBER

Cambridge American Military Cemetery
An address book, less than 1/8th inch thick, that holds hundreds of addresses and telephone #s. It has a gold background with blue lettering, with a large "8th" on it, and a "457th Bomb Group and San Diego '89" on it. Great for your purse or billfold, and a wonderful momento to carry, as well as being a "stocking stuffer" at Christmas time. You may order one of these for $1.50, which includes mailing.

**LAPEL/TIE TAC**

This beautiful pin (actual size) has the colored background of the 8th Airforce insignia, around which is lettered "457th B G-San Diego '89" on a white background. It too draws a lot of attention and helps us in spreading the word about the 457th. The cost is only $4.00, which includes mailing.

**PENS**

Beautiful and extremely fine quality white pens, with a blue 8th Airforce decal, and the wording 457th Bomb Group - San Diego. These pens are sold at stores for $5.00, but we are reducing them for $2.50 or 5 for $10.00, postage free. A wonderful gift for the grand--children.

**BLACK PUFF POLLY**

Our 457th Vice-President has done it again. He has published another book, BLACK PUFF POLLY, in which 43 members of the 457th tell their stories, many of which have never before been told. It is about those less fortunate members of the 457th who were shot down and who were prisoners of war, or both. It covers ditchings in the North Sea, POW camps, internment in Sweden and Switzerland and much, much more. You can obtain a copy of this magnificent paper-back book for $15.95 plus $1.50 S/H ($17.45) by ordering directly from PAW PAW PRESS - P.O. Box 9191 - Moscow, ID - 83843. [Ed. note: I have read this book and believe me, it is a one-of-a-kind. It is a limited edition, so don't wait until they are all gone before you decide you want one. Once sold out, there will be no future Editions.]
1993: The 1993 Reunion will be at the Hyatt Regency Hotel, Rosemont, Chicago at the O'Hare International Airport: September 28 - October 4. Plan now to attend. We are now trying to see what we can do to involve the RAF and the RCAF plus the Polish Air Force in this reunion. We will try to involve the Great Lakes Naval Station in our Memorial Service. Units from all forces will have rendezvous and meeting rooms!

Send membership information and address changes to
The 8th Air Force Historical Society
P.O. Box 7215, St. Paul, MN 55107
(Telephone 1-800-833-1942)

8th AFHS MEMBERSHIP APPLICATION

NAME

First Name

Middle Initial

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City

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8th AF Unit

Dates of Service

To

Not in 8th. Sign me up as Associate Member □

If in Service—Dates of Service

To

Please use this form only for your initial application and for your first calendar year’s dues ($10 U.S. and $15.00 non-U.S.). Send with your U.S. Dollar check (made out to 8AFHS) to 8AFHS P.O. Box 7215, St. Paul, MN 55107. Your annual dues will be billed for subsequent years.

inquiries...

This column is for inquiries submitted by DAV members and other interested persons attempting to locate persons to substantiate a claim for service-connected injuries. Your request will be processed through various means in an effort to find the person you are attempting to locate. Requests to locate persons will be published if all other attempts have failed. Thank you... the editors.

To Substantiate Claims...

Found in 8th AF News Aug 1992

MEDALS AVAILABLE, 8AFers earned 7,000 Purple Hearts, 46,000 DFC’s and 442,300 Air Medals. Many earned the Good Conduct Medal. Almost all can wear the American Defense, American Campaign and the ETO Campaign Ribbons. All are due the WWII Victory Medal. The big problem is that a large number of our members have never been awarded all of the medals and ribbons they are due. Recent clippings, from John Greenwood-351BG, Gordon Robertson-486BG and Bob Brooks-Liberator Club, advise that medals that were not issued may be secured by sending your name, branch of service (U.S. Army Air Force), ID number and dates of service to The National Personnel Record Center, 9700 Page Blvd., St. Louis, MO 63132. Be prepared to wait as they have to go through “millions of cardboard boxes” to verify your eligibility. To receive medals for deceased persons, a birth certificate must accompany the request.
GI's used in gas tests, VA reports

WASHINGTON - Lawrence Tomah said the Army threatened to throw him in prison if he revealed his forced participation in mustard gas experiments during World War II. A half-century later, the secret is out and thousands of suffering veterans like him may finally be eligible for compensation.

A study by the Institute of Medicine released Wednesday said more than 4,000 veterans were exposed to large doses of mustard agents and Lewisite, a compound containing arsenic in wartime field and gas chamber experiments.

The institute, a wing of the National Academy of Sciences, said it had found direct links between exposure to the poison gases and such diseases as respiratory and skin cancers, leukemia, sexual dysfunction and psychological disorders.

"Overall, the levels of exposure by the human subjects may have been much higher than previously believed," said Dr. David Rall, who chaired the report. "We cannot excuse the fact that test subjects, particularly those who suffered severe burns and inhalation injuries, were neglected for so long after the war."

"What we found was evidence of betrayal and a sad legacy," the report said.

The Department of Veterans Affairs said Wednesday it would expand its list of recognized long-term effects of mustard gas exposure, based on the $600,000 VA-funded Institute of Medicine report.

"The years of silent suffering have ended for these World War II veterans who participated in secret testing during their military service," said acting Secretary of Veterans Affairs Anthony J. Principi.

Tomah, one of a score of veterans who attended a public briefing on the study, said he was an 18-year-old enlisted man in Texas when he was asked to walk through two gas-filled sheds without protective clothing and was doused on the arm with mustard gas.

His arm was still infected when he fought at Omaha Beach in France the next year. Two years later he lost part of his left hip to cancer.

Tomah, 66, of Walters, Okla., said the Comanche tribe of which he is a member paid his way so he could be examined at a VA hospital, but "they gave me the cold shoulder."

Others told similar tales. Nathan Schnurman, 66, of Charles City, Va., recalled how he passed out and was "left for dead" during the tests. He had lost use of his legs, has only half a lung and suffers from eye disease and blood clots.

The VA said veterans from both world wars with health problems that may be related to significant exposure to mustard gas — or their survivors — should contact their nearest VA regional office or call the VA's nationwide toll-free number, (800) 827-1000.

BOMBARDIERS, Inc....

We're working hard to carve our rightful niche in Military Aviation History

STATUS OF RESEARCH TO DATE

53,000* - Estimated number of bombardiers trained in WWII.
49,737 - Names in BOMBARDIERS, Inc. computers as of 10 Oct 1992 including a small number of Associate Member names.
9,743 - With known addresses
4,482 - Known deceased
14,225 - Total names accounted for (Location or Plate)
3,243 - Est bombardiers yet to be identified fn orders/obks

(See list of needed orders/obks on pg 42, this edn)

38,775 - Est bombardiers yet to be located or fate determined

(53,000* Est Total less 14,225 Accounted For)

* = 10 Oct 1992 reajusted estimate of total trained.

STATUS OF SUPPORT RESPONSE FROM CONTACTS MADE

9,743 - Number of bombardiers contacted (to 10 Oct 1992)
3,233 - Number donating to support effort = 33%

22

MUSTARD GAS

Veterans exposed to mustard gas tests during World War II finally are eligible to receive disability compensation from the Department of Veterans Affairs (VA). VA has announced the final rule for compensation for WWII veterans who participated in full-body, field or chamber mustard gas experiments and have suffered certain chronic ailments. The ailments include laryngitis, bronchitis, emphysema, asthma, conjunctivitis, keratitis and corneal opacities.

"This rule gives the benefit of the doubt to those veterans involved in mustard gas tests but couldn't document it because of the confidential nature of some of the testing during WWII," says VA Secretary Edward J. Derwinski.

If you were involved in mustard gas tests and suffer from one or more of these health problems, contact your American Legion Service Officer. If you were denied compensation under the old rule, you are urged to reopen your claim. Veterans' claims that have been awaiting final disposition of the mustard gas rule will now be ruled upon by VA.
Here's GI Discharge Plan

Bulld of Troops to Quit ETO Within 12 Months

85 Points to Be Minimum Score

WWII POINTS FOR DISCHARGE

By Ned Humphreys

In a message to Congress on 14 January 1942, President Franklin D. Roosevelt charged the National Resources Planning Board (NRPB) with the preparation of a long-range plan for post-war full employment, security, and building America. From this, in late 1944 evolved the NRPB publication Post-war Agenda which, among other things, outlined general plans for demobilization. Thus was conceived the groundwork for the Army's point system by which some 1.3 million soldiers would be discharged. Details of this point system were publicly released the evening of Thursday, 10 May 1945.

The Stars and Stripes Paris edition of Friday, May 11, 1945 sported a front page banner and story lead as seen above.

Service and decorations were figured from 16 September 1940, the date of the Selective Service draft. All point values were frozen by the War Department on "R" or "Readjustment" Day which was announced as Saturday, 12 May 1945.

The S&S story said: "Length of service in the army, service overseas and decorations are computed only between 16 Sep 40 and R Day. However, medals and battle stars awarded later for actions before R-Day will be counted.

Children born after R-Day will not be credited to a soldier's points."

The point system finally adopted stemmed from a poll of soldiers in the field by the War Department, said S&S. Officers eligible for discharge under this point system were to be additional weighted consideration applied. The three considerations were: 1) his efficiency, 2) his desires and, most important was 3) military necessity.

In the same edition of S&S the Navy announced that it was going to await results of their observation of the Army's point system before they completed and announced their own system. Further, the Navy said they will await "...the defeat of Japan...before implementing their plan."

Under the Army's system, men with combat experience were to receive 37% of the discharges although they represented only 35% of those in the Army. More than 98% of those expected to be discharged were to have had overseas service, and fathers were to make up 25% of those getting out.

[Comment: Our thanks go to John K. Mattison of Peru, Illinois, an Associate Supporting Member of BOMBARDIERS, Inc., for his providing a copy of The Stars and Stripes quoted from. John is a former radio operator from the 385th Bomb Group of the 544th Provisional Group. Previous articles on the Point System were on pg 13 of the Jun 02 edition, pg 37 of the Dec 90 edition, and pg 28 of the Dec 86 edition. We are also indebted to retired USAF CMSgt Robert W. Dyer, San Antonio, TX for his donation of the volumes of The Army Air Forces in WWII from which certain historical facts were extracted.]

ITEMS OF GREAT INTEREST!

Try to obtain a copy of AIR SPACE magazine published by the Smithsonian. January '92 issue on the newstand $3.50. This issue contains 2 very interesting articles, several pages devoted to the Greenland Expedition and the retrieval of the P-38, and a lengthy article on the Mighty Eighth and the return of thousands of veterans to England in 1945 in celebration of the 50th Anniversary.

Adventures under the ice: Atlantans recover a P-38

The adventures of a group of Atlantans who freed a World War II P-38 plane from the ice of Greenland are recounted in the cover story of the December/January Air & Space ($3.50).

A squadron of planes was forced to land on the ice 50 years ago. Atlanta businessmen Pat Epps and Richard Taylor had dreamed of freeing the planes. It took them 11 years and $2 million to recover one.

The magazine tells how the team used special equipment to build a 264-foot shaft through ice that had built up on top of the aircraft. There are some dramatic photos of the rescue effort and the freed plane.

REPRINTED FROM "GA CHAPTER BAFIS "TALL TALES"

BETTER LATE THAN NEVER!

O. B. Bankette, 457th Bomb Group, was wounded back in 1944 during a mission but never received his much deserved Purple Heart.

Recently he was notified that our good old Uncle Sam had discovered the error and wanted to make a presentation of the medal. The presentation took place at Dobbsie Air Base in Marietta on Sunday August 2nd and the following attended representing the Chapter: Mall & Marguerite Pelot, Dick O'Hara, Jack Richard, Tom & Kitty Halings, O. B. had his wife Cherie, and sister and brother in law along to share in his moment of glory and there were also about 200 military personnel from the base in the auditorium to observe this rare ceremony.

We are all proud and happy for O. B., one of our truly loyal members and a beautiful person, and wish him the very best of luck!
Knowns locally as Conington, which is the parish in which most of the airfield was built. Glatton lies in the county of Huntingdonshire between the A1 road and the main rail line between London and the north. Glatton village lies to the west, on the other side of the A1 and this name was chosen because the name Conington might have caused confusion with the existing airfield of Coningsby, in Lincolnshire.

The airfield was built during 1942-43 to the standard heavy bomber layout with three runways, enclosing perimeter track and hardstands and temporary buildings by the 809th Engineer Battalion (Aviation) of the US Army and was due to be completed by January 1943. Its layout was unique in that the three runways surrounded Rose Court Farm which continued to operate in the centre of the airfield. Like other airfields commissioned late in the building programme, two T2 hangars were erected with other technical and administrative buildings built in concrete, brick, steel and asbestos. Living accommodation for 2,900 personnel was dispersed in the countryside around the village of Conington to the south-west of the airfield.

Glatton was first occupied by a combat unit on January 21, 1944. The last B-17 Fortress group assigned to the 14th Division, the 457th, became operational in mid-February and remained at Glatton until June 21, 1945, having carried out 257 missions. Total number of sorties was 7,066 with nearly 17,000 tons of bombs and 142 tons of leaflets being dropped.

The need for large quantities of hardcore during the post-war modernisation of the A1 resulted in some early demolition of the runways and perimeter track at Glatton. However, parts of two runways have been retained and Glatton now operates as Conington Airport. The 457th Bomb Group has a memorial dedicated to the men who lost their lives flying from Glatton in Conington churchyard.

There have been two light aircraft crashes at Conington, the first on February 21, 1973 when a Beechcraft Queen Air G-ARFF swerved violently to port as the nosewheel touched the runway during landing, the aircraft ending up through a wire fence. The second accident occurred on February 15, 1974 when the pilot of a Beech Baron made the off-repeated fatal mistake of failing to lower his undercarriage before landing. The aircraft G-AYKA successfully performed a belly landing and no-one was hurt.

Aircraft Camouflage etc.

457th BG

B-17G in olive and grey factory finish; natural metal from March 1944. No squadron codes issued or displayed. Group markings: U in triangle. From August 1944 48 inches wide dark blue diagonal band on vertical tail. Bare metal division left, blue band and a/c letter serial, and Triangle U. Some early metal finish a/c had redder and part of fin sprayed olive drab and markings in appropriate colours on this. Coloured prop bosses as means of squadron marking from spring 1944: 748S—red, 748B—blue, 750S—white, 751S—yellow. Wireless transmitter codes under wing post VE-day: 748S—RVU, 748S—JOB, 750S—PPL, 751S—MJA. A/c letter as a suffix, I and C not normally used as a/c letters. Last three digits of serial with a/c letter as prefix added to nose from summer 1944.

457th Bombardment Group (H)

Assigned Eighth AF: Jan. 44.
Wing & Command Assignments:
1 BD, 94 CBW: 21 Jan. 44.
1 AD, 94 CBW: 1 Jan. 45.
Component Squadrons:
748th, 749th, 750th and 751st Bombardment Squadron (H).
Complement Aircraft:
B-17G (from blocks 25).

Station:
GLATTON

Group COs:
Col James R. Luper: 4 Jan. 44-7 Oct. 44, POW.
Col Harris E. Rogner: 11 Oct. 44-Aug. 45.

Total Combat Sorties: 7,086. Total Bomb Tonnage: 16,915.5 tons
Major Awards:
None.

Early History:
Activated 1 Jul. 43 at Geiger Field, Wash. Group assembled at Rapid City, S.D., 9 Jul. 43 and underwent first and second phase training at this base. Training continued at Ephraim AAB, Wash. 23 Oct. 43 to early Dec. 43. Final preparation for overseas service at Wendover Field, Utah, 4 Dec. 43 to 1 Jan. 44. Col Herbert E. Rice took command in Jul. 43 and was followed by Lt Col Hugh D. Wallace on 2 Sep. 43.

Subsequent History:
Redeployed USA in May-Jun. 45. A/C left Glatton 19-23 May.

June 14, 1942...the Senate and House agree on a base monthly pay of $50 for Army buck privates and Navy apprentice seamen. Privates first-class and seamen second-class will receive $54 a month..."the good old days!"

***************************************************************
EXCHANGE NEWSLETTERS:
We exchange News with the following Group:
We exchange jokes, articles, ideas, information and learn new things.

Group: Eighth AF News............JAMES HILL
Editor: Ralph Trout
Capital Region 8th AF
Vets Group............Dave Dymus
Assoc 95th BG............Art Frankel
American EX-POW Inc........Frank Puriga
Assoc 94th BG Memorial........Frank Halm
7th Photo............Eric Hawkinson
Bombardiers, Inc............E. C. Ned Humphreys
Mr Chapter RAPHS............Jim Keeffe
Ga Chapter RAPHS............Saul Kupferman
398th BG Flak News............Allen Ostrom
397th BG............Nevin F Price
486th BG Assoc............Richard Wood
385 BG Assoc............Ed Stern
305 BG Assoc............Herbert Coleman

***************************************************************
Ex-Gunners for the Air Force Gunners Association (AFGA).

The AFGA is a non-profit association composed of Enlisted Aerial Gunners, who served in the U.S. Army Air Force, or the United States Air Force, who flew on any type of Bomber Aircraft as a Gunner, including radio operators and Flight engineer Gunners.

Our Association was organized in 1986, and presently we have approximately 1,300 members. The Air Force Gunners Association has Biennial Reunions alternating from the East, Central, and Western Sections of the United States. Our 4TH Reunion will be held July 15-19, 1993 at the Holiday Inn, Bethesda, Maryland.

For more information, please contact: Jay E. Ingle, Membership Chairman, 35469 Colossians Way, Shingletown, CA 96088, or the AFGA, P.O. Box 844, Denair, CA 95316-0844.

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National Warplane Museum
P.O. BOX 159, GENESEO AIRPORT
GENESEO, N.Y. 14454
716-243-0690
FAX 716-243-3032

***************NOTICE***************

TO: All Interested Aviation Groups

FROM: The National Warplane Museum of Geneseo

DATE: December 30, 1992

RE: 1993 "Wings of Eagles" Air Show

The National Warplane Museum of Geneseo, New York is pleased to announce that plans are underway for the 1993 "Wings of Eagles" Air Show!

The annual Air Show takes place the third weekend in August. Show dates for 1993 are Saturday, August 21 and Sunday, August 22, with aircraft arrival day being Friday, August 20, 1993. The event will be held at the Geneseo Airport, Geneseo, New York.

This year's theme is "Those Fantastic Fighters", featuring many WWII era fighter aircraft from around the country.

Bomb/fighter groups/squadrons are welcome to hold their reunions during the show. Call for details. The "Wings of Eagles" Air Show is known as one of the premier warbird air shows in the country. Don't miss it!

For more information, please contact the National Warplane Museum office, (716) 243-0690.

(Please help us get the word out and include this information in your newsletters. Thanks!)
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1976 .... Howard Larson(D) ... KS
1977-1979 .......... William Siler, CA
1980-1981 .......... Edward Reppa, MI
1982-1983 .......... Daniel Graham, IN
1984-1985 .......... William Good, Jr (D) ... FL
1985 .......... Dave Summerville ... CA
1986-1987 .......... Clayton Bejot, NE
1988-1989 .......... Donald Sellon, CO
1990-1991 .......... John Welch, SD

***************

ENGLISH HISTORIANS
Bernard Bains...... Peterborough...... 67888
Eric Brumby...... Peterborough...... 41821
George Townsend... Sawtry Hunts, Ramsey 830044
Gordon Townsend... Peterborough......
John Walker...... Peterborough...... 310232
John Wilson...... Peterborough......

LET US KNOW BEFORE YOU GO

QUICK REFERENCE ADDRESSES

*** IF ANYONE KNOWS THESE ADDRESSES ARE INCORRECT--PLEASE CONTACT ME WITH CHANGES ***

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Hill, Washington DC 20409. Include name, rank, serial #, squadron & Group #, UK
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formation. A fee will be charged.
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Administration, Washington, DC 20420. Request DVB Circular 421-88-5 (revised 14
July 1988)
RECORD OF INTERNED:Status of American Pow- National Archives Military Records
Branch, Washington, DC 20408 (No charge)
VETERANS COURT OF APPEALS Attorney John Sawyer, contact Homer Briggs for info.
Table Talk

Waiter No. 1: "We're going to get away early tonight."

No. 2: "How do you know?"

No. 1: "When I cleared the head table, I picked up four pages of some body's speech."

I hope so. I'd hate to think I got this far behind in just one lifetime!

Do you think you've had previous lives?

Reincarnation

Birth Mirth

"My sister gave birth in a state-of-the-art delivery room," said one man to another. "It was so high tech, the baby came out cordless."

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