



# THE FIREBALL

Est. July 1971 ► Bentonville, AR

May 2022 Vol 54 Issue 93



## 457th Bomb Group Association State-side Reunion September 14 - 18, 2022 Gettysburg, PA

The 457th Bomb Group Association  
cordially invite you to the  
WWII USAAC 457th Bomb Group 2022 State-side Reunion in  
Gettysburg, PA  
September 14 - 18, 2022

**Reunion Registration: \$175 per person**  
(Reunion Registration Form on page 2)

Schedule includes:

Wed Sept 14 --- check in

Thurs Sept 15 --- check in and social time

Fri Sept 16 -- Battlefield Tour

Sat Sept 17 -- business meeting in the morning,  
visit town & sites in the afternoon

Sun Sept 18 -- goodbyes & departure

Our Reunion Chairman Will Fluman welcomes and encourages anyone to call anytime for more information, questions, or comments about our upcoming reunion. Will Fluman - (570) 971-5757

We will also be posting updates and more Reunion information on our websites: [www.457thbombgroupassoc.org](http://www.457thbombgroupassoc.org)  
and [www.facebook.com/groups/457thbombgroup](https://www.facebook.com/groups/457thbombgroup)

### This Issue:

State-side Reunion .....	1
2022 Reunion Reg Form .....	2
Notice of Meeting .....	2
Over The Pond .....	3
French POW Flight .....	5
Escape and Evasion .....	7
We Salute You .....	9
Bulletin Board .....	11
Membership Form .....	13



## Notice of Meeting

457 Bomb Group Association  
Business Meeting,  
Saturday, Sept 17, 2022.

This is the Official Notice that The 457th Bomb Group Association will meet at the Wyndham Gettysburg, 95 Presidential Circle, Gettysburg, PA., September 14 - 18, 2022. The Business Meeting of the Association will convene in session during the meeting for the purpose of electing a board of directors for the ensuing term of office, receiving reports and to transact such other business as may properly come before the meeting. Regular and life members are voting delegates and are entitled to vote on each matter properly coming before the membership requiring a vote.

### Business Agenda:

Call to order  
Pledge of allegiance  
Invocation  
Reading of notice of meeting  
Determination of quorum  
Approval of minutes of membership  
Recognitions  
-Guests  
-Board of Directors  
Reports  
- President  
- Treasurer  
- Newsletter editor  
- Reunion Coordinator  
- Secretary  
- Website  
Report of nominations committee  
Election of Directors  
Other Business  
Announcements  
Adjourn



## 457th Bomb Group Reunion: Gettysburg, PA Sept 14 - 18, 2022

### ► Registration Form

Name		Squadron	
Spouse/Guest #1		Guest #2	
Guest #3		Guest #4	
Address	City	State	Zip (+4)
Phone	email		

May we include your phone number in the registration book? ☐ Yes ☐ No

### ► Registration Fee

Reunion Registration Fee: \$175 per person

# \_\_\_\_\_ persons x \$175 each = \$ \_\_\_\_\_

#### Reunion Registration Payment Options:

1. Mail in Reunion registration form with check to Will Fluman (*find address below*), or
2. Mail in Reunion registration form to Will Fluman, and make payment upon arrival or
3. Mail in form to Will Fluman, and make payment via Paypal using following email:

[Worldwar2457th@gmail.com](mailto:Worldwar2457th@gmail.com)

### ► Reunion Information

Our Reunion Chairman Will Fluman welcomes and encourages anyone to call anytime for more information, questions, or comments about our upcoming reunion.

Will Fluman - (570) 971 - 5757

We will also be posting updates and more reunion information on our websites: [www.457thbombgroupassoc.org](http://www.457thbombgroupassoc.org)  
and [www.facebook.com/groups/457thbombgroup](https://www.facebook.com/groups/457thbombgroup)



### ► Mail Form & Fee To:

Checks payable to:

**457th BGA Reunion**

Mail to:

**Will Fluman**

c/o 457th BGA Reunion  
132 Orebank Road  
Dillsburg, PA 17019



**April 10, 2022**

Photos submitted by Angie Newell

Flags changed today - all good 'Over the Pond'

Thank you, to our English Historians Tim and Angie Newell, for all of your kindness and dedication to our group.





## The Poland Monument 2022 Update

Submitted by: Damian Drąszkiewicz



As the chairman of the "White Stars" association, I have the honor to inform you that a monument was unveiled in Poland. The monument concerns 3 bombers with numbers: 42-97465 "Scarlet Harlot", 42-97537 "Chicken Ship", and 42-31629. The first two crashed on April 9, 1944 in what is now Poland. The third crashed on the same day near Kiel.

The monument was erected and unveiled last year in 2021. in the vicinity of the village of Bialogóra, thanks to the efforts of the "White Stars" Association and with the support of the Institute of National Remembrance and the authorities of the Krokowa commune. On April 9, 2022, the "White Stars" Association laid flowers on the 78th anniversary of the crash of three bombers during the 1944 air raid.



(Found on b17flyingfortress.de)

### B-17 42-97465 / The Scarlet Harlot Crew

P — Robert K. Walker KIA  
CP — J. B. Latham POW  
Nav — Frank S. Jackson POW  
Bomb — Marlin D. Greenawalt POW  
Eng/TT — Lionel W. Havlas EVD  
RO — David M. Gerber POW  
BT — Frank L. Croft Jr. POW  
WG — Leland E. Mills POW  
WG — Kneeland I. Parshley KIA (by Luftwaffe fighters in the air)  
TG — Bruce L. Kustaborder KIA  
(jumped with parachute, but found dead on the ground.)

On April 22 this year, the monument was visited by the grandson of the right gunner from the crew of bomber No. 42-97465. Michael is the grandson of Kneeland I. Parshley, who was killed in the air raid on April 9, 1944. His visit was very important for his family, for the "Biale Gwiazdy" Association, and for the remaining families of bombers 42-97537, 42-97465, 42-31629.



In the photo above, during the visit, Michael stands from left to right: Andrzej, Michael, Damian and Ireneusz.

The most recent addition to the monument is a large information plaque detailing the history of the loss of 3 crews during 1944.

## 457th Hangar Gift Shop

457th Hangar is available with many items for sale, such as books, polo shirts, patches, pens, caps, etc. These items will be available for sale at the State-side 2022 reunion.





# French POW Flight

## Repatriation Mission

The last combat mission for the 457th BG was on 20 April 1945, to the railyard at Seddin, Germany. But this wasn't the final mission to Europe for the 457th. A couple of days after hostilities formally ended on VE-Day, 8 May 1945, the Group, along with the other two components of the 94th Wing (the 351st BG at Polebrook and the 401st BG at Deenthorpe), was ordered to send a small number of aircraft to a recently captured German airbase near Linz, Austria. These aircraft were modified by having their bomb bay doors locked and wooden flooring placed in the bomb bay area for the purpose of transporting French POWs back to Orly Airfield in Paris. The Group's Photo Officer, LT Duane L. Zemper, was one of those sent to Linz, and this article is based on his recollections and his photographs taken during that mission.

The flooring "was big enough to hold 20 men with their knees up under their chin, and we could get 20 people sitting in there. They were enlisted men; and then we had four officers come up in the nose [of the plane] with me," Zemper said. "They were prisoners of war who had been captured in North Africa at the start of the war, and they had been prisoners for six years, working on the farms there raising potatoes. All they had to eat for six years was potatoes, and they were skinny and starved, never had a haircut or a bath...it was awful."



French POWs getting ready to board aircraft for trip to Paris from captured German airbase in Linz, Austria. Aircraft shown here are from the 351<sup>st</sup> BG at Polebrook (near Glatton), HQ of the 94<sup>th</sup> Combat Wing.

The base at Linz where they landed had been taken by GEN Patton's tank corps, which had just left the night before, but there were US military personnel there already to help clean up the POWs and get them fresh clothing.



French POWs in the shade of a B-17 wing waiting for return flight to Paris from Austrian airbase.



Loading French POWs to be ferried back to Orly near Paris. This aircraft is from the 401<sup>st</sup> BG at Deenthorpe, also near Glatton and the third member of the 94<sup>th</sup> Combat Wing.



While they were at Linz, there was a flurry of excitement when a female German pilot landed in a light plane and surrendered to the US troop at the base (pictured above).

There were several round trips made between Linz and Paris, each plane carrying about 20 enlisted men and four officers. "I'd be in the front with those four officers, and it was always the same every time," Zemper recalled. "They couldn't speak English, and my two years of high school French didn't do me any good either, so we had sign language. They'd always be looking out the glass nose of the plane, watching out there, way off in the distance. I knew what they were looking for; they were looking for the Rhine River. We'd get to the point where we could see the river, and I'd point that out to them, and tell them that was where France is. And then they'd watch it; they wouldn't take their eyes off it. We would get closer and closer, and then we would be over it, and as we got over the water [the Rhine river], every time all four of them [the officers] would snap to attention, salute and stand there singing 'La Marseillaise' with tears coming down into their beards. Oh, that was great! We'd get them back to Paris, to Orly, and they'd all get out and kiss the ground...It was home!"

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On the way across Paris to Orly, several of the planes would take a swing around the Eiffel Tower to give everyone a little extra thrill. A great way to end a great mission.

Text by Eric D. Zemper, PhD

Photographs from:  
The Zemper Collection

A view of Paris and the Eiffel Tower from one of the 457<sup>th</sup> BG aircraft as it returns French POWs.



All smiles after landing at Orly in Paris, former French POWs pose for the camera with three 457<sup>th</sup> crew members (kneeling in front). Aircraft is A/C43-38863 'S' from the 457<sup>th</sup> BG



LT Duane L. Zemper (right), 457<sup>th</sup> BG Photo Officer, after return from the French POW mission, describing how close the crazy pilot got the wing of the plane to the Eiffel Tower. That's the 'crazy pilot' on the left taking it all in with a grain of salt. Pilot is believed to be CPT Medford Hollis. In the middle is CPT Jack Shinner, S-2 Personnel Officer.

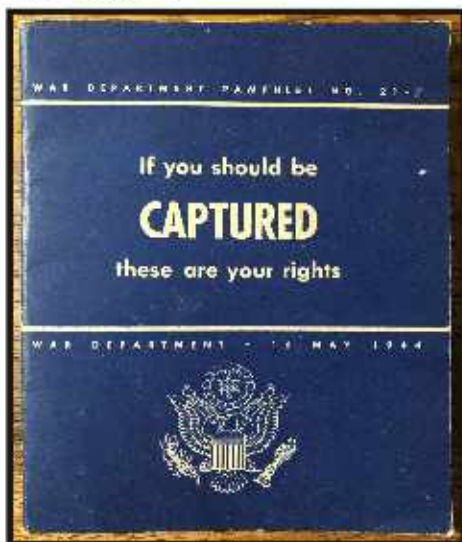




## Escape and Evasion

By Erwin de Mooij

B-17 crews were supplied with many tools to help them evade the enemy and escape a POW camp. First of all, crews were trained to wait as long as possible with opening their parachutes, that way they could stay out of enemy sight for as long as possible. Another reason for not opening their parachute too soon was to not become a target for enemy fire from the ground. When landing, hide your parachute immediately and if you are captured only state your name, rank, and (Army) serial number. Every crew member had to read the small booklet (13 pages) "If You Should Be Captured, These Are Your Rights".



Here are a few rights that caught my eye:

1. "If you are captured, money you carry can only be taken away from you by an officer. You should receive a receipt and when freed, the money should be returned to you."
2. "When you are an enlisted POW, you must salute all enemy officers. If you are an officer POW, you only salute enemy officers of equal or higher rank."
3. "You must be humanely treated at all times."

Crews were also advised to read language guides which came in almost all languages, French/Dutch/German/Russian/Tagalog, etc.



These guides were not a complete course but enough to ask directions, buy things, or order a meal.



The other idea was that "knowing a little French or other language would also help you to get along with the people, who would naturally be pleased to see a stranger showing enough interest in them to try to learn their language".

Before every mission the crew was given (probably by the co-pilot), escape kits (purses). These kits were made by MI9 and made of rubberized cloth. The contents of the kits were identified by letters on the front: (F)rance, (I)taly, (B)elgium, (N)orway, and (D)enmark. Each kit would contain a silk map, a list of phrases (in French, Dutch, German, and Spanish), a small compass, a small saw, and money, with the (F)rench/(D)utch escape kit containing 1000 French Francs and 50 Dutch guilders. This money could be used to buy food, bribe people or pay for transportation with the sole purpose of returning to England....."it was every man's duty to try to escape."

The silk maps were thought up by Christopher Hutton of MI9. The reasons for using silk were: silk is flexible and durable, didn't make any noise when folding or unfolding and it was easy to hide in boots or socks.



Besides the escape kits, men would also carry with them 6 or 7 identity photos of themselves in civilian clothing. This way the resistance could use the photos for making false papers which was very important for travel. The identity photos were made at the base and many men used the ties and jackets available there. Many POW's were surprised that the Germans, after seeing their identity photos could identify their bomb groups. The Germans kept records of the ties and jackets men were wearing and because of that, could identify the bomb groups just by looking at the clothes.

Another item that was not in the escape kits was the Safe-Conduct identification, better known as Blood Chits. These were only used on missions where crews knew they wouldn't be able to fly back to base and had to land in the USSR.

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These Blood Chits were worn around the neck and I have even seen men who had a Blood Chit painted on their A-2 jackets. On the Blood Chit was the American flag and text in Russian with the American translation next to it. Men on these missions were advised, (as far as we can read on the Blood Chit) to learn the following phrase by heart, "Ya Americanets", meaning "I'm an American". Of course, the B-17 crews refueled and rearmed so they could return to their UK bases again.

Some men carried pistols and knives to protect themselves in case they were shot down. Although it was not allowed by law, many American and British airmen were attacked and beaten to death by German civilians. One 457th Bomb Group name that pops into my head now is Sgt. William Kane. He was shot down on June 20, 1944. Sgt. Kane was welcomed by two German men. Being the son of German immigrants, William Kane could speak in German with the men who wanted to take him to a German army base just down the road where William landed. Soon other German men gathered and attacked him, beating him to death. One of the men who was involved in this, a school teacher, was later convicted by an American court and sentenced to death. William had just become a father. So many men were happy to see German soldiers, although they could be violent, your chances of survival increased. In the book, "Eleven Two" by Frank A. Kravetz of the 751st Bomb Squadron, he writes the following: "I could see three or four townsmen making their way toward me and a vehicle moving down a blacktop road. The car stopped near me and two German soldiers got out of the car and began running toward me carrying

rifles. One of them fired a shot into the air to ward off the civilian farmers who were running toward me and wanted to beat me up." Frank was lucky that the two German soldiers came to his rescue.

This article was about Escape and Evasion. If you have any stories related to this subject, or objects (such as photos, maps, etc.), please contact [webmaster457thbombgroup@outlook.com](mailto:webmaster457thbombgroup@outlook.com)



**Antonio H. Enriquez, My Grandpa, My Sweetheart**  
By Gina A. Morgan

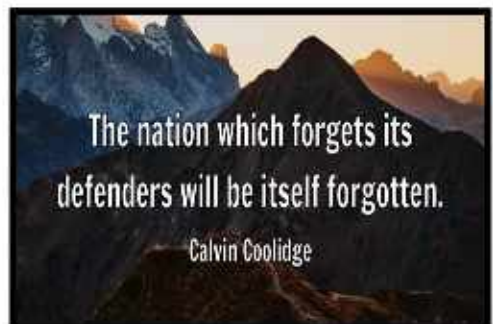
My grandpa was many things to all of us. But for me, he was a teacher, a hunter, jokester, farmer, disciplinarian, and provider. What he wasn't, in my world, was a WWII Veteran. That word, or chapter of his life was taboo. That is, until his later years. My cousins and I didn't grow up hearing his stories. We didn't know the true hardship he had endured in England as a Ball Turret Gunner for the 457th. Something, somewhere in his world changed later

in his years. Someone told him, "You're a hero, Mr. Enriquez". I think he realized just what that meant. And then he opened up to all of us.....

Grandpa told us about what it was like in that Ball Turret. How he would shrink into a baby's pose just to fit inside! He would tell us of the jokes and pranks he and his crew would play on each other. Then he'd break into laughter as if it were yesterday. Grandpa liked talking about the different names of the planes and the beautiful artwork some of the planes had. He only briefly spoke of the missions. Mainly he'd talk about the returning to base and how tired and sore he'd be after hours on end. He did speak fondly of France and in particular about a town called Nancy. He remembered the people there being friendly to the soldiers, and said that it was a beautiful place. So much so, that he asked my Grandmother to name my mom...*Nancy*.

I was fortunate enough to spend time with grandpa at Glatton AFB in England. He was so happy to be back. It was truly a healing and safe place for him. I then heard all about the 457<sup>th</sup>, and I saw the look of pride in his eyes at each reunion I was able to attend with him.

It is ironic that I am writing this note almost 5 years to the day that my Grandpa departed this world. He "flew" his last flight, always a hero, always my Sweetheart.





# We Salute You!



Article and photos by  
Tom Thomas

My father in law was David Kahne. He flew 35 missions with the 457th bomb group out of Glatton. I interviewed him on those experiences and have self published the book about that, Kraut Krusher. Kraut Krusher was the name of his B-17. Here is a short bit of the stories he told me:

On 12/11/1944, our 16th mission, we went to bomb a rail facility in Frankfurt, Germany. It was the first time that I went there. I think that was when we had to land at Cornwall because of darkness, weather, and fuel. We had life rafts on board, a rescue kit inside of the life raft. The British Navy had rescue boats. So did the U.S. Army, and they'd come out into the North Sea if you had to ditch. They picked you up if they could find you – if they knew where you were or you could give them a good position or if you were lucky enough for someone to see you go down.

We lost an engine two or three times on the Kraut Krusher. One day we had a runaway propeller. We were crossing from Belgium into France. There are reduction gears in the nose of the engine for the propeller. One of the reduction gears sheared all the teeth

off of it. So the propeller wasn't hooked up to anything. Someone else had that happen about a week before, and what he did was to dive the airplane until that propeller got going so fast. He then pulled the power off and lowered some flaps to slow the plane down. That old propeller just kept going. It popped the nose out of the engine. Having a runaway propeller caused a lot of drag. We decided to try the same thing and throw the prop off the same way.

George was flying and took it down into a dive, and, boy, that aircraft was shaking! I thought it was going to come apart; it scared me. It scared everybody because we didn't know if the airplane would hold together because of the vibration. We tried it three times. That old propeller stayed on there like it was manufactured that way. We never got rid of it. We still had a long way to go. We were still over Belgium and France and the target was in Germany. So we aborted and flew back home. When we got on the ground, from the Plexiglas nose on the left side of the airplane back to the bomb bay, there was a strip of aluminum missing from the side of the plane. The vibration had torn it loose. All the rivets came out and everything else. With that strip missing

at those temperatures, it really made it nice and cold inside. You could get in George's seat and look out the window outside the airplane and see that view. It was terrible! The ground crew repaired that. We had fewer problems on the Kraut Krusher than the other planes as it was a Boeing built airplane.

Attached is the cover page for the book, Kraut Krusher. It was designed by Dave's grandson. Kraut Krusher is available through Amazon Kindle or Barnes and Noble Nook or available as a hard copy, [t610thomas@gmail.com](mailto:t610thomas@gmail.com)



(This photo courtesy of 457thbombgroup.org)



# We Salute You!

Article and photo submitted by:  
Mark Tupper



In the picture are the following:

William C. Hutchin, 2Lt	Pilot
Robert C. Reid, 2Lt	Co-Pilot
James J. Klein, 2Lt	Navigator
Louis F. Brickman, 2Lt	Bombardier
Harley J. Ellsworth, S/Sgt	Top Turret
<i>(Far right kneeling or far left. Later was a T/Sgt)</i>	
Hilary A. Turley, S/Sgt	Radio Operator
<i>(Far right kneeling or far left. Later was a T/Sgt)</i>	
William C. Craig, Sgt	Ball Turret
Archie C. Strahan, Sgt	Wing Gunner
<i>(My Dad third from the left kneeling)</i>	
Norman J. Thorman, Sgt	Tail Gunner

I was so surprised to see the 457th Bomb Group show up on Facebook. It was always other groups that I couldn't relate to. My Dad, Archie C. Strahan, (stepdad since I was 4) was in the 457th, 748th squadron and flew 38 missions with them. He spoke about his time in England when I was young and I was interested but couldn't get information as you can these days so just forgot about it. I gathered information many years ago from the 457th Bomb Group site and damn that was interesting and great to see how the greatest generation coped with life in the war.

These guys were scared each mission and I know wouldn't show it. They were

too proud to express fear I'm sure. A. C. Strahan was a gunner on the B-17 and did have one kill and that reflects on his A2 jacket for which I do not have but am going to try to get pictures of it. I do not have any stories that A.C. provided except that he was wounded with shrapnel under his arm and back. He did mention once that they had crash landed back at Glatton. Wait, he did say he was on a ship going to or leaving the war (not sure which) that they had seen a plane with no propellers. He said at the time they didn't know but now he knows it was a jet flown by Germany. A.C. died in the year 2000. I only wish I could show him all the information that's available today.

In the picture attached is the crew he mostly flew with. A.C. was a Sgt. In this picture and he only flew with the same crew as a Sgt. When he made S/Sgt he flew with others mostly in the front gunner (CHIN). I know the names from the loading lists provided at the 457th Bomb Group site. One lieutenant is missing though and I do not know which one be it the pilot, co-pilot, navigator or the bombardier. I can provide all the names if someone is interested or sees their kin folk.

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## A Message from the Editor

Should anyone have any comments regarding newsletter articles, or would like to submit your own article for review, please feel free to email your submissions to:

[the457thbgnewsletter@yahoo.com](mailto:the457thbgnewsletter@yahoo.com)

We'll be happy to include your comments or articles in future newsletters.

## 457th Hangar Gift Shop

457th Hangar is available with many items for sale, such as books, polo shirts, patches, pens, caps, etc. Contact Gina Morgan at [457thHangar@gmail.com](mailto:457thHangar@gmail.com) for a complete list of items with pricing.

### \*SPECIAL DISCOUNT

Buy NOW, before our September 2022 reunion and receive a 10% discount.





## ► Bulletin Board

### Newsletter by mail or online?

We hope you have had an opportunity to see the full color **FIREBALL** newsletter online [www.457thbombgroupassoc.org](http://www.457thbombgroupassoc.org). We will continue to print and mail a black and white version, 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, contact us by e-mail.... [the457thbgnewsletter@yahoo.com](mailto:the457thbgnewsletter@yahoo.com)

### Our Departed Veterans

During each of our Stateside reunions, a ceremony is held to honor those veterans who have passed away since the previous Stateside reunion. Please let us know if your dear Veteran has passed by contacting: Sheila Vester, Association Secretary at: 716-864-9150

She will add the name to a list of those who will be honored during the next Stateside reunion.

If anyone has information about deceased members or obituaries, please forward those to us for the next Stateside Memorial Service.

To: [the457thbgnewsletter@yahoo.com](mailto:the457thbgnewsletter@yahoo.com)

### Notes from the Editor

We would appreciate it if all members (including Board members), would check their contact info for accuracy.

### Thank you!

Thank you to, Mr. Eric Zemper for sharing your father's beautiful photos and memories. Thank you Erwin de Mooij, for your article and photos, as well as all of your tech support on our website and facebook page. Thank you so much to everyone else for all of your article submissions.

## ► Officers & Appointments

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Erwin de Mooij	b17research@hotmail.com Mondriaanlaan 31, Sassenheim, 2172 DG Netherlands	P. 0031612972293

## ► Past Presidents

1973-75: William Willborn	1988-89: Donald Sellon	2005-07: James Bass
1976: Howard Larsen	1990-91: John Welch	2007-09: George Grau
1977-79: Bill Siler	1992-93: Roland Byers	2009-11: Joe Toth
1980-81: Edward Reppa	1993-97: Billy Hightower	2011-13: John Pearson
1982-83: Daniel Graham	1997-99: Lee Zimmerman	2013-15: William W. Siler
1984: William Good	1999-2001: Craig Harris	2015-19: Will Fluman, Jr.
1985: David Summerville	2001-03: Will Fluman	
1986-87: Clayton Bejot	2003-05: Don Nielsen	



## FUTURE NOTIFICATIONS

Information and updates will be emailed, which you are able to unsubscribe if you wish.

## FIND UPDATES HERE:

Website: [www.457thbombgroupassoc.org](http://www.457thbombgroupassoc.org)

Facebook: [www.facebook.com/groups/457thbombgroup](http://www.facebook.com/groups/457thbombgroup)

8th AF: [www.8thafhs.org](http://www.8thafhs.org)

## WELCOME TO OUR NEW MEMBERS

Welcome to our new members!  
Our other members, please make sure your dues are up to date and paid before Dec 2022, thank you!

Robert Anthony White  
Kevin M. Frank  
Edward Roy Stevens Jr.  
William Robert Todd-mancillas

We Like You,  
Like us on Facebook TODAY!



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: [www.facebook.com/groups/457thbombgroup](http://www.facebook.com/groups/457thbombgroup)

## JOIN US IN PRESERVING THE HISTORY OF THE 457thBG

In his book, Grapes of Wrath, John Steinbeck makes the following reference to history.

"HOW WILL WE KNOW IT'S US  
WITHOUT OUR PAST?"

The Association was created so that the dedication, commitment and camaraderie of those that served in the U.S. Army Air Corps, 457th BG (H) would live on not only for them but for us and our descendents. In order to keep the memories alive and recorded, I am establishing an AdHoc Archives Committee to research, gather and recommend the best methods to accomplish the goal. We are grateful that Eric Zemper has agreed to chair the committee.

Per Mr. Zemper, "Most any museum, except those that are quite small, has the problem of housing more material than they could ever display. The Yankee Air Museum has a huge room full of military uniforms and clothing hung on hangars on long racks, probably numbering in the thousands of items. It's impossible to display more than a very small fraction of those at any one time in the display

space they have. My understanding is that they occasionally sell some items, but only if the donation agreement allows for it." The question we hope to address is how to exhibit any memorabilia we have in a way that will best honor the legacy. Secondly, there are so many letters, memories, and pictures that all of us have stored either in albums, trunks, and closets that may or may not be something we want to share with future generations.

### HOW YOU CAN HELP!

1. Volunteer to serve on the Archive Committee and work with Mr. Zemper to create a sustainable way to preserve our history.

2. Readers are asked to comment on something they read that sparked a memory or just a general comment they'd like to make. The result would be comparable to what the Readers Digest and other magazines do.



## PLEASE JOIN US

Become a member of the 457th Bomb Group (H) Association and receive our newsletters. Fill out the Membership form included in this newsletter on page 13.

Please visit our website at [www.457thbombgroupassoc.org](http://www.457thbombgroupassoc.org)  
You can also find the Membership form online on our website.

Like & Follow Us  
facebook



Like and follow us on Facebook at:  
[www.facebook.com/groups/457thbombgroup](http://www.facebook.com/groups/457thbombgroup)





457th Bomb Group Association  
611 Holmes Ave. NE  
Huntsville, AL 35801

ADDRESS CORRECTION REQUESTED

Visit the website today at [www.457thbombgroupassoc.org](http://www.457thbombgroupassoc.org) to subscribe online for membership, or, fill in the form below and mail in your subscription and dues to Adele Gilmore, Treasurer.

## 457th Bomb Group Association: Membership Dues & Subscription Form

### ► Dues

**Annual Dues:** \$25 per person (per Year)

#### **Note About Lifetime Memberships:**

Per the Association and Board meeting held in October of 2019, this is the only membership category available. Life memberships are honored and all WWII Veterans are granted honorary lifetime membership.

### ► Mail form, check payable to:

#### **457th Bomb Group Association**

Attention: Adele Gilmore, Treasurer  
3070 37th Avenue S.  
St. Petersburg, FL 33712

#### **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

Adele Gilmore, Treasurer  
3070 37th Avenue S, St. Petersburg  
Florida, 33712

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