



2024 Reunion and Annual Meeting in New Orleans

The 2024 Reunion and Annual Membership Meeting will be held in conjunction with the meetings of the 8th Air Force Historical Society on September 25-29 in New Orleans. The headquarters hotel will be the Higgins Hotel across the street from the National WWII Museum. Those who attended the 2019 reunion in New Orleans will remember that the museum is an excellent place to visit, and they have made some additions and upgrades since then. Those attending will have free unlimited entry to the museum.

The annual membership meeting of the 457th BG Associations will take place on Friday morning at 7:45 – 8:45 a.m. in the Association’s hospitality suite. We plan to provide zoom call access for those who cannot make it to New Orleans. Among the items of business will be elections for President and Secretary, as well as for two Board of Directors positions. Information on the nomination and election procedures can be found on page 9 of this issue.

For registration information and materials, go to the 8th Air Force Historical Society website (<https://www.8thafhs.org/>), where you also will find information on the tours (a riverboat tour with live jazz, tour of New Orleans, and the National WWII Museum) and dinners. You are reminded that all members attending the meetings in New Orleans must also be members of the 8th AFHS. The headquarters hotel tends to fill up very fast, so if you plan to attend you should register soon. If the hotel is full at the time you register, there are other hotel options within a couple of blocks that will be available.



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Note Regarding This Issue of the Newsletter

Because the position of Newsletter Editor is still vacant, once again this issue has been put together by the Association President, Eric D. Zemper. As a result, it may not be quite the quality and scope of coverage of previous issues.

Anyone interested in volunteering to be our Newsletter Editor for this twice a year publication, please contact Zemper at zemper@msu.edu.



Reflecting on Memorial Day, I would like to share with all of you some interesting Fun Facts & Trivia.

Dorothy Enriquez

Former 457th BGA Fireball Newsletter Editor

FUN FACTS & TRIVIA

About Memorial Day- America's most solemn holiday.

A special day we remember and honor our fallen heroes who gave the ultimate sacrifice for our freedom and our country.

--A Memorial Day Prayer

*Let us turn to You, Lord, in our grief and in our remembrance of the fallen. Guide us toward a harmonious existence as we honor those who were willing to give up their lives that we may gather here today freely. On this **Memorial Day**, we pray for peace and for those who gave all.*

--Memorial Day wasn't a federal holiday until 1971. Memorial Day had been known as "Decoration Day" since the late 1800's, after the Civil War. In 1868, General Logan, leader of the Northern Civil War veterans organization, called for a nationwide day of remembrance known as "Decoration Day" (for the decorations placed on the graves of the fallen). For decades it had been commemorating only those lost while fighting in the Civil War, not in any other American conflict. After World War I the commemoration expanded to all those who perished in every American war. Memorial Day was officially recognized by the U.S. Congress in 1968 via the Uniform Monday Holiday Act, and finally went into effect as a federal holiday in 1971.

--Red Poppies on Memorial Day

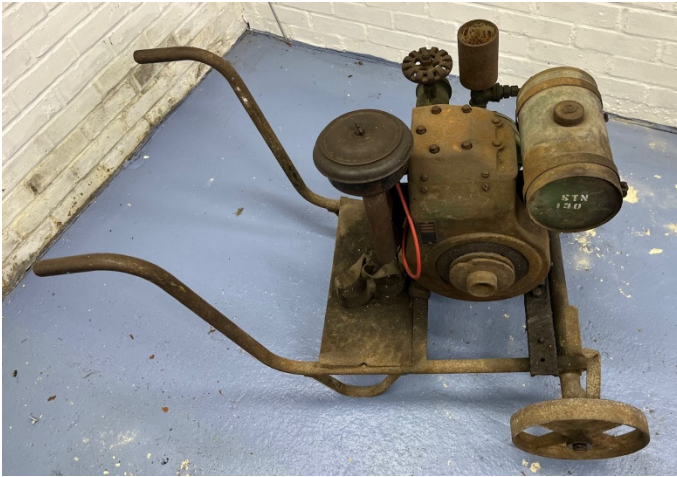
Inspiration came from a cluster of bright red poppies peeking up through the rubble in fields of a battle-ravaged land in Flanders (northern Belgium). Lt. Col. McCrae penned the poem "In Flanders Field" as a tribute to all the souls lost in battle buried beneath the poppy-covered grounds. Subsequently, a teacher and volunteer war worker named Moina Michael, after reading "In Flanders Field", was inspired to write a poem of her own called "We Shall Keep the Faith". This began a campaign to make the red poppy a symbol of tribute to all that died in war. To this day, the poppy remains a symbol of remembrance.



--The American flag should be hung at half-staff until noon on Memorial Day, then raised to the top of the staff.

--And in 2000 the U.S. Congress passed legislation encouraging all Americans to pause for a National Moment of Remembrance at 3 p.m. local time on Memorial Day.

Glatton Artifact Obtained by the Association



The Association has obtained a portable water pump used by fire crews at the Glatton Airbase. Member Paul Kelly bought it a few years ago from a farmer in the area of Glatton, but because of a job change and resultant move, he could no longer keep it. So he offered it to the Association, and the Board of Directors unanimously approved purchase from Kelly for his original cost. It is now under the care of our UK historians, Angie and Tim Newell. Thanks, Angie and Tim! We are now searching for a permanent home for the water pump. More on this story in the future.

President's Message May 2024

Thanks to our webmaster, Erwin de Mooij, the 457th BG website continues to expand, adding new materials of historical interest and adding to the reputation it has gained as the largest and most informative of the bomber group websites. If you haven't visited it lately, take a look (www.457thbombgroupassoc.org). We continue to have productive quarterly meetings of the Board of Directors, as we settle into operations under our new by-laws and operating procedures approved by the membership at last fall's annual membership meeting.

At our next annual meeting, this September in New Orleans, we will be voting to fill two officer positions (President and Secretary) and two Board of Directors positions. Normally we will vote on only one Board position each year, but with the untimely passing of Gregg Robertson last fall, just a month after he had been voted into a four-year term, we need to fill his position for the remainder of the term. At our winter meeting, the Board appointed Dorothy Enriquez to temporarily fill this position until the vote is taken at the next annual meeting. A Nominations Committee has been appointed (Robert Parker, Adele Gilmore and Nancy Archuleta) to solicit and promulgate a slate of nominees for these positions. You will find the procedures and deadlines for making nominations on page 9 of this newsletter.

Since I am again serving as temporary editor of this newsletter, I am going to do something a little different for this issue. In the following pages you will find a couple of articles that come from a different viewpoint. One presents what it was like to be on the ground when the bombs were falling, and the other takes a look at the discovery of a crashed 457th BG aircraft in the Swiss Alps.

Again, I would like to encourage more on-site participation in our annual meetings. This year's meeting will be on September 25-29 in New Orleans, Louisiana, with the host hotel selected by the 8th AFHS being across the street from the National WWII Museum, which is a great museum with new exhibits that have been developed since we last met in New Orleans in 2019. In 2025 the meetings will be in Colorado Springs, Colorado, and in 2026 in Savannah, Georgia, at the Mighty 8th Air Force Museum. Please plan to join us.

Finally, please take a moment on Memorial Day to remember those who made the ultimate sacrifice to preserve our freedoms and our democracy.

Eric D. Zemper, PhD
President, 457th BG Association

WHAT IT WAS LIKE ON THE GROUND

Commentary by Eric D. Zemper

As a bomber group-oriented association, most of our interests lie in the activities in the air and around the airbase of the 457th BG, and the legacy of the men who served there. Naturally, most of the articles in our newsletter are focused on those things. But there was another viewpoint during WWII, that of the civilians on the ground during the land and air battles, which is worth taking a look at as well. Without getting into a debate about justifications for the practices of the US and British air forces (or the German Luftwaffe over London during the Battle of Britain), I think it is worthwhile to broaden our viewpoint a bit by taking a look at what it was like on the ground.



Merode Castle near the western border of Germany before the war



Bomb-damaged Merode Castle

Early this year I received an email from a gentleman named Albert Trostorf, who is the mayor of the village of Merode, near the western border of Germany. He had been looking through the new photographs in the Zemper Collection that had just been placed on the 457th BG website. Mayor Trostorf recognized the house on his family farm, where he still lives today, which is across the road from Merode Castle. The bomb-damaged castle was the focus of the photo, apparently taken from a 457h aircraft during a low level flight over the area just after the war had ended. Further, Mayor Trostorf was able to provide identification of several other photos showing bomb damage, most notably the nearby town of Düren, which is only about 4 miles (6.5 Km) to the east of Merode.

During mid-November 1944 there was a major ground battle occurring in nearby Hürtgen Forest. On November 16 the town of Düren was bombed, and the next day the area around Merode was attacked by American P-47s. At that stage of the war, P-47s were being used extensively as ground support light bombers, carrying a couple of 500 pound (230Kg) or 1,000 pound (450Kg) bombs. As noted by Trostorf, "My home village of Merode was also bombed on November 16. However, the castle only received one hit which caused little damage. The next day, on November 17, US P-47 Thunderbolts of the 366th Fighter Group attacked a column of tanks driving through Merode. A German officer took a machine gun and shot down two planes in a very short time. The remaining planes then bombed Merode Castle. The castle was badly hit. My father, who had watched the whole thing from the castle courtyard as a 15-year-old, fled into the castle cellar with his school friend when the first bombs hit the castle. There was an artillery observer on one of the towers. He was thrown away by the bombing and landed on the lawn. He did not have a scratch and was not otherwise injured."



Fire destroys parts of Merode Castle in 2000

Merode Castle celebrated its 850th anniversary this past April. Originally it had 365 windows, 52 rooms and 12 towers. The castle was renovated after the war, although not completely restored to its pre-war status. Trostorf says, "The castle has been permanently inhabited again since 1981. However, large parts of it were badly damaged by a major fire in 2000. Reconstruction is still ongoing and will take several more years. My father cried when the castle burned down. He said: "I saw our beautiful castle as it was destroyed in 1944 and never thought I would see it destroyed again."

While Merode and its castle were damaged on November 16-17, the nearby town of Düren took major blows from US and RAF bombers. Trostorf said, "According to witnesses who survived the bombing raid on the city on November 16, 1944, it was pure hell. One of my father's school friends (Wilhelm Bürvenich) was training to be an administrative assistant at the time. He was among the few to survive the attack in the cellar of the then district administration building. They were trapped in the cellar and could hardly breathe because of the dust. They would have suffocated if, as he suspects, an unexploded bomb or a time fuse bomb had not made a breach,

allowing them to leave the cellar. When the attack on the World Trade Center in New York happened and the two towers collapsed, all these memories came flooding back to him, he told me a few days later. He is now 96 years old."

In Wilhelm Bürvenich's own words:

"Around 3:20 p.m., the eerie sound of sirens wailing again: Air raid alert! As ordered, the typewriter is stowed away in the safe and off we go to the cellar. Hearing the roar of airplane engines, I run through the bicycle cellar to the Moltkestrasse exit (next to the gendarmerie office). A police officer stands here and points to the bomber formations, which are accompanied by long contrails against the clear November sky. The first planes make their attack signals. The gendarmerie officer pulls me back into the cellar with the horrified words: "They're attacking Düren!"

I run back through the bicycle cellar and can already hear the infernal whistling and howling of the bombs and their detonations. The lights go out, complete darkness. Stones fall, dust comes towards me. I reach the main cellar (opposite the road traffic office). The road traffic office is housed in several basement rooms. Most of the people in the building are in the main cellar. At the time of the attack, a column of Wehrmacht soldiers (horse-drawn vehicles) on their way to the nearby front was just passing Bismarckstrasse. Soldiers from this column fled to us in the cellar. Detonation after detonation, the earth trembles. The cellar is rocked back and forth like a nutshell on a stormy sea. Chunks of stone fly around. Screaming, crying and praying people wander around in the darkness, as far as it is still possible to move at all. The rocking cellar and the debris that has already piled up to the ankles make it almost impossible to move. One bumps into the other or clings to the person next to them out of fear. The dust becomes unbearable. You feel like you're suffocating. I try to protect my nose and mouth with a handkerchief. I try to reach a chair or a bench in the hope that there is still air to breathe a little higher up. But up here too, burning, torturous dust and hot air. Is this the end of the world? All hell has broken loose! There is no end to the horror. The minutes become an eternity in the fear of death. I don't have the words to describe anything else!

There, silence! What does that mean? Every now and then another bomb explodes. Perhaps an unexploded bomb or a bomb that has been dropped sporadically? But still the tormenting dust. I still have trouble breathing. But thank God, the rocking of the cellar stops, and the noise becomes more bearable. How much time has passed? Now just get out of this hell! It is still completely dark. A few courageous people try to find a way out in the darkness. There is nowhere to go. Someone shouts: "Water!". There is still a bit of water in the warming container for the food carriers in one of the smaller side cellars. The already dirty handkerchief is moistened with the unclean water. I try to cool my face a little with the wet handkerchief. Some of the dust clears, so I can see a little again. I don't know how much longer we'll be here.

There is another detonation. A short time later, someone shouts from a distance: "There's an exit here!" The explosion had created an opening in the wall behind the bicycle cellar, at the staircase to the gendarmerie, overlooking the garden of the district administration office. We were lucky, because where else would we have gotten out of the remaining damaged cellars? Through the bicycle cellar, which was also severely damaged, past objects that were still bicycles not so long ago (even the rubber tires were torn by the air pressure), we climb over the rubble to the supposed exit. Here one helps the other to get outside. Breathing in the open would - we thought - be more bearable. What did we see? Where are we, in the garden? In shock, we can't imagine that this was supposed to be the garden. I settle down in the first bomb craters with several of my colleagues. Deep funnels, meters of rubble, fires and more fires all around us. My eyes hurt from the dust, the heat and the smoke. Breathing doesn't get any easier. From time to time, late-breaking bombs [explode]. It is praiseworthy to mention that despite everything, male and female colleagues go back or climb back to help the wounded and get them out of the rubble if possible.... Mountains of rubble, bomb craters, fires and dead bodies. There is nothing left of a street or the houses."



Düren before the war



Düren after the war

[Note: The only mission the 457th BG flew during this period was on November 16, with the target being the troop concentrations and gun placements at Eschweiler, about ten miles to the west of Düren. According to a thank you note to the 457th BG from the commanding general of US ground troops in the area, the bombing was accurate and effective.]

Mayor Trostorf notes, "Düren was an industrial location (paper industry, steel and mechanical engineering). Numerous factories produced products important to the war effort and were suppliers to the armaments factories. Düren was also a transportation hub. Six railroad lines arrived here: Düren - Aachen, Düren - Cologne, Düren - Bonn, Düren - Neuss/Düsseldorf, Düren - Heimbach and Düren - Jülich-Dalheim. There were also five important federal highways. There were no bypasses as there are today. Road traffic went right through the city center.

Düren and Merode were located on the edge or in the immediate vicinity of the Hürtgen Forest. The longest and most costly battle for the Allies on German soil took place here. Not much is written about these battles in American historiography. There were a total of seven battles from mid-September 1944 to the end of February 1945. After the first three battles were more or less successful, the intention was to achieve the final breakthrough with Operation Queen on November 16, 1944. On this day, the tactical and strategic air forces flew joint attacks for the first time and the British Royal Air Force launched a daylight attack. Otherwise, the RAF bomber fleet only flew night raids. In the morning hours of this day, the towns close to the front, mostly smaller villages such as Merode, were attacked by the USAAF 9th Tactical Air Command [a ground support unit of fighter groups]. There was extensive damage and many casualties among the civilian population.

In the afternoon, the Royal Air Force attacked the towns of Düren - Jülich - Linnich and Heinsberg. All these towns were located on the Roer, a small river which flows into the Meuse at Roermond in the Netherlands. The inner cities of Düren and Jülich were literally pulverized. As both towns had not been evacuated, thousands of civilians lost their lives. If you look at the photos of Düren, you have to imagine that thousands of people are lying under the rubble of this city, buried, suffocated or burnt to death because the phosphorus from the incendiary bombs flowed into the cellars and shelters.... Until the Second World War, Düren was the third richest city in the German Reich after Potsdam and Elberfeld. This means that many millionaires lived here, mostly industrialists from the Hoesch, Schoeller, Peil, etc. families, who were mainly the owners of the large paper and sugar factories and owned a large number of factories in the iron industry. Until the beginning of the 20th century, these families donated many things, such as homes for the blind, hospitals, theaters, old people's homes, etc. The villas in the park-like grounds were all destroyed in the war, with one or two exceptions."



Aerial views of Düren after the war

My thanks to Mayor Albert Trostorf for providing pictures and information about his village of Merode and the nearby town of Düren during a series of emails that began when he saw his family farm in one of the photographs from my father's collection on the 457th BG website. Mayor Trostorf is an avid historian, for over 30 years helping to organize meetings and reunions of German, American, British and Canadian veterans in the "German-American Peace and Veterans Reunions" in Merode (<http://www.gegen-das-vergessen.org>). He also is an administrator of a WWII museum in Hüertgenwald (<https://museum-huertgenwald.de>).

Photo credits: Albert Trostorf and The Zemper Collection

[Editor's Note: On July 12, 1944, a B-17 from the 457th BG crashed in the Alps just over the Swiss border. The next day the crash site was found by members of the Swiss Army Border Unit. The following article is from 457th BGA member Fredy Peter, the son of one of those Swiss border patrol men.]

The Crash of 'My Buddy'

by Fredy Peter

1944, July 12

"My Buddy" was a B-17G, s/n 42-31552, of the 748th Squadron of the 457th BG and on this fateful day was flown by Lt. Gerald Kerr and his crew. The target that day was Munich. Heavy cloudy weather persisted over all enemy occupied Europe, with snowy weather in the alpine regions. Lt. Kerr's plane fell back with No.1 engine smoking and prop feathered. The aircraft remained under control and changed course for Switzerland, but without a break in the clouds, they flew toward the mountains instead toward Lake Constance and crashed into a mountain just inside the Swiss border, killing four officers, Lt. Kerr, Lt. Lindskoog, Lt. Levine, and Lt. Schilling. The rest of the crew, Hegedus, Ahlfors, Boyle and Younger bailed out, landed safe on ground but still on Austrian territory. Soon they are picked-up by German soldiers and remained in a POW camp until the end of the war. The last one, Finneran, jumped and landed on Swiss territory and was interned.

July 13

Camp of the Swiss Army Border Unit II/259. Four men get the order to check the military hut near the Austrian border, a four hour walk from the camp. They walked through the wet snow toward the alpine pasture called "Innersäss" where they took a break, during which they noticed some black traces on the glacier opposite their position. They were unable to figure out what it could be and followed the steep track up to their target, the military hut. Corporal Peter Weber, the leader of the patrol remembers *"walking up to our military hut we were unaware of the happenings the day before. We observed strange tracks in the wet snow, one with profile, one without, for sure, the tracks were not from an animal. Reaching the hut, we immediately noticed something was wrong; the door stood open, one window was smashed, carefully; the carbine ready, we entered the hut. First, we noticed nothing unusual, but then, suddenly, a strange looking man got up from the loft, raised his hands and spoke to us in a language we did not understand. We soon realized that the man standing in front of us must be from the US Forces in Europe. His uniform was quite different from the uniforms of the Germans. To calm him down, we showed him the Swiss cross on the breech of our gun and pointed to the south and said the only word in English we knew "Switzerland" He calmed down. According to his gestures we figured out that he had jumped from an aircraft. We prepared some tea and shared our lunch with him, bacon, cheese, and bread"*. After the Swiss Army-style lunch the patrol decided to leave the hut and return to base. T/Sgt. Finneran remembered *"we left the hut to go down to the valley, one of the guards, he must have been over fifty, gave me his shoes and socks and walked to the base bare footed. Another gave me his jacket, the German border was just 300 yards away and they may shoot at us noticing a foreign soldier among us"*. After reaching based camp, T/Sgt. Leon Finneran was interned in Camp Adelboden.

July 14

Camp of the Swiss Army Unit II/259, another patrol got the order to search for the missing aircraft. The four men lead by Lt. Michel took the same way toward the alpine pasture "Innersäss" and after a short break, Lt. Michel split the patrol, he and one soldier continued straight towards a small lake at the end of the valley, two men, private Winzer and soldier Peter climbed up the right side of the valley, Soldier Emil Peter remembers *"the weather was still bad, it was raining and higher up it was snowing. We took the steep trail up toward the Fergen and after a while we decided to rest and have something to eat. During our break the clouds lifted, and we observed some black traces on the snowfield to our left. And we decided to find out. After hours of walking over rough and slippery terrain, we came close; we were sure we had found the missing aircraft."*

The B-17G crashed below the peak of Mt. Chessler, 2835m (9300 ft), covering the rocky slope below with hundreds of pieces of debris. The biggest part of the B-17, the tail section, was resting on a field of snow. Emil Peter remembers *"we soon came across a dead body, I will never forget it. He lay in front of us, both legs badly broken, his parachute, half open, was still attached to his body, his young face was smiling, and it seemed he was in peace with himself. We covered his body with the silk of his parachute and went on; what a horrible sight. Scattered all over the slope we saw bits and parts of the broken aircraft, munitions, equipment, papers and three more badly torn bodies."*

With some shots, they advised Lt. Michel, who arrived at the scene of the crash after another hour. Soon after their arrival the patrol left the scene and returned to the base to report their findings. "This evening we had a lot to discuss," remembered Emil Peter. "Why are all the young men killed for the freedom of Europe and our country? " We had no answers, but we knew we had to do everything to resist the Nazis to overrun our border".

July 15

Soon the crash investigation team from the Swiss Air Force arrived, Three dead bodies were carried to the alpine pasture below the crash site and taken via the small village of Schlappin to Klosters. The body of Lt. Lindskoog was found one week later; his body was snowed in again. They all came to rest at the US Military Cemetery at Münsingen near Berne.

The investigation team decided not to recover the wreckage of the B-17, but to put them into three ravines and cover them with stones.

Crash Site Tourism

After all officials from the army had left, farmers and local youth went to the crash site and collected what seemed to be useful. Some girls received a new blouse with the silk of the parachutes, farmers collected cables and electric engines; one Westinghouse electric engine was still in use in 1995. The shoemaker made shoes out of the rubber of the tyres, and boys collected and played with the ammunition Nobody cared about the law forbidding removing anything from a crash site.

During the 1990s the crash site got visitors again, and bigger parts, such as engines, propellers, and other parts, were removed, some with army helicopters, others carried down the hill. The crash site today is silent, the moving rocks have covered most of the smaller parts.



Crash site B-17G 32-31552. Impact between the two snow fields on the right hand side, below the peak, picture 2014



2018, Air Force Commander A. Schellenberg, Army Division Commander Fritz Lier and the author of this report attached a small memorial plaque to a rock at the crash site



2014, a small memorial plaque was attached at the mountain road toward the small hamlet Schlappin, by Army Division Commander Fritz Lier and the author of this report



1992 – pictures of the crash site of 'My Buddy'



'My Buddy' crash site - 1944

Nominations Open for Officers, Board Positions

Nominations for two officer positions (President and Secretary) and for two Board of Director positions are now open until August 1. The two-year officer positions are currently held by Eric D. Zemper (President) and Lynda Thomas (Secretary). Both are eligible for another term. The two Board positions to be voted on in the Annual Membership meeting in September are a four-year term (currently held by Kurt Gunderson, who is eligible for another term), and a three-year term to replace the remainder of the four-year term of the late Gregg Robertson (Dorothy Enriquez is currently filling the position on a temporary basis by Board appointment).

Nominations are welcome from any member in good standing (Life Member or current dues paid), and should be sent **by August 1** to any member of the Nominations Committee: Robert Parker (parkerr80@hotmail.com), Adele Gilmore (pickwickantiques122@gmail.com) or Nancy Archuleta (narchuleta@chm611.com).

(Note: Voting will take place during the Annual Membership meeting on September 27 in New Orleans. Only those members in good standing and attending the Annual Meeting in person or by zoom call will be eligible to vote. If you are receiving this newsletter by mail and not by email, we do not have an email address for you. You must send an email address to zemper@msu.edu in order for you to attend by zoom call, if you don't plan to be there in person.)



IN MEMORIAM



Billy Morse March 29, 2024 (101 years old)
Traverse City, MI

SGT Billy Morse was the chief of the ground crew that took care of A/C42-31706 "Slow But Sure" of the 749th Bomber Squadron. Billy and his crew were among those who worked through the day and night after each mission, doing an amazing job to ensure the aircraft were ready to fly the next day.

Alvie Kirkendall December 10, 2022 (99 years old)
Lincoln, NE

SGT Alvie Kirkendall was a tail gunner in the 750th Bomber Squadron. After serving in the Army Air Force during WWII, he again served his country by enlisting in the US Marines during the Korean War.



Paul Toppelstein July 3, 2022 (97 years old)
Cleveland, OH

CPL Paul Toppelstein was a member of the Photo Section of the 457th BG. After the war, he continued in photography, working as a photographer for the Cleveland Press.



Dr. Charles D. Welch November 3, 2021 (102 years old)
Bryan, TX

CPT Charles Welch served in the 88th Station Complement Squadron with the 457th BG. After the war he continued to serve in the Reserves, retiring as a Lieutenant Colonel. After earning a doctorate in Agronomy, he joined the faculty at Texas A&M University until his retirement in 1979.



Bulletin Board

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This is a hotspot for posts, pictures, and a forum for our 457th family and friends to gather, share stories, and ask questions.

Find us at:

www.facebook.com/groups/457bombgroup

Newsletter by mail or online?

We hope you have had an opportunity to view the full color **FIREBALL** newsletter online at

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 at zemper@msu.edu

Newsletter Editor Position Available

The 457th Bomb Group Association is looking for a Newsletter Editor. If you are interested in volunteering for this position, please contact Eric Zemper at zemper@msu.edu

Newsletter Editor Responsibilities

Member in good standing.
Soliciting content, writing and editing content, and ensuring electronic or hard copy distribution to the membership at least twice per year.
Knowledge of word format and publishing applications necessary.



457th Bomb Group Association

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ADDRESS CORRECTION REQUESTED



Visit the website today at www.457thb9mbgroupassoc.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	E-mail address (Please print clearly)	

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