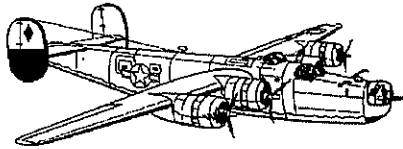
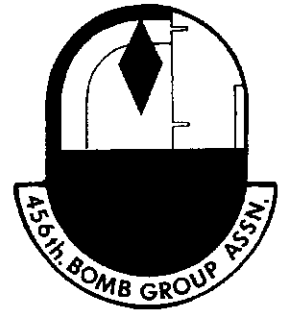




456th Bomb Group Stornara Italy WWII



VOLUME VI, NO1

APRIL 1997

Col. Steed's Flying Colts 456th Bomb Reunion

**KANSAS CITY, MO
August 20 - 24 1997**

Family Members and
Friends Welcome

The Hotel is the Embassy Suites KC, Mo. Located near the airport with Complimentary shuttle service to and from the airport.

Wednesday - August 20,

Features, Italian night buffet at either the Station Casino or the Embassy Suites.

Thursday - August 21,

Features a visit to Whitman Air Force Base, where the B-2's are stationed.

Friday - August 22,

Features a visit to Harry Truman Library and Museum. A Western Round Up Buffet in the evening.

Saturday - August 23,

Men's breakfast and business meeting, Women breakfast separately. Following breakfast The ARABIA Steam Boat Museum and shopping at the City Market Kansas City, MO.

Annual banquet at the Embassy Suites Hotel is the feature of the evening.

Sunday - August 24,

Buffet breakfast and Good - byes. Motor Coach leaves for Branson MO. at noon.

Ed Moore will have had a derailed mailing out before you receive the Newsletter.

Try and make your plans to attend early, it will ease his burden considerably easier.

Unless you have arranged something like a reunion you have no idea how difficult it is to determine the requirements for the meals, rooms, transportation and then make the commitments.

FUTURE REUNIONS

Instead of trying to determine where each of the next reunions would take place by those in attendance at the annual business meeting I decided to survey the membership to determine their preferences.

This not only determines your desires but it will give Ed Moore a chance to pre-plan and contact the hotel, convention and transportation people and work out price schedules so that you, the members can plan ahead.

Although an occasional survey sheet still arrives the bulk have been returned. Gerry Meister visited me and we tabulated your preferences and the results are as follows.

There were well over a hundred ballots returned. The greatest majority voted for a reunion at Wright Patterson AFB Ohio, a cruise ship reunion was the second most popular with Florida, and Las Vegas following closely. All of the last three were within 5 or 6 apart.

At this time the first choice being Wright Patterson in conjunction with the Air force Museum will be the site of the 456th reunion in 1998.

Pending approval of the AF

Museum we will endeavor to dedicate a memorial to General Draza Mihailovich in conjunction with the reunion as proposed in the November 1996 newsletter.

The housing and reunion will be at the Hope Hotel situated on the AFB. The dates for the reunion will be tentatively set in order to block room and banquet facilities.

We had considered the placement of a marble bench with a suitable inscription at the AF Museum as a memorial to General Mihailovich, the benches cost \$1800.00 before they are engraved. However, the AF Museums funding has been reduced and they no longer have the room and are not able to acquire additional property.

What they have done is build a wall similar to the wall at the Air Force Academy, where we place a plaque back in 1986. We can place an appropriate plaque on the wall and the expense is much less. The cost is \$600.00 for a share of the walls construction, \$200.00 one time fee for perpetual care, \$50.00 charge to have the plaque mounted and \$300.00 for the bronze plaque to be cast.

A fund has been set up for the General Mihailovich memorial, it will be funded strictly by contribution.

Being that Florida, a cruise ship and Las Vegas choices were so close, Ed Moore came up with a great idea, combine the Cruise and Florida. We could enjoy a short reunion in Florida with visits to the Space Center and the sunshine for us damned Yankees, followed by a cruise for those interested. This is tentatively set for the 1999 reunion.

The Las Vegas site would be for the year 2000 reunion, if you have any money left over from the other reunions it

can be gambled away at the tables. Another part of our war time education for some of us.

In conjunction with the above planning when the slate of officers is submitted by the nominating committee each year it is felt that a president should be selected from the area of the reunion in order to help with the local coordination.

The vice president could be selected from the area of the following reunions site and he would succeed as president. All those who are selected by the nominating committee would of course be consulted in advance for their willingness to serve. The projected slates will not preclude nominations from the floor at business meetings, but it would allow for opinions and thoughts of those who are not able to attend all of the reunions.

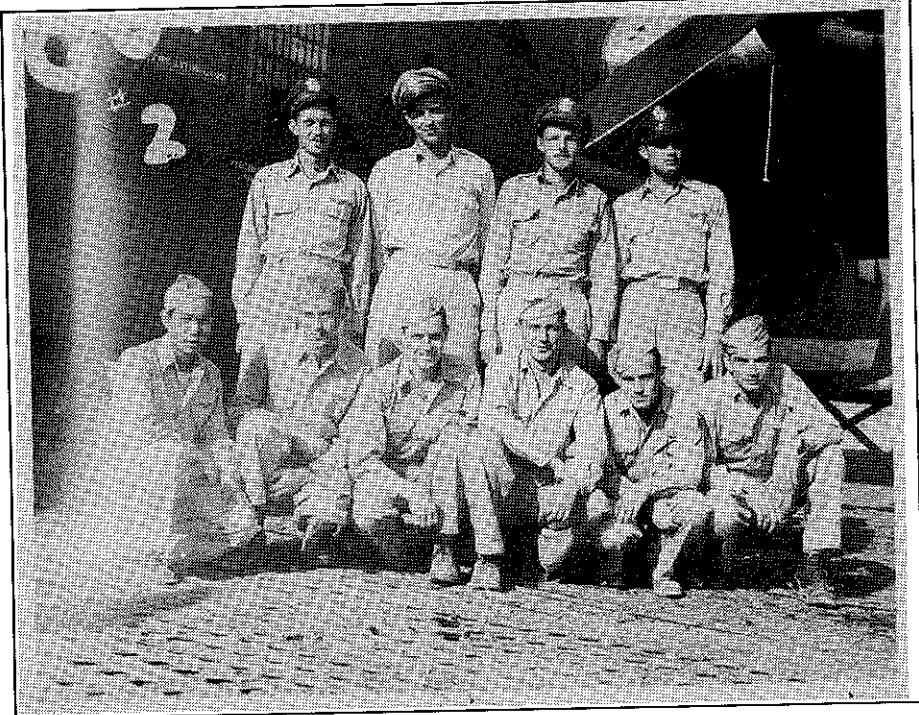
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REMEMBERING THE FORGOTTEN GROUND SUPPORT

You have to be part of a ground crew to know what it is to lose a ship. To some it merely meant a different plane and a new crew --"too bad, they were great guys." But to many the loss was greater than that. They may have worked on the bomber for months, since it came off of the assembly line and arrived at it's Italian base. It is reasonable to believe that men become attached to planes and their crews much as they did to their pets and women.

One of the biggest jobs done in the war by the ground crews that serviced the Liberators, was the dedication, and ingenuity of the ground crews in servicing and maintaining the planes and returning them to flight status.

Much of the time they worked throughout the night under horrendous conditions. In addition to the regular periodic maintenance required to assure the planes were in good flying order, these men had to work with many severely damaged planes. Too repair the flak damaged and be sure that no damage critical to the safety of the flight crews was a product of their devotion to duty and pride in their ability to "Keep 'em Flyin".



O. Ragsdale, M. Shoop, W. Burchell, R. Adee
J. Wood, R. Wolf, D. Hillard, M. Broderson, V. Ward, D. Liner

More over it was not just the dedication of the men who had a responsibility for certain planes, it was the combined effort of all of the men of the ground support services to whom we of the flying crews owe so much for keeping us airborne.

We fail to think of or give proper credit and recognition to those who were necessary to maintain the equipment and creature comforts for us all to contribute to the overall effort of shortening the war by performing those tasks for which each of us were trained.

Those of the ground crews must include the all of the engineering personnel, engine repair, prop specialists, tech supply many of our men found the value of a properly packed parachute, the bombsight maintenance personnel, the communications people and radar people, the armament personnel, the medics, the dentist, especially the people who got us fed.

It took the combined efforts of everyone, those ordnance people who had the task of loading the bombs and sometimes unloading and reloading them, the transportation, motor pool, and refuelers. the people who planned our missions, administration personal, the photo section, those in intelligence and weather and the public relations,

post exchange, the mail room personnel, the military police and not to be forgotten the Chaplain's, all were unsung hero's, each man gave up a part of his life to contribute to a team effort.

As far as medals go they were few and far between for the ground support people. That is unless they applied for and were accepted for air crew duty as gunners or photographers. Many had left the ground bound status, but after he flying you would most likely find them hangin' with the old gang.

The 456th Group's Maintenance Record provided by Robert Capps

The 456th Bombardment Group's maintenance personnel consistently led all other groups of the 304th Wing with their ability to keep our Liberators repaired and ready to fly combat missions. During its entire time in Italy, maintenance crews of the 456th Bomb Group were able to keep an average of 83 percent of its 62 assigned aircraft ready for combat. The next highest group record in the 304th Wing was 5 percent less than our Group record for the entire period of the Italian combat tour.

Our collective hats are off to you all.

The Newest Life Members

Donald A. Fischer - 744th

Don was a POW and flew with several crews in the 744th and 747th.

He was with Leroy Bruce and crew, 4 October 1944 when shot down.

Phillip A. Fletcher - 745th

Phil was an Aircraft Commander in the 745th Squadron.

James McCrosson - 745th

Jim was a ball turret gunner on the crew of Robert Fleming.

Carl C. Place - 747th

Carl was a line chief and named the plane "Bonnie" after his wife Bonita.

Carl was another of those we depended upon to "Keep 'em Flyin'"

Harry E. O'Connor - 747th

Harry was an electrical specialist, another of those people we depended on and whowho specialized in, "sendin' us back to pick on Hitler and his gang."

William Allan Pearce - 745th

Allan was the radio operator on the Fred Savage crew.

George B. Palmer Jr. - 746th

George was the Navigator-Bombardier on the Andrew Dunavant crew.

George is another of those who were guests of the Germans for a period.

Russell M. Pierson - Group

George was a member of Captain Antl's radar maintenance staff.

Norman E. Wyatt - 745th

Norm was in the 745th Engineering Section.

They crewed the "Marilyn", the same plane for the duration.

---X--X--0--X--X---

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The purpose of the newsletter is to keep alive the spirit of the 456th Bombardment Group (H) and maintain the fellowship of all of those who served and fought together from Stornara Italy during WWII.

Material for publication should be sent to the editor or secretary. An effort will be made to publish the newsletter quarterly. The expense of publication is paid through funds derived from your annual dues and contributions.

Enrollment: \$ 15.00
Yearly dues: \$ 10.00
Life membership: \$100.00

Please help by forwarding dues to James Watkins
Secretary/Treasurer.

Dues are due and payable by January 1st, each year.
But remember, membership in the association **IS NOT**
dependent on whether or not dues are kept up to date. Just
Keep In Touch.

HANGAR FLYING !!!

Any Veterans interested in obtaining medals for their military service can write to:

**National Personnel Records Center
Military Personnel Records
9700 Page Boulevard
St. Louis, MO 63132**

NOTE: Even if you have received your awards you are entitled to a one time complete re-issue. I published complete instructions on page 15 of newsletter Volume IV, No. 6, June 1993. - Fred the Ed.

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WHY I LIKE MY JOB

A continuation from the article appearing on page 6 of Newsletter Vol. V, No. 5 November 1996

AA

Nandor Mohos, Veszprem, Cholnoky Jeno u. 2., 8200 Hungary.

AA

Dear Fred,

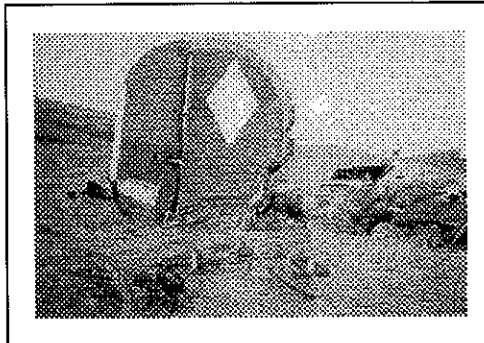
Thank you for your letter of 23 January. Unfortunately in the last period I was very busy. I did not have much free time to deal with the planes. I have just written everybody whose address you gave me earlier.

Yes, Mr. Field and Mr. Hatch replied to my letter, I enclosed copies of their answers. The recollection of the crew members are very important for me to identify the crashed planes. I sent them books with a lot of pictures of Papa, Hungary by surface mail.

I think they had not time for "sightseeing" in 1944. Last year I took some pictures of the building of the Hospital where the wounded allied POW's were treated. Mr. Hatch was there too. I sent him some copies. I met the doctor Dr. Erno Vida who is mentioned by Hatch as "Spencer Tracy". Unfortunately he has already died. He was in friendship with Sgt. Bernhardt of the 460th BG.

I enclosed a photo of the "Hot and Bothered" and copies of the documents that contain information about the 456th planes. (Note: The photo is of the right

tail section and clearly shows the tail number. The plane was flown by Roy Huls and crew, two of the crew were listed as MIA, never having been found are presumed KIA and the rest have been confirmed as KIA. - Ed.)



The enclosed list contains the planes missing in Hungary. It is not out of the question that there were more planes of the 456th BG that crashed in Hungary, but my information about the American losses is not complete.

I hope that we can identify the gray shaded planes on the list by our work. I have searched almost all of the few Hungarian archive materials. I think the comparing of the Hungarian data with the recollections of the American sources would be successful.

MACR 6438: The enclosed photo was taken between Gyuro and Val. (30 km NE of Szekesfehervar; between Budapest and Szekesfehervar)

MACR 4198: Frank Coupe's body was found at Rabatamasi (source: Registers of Death of Rabatamasi.) (35 km South Southwest of Gyor.) **Frank was aboard the plane flown by James Gardner of the 745th, the plane was so badly damaged that six of the crew bailed out over Hungary, Gardner managed to get the plane back to Italy, being unable to land it the others bailed out near the base. See the story 23 April 1944 in the 456th History book. - Ed.)**

MACR 6435: According to Hungarian sources the crew of the plane that crashed at Nagyaacsad were transported to the Airbase at Papa. It is the same in the recollections of Dudley Field and Archie Hatch. Field met Major Aldar Hepes, (Hungarian fighter pilot who claimed shooting down the B-24 at Papa.) (7 km NW of Papa).

MACR 6439: Walter Rogers was found at Velence, but the plane did not crash there. We have to work on it. (enclosed report to the Lord Lieutenant of county Fejer about the American graves) (20km NE of Szekesfehervar) (The "Emperor Jones", Piloted by Ed. Jones, 4 members of the crew are current members. - Ed)

MACR 6440: The crew members were buried in Kapolnasnyek. According to the source the plane crashed close to Kapolnasnek. The bodies were found among the wreckage. (enclose report to the Lord Lieutenant of the county of Fejer about the American graves.) (20km NE of Szekesfehervar; next to Velence) (The crew of "Jean" went down 2 July 1944, James Riley, a current member is one of two survivors - Ed.)

MACR 11292: John A. Anderson - American Repays Kindness from Hungarian village (Robert Hastings' recollection) (Ocsod is 50km E of Kecskemet) (Robert Hastings the ball turret gunner on Ken Masks crew of the "Taboo" revisited the area. There are six members of crew current. They went down on 1/16 45 - Ed)

I think you have more information about the gray shaded planes. Please share them with me. Possibly the MACR's contain some details which would help define the area. Every little particular would help. I collect the photos of the crews who landed in Hungary. Can you send me photos of the 456th crews whose plane crashed in Hungary?

That's all for today. I am looking forward to hearing from you.

Sincerely,
Nandi

Note: I am planing on writing to Nandi shortly and I will give him the names of the current members of the crews mentioned above. Hopefully I can arrange for Nandi to attend our next reunion.

Nandor's address is at the beginning of this article, it would be nice for any of you who were in Hungary to write and tell Nandos (Nandi is nickname) your story, as Archie Hatch and Dudley Field have done. Copy me as well. We are beginning to find out what

happened to individuals, this is part of our history.

Additionally, it would be nice to have as many of the survivors of these crews at the reunion.

Recollections of Archie Hatch

Our mission on June 26, 1944 was the Moosbierbaum, Austria Oil Refineries. We usually flew across the Adriatic, over Yugoslavia and Hungary because there were no large concentrations of anti aircraft fire along the route.

I was the nose turret gunner. I didn't see the plane that hit us and thought that we had been hit by flak until we got to the Hungarian air field. The communications in the plane had been knocked out and after it became obvious that we were going down, the navigator, stationed in the nose motioned for me to get out of the turret.

We could not wear a parachute in the turret, but we could wear the harness and the chute was stored in the nose section just outside of the turret. I snapped my chute on to my harness and moved through the crawl way around the nose wheel to the open bomb bay. The upper turret gunner had descended and was standing behind me. After a short time he motioned for me to jump.

The area where we landed was farming country and I landed in a field grain had been harvested and the farmers working there were around me before I could get out of my parachute. They were armed with shotguns but made no move to harm me. I was unarmed and had been wounded in the right foot, the only member of the crew to be wounded.

Shortly a well dressed man carrying a shotgun arrived with a horse and wagon and conveyed me to a group of buildings where I assumed that the farmers lived. There one of my crew put some bandages around my foot. Soon some soldiers arrived with an army truck and carried us to an air base, I have no idea of the distance.

At the air base I remember a Hungarian airman who claimed to have shot us down. Here we received some food and my foot was re-banded. In the evening we were taken to a railroad station, I have no recollection of the distance or the means of transportation. I do remember

standing around a railroad wagon at the station where we were guarded by two Hungarian soldiers. One we took to be a private and the other corporal. While there a group of people gathered around us shaking their fists and shouting at us. A very frightening time.

I do not know the name of the town but it must have been a direct line to Budapest. I have no recollection of the time or distance of the trip to Budapest. It was at night when we arrived and it was very late. I was put into a room in a prison hospital with six or eight other Americans.

They had been shot down during a raid on Budapest on April 3rd, I too had been on that mission. Our plane had been badly shot up and our navigator, Lt Gerald Bush had been killed. The room in this prison had high barred windows on the outside wall and a door into the inside hall.

The top turret gunner, S/Sgt Henry A. Barrett, was with me. He had some minor wounds from being hit by the farmers in the field next to where we landed. I never saw him or any of the others of the crew until I met the pilot a few years ago.

On July 2, 1944 the 15th Air Force bombed Budapest again, this hospital was near the target. Several of the bombs exploded quite near the prison and the windows in our room were blown out and the inside door was blown off. There were civilians, Hungarian soldiers and other nationalities housed in this prison, when this happened they went streaming down the hall. I expected to be moved to a shelter but the guard who had been slightly wounded stood in the door way with his rifle pointed at us. During the day a Hungarian officer came to the door and pulled out a pistol and pointed it at us, we thought the end had come but it didn't. Some time that night we were moved to a hospital across the Danube, we traveled by bus and I had a broken board for a crutch.

When I was first there the Hungarian doctors and nurses were not particularly unfriendly, they were not particularly friendly either. They Hungarians knew only two kinds of Americans, cowboys and gangsters, learned from American movies.

As time passed, our relations became quite friendly. The doctors as I remember, were sort of army cadets in training. One in particular I remember because he looked like Spencer Tracy. (A popular movie star of the time.)

The medical treatment was poor according to American standards but I think they treated us as well as their own people. This was before the time of sulphur and penicillin drugs. The sanitary conditions left a lot to be desired.

You will remember that in June and July of 1944, Admiral Horthy was the head of the Hungarian government and the people were reluctant allies of Germany. While in prison Hungary paid our officers the equivalent pay of an Hungarian officer and the others were not paid.

In August of 1944, the government was changed to the Arrow Cross party, the Nazi party took over and Admiral Horthy was out of power. I don't remember what happened to him, we could hear gunfire in the streets and the Jews were being rounded up.

One of our airmen whose family lived in Rhode Island and were in the textile business had relatives in Budapest who had moved there when the Germans overran France. Quite a few of the Hungarians spoke French and Jacques became an interpreter. He was able to go into other parts of the hospital where the rest of us were never allowed to go.

After we had been there for awhile he was allowed to call his aunt and uncle. I do not believe they ever came to the hospital but his two cousins, a boy and a girl teenager, came often and brought him money, cigarettes and food that he shared with the rest of us.

Late in the summer and early fall, there was not much air activity over Hungary, as a result the number of wounded in the hospital grew less and less. Finally, there were only about twenty of us left and although we were able to leave the hospital we were not turned over to the German. I do not know why this was so, some thought that we were there to perhaps intercede with the Russians, but I doubt if we would have had any influence.

At any rate, in November we could hear and see the flashes of the Russian artillery. We were loaded onto a railroad car as a part of a train load of wounded. The trip took about a week

from Budapest to Gyor. Jacque's cousin had brought him a roll of money the day before we left. We Americans were all in one car with a guard at either end, and other personnel brought us food and drink. Jacque knew that when we were turned over to the Germans his money would be confiscated so he spent it liberally to buy extra food and one time some wonderful Hungarian plum brandy. Altogether not an unpleasant ride.

In Gyor we were turned over to the Germans - eight prisoners and four guards on to Germany.

End of Hungarian Experience.

RECOLLECTIONS OF DUDLEY FIELD

Dear Mr. Nandor Mohos,

I was certainly surprised to receive your letter! I will try and answer any questions that you have, forgive me if my memory is a bit vague after 52 years.

I want you to know a bit about my background. When I was six, my mother took my two older brothers and me to Budapest, where my next oldest brother and I attended a German boarding school at Kissvabhegy in Buda for three years. My oldest brother tells me it is now a private home.

We returned to the U.S. in 1932. When I entered school that fall in Brooklyn I spoke fluent Hungarian and German, much better than English! I remember a few words of German and even less of Hungarian.

I graduated from high school in January 1942 and after working about six months volunteered for the U.S. Army Air Corps. Got my wings and Commission in August of 1943. I was assigned to the 456th Bomb Group in September and trained with them until December when we went to Africa.

In February we moved to Italy and started to fly combat missions. I had flown about 15 missions when the first pilot was sent home and I was asked if I wanted to be the first pilot and aircraft commander. I agreed and kept flying until shot down on 26 June 1944 on my 49th mission. If I had of completed it and one

more I would have been sent home to become an instructor pilot!

We started our mission that day very early in the morning. The target for our group were the oil refineries in Moosbierbaum, Austria. At the briefing we were told that our Group was the only one in the 15th Air Force not bombing Weiner Neustadt and our mission would be a "milk run". One other B-24 from our Group was also shot down. Our interphone was destroyed - none of my flight instruments were working - and the aircraft was almost out of control. I bailed below 4000 feet and later discovered that the navigator left the plane after I did. All of this took place at about 9:15 a.m. before we reached the target.

You are absolutely correct when you say the Liberator carried only 10 crew members, and that is all that were on my plane that day. Our plane had a voluptuous blond painted below the cockpit with the title "Madam Zig Zig". I was on my 49th mission and only needed to complete this one and one more in order to be rotated back to the States.

We had been trained, while floating down, to look for place to hide our parachute upon landing. The area in which I landed had nothing taller than a blade of grass, landing in a plowed field a farmer tried to skewer me with a pitchfork. Fortunately I was able to prevent this by shoving my chute between us until more captors arrived. The ten of us were assembled at an airport which presumed to be the one where Major Aldar Heppes was based. When he told me that he had shot us down (in excellent english) I thought he claimed to be German. I think it was at this time the other officers and myself were separated from the enlisted men.

As far as I know, the only one of my crew that was injured was my nose turret gunner, when I saw him recently he only had a limp as a memento. My memory is a bit vague, but I clearly recall stranding in a railroad station in the daytime, it must have been that same afternoon, waiting for a train to Budapest.

There was an overhead pedestrian bridge and the civilians as they

crossed could run a finger across their throats indicating what they would like our fate to be. Fifty two tears later I don't blame the; but at the time (age 20) the thought that my life might terminate abruptly, certainly was uppermost in my mind!

The train ride to Budapest must not have been very impressive because I don't recall any of it. I can remember being handcuffed to someone in a prison van that took us to the Pest prison where we were put into solitary for about a week. Toward the end of the week a German major interrogated me. When that was over I was transferred to another place with other prisoners. After some time (hours or days maybe) we were sent to Stalag Luft 3 as a group and told "vor you der var is over"!

The only guard that we had was an elderly man who could barely carry a rifle much less fight off an angry mob that he sympathized with. He wore an Luftwaffe uniform so he was likely not fit for combat. My next memory is waiting in the Vienna railroad station and our guard took us into a bar, and much to my surprise, fed us beer and cheese. Needless to say it was very welcome.

There are many stories about life at Luft 3 I could tell you but that is a subject for another letter.

After liberation, I went home and worked at several jobs until hired by the American Airlines in 1951. I flew for American through July 1983 when I retired. I married a lovely woman, Jerry, and we have four sons and two grand children.

Sincerely,
Dudley Field.

---x-x-0-x-x---

Recollections of James Riley (No relation to the Editor)

Just received the November '96 issue of the newsletter, and was really shaken up. On page #10, there is a list of re-burials. All of my crew who had failed to jump or had been killed prior to the order to jump are on that list.

My pilot was Larry Whittaker, Co-pilot Ernie Phillips, Top Turret Warren Klien, Ball Turret Archie Hyslop, Tail Gunner Carl (Pop) Sutter, replacement

bombardier Russell Sharples and we had a stand in gunner for Gene Duncan who was on sick leave with burnt hands. (I think Russell Sharples was the bombardier on a Jackson's crew of the 744th, I am not sure which Jackson. I show two other members Whittaker's crew, Gordon Nyen a RO and Hugo Perttola an E., were either of these men the replacement for Gene Duncan?)

We had just dropped our bombs, when a ME-109 came in out of the sun (as usual) and fired a rocket through the top turret, killing both Klien and Whittaker. (Could that be spelled Klein?) The explosion ricocheted through the whole plane, and most of us were hit pretty well. I don't know how badly Ernie Phillips was hit, but he got on the intercom and gave the order to jump. He told me about Klien and Whitt.

I was the waist gunner, so I snapped on my chute and leaped out, hoping that my chute had not been hit by the fragments flying around the plane and that I wouldn't be whacked by the tail assembly. We had been flying at 21,000 feet so I didn't open the chute until I figured I was down where there was some oxygen.

When I finally pulled the cord and saw the silk come out, it was one of the best sights of my life. My friend in the 109 followed me all of the way down to the ground, there I was welcomed by about ten unhappy Hungarian farmers armed with all manner of farming tools.

The first thing that they did was to strip me down to my long johns and I thought that I had had it. I guess they took pity on me when they saw all of the wounds I had suffered. I was hit in both legs, the back, the arm, the head and one in and out of my right side. I still think that if I hadn't been so shot up they would have done a job on me.

Finally I was put into a horse cart and taken to what must have been their City Hall. There they had an assemblage of all the prisoners they had found. That is where I met my navigator, Jack Wark. He too had bailed out and were the only ones to get out of the plane. I've met him twice since then, once when we got to Camp Lucky strike, and once at a convention of Airmen at the Hotel Commodore in N.Y. where I was working at the time. Although I've tried on many occasions to contact him, he remains among the

missing. (I found a John F. Wark in New Jersey and called but it wasn't the right one nor was he related. Wark is not a common name. - ED)

The guys who were in one piece were taken to be interrogated, those of us who were beat up were taken to hospital in the heart of Budapest. I have often thought that it was a religious hospital and that the nurses were really nuns, but I never found out for sure.

There were about twenty of us in one room on the top floor, some of these lads were pretty badly wounded. One fellow had caught a 20 mm right in the stomach, and only survived by holding his insides together in his hands. Another landed perfectly safely only to be stabbed in the face by a farmer with a pitchfork.

Our mission was on July 2, 1944, so it wasn't too much later than the raid Nandor Mohos was referring to. Maybe he was in the vicinity when we went down. (Not likely Jim, he is only 25 now. - Ed.)

Twice while we were in the hospital, Budapest was bombed and somehow those nurses knew that the planes would be coming. At about seven in the morning they would come into the room and say, "Your friends will be coming over today", and sure enough they were right at about 11 am there would be a full scale raid.

We would be the only ones above ground, they would all be down in the air raid shelter while we would be on the top floor watching all of the action. It's tough to be up there dropping those things, but believe me, it's a lot worse being on the receiving end. Not one of us in the ward needed a physic the night of the bombardment.

After I was released from the hospital they took me to a foul little prison in Pest, this is where I stayed until they got enough of us together to fill a box car, then they shipped us to Stalag IV on the Baltic. We stayed there until January 1945, when we were again put into a box car and shipped to Stalag I. We were among the luckier ones since the healthier Kriegies got to walk for about 80 days or until the war was over.

What I would like to know is where are my crewmates buried? This

is the first time since 1944 that I have any news of them, and it really shook me up to hear about them like this. Any information you can give me will be appreciated. You are doing an outstanding job on the newsletter, I always look forward to getting it.

Yours in brotherhood,
Jim Riley

Note: I try Jim, as far as known we are not related. - Fred the Ed.

---x-x-0-x-x---

RECOLLECTIONS of Richard C. Jensen

I read with great interest your correspondence with Nandor Mohos of Hungary. As you may remember from some of my previous letters, I was the flight engineer/gunner on Martin Luther's crew in the 744th Squadron.

We flew on both of the missions mentioned in Mr. Mohos letter. Our plane was the "Rackenjammer". The mission on June 26, 1944 to Moosebierbaum oil refinery, Austria was a rough one, but for our crew the mission on July 2, 1944 to the Shell oil refinery, Budapest, Hungary was our worst.

A/C 42-552295 "Hot & Bothered", flown by Roy Huls was flying off of our left wing when ME-109's attacked us and shot it as well as other planes in Squadron down. I was interested in "Hot & Bothered" as their flight engineer, John McMaster, was a very good friend of mine from our overseas training in El Paso, Texas.

John and his wife had just been married and when my first wife and I were married in El Paso, they stood up for us as best man and matron of honor. We were also severely shot up, our ball gunner, Helbert Cabalaro was KIA, our tail gunner, Peter Ladisic lost his leg to 20mm gun fire, our radio operator, Everett Alexander and I were both wounded in the legs.

After a month in the Foggia hospital and Naples rest Camp, I returned to duty and finished my missions.

Due to the condition of the "Rackenjammer", and all of the wounded aboard, Martin Luther, our pilot chose to land at Foggia we had a flat tire on the main landing gear, no brakes and no

hydraulic system. I was later told that there were 101 large holes in the plane. We tied parachutes to the waist gun mounts and stopped before we hit anything. The "RACKENJAMMER" never flew again.

---x-x-0-x-x---

MEMORIES

by T/Sgt Karl Skinner

In June 1943 I was assigned to the same crew that Thomas Troutman was assigned to. I had known him in various classes but we became good friends after we were assigned to the same crew. I found that I had known him since 1939 when he had serviced my car in Orangeburg North Carolina.

In January of 1944 while we were in West Palm Beach Florida, the take off point for our flight to the combat zone, Tom filled a bag with earth. I asked him why he had done that, He replied: "It was the last of the U.S.A. that he would see, as he was not returning alive." He asked that I dump it on his grave.

We had flown several combat missions and on April 2nd were to bomb a factory in Styr Austria. Tom was not his usual happy self, and I asked him what was the matter. He replied, this is the last day of my life. He said that he should complain of being ill, but would not.

The flight to the target was uneventful until we had dropped the bombs. We were then attack by FW 190's Tom was the gunner on one waist gun and Paul Gaunt the gunner on the other. Paul had noticed that there was no sound coming from Tom's gun, he turned and saw Tom on the floor. When he had a chance to check he found that Tom was dead. One bullet had passed through his body killing him instantly.

The return flight to the base was uneventful, no flak and no fighters. Back at the base we fired a red flare and after landing the medics took Tom away. Some hours later the crew was called together, we entered a Red Cross vehicle and followed another to a military cemetery in Bari Italy.

The undertakers placed Tom in a coffin and put it over an open grave. I put the U.S. earth on the coffin as he had requested. We all knelt, and with tears in

our eyes said a prayer for Tom. This was probably one of the saddest days of my life as I had known Tom as a good buddy.

---x-x-0-x-x---

A PERSONAL EXPERIENCE

by Donald G. Rowland

On December 29, 1944, returning from a raid on Salzburg, a single burst of flak from a railway gun in the Udine Valley, Italy cut the trim tab control wire of the right rudder flap. The rudder began to vibrate and the flap started to tear loose.

Lt. Englebert, flew the plane along the eastern edge of the Adriatic sea in order to avoid further flak. A thunderstorm was gathering over Italy so we decided to divert the crippled B-24 to the fighter rescue base on Vis, Yugoslavia.

The runway being much too short, the crew tied two parachutes to the waist gun stanchions and pulled the rip cords upon landing. The plane came to rest within ten yards from the end of the runway, a cliff. Within a short time the flap would have torn loose and the plane would have spun into the sea.

---x-x-0-x-x---

'It Can't be done' - so the B-24 Did IT.

submitted by William S. Jackson

WITH A 15th AAF HEAVY BOMBARDMENT GROUP, Sept. 27, 1944 - "It can't be done," said Lt. Garland H. Jarvis, Sissonville, W. VA, when someone showed him a picture of a B-24 on its back.

Two days later, Lt Jarvis knew it could be done. It was on a mission to Bucharest, Rumania, with the Lieutenant piloting the Liberator, "Wolf Wagon II." The ship dropped behind when flak caused fuel leaks. By the time Wolf Wagon II got in bad with the fates, she was making 135 miles an hour at 9,500 feet. She hit a "front", the place where bad weather begins, and immediately she plunged into a "thunderhead."

"She stalled from the impact," said Lt. Jarvis. "Then she did a 90 degree bank to the right. She turned around and did a 90 degree bank to the left. Then an up draft hit."

PLANE SHOOTS UP

From 9,500 feet at 135 miles per hour, the Wolf Wagon II skyrocketed to 15,000 feet at 260 miles per hour. When she reached the top of the elevator shaft, she was thrown horizontally and hen upside down.

"And what is more " Lt. Jarvis continued, "I didn't have my safety belt on when all of this happened, and I was thrown up, my back to the compass. No, I wasn't praying. I was trying to reach the controls."

"The thing that worried me most was that we were just heading over the mountains as we hit the front. Some of those peaks were 10,000 feet high, and I had most unpleasant visions of a down draft smashing us flat on top of one of them."

"Instead a down draft caused the plane to drop 6,000 feet in six seconds, all of the time upside down. At the bottom, 8,000 feet we were finally in clear weather." The ship righted itself and Lt. Jarvis brought her safely home to this base. When she got in, the wings were still curled up at both ends from the intense pressure.

Note: I do not have a Lt. Garland Jarvis in the 456th, can anyone help me on this story? - Fred the Ed.

---x-x-0-x-x---

ADDRESS CORRECTIONS

Please use the address changes and new members lists to up date your membership lists.

NOTE: If possible in the future include the last four digits of your zip code on your correspondence. I am looking into the possibility of including (printing) a bar code on the mailing labels. If the bar code is on the label we will be able to enjoy reduced bulk mailing rates.

Also, in the new membership 456th list, the last digit of your squadron appears after your name. If you had several assignments possibly only one will appear. This will make it easier for you to

determine if that is the guy you remembered. If 456 appears there it means that we don't know too much about you, let us know your squadron, job, serial number and crew assignment.

If Newsletters are returned because of no FORWARDING address and we are unable to determine a viable address they will be Deleted from the mailing list. If a new address is forthcoming they will added again. Thank you. **Fred the Ed.**

A - means to add to ZIP etc.

C - means to change.

D - means to delete.

A - K. Mayberry

ZIP -- 5341

A - Oakley Thornton

ZIP (Summer) --1811

(Winter) 11651 W. Clearwater Court
Homosassa, FL 34448-4305

A - Richard Verdon

ZIP --1337

A - Robert Capps

ZIP -- 4334

A - D. Rowland

ZIP --1243

A - W. Bahr

ZIP --3668

E. Zinkovich

ZIP --2749

A - S. Saraf

ZIP (Summer) 14094

(Winter) PO Box 2162

Arcadia, FL 34265-2162

A - H. Lee

ZIP --6401

A - K. Mask

ZIP --5860

C - Douglas Hillman

682 Federal Bldg.

110 Michigan St. NW

Grand Rapids, MI 49503

1179 Edgewater Circle

Bradenton, FL 34209 (Winter)

A - H. Eggert

ZIP --8473

C - Orrin Packard

PO Box 367

ZIP --0367

C - Ray Lorenz

2635 1/2 Oak St.

Eugene, OR 97405

C - Raymond D. Reese

1000 Vista Dr. Apt. 801

Davidsville, PA 15928-0400

A - H. Wm. Driver

ZIP --3924

C - John J. Morris

Box 634

Zip --0634

C - Ralph Dexter

PO Box 193

Higate Springs, VT 05460-0193

C - Richard T. Jensen

ZIP 34145-3431

C - Gearld R. Wilson

843 Goldenrod St.

Escondido, CA 92027-1709

C - John P. Brosnan

13 Seahorse Lane

Vero Beach, FL 32960-5231

C - Lester, Evelyn (Dau)

3100 Commonwealth Ave. Apt 303

Alexandria, VA 22305-2730

C - Mrs. Wm. Kaufman

149 Parkwood Dr.

Royal Plm Beach, FL 33411-8204

C - Robert . McCann

6015 Blue Mesa Dr.

Arlington, TX 76017-1956

A - Robert W. Samek

ZIP --9998

D - Marvin Beltzner

C - Donald Fischer

Add - 3680 Ironwood 506L

Bradenton, FL 34209

Delete - Michigan Address

C - Marilyn Singelton

13 Lafayette Park

Green Island, NY 12183-1300

C - Robert Ayer

Apt 114

ZIP 53705-2928

C - John R. Lupe

2 Grounds Rd. Apt 55

Albany, NY 12206

A - Walter Maciewicz

ZIP --4425

A - Paul Schmidt

ZIP --8208

C - Robert VanEvery

7146 Lakeside Dr.

Sarasota, FL 34243-9635 (Winter)

4639 Warner Bay Rd.

Bemus Point, NY 14712-9635

(Summer)

A - Robert Glatz

ZIP --2909

C - John G. Baker

To: Lefa Baker

ZIP --2009

A - Richard McCavitt

ZIP --2083

C - Dwight Fulmer

2100 Freeport Rd. Apt 713B

Sterling, IL 61081-1743

A - Loretta Sanders

ZIP --3115

A - Eugene Domulericz

ZIP --1321

C - Charles Bensberg - 5

7403 N. Ocean Blvd. Unit C

Myrtle Beach, SC 29577

C - Ozell Pettitt

To: Box 21

A - Joseph Leukma

ZIP --8855

A - Walter Globis - 4

3180 N. Lake Shore Dr.

Chicago, IL 60657

A - John D. Roberts

ZIP --7516

A - Dave Tavel

9527 Huntington Lane

Indianapolis, IN 46260 (Summer)

11804 Quail Village Way

Naples, FL 34119 (Winter)

C - Willis Nelson

PO Box 7

D - Donald R. Martin

Mrs. Dan Boone

John Haymaker

William Dunleavy

A - Donald Kroener

ZIP --3314

C - Frank L. Watkins

1849 W. Lincoln St.

Tullahoma, TN 37388-5428

A - Robert O. Perry

ZIP --84

A - John L. Dupont

ZIP --1917

A - Donald Watson

ZIP --6322

A - Warren Askew

ZIP --6049

A - Ed Davitt

ZIP 3631

A - Harry O'Connor

ZIP --6624

A - Peter Lysek

ZIP --7769

A - Nicholas Karpenko

ZIP --1134

A - Edwin Barczuk

ZIP -- 3243

A - Ray Glassner

ZIP --1927

C - Henry Arnwine

143 N. Marshall St.

C - Allan Gowan
1028 SW Fleming Ct. Apt 101
Topeka, KS 66604-1871
C - Thomas Williamson - 5
81-600 Fred Waring Dr.
Indio, CA 92201
C - Robert L. Rodgers - 5
6 Foxwood Ct.
Simpsonville, SC 29680

---x-x-0-x-x---

INTERNET

If any of you out there have Internet or e-mail addresses let me know what they are and I will publish them in the newsletter so we may contact one another.

AF Vets Assns. -

<http://www.army.mil/vetinfo/af.htm>

Air Force Home Page -

<http://www.dtic.dla.mil/airforcelink/>

Army list of veterans Associations -

<http://www.army.mil/vetinfo/af.htm>

B-24 Pacific Researcher -

http://life.csu.edu.au/~dspennem/MELAR/CH/Virtual_B-24s.Intml

B-24 Pictures -

<http://www.nemac.com/aviation>

B-24 Web Site -

<http://www.mach3ww.com/B24/>

Bahr, Bill - wcbahr@aol.com

Baker, Francis T. (Sue Baile) -

KBBaile@AOL.com

Baker, Vollie (Deb Jensen) -

irishdeb53@aol.com

Bruton, Dave (Assoc.) -

R2800jug.aol.com

Capps, Robert - RCAPPS9157@aol.com

[Walter Crowell - waltcrow@juno.com](mailto:WalterCrowell@juno.com)

Edwards, Harry - eaglerst@anereas.net

[Emery, Ted - tedemery@magic.net](mailto:EmeryTed@magic.net)

General Aviation Interests -

<http://www.brooklyn.cuny/aviation/>

Hochberger, Howard -

hberger@oztech.com

Jensen, Richard T. -

73614.3313@compuserve.com

Jones, Bob - rgjones2@juno.com

[Judd, Gene - gjudd67230@aol.com](mailto:JuddGene@juno.com)

Lee, Hansel E. Sr. -

verda@mail.barepower.net

McClure, Bob - rbm@iquest.net

Meister, Gerard -

GMEIS5580@aol.com

Millette, Larned Jody -

lardhead@snoopy.bunt.com

Perry, Robert O. -

bobperry@micron.net

Randall, Warren -

wrandall@freenet.columbus.oh.us

Riley, Fred - friley@genevaonline.com

Savage, Phillip -

Savage@proxy.enet.dec.com

Shuster, Joe - joeshust@aol.com

Saracco, Charles V. -

syrocco@msn.com

USAF Museum -

<http://www.am.wpafb.af.mil/museum/>

USAF Museum Foundation -

<http://intencon.com/museum/htm>

NOTE: Joe Shuster put me onto a free e-mail service. The service is **Junio Free Internet E-mail Service**, they can be contacted at 1-800-654-5866. They will send the software and encourage the copying and passing on the disk. to others.

---x-x-0-x-x---

WELCOME

We welcome the following found members and/or spouses and family members of the 456th Bomb Group into the association and look forward to seeing and hearing more from them.

You will notice below that the names and addresses of the widows and/or family members will be included if the individual is deceased, we want them to feel a part of the association and join us in comradeship.

We are grateful to all who are interested in the men who served in the 456th Bomb Group and we hope to perpetuate our history and memory through you.

The Editor:

THE NEWEST MEMBERS:

Charles V. Saracco - 745th

2390 Shelly Dr. Condo A.

Palm Harbor, FL 34684

Charles was the Radio Operator on John Kloman's crew. The only other active crew member is John Johnson, the Ball Gunner. Charles do you have copies of any of your crew

orders with given names, ranks and serial numbers?

Francis T. Baker - 747th

12001 Branchwater St.

Fredericksburg, VA 22407

We found Frank through the internet, His daughter found us and contacted me and from there we just reeled him in. He was the Flight Engineer on "Rau Dee Dau", with Frank Ward's crew. Three other of their crew are current.

Devel Andresen - 745th

621 Cedar Hill Rd.

Albuquerque, NM 87122

Devel was the Co-pilot on Fred Martin's crew. The only other members of his crew that I know of are the pilot who is current and the Tail Gunner, Simon Andrews, deceased. Do either of you have records or orders that define the rest of the crew members?

Joseph W. Bruner - 754th

5101 Chaperito Trail

Arlington, TX 76016

Joe was the Ball Turret Gunner on the "Gallop'n Galoot" on Fred Savage's crew. I show that nine of the crew are current including two Co-pilots. Why not have a crew reunion in KC with the Group?

Lloyd E. Hahn - 745th

550 Kings Highway

Amherst, NY 14226]

Lloyd was a Navigator assigned to the 745th in May of 1945. Lloyd, I do not have much info on you, where you assigned to a crew?

Marvel R. Poderzay 744th

4759 Amelia Dr.

Fair Oaks, CA 95629

Marvel was another of the ground folks who worked many a night to prepare the planes for the next missions. Marvel was in the 744th Engineering section.

Lloyd B. Arne - 745th

221 4t Ave. N

Le Mars, IA 51031

Lloyd was a Nose Gunner on either Tom Williamson's or Morris Passmore's crew. Give credit to Jack

Adler for locating Lloyd. Remember in the November '96 Newsletter I listed two crews with the phone numbers of all the men in the U.S. with the same name and asked that you call and check them out if it would be a local call for you! Well Jack Adler found the first one, there was another **Lloyd B. Arne** in North Carolina. See page 12 of your last NL.

Lyle L. Brady - 746th

628 N. Maple Ave.
Pierre, SD 57501-4741

Lyle a Flight Engineer, became a guest of the enemy October 20th, 1944. Lyle was on the crew of Walter Hansen, also a POW. Walter aren't you glad we found Lyle, now you guys can exchange notes at the reunion.

John W. Bryant - 746th

2554 Great Highway
San Francisco, CA 94116

John another ex-POW, was the Tail Gunner on the crew above, Walter Hansen's, my what a reunion this could be.

Granville R. Billingsley - 746th

3503 44th St.
Lubbock, TX 79413

How about this, is this going to be a great reunion or not!!! Granville, another POW was the Upper Turret Gunner on the now famous Walter Hansen crew. Also another POW, these guys really believed in hanging out together.

Marcus P. Chatham - 746th

3816 Cottonwood Dr.
La Porte, TX 77571-4314

This even I don't believe, Marcus was the Radio Operator on the same crew. What a find, where have you guys all been for the past 53 years? These guys should all be fluent in German, they spent enough time there.

William J. Redd - 745th

1850 Cotton Court
Montgomery, AL 36110

Bill was the Flight Engineer on Clair Claxton's crew. There are two other members of the crew current and the Co-pilot is deceased.

Jack C. Trimble - 745th

2237 Sherman Ave.

Evanston, IL 60201

Jack was the Ball Turret gunner on Delmar Hutchin's crew. Later he worked in the Public Relations section. Two of his former crew mates were POW's and are current members.

Frank P. Gagliostro - 745th

36 Hockborne Ave.
Auburn, NY 10321

Frank was the Flight Engineer on the "Lonesome Polecat", on Lawrence Ceretti's crew. This is another former member we found through the internet. I received a letter from Wm. Kane asking in behalf of Frank about the Bomb Group Association. Mr. Kane listed his e-mail address but the hand writing was so bad I could not be sure so I sent him an e-mail letter and a snail mail letter. So I'll have to wait for a response to be sure of the correct address.

Mary Ann Von Radics - 7

209 1/2 Red Mesa Heights
Grand Junction, CO 81503-1560

Mary Ann is the niece of John Euston who served as a Technical Sergeant in the Legal Section of the 747th Squadron and Group Headquarters. We are always happy to have relatives of our members associated with us to help keep the memory of the 456th Bomb Group alive.

Thomas K. Pohl - 746th

169 Burney Way
Pittsburgh, PA 15237-3160

Tom was the Ball Turret Gunner on David Culbertson's crew, they flew "Miss Conduct". Four of members of this crew are current. If any have copies of your crew orders I am missing data such as serial numbers, and rank of most of the crew.

Harry Hardy - 746th

127 West Campus Court
Racine, WI 53402

Here we go again, Harry was the navigator on the Culbertson crew along with Tom Pohl above and Warren Lundberg. If we can just get all of these crews out for the reunion, **WOW!**

Warren Arthur Lundberg - 746th

216 Walnut St.
Milford, IL 60953

Warren was the "Miss Conduct" Tail Turret Gunner. Need I say more.

Werner C. Foss - 746th

1021 E. 5th Ave.
San Mateo, CA 94402-1310

Werner the bombardier on Stan Sagert's crew was nicknamed "The Judge" I don't know why. He also flew a number of missions with Bob Capps.

Steve Earl Hansen - 746th

244 Neil Terrace
Vista, CA 92083

Steve was the original co-pilot on the crew of Stan Sagert. As I recall it seems to me as if Steve was pretty much credited with saving their plane on a training mission at Muroc AFB. If my memory hasn't failed I believe they had lost two engines on one side and Stan Sagert not being a very large person was very dependent on Steve in controlling the plane.

Lamar Sandidge - 747th

1767 Winston Dr.
Memphis, TN 38127-5564

Lamar worked in the 747th Engineering Section with Morris Hutkowski and Edwin Shelton.

Laverne M. "Tony" Voshell - 746th

978 14th Ave.
McPherson, KS 67460-7022

Tony was one of the distinguished pilots in the 746th. I think he is close enough to Bob Jones to hold mini-reunions. I have four other members of this crew as current, ought to see you all in Kansas City in August.

James L. Grosshart - 744th

281 Pointe Pl.
Westerville, OH 43082

Jim was the Engineer on the crew of Walter Mulligan, Jim tells me that John McCassey was the best man at his wedding, I think the second best man. You other Mulligan crew members drop Jim a line

Mickie Baker, Debbie Jensen - 744th

2105 E. Rolling Knolls Way

Salt Lake City, UT 84121-3035.

Debbie is the Daughter of Vollie R. Baker the Crew Chief of "Salvo Susie" in the 744th Squadron. Mickie Baker, the widow of Vollie lives in Salt Lake City. Debbie is another of those who located us through the Internet.

Kenneth A. Breshears - 747th

202 Rolling Hills Place
Lancaster, TX 75146

Ken was the flight engineer on the crew of Joseph Leukema.

Ned E. Burgess - 746th

532-1 Silver Oaks Dr.
Kent, OH 44240

Ned was the nose gunner on the crew of Guy Slacks, thanks to Ned I have identified the rest of the crew.

Of the four Groups, 454th, 455th, 456th and the 459th in the 304 Bomb Wing, the 456th had the best record of all in the percent of bombs on the targets.

This record is directly attributable to the skills developed by the air crews in formation flying, navigation, bombing and protection by our gunners, and especially to the ground service personnel maintaining our equipment and creature comforts under extreme poor working conditions to a degree to allow such excellence in performance by the airmen.

The Ground Service Personnel worked long periods without due recognition to 'KEEP 'em FLYIN'.

SCHOLARSHIP AWARDS

After many years our scholarship program is off the ground. Doesn't it make you feel good to see a fine product come from our service in the war. Although the awards are not huge, they seem to be going to some very fine young people who are setting goals in life.

It might be added that although, the have been recognized as the grandchildren of some of our members, they probably got their smarts from their mothers.

It is with great sadness that we have reported the passing of Major Paul T. Golden this past March. Paul was the original Commander of the 746th

Squadron. Paul must be given credit and thanked for the origination of the 456th Scholarship fund. Although it is not large it is a fund we have set aside to try to give some assistance to the descendants of our members to help with furthering their education.

If any would like to help with extending what Paul began by contributing to the Scholarship Fund, direct your contribution to Jim Watkins, treasurer. If you have any grandchildren that would like to apply for next year, contact Ed Moore for forms.

---x-x-0--x-x---

Dear Mr. Watkins:

My grandfather, Donald M. Watson, navigator on Al Craigs crew told me about the great time he had during the Philadelphia reunion and of the 456th scholarships discussed during the business meeting. I would certainly appreciate being considered for one.

I am a recent graduate of Salisbury High School in Salisbury, North Carolina. I graduated with a 4.04 point average and with various honors such as the National Honor Society, North Carolina Scholars, and the Honor Roll. I enjoy sports as baseball, basketball and golf. During the past season I was named the MVP of my high school baseball team.

I plan to enter North Carolina State University and pursue a degree in biology or zoology with a pre-med option. I am involved with the University Scholars program. I believe my time in college will be the most valuable of my life.

Thank you for considering me for a scholarship. The money, if received will be much appreciated and will be put to good use.

Yours truly,
Jason M. Ward.

---x-x-0--x-x---

THAYER COUNTY HISTORICAL SOCIETY

RR 1 Box 47

Belvidere NE 68315

Virginia Priefert

The Thayer County Nebraska Historical Society has put together a history of the **BRUNING ARMY AIR**

FIELD. I have a copy and it covers a lot of history of the various WW II fighter units that were stationed there at on time or another.

They are lacking in accounts of the time that units of the 456th Bomb Group were stationed there. I know that men of the 456th were there for a short time prior to Muroc Army Air Field. I was not involved so know very little factual information about that time or events.

Would some of you who were involved and trained at Bruning please write me and tell me about it. They, in the Thayer Historical are anxious to learn of our stay and to know of some of the men involved. They thank you, I thank you. - Fred the Ed.

---x-x-0--x-x---

456th Bomb Group "T" SHIRTS

Jim Watkins has "Proud to be AMERICAN", 'Tee' shirts available like the one pictured **except** the 456th Bomb Group will be printed where ZEBCO is shown.

They can be ordered from Jim Watkins by mail or they will be available at the reunions.

Sizes are S, M, L and XL. The price is \$11.00 each with a shipping and handling charge of \$3.00.

Jim's address is 504 Hedgerow Circle, Kearney, MO 64060.



TAPS



In memory of our comrades
who now rest in honored glory

James D. Kennedy - 746th

James died 11 December 1996 as reported by Don Redding. James was the bombardier on the crew of Donald Dupree.

Jesse G. Henry - 744th & Group

Jesse died 17 December 1996 as reported by his wife Jeanne. Jesse was originally the bombardier on the crew of Joseph Scurzi, later he was transferred to Group.

Lyman H. Conner - 744th

Lyman died in September 1996 and is survived by his wife Virginia. Lyman was the original Flight Surgeon in the 744th Squadron.

John K. Zwiebel - 746th

John died 3 October 1996 per Dan Gallagher. John was the Navigator on William Snee's crew and is survived by his wife Norine.

Marvin J. Beltzner - 745th

Marvin's death was reported by Howard Eggert and he is survived by his wife Beatrice. Marvin served in the Squadron Communications Section.

Edmund J. Kozaczka - 747th

Ed's date of death is unknown, his newsletter was returned with the notation, deceased. Ed served in the 747th Squadron Tech Supply Section.

Robert W. Hendrickson - 745th

Bob's death was 18 October 1995 as reported by his wife Flora. Bob was the Upper Turret Gunner on the crew of Ed List.

Clarence E. Dennis - 746th

Clarence died 28 January 1997, he is survived by his wife Elsie. Clarence was the Tail Turret Gunner on the crew of Robert Ensign.

Samuel N. Francis - 746th

Samuel died 7 October 1995 and is survived by his wife Regina. Sam was a member of the 746th Squadron.

John Gary Baker - 744th

John died 1 May 1995 and is survived by his wife Lefa. John was a member of the Ordnance Section and joined the original Group at Muroc, California.

Edwin F. Shelton - 747th

Edwin's death was in November 1996 as reported by Morris Hutkowski. Ed worked in the 747th Engineering Section along with Morris Hutkowski and Lamar Sandidge.

Joseph Hart Lyon - 747th

Joe's death was 13 March 1997 as reported by his wife Louise. Joe was Squadron S-1 officer.

William Jarvis Cartwright - 747th

Bill's death was 9 March 1997 as reported by his wife Cecilia. Bill was a pilot and A/C Commander, we first met at the reunion in Norfolk.

August A. Claeys - 745th

August died in early 1966, his death was reported by Ned Burgess a new member. Ned says that he and August were across the street neighbors. August was the radio operator on Tom Williamsons crew.

Alfred J. Cronk - 744th

Al died 9 September 1995 as reported by his wife Dee. Al was a pilot and in the 744th

Kenneth W. Gruber - Group

Ken died 28 September 1996 as reported by his wife Irish. Ken was a pilot and Group Operations Officer.

Paul Golden - 746th

Paul died in March of 1997 as reported by his wife Celeste. Paul was the original 746th Squadron Commander.

Campbell Y. Jackson - 744th

C.Y. died in March of 1997 as reported by his wife Julia. CY as he was known, was an A/C Commander in the 744th Squadron, he attained the rank of General and distinguished himself throughout his career in the Air Force.

Condolences from the Group to Ray Lorenz on the passing of his wife Gloria and to Russell Pierson on the passing of his wife Mildred.

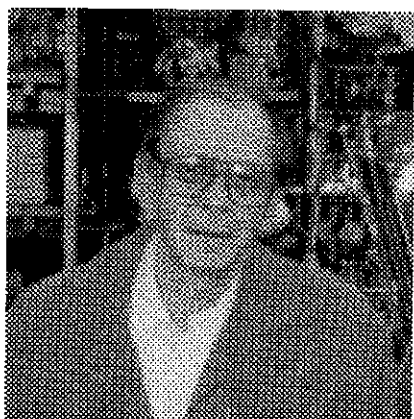
Ray was the co-pilot on Dave Tavel's crew in the 746th and Russell worked in the Group Radar Section.

ERNESTO PAGANUCCI

FAX Received from Tour Agency we used for Italian and European visits.

Ernie Paganucci was an American citizen born of Italian parents in California. He lived in Venice Italy and worked as a tour manager throughout Europe.

Ernie was with groups from the 456th Bomb Group on several occasions where we got to know him. Those of us who had the pleasure of being on his trips feel that we have lost a friend he was a fine fellow.



Ernie was taken ill after a fall at his home last September and after battling with the Italian doctors, as only he knew how, gave up in disgust at the lack of diagnosis and bundled himself on a plane for London.

For many years he had trusted the 'chancre mechanics' at King's College Hospital, since they had treated him for Hepatitis over 30 years ago he always went back to them for his liver checkups. After a bout of tests they sent him home and so far as I can understand (although he bravely told me they did not find anything) the problem was his liver.

Just before Christmas he re-entered the Hospital for a routine hernia repair and was planning a trip to the States over Christmas and the New Year. In fact he canceled his U.S. trip and returned to Italy, where he suffered a haemorrhage and was hospitalized. Shortly after his 60th birthday (January 6th) he died on the 29th of January.

We will miss his humour, companionship and abilities as a fine Tour Manager.

MAIL CALL

Note: Some editing of your letters may be done in the interest of brevity, clarity or that I just can't make out your writing, nothing personal. I also use Mail Call as a method to respond to your letters and inquires, I am very frugal. I include many letters that only say I am paying my dues and your doing a good job for two reasons. First, there is no news but they are complimentary and secondly it lets you all know some of the guys you may have forgotten about are out there. The letters are printed in date received sequence - Fred the Ed.

---x-x-0--x-x---

Attached is my check for 1997 dues and a donation to the 456th Bomb Group Association. Thank you. have a great day.

Gregg Bonham - Gregg is the son of Carlton Bonham, 745th navigator.

---x-x-0--x-x---

Dear Jim,

Now I am convinced that world is shrinking! Last Saturday I attended a POW meeting at West Point where among other affairs I introduced my newly published book to the members.

One of the members on leafing through the book came across your name in the credits list and surprised me that he knows you. His name is Joe Grace from Brewster NY. (He was the bombardier on the Donald Douglass crew 745th.)

Another surprise awaited me last Monday when I went to the VA hospital at Albany, One of the doctors told me he came from one of the towns where I was shot down. I am pleased to tell you that I am getting very good feed back on my book.

However, most do not know what a B-24 looks like on the inside, I should have provided more photos and footnotes. I tried to write for the general public, veterans don't need explanations.

Regards,
Joe Millman.

---x-x-0--x-x---

Dear Fred,

I have two more men of the 456th, Harry Moore. Navigator on Ovid Scarbough's crew and Devel Andresen, co-pilot for Captain Fred Martin.

Devel and I served together from preflight primary, basic and advanced. We both got our wings and commissions May 23rd, 1944. We both went through combat training at Casper, Wyoming, then on to Italy together, I was assigned to the 744th and the 745th. I lost track of him on return to the USA. I wrote Fred to try and find him, I would appreciate you sending them membership applications to join the 456th Bomb Group Association.

Ovid Scarbough, my pilot in Italy died in July 1996 (June 23rd 1996). Please excuse my writing and spelling, my eye sight is getting worse even though I have had both cataracts removed and lens implants and laser surgery on both eyes twice.

It sure looks many parts of me are wearing out. I no longer drive and my wife has had two knee joint replacements his year but she is still driving.

Hope you all have a good New Year,
As ever,
Bill Bannister.

---x-x-0--x-x---

Dear Jim,

In the last newsletter (August 1996) one of our crew members passed away, but his name was put in wrong. Instead of Arthur D. Nyborg, it should have been Arthur J Engdahl he was top turret gunner on C. Hundley and Ed. Sajeski's crew.

(Bob, you are right!, the second listing of Nyborg should have been Arthur J. Engdahl. They were both upper turret gunners on different crews and they both died the same month. Arthur's death was reported correctly in the November newsletter.

I am still in touch with what are left of the crew Chuck Hundley, Ed Sajeski, Bob Edgerly, Tom Muckenfuss and me, Bob Samek.

Sincerely,
Bob Samek

Bob, that is quite a few from one crew, why don't you fellows plan a reunion with us in August. - Fred the Ed.

---x-x-0--x-x---

Fred,

Have you ever thought of compiling a file or record of "nose art" of the 456th. Seems that would spark the interest of many and bring back memories.

Oak Thornton, 747th TG.

Oak, I do keep the names of the planes in my data base relative to the pilot or crew, Ed Moore has a number of 16" x 20" pictures of nose art he brings to the reunions and I hope to have a bunch in the Group picture album I intend to produce. But one of our members, Glen Olson of Madison Wisconsin has put compiled a book of the names of most of the A/C in the 15th AF.

---x-x-0-x-x---

Dear Jim:

Just want you to know I enjoyed my first reunion with the Group this past June in PA. I hope I can make it to the next one in Kansas City. Enclosed check for '97 dues.

As ever,
Edward Golasinski
Ed was in the 74th Engineering section.

---x-x-0-x-x---

Dear Mr. Watkins,

I am writing for Frank Gagliostro who served with the 456th (747th) from April to October 1944 as a tail gunner. His ship was the "Lonsome Polecat". He remembers the pilot's name, Lawrence Ceretti.

Franks discharge papers show duty in Rome-Arno and Southern France. Frank is 76years old and in good health he would like to make contact with anyone whom he once served with.

Hope you can help.

William Kane

RD #2 Valentine Rd., Auburn NY 13021
I can also be reached on
Juzdalbill@aol.com

I found him, his address is 36 Hockborne Ave., Auburn NY 13021, Phone is 315/252-0425 Not too far from Syracuse, someone give him a call - Fred

---x-x-0-x-x---

Dear Jim:

Thanks for the effort that all of you are making to generate and distribute the newsletter. I do enjoy the fact that I occasionally recognize a name.

For those who have not been through Boise since the war, it would not be recognizable now. Gowen Field remains in operation as a National Guard base, and I think some kind of a central armor training outfit in addition to the air arm.

Boise has grown into a metropolis with "bedroom communities" stretching from Ontario to Mountain Home, with full size traffic problems during the busy hours. Currently the biggest community worry is that any sustained rainfall will bring the foothills into town in the form of mud. Disastrous fires of this year have destroyed all of the flora and baked the soil so that water will not permeate. A side benefit is that the normal food supply for wasps and hornets has also gone and now they are moving downtown.

It will really surprise the old-timers if they get to visit.

Bob Perry 745th "Reluctant Beaver" crew member.

---x-x-0-x-x---

Dear Jim,

These January's seem to fly by faster every year, of which I'm sure you are aware. Also I'm late again so why not sign me up as a "Lifer". You fellows are doing a really fine job.

Thanks for everything,
Harry E. O'Connor 747th Electrical Specialist

---x-x-0-x-x---

Dear Jim,

The 1996 reunion in Philadelphia was great. My wife and I had a wonderful time. Sure hope we can make the next one.

Ed Davitt 745th Flight Engineer on "Sweet Sue".

---x-x-0-x-x---

Dear Fred:

Find enclosed a copy of W.E. Zurney's crew. The picture was made in

Topeka Kansas in front of the plane we flew to Italy.

Lt. Walter E. Zurney was transferred to a P-38 Squadron and replaced by Lt. John E. Dengler. This crew went down on 13 June 1944, Group mission (#68 a raid on the Bayerische Motor works Munich Germany). There were three survivors, Lt. Robert W. Seaman, Lt. Harold F. Wanamaker and S/Sgt Roderick Otto Carlson. (Seaman was from New Jersey, we have not been able to locate either he or Wanamaker and Carlson was from Texas, he was current but his newsletter was returned without forwarding and we have lost track of him.)

I also noted in the History that Zurney was KIA. (Zurney married a nurse stationed in Foggia and his KIA is unconfirmed, I suspect that there was some confusion as to who was the pilot although I have a date of death for him as 6/7/44.

At the time I was on leave to visit my brother who had been wounded and was in the hospital. The rest of my tour was made up flying substitute engineer. I was on the late Ovid P. Scarborough's crew. December 2nd we were severely damaged by ground fire at Odertal Czechoslovakia and went down.

The other item was the fate of Sgt Marvin Olive (I still have him MIA, I had his name spelled **CLIVE**, thanks my source must have been difficult to read.). He was on the crew of Lt Leroy Bruce. They went down 4 October 1944 on a flight to Munich. (**Laverne, the only man known to survive was the Bombardier Wayne Porter, he was a POW and he is current, Phone 804-851-7554, perhaps he will write and tell us his knowledge of the events of that day.**)

Sgt Olive lived in Florence Alabama, which is right across the river from Sheffield Alabama in a different county. Sgt Marvin W. Olive is on the memorial killed in action. (**What memorial?**) I have spoke with some people confirming that he did not return. The St. Louis record center stated that he was assumed KIA Oct. 1944. His death listed in the Mediterranean Theater.

Sincerely,
Laverne Mills.

Laverne, how about relating your personal experience on your December 2nd mission until your return to Italy, did you return to flight status?

---x-x-0--x-x---

Dear Jim,

As you know I've been trying to locate all of my tent buddies of the 747th Squadron. With a little luck I found two of them:

Edwin Farrell Shelton, 95 NW 23rd, Paris TX 75460, Edwin passed away Nov 1996 of cancer. and Lamar Sandidge, 1767 Winston Dr., Memphis, TN 38127-5564. He is still living, but in bad shape, I think he also has lung cancer.

If you could print this in your newsletter, maybe some of the fellows of the 747th might like to know. As for me I'm still hanging on. Hope to see you fellows - health permitting.

As ever,
Morris Hutkowski - 747th Engineering

---x-x-0--x-x---

Hi Fred,

Think I recognize the guy helping you compose the newsletter, which one is the Editor in Chief?

I do think it a good idea to honor General Mihailovich with a memorial bench at the Air Force Museum in Dayton, with or without the support of other groups. I was never personally involved in one of his rescues, but Fred we were all indirectly involved. I am sending you a check to help get things started.

(Jack has sent a generous check so I will start a General Mihailovich memorial fund, I have written to the Air Force museum to get their feelings and determine the projected costs and requirements. - Fred.)

Fred, I'm always interested in how someone like Nandor Mohos gets motivated to do what he is doing in Hungary. It is good that someone has taken such an interest and I commend you for your follow up. I was curious when I saw the list of three crashes of 2 July 1944 as that is the date that our tail gunner Fred Meisel was shot down.

When I looked in the 456th History Book, sure enough it was Fred who flew with Delmar Hutchins that day and it was

Fred who was shot down. Fred had a mania for flying missions and would volunteer to fly with any crew on any mission, this was Fred's 100th mission, 40th with the 456th. (See the story I did on Fred in the June 1993 NL - Fred the Ed.)

Your friend,
Jack Dupont.

---x-x-0--x-x---

Gentleman! (We must have improved since 1944!)

A friend who gets your publication called to tell me that you printed a photo of our pilot Hutchinson and the crew lost July 2, 1944. I was the nose gunner on that crew, but I was very ill and did not fly that day, which kept me alive.

The article indicates that you wanted to hear from me. I would like to subscribe to your newsletter and would appreciate it if you would send me the necessary information.

Jack C. Trimble

Another new member, Jack, I believe the name of the pilot was "Hutchins", would you clarify for me. - Fred the Ed.

---x-x-0--x-x---

I lost my dear wife Gloria to cancer last October in Savannah, Georgia. Just found out that I have prostate cancer, slow growing type.

I make bird feeders for special ed. children here. (Eugene Oregon) I made 2000 in three years back in Savannah. I make 8 or 10 each day at a senior center wood shop, using all scrap wood. Have to make 1800 for the children here. I also passes the time away.

I flew with Dave Tavel. Great Guy.

Regards,
Ray Lorenz - 746th, Dave Tavel's co-pilot.

Ray, Join us at a reunion! If I recollect, you were also a Michigander, near Ludington I believe. I still get back to North Muskegon 3 -4 times a year to golf with old school buddies. - Fred the Ed.

---x-x-0--x-x---

Just received newsletter. Its quite a excellent piece of work. I didn't get to

the 456th until the 19th of April 1945. Then flew the photo mission on the 25th to Linz Austria. I got pictures of the whole city and bomb drops from several groups because of the camera hatch.

Dave O. Kroener.

Dave was a photographer in the 745th assigned from the 47th Wing, 376th Squadron. Dave, would like to see the pictures you have. - Fred the Ed.

---x-x-0--x-x---

Hi Jimmy,

Sending dues. You know that I go to Italy to see my aunt and uncle every year so far. I still write Steve Czajka from Bronxville, NY and Leo Bobak from Pittsburgh, PA and Tom Loudon from Troy, NY.

Also I lost my best pal, Thomas "Flip" Ferrara, all from the 745th Bomb Squadron. I still keep training boxers at the boxing club in my home town. This is where Mike Tyson came from, Catskill, NY. I see fights in Albany, NY about five times a year.

Your 744th Bomb Sqdn. Friend,
Johnny Sarrutto - John was in Armament.

---x-x-0--x-x---

Dear Jim,

During the later part of last year Joseph Giuliano, our bombardier, was able to locate four members of our crew of the 746th Squadron. His youngest daughter is a computer whiz, and using the national telephone directory and the middle initials with each name, she was able to locate them. Joe followed up wit a telephone call to each and verified success. They in turn responded with a letter to Joe.

THEY ARE: Lyle L. Brady, Engineer; John W. Bryant, Tail Gunner; Granville L. Billingsley, Top Turret; Marcus P. Chatham, Radio Operator. **They have been added to the mail list and appear as newest members in this newsletter.**

This leaves addresses still unknown for Harold Burg, Navigator; David F. Falkowitz, Ball Turret; and Charles B. Ferrell, Nose Turret. The co-pilot, George E. Caldwell Jr. is deceased.

Joe sent copies of his and their correspondence to me, and I in turn maile

greetings to each. I told them about the 456th including the address, and encouraged them to join. If you have not received a response from each of them, I would appreciate your sending each an invitation to sign up.

I am sad at his time to report that Joe has lost his right leg just below the knee. An aneurysm behind the knee and complications from it eventually lead to the removal. However, his wife Ruth, says that his spirits are good, and he has started on the road to recovery with physical therapy at this time. I notified the above four members of the crew.

Best wishes,

Walt Hansen 746th A/C Commander.

Walt, great job!. Especially Joe and his daughter, that's how I do it. Our best to Joe. Bill Chapin, Joe is another 746'er who was Stalag guest, why don't you send him a copy of your book "Milk Run". - Fred the Ed.

---x-x-0--x-x---

Att: James Watkins,

Enclosed are my dues for 1997. I am the widow of Carl Weyland who died in 1993. Thanks for keeping in touch with me.

Sincerely,

Barbara Weyland - Carl was a pilot in the 747th.

You are welcome Barb, - Fred.

---x-x-0--x-x---

Dear Jim,

I am sorry that we will not be able to go to the reunion in Kansas City this year. Maybe sometime later.

Please tell Fred that I enjoy his publication. I wish we could hear from more of the ground crews, though. I know the air crews really put their lives on the line, but they couldn't have done much without the support of the hundreds of guys who took care of the ground crew responsibilities. **You're so right! It took us all! Howard, This is the year of the ground guys!**

Sincerely, Howard Eggert - 745th & Group, Crypto and Tower Operator.

---x-x-0--x-x---

Dear Fred,

Here are the Bomb Group dues for '96 and '97. Maybe we will meet again at Kansas City.

Regards,

Elizabeth M. Brooks. (Edward V. Brooks) - 745th.

Hope so!!

---x-x-0--x-x---

Dear Jim,

I have enclosed my check to cover dues for next couple of years. Receiving the 456th publication is a real pleasure and brings back many memories. I sincerely appreciate the time and effort that you and Fred put into the Association.

Many thanks,

Carter Neuhaus - 745th, Gene McGuire's co-pilot.

---x-x-0--x-x---

Dear Fred,

Now to the point of his letter to you. In your reply to Vincent C. Lepardo of the 744th Ordnance in the November '96 issue of the Newsletter you stated that it is your intention to make the reunion in Kansas City " a tribute to the men who served so well in support of the 'fly boys' " - - - your words.

I am most happy to see that this special notice is to be accorded to so many who served in anonymity with little regard for recognition. They deserved more than they received. The thank you is long overdue.

This year I intend to pitch my souvenir to the tribute they will receive. and, thanks Fred, for all of your effort thus far. It is much needed at this time.

Sincerely,

Hector E. Patenaude - 744th Armament

Dear Pat, Hunh!! Do you remember the Washington reunion when we paid tribute to the POW's and evadee's, at that time we had no way (data base) to determine who did what, that is when I decided to get involved, now I can pretty much tell who did what. - Freddie the Eddie.

Dear Jim,

I'm enclosing a check for \$120.00 to cover past, present and Life membership. Haven't been able to attend any reunions since the trip to Italy in '94. My wife and I really enjoyed it. We still talk about it.

I'm going to write Bob Fleming about our crew getting together at the Kansas City reunion. We are down to four, but we keep in touch at Xmas. Bob Fleming, Frank Medd and I had a little reunion three years ago. Keep the newsletters coming and tell Fred Riley what a wonderful job he is doing.

Jim McCrosson - 745th, Bob Flemings crew.

Jim, I know. - Fred

---x-x-0--x-x---

Mr. Fred Riley (Another letter addressed to my father)

I'm writing you for two reasons. First, is to tell you how great I think the 456th Bomb Group History book is. I received it about two weeks ago, and as the widow of John (Gary) Baker, 744th Squadron in Ordnance, it means a great deal to me as it brings my past memories back to life.

Secondly, it is important to advise you that Gary passed away of cancer May 1, 1995. I've been trying to notify all of his many affiliations and friends, but due to poor health I haven't done a very thorough job.

So, I am glad I'm finally able to save the Air Force some stamp money and let you know how much I appreciated your big part in compiling this book.

Sincerely,]

Mrs. Lefa Baker

Dear Lefa, thank you so much for your kind words, you have the condolences of the Group and Gary's friends. There is no problem with you remaining on the mailing list. - Regards, Fred, the son of Mr. Riley.

---x-x-0--x-x---

Dear Jim,

I am enclosing \$50.00, I don't know how much I am in arrears but put this to the account. I have been under the weather for the past few years with an assortment of ills, but I feel better now. I enjoy the Newsletter, keep it coming.

Yours in faith,
Bob Ayer - Nose Turret on Ben Hill's crew.

---x-x-0--x-x---

James Watkins,

Here's my Life member dues. A pleasure to be one. I very much enjoy the newsletter. I was a member of Capt. Lloyd Antl's Radar Maintenance Group.
Russell Pierson

---x-x-0--x-x---

Dear Jim,

Thanks again for the great copy and article in the "Group News". We will make every effort to attend the KC reunion. Louise and I spent five glorious years at R - G AFB, it was one of the best state side assignments.

The August date is perfect for us. Looking forward to seeing you and your spouse this summer. Sibio should be able to make this one. In the meantime take care and thanks for all of your work in keeping us informed.

George.

George, were you a POW? My record says you were, can you enlighten me and if you were give me the details. - Fred the Ed.

---x-x-0--x-x---

Dear Jim,

Received the bulletin for November 1996. You fellows do a great job compiling all of the information you receive.

I do take exception to the article announcing the death of Adolf Galland, the Nazi flyer. Sounds like he is being glorified for shooting down 104 Allied planes during World War II. Let's see how many lives was that? Many, many. Frankly, he never should have been a guest speaker at the first return trip to Italy in 1984. I don't think that I would have gone to hear him. Call me unforgiving, but that is exactly how I feel.

Bob Cavanah - Radio operator 745th Bob Fleming's crew.

Bob, Like everyone else you are entitled to express your views, there was no intent to glorify the man, just trying to report the facts on a little bit of history that might be

of interest to our Group, particularly those who were on the '84 visit to Italy.
- Fred the Ed.

---x-x-0--x-x---

Dear Fred,

Several years ago you assisted me in the search for my fellow crew members. With the use of your telephone listings I have located the following:

Harry Hardy, Navigator; Sherman L. Crouch, Radio Operator; Thomas Kenneth Pohl, Ball Turret Gunner.

We were on Dave Culbertson's crew in the 746th. I've suggested to them that we try to get together at he K.C. reunion. None of them are association members, maybe they would join if they got an application or mailing from you.

See you in K.C.

Robert A. Glatz - Upper Turret on "Miss Conduct".

Bob, they all are on the mailing list, are listed as new members and should receive this newsletter. - Fred the Ed.

---x-x-0--x-x---

Dear Fred,

Enjoyed the phone conversation with you and thanks for the cooperation that you are giving your 456th Group.

The name of our co-pilot is George D. Donahue, wife Bettye. (He is a current member - 5159 Redwood Dr., Bastrop, LA 71220 Phone 318-287-2853). I have never located Charles E. Daugherty from Fredonia, KS (He was your Ball Gunner, he was a POW so should have returned to the States - I have not located him either.)

Thank you,

William S. Jackson - 745th Nose Gunner - Majors crew.

---x-x-0--x-x---

Dear James,

I have been given your name by Don Rowland. I was assigned to the 456th Bomb Group, 745th Squadron from September until December 1944. Please enroll me in the membership and provide information to the reunion coordinator.

Thanks,

William J. Redd

Bill was the Engineer on Clair Claxton's crew.

---x-x-0--x-x---

Dear Jim:

Thanks for your letter of February 6 and its enclosures. I am returning the questionnaire, filled out to the best of my recollection. I'm sorry I won't be able to make the August reunion. Lift a glass for me.

Jack C. Trimble

Jack was a gunner on Delmar Hutchins crew of the 745th.

Jack, Norm Bullian, John T. Miller and James Vandewater are all current members and flew with Hutchins.

---x-x-0--x-x---

Hello Fred,

Thanks again for the great job on the newsletter, they are always welcome and very enjoyable and informative. You haven't heard much from me lately because I work outside of the country, and it is not easy to get mail where I work. I work in Antarctica. eight months of the year when there are **no flights in**, so I catch up when I'm back. I'll be leaving tomorrow (Feb. 9, 1997) for eight months, so I'm cleaning up my mail now.

If I were in the country during the reunion I would definitely prefer Florida and Wright-Patterson. My uncle Bruno, was really quite thrilled meeting the crew of his brother (Simon Blachut) at the reunion he attended in 1994. We'll see if he can make it to any more, but he is getting up there in years.

I still have the notion in the back of my head to go over to the Adriatic Sea someday to see if I can find the lost sunken B-24 of my uncle Simon. The technology exists, bit it would take quite a bit of money.

Thanks again. I'll be talking to you next time I'm in the country.

Regards,

Michael Blachut.

(**Simon Blachut** went down with Orville Blumhagen 10/16/44 while filling in as tail gunner.)

---x-x-0--x-x---

Dear Fred,

I have been very remiss in not writing before now. I want to thank you for all of the 456th Bomb Group Newsletters received, and the one reunion we were able to attend in Ft. Worth Texas.

However T/Sgt. Robert W. Hendrickson died October 18, 1995 after a stroke eleven years before.

Sincerely,
Flora M. Hendrickson

---x-x-0-x-x---

Dear Fred,

I really enjoy the efforts you and all of the officers put forth to cover the news for us. I know you all labor hard to keep us up to date. I suggest that all readers send you a thank you for your fine efforts.

Keep up the good work and thanks again,
Dan Shanahan, Floyd Rubin's Navigator 747th.

Dan, seven of your crew are **current** members, how about a **mini-reunion** with us in K.C.

---x-x-0-x-x---

Dear Fred,

Thanks to your helpful information, I purchased the 456th Bomb Group History book. On Page 29 it told me much about my crew that I had forgotten. We were by flak over Debrecen, Hungary on September 1, 1944 and all of us bailed out safely. I have seen none of the other 8 since that date, because the enlisted men went to different prison camps and my two pilots were in other compounds at Stalag Luft III. I was there for 5 months subsequent to which I spent 3 months at Stalag VIIA. The first camp was at Sagan (now Poland) and the second near Mooseburg (near Munich).

As noted, I have had no contact with any of the crew members save Lt. Archie P. Farr, our bombardier, who was not on the mission, since the Group had decided to save personnel by having the bombardiers and navigators alternate on the missions. Archie is a petroleum engineer who may still live in Midland Texas, where he used to work for the state. Lt. Andrew (Deck) Dunavant is a retired dentist who likely lives around Memphis, TN. (is Dunavant 1 n or 2 n's?)

F/O Elrick (Sam) Showerette used to live in Wisconsin Rapids, WI but is not there any more. I believe that Sam still has relatives in the area.

Fred, I attended the reunion at Valley Forge and enjoyed it very much. It appears that I will be unable to make the Kansas City soiree, but I plan to attend future events. You are a great communicator and we all are in debt for your considerate effort.

To get my name off of your black list I'm enclosing a check for \$115.00 (enrollment plus a life membership). Keep up your good work.

My warmest best wishes,
George B. Palmer Jr.

George, refer to my stories with Nandor Mohos, the Hungarian engineer, write and tell him your story and copy me! Also, being all of your crew bailed safely and their names are not real common, if I send you the names of all of the possibilities will you follow up. - Fred the Ed.

---x-x-0-x-x---

Dear Fred,

Enclosed is a check for my lifetime membership. I've enjoyed the newsletters very much and hope to get to a reunion one of these years. (**Carl, Nothin' like KC, August 20 - 24th, 1997.**)

I just re-read Jim Watkins letter of January, 1995 asking me to recall the early years of the 747th under Col. Steed. I was at Gowan Field, Idaho on July 14, 1943 when the Group was formed. We trained there and at Muroc, Salt Lake, Bruning and Idaho. I flew out of Muroc to Memphis, TN and on to the airport of embarkation in Florida and on to our base in Italy near Cerignola by the way of Africa and Brazil.

At the base there were only some pup tents in the mud in an olive grove near the runway. Later our tents were larger and held five men. At one point the men in my tent were M/Sgt. Ed Kalinowski, M/Sgt. Douglas J. Vial, M/Sgt. Edwin J. MacDonald, Sgt. Henry Wenger and myself. We kept warm using a makeshift stove fueled with aviation gasoline. We took turns getting up at night to refuel. It was

Henry's turn and he, being only half awake, spilled the gas and it ran to the stove and exploded! I grabbed my trench knife, slit the side of the tent and rolled onto the ground. Everyone lost all of their belongings. What a rude awakening!!!

There were lots of hardships and primitive conditions but we were young, vigorous, and fighting for our Country. The harder that we fought and worked the sooner we'd get home. That thought kept morale high. We had good times too - the camaraderie and friendships we enjoyed, the USO groups that entertained us, and the R and R's.

I remember taking my laundry to a family who lived in Stornara, she fried me eggs and chips and did my laundry in exchange for enough soap to their laundry. I didn't smoke so I gave them my cigarette ration, I believe they sold them. I know that they were happy with the arrangement and so was I. The powdered eggs served in the mess hall were not too good if my memory serves me well.

Yours truly,
Carl C. Place

---x-x-0-x-x---

Dear Fred,

I came across the 456th Bomb Group Assoc. message on the Internet My father was in the 456th (744th) and served as crew chief on the plane "Salvo Susie". His name was Vollie Baker. He was in Foggia from early 1944 until July 1945. I have many pictures of my dad's, of planes, soldiers, etc. that I would like to share. My father passed away in 1979 from cancer. Hope to hear from you soon.

Debbie Jensen.

e-mail address <Irishdeb53@aol.com>
Debbie and I have been sharing info on e-mail, she would like to hear from any of her Dad's friends out there, her address is under: New Members - Fred the Ed.

---x-x-0-x-x---

Hi Jim:

The two members that I correspond with are Joseph Lappen, already a member, and James C. Downing. If you have found another two would appreciate who and where.

Sincerely,
L.M. Tony Voshell.
Tony, John R. Lupe - 2 Grounds Rd.
#55, Albany, NY 12205 and **Truman**
Sinclair - 3639 Geneieve St., San
Bernardino, CA 92406-2203 PH
909-886-8767.
Fred the Ed.

Note: Tony sent in his history sheet with the following story on it:

"On a mission to Genoa Italy, we were flying in the middle of the formation and in a right turn toward the target the ship to the right stalled out and fell across our right wing.

He lost 8 - 9 feet from the end of his left wing, I lost the flap and part of the aileron on the right wing, as he fell off of the formation going down. He landed in Naples, we spiraled a couple of thousand feet and got the plane under control.

We flew back toward the base, throttled back, enroute I tried several landings on a layer of clouds. The tower called and suggested we bail out and let her go, I told them about the practice landings on clouds and that I was bringing it in. I gave the crew the option of bailing out, but no way. Made a lucky good landing.

Tony, The date of that mission was 19 May 1944. The mission was to Leghorn Harbor, Italy. You were in the 2nd Unit, 2nd Box, in No. 4 position in A/C #201, E.W. Smith "Snuffy", was in A/C #549. Bob Ensign was leading the Box in A/C #489. Recall that day was 'Lovebird'. Read all about it in the 456th Bomb Group history book, page 19.

Fred the Historian.

---x-x-0-x-x---

Dear Jim.

I'm the guy who 3 or 4 years ago suggested a memory jogger to be placed on the address label of the newsletters to alert us to the fact that our dues were delinquent. Now I feel somewhat remiss over the fact that I saw the 7 after my name on the latest newsletter, and it failed to jog my memory. A month later it finally dawned on me hat the & meant.

Old age will do that to you - I mean me. Anyway the enclosed check should carry me to the big "0" - 1 January 2000. Hope your computer has been

programmed to handle the new millennium beginning on 1 January 2001.

Sincerely,
August V. Leshner - John Neff's crew,
744th.

---x-x-0-x-x---

Dear Fred,

I apologize for being late sending money for membership. I do enjoy reading the newsletter. In fact I learned something from the last one about how isolated we were, and how ignorant we were about what was going on in the 15th Air Force. We knew that there were other Groups there but the newsletter shows 15 B-24 Groups in addition to 5 B-17 Groups. Total bombers in all of the groups 1240 --- and there were additional planes in the fighter Groups. Never dreamed there were so many!

I remember going to the 747th to see a friend from back home, a gunner. His plane blew up on the way over and all were lost. I don't remember ever going to another Squadron. The ground force in the 746th was one big family and lived as such.

I was a crew chief in the 746th, my last plane was "Gravel Gertie". The assigned pilot put another picture on the other side called "Ellen Anne", his wife's name I believe.

We had little contact with the flight personnel except when they took off on a mission or returned from a mission. We were very conscious of our responsibility in maintaining the planes and knowing that 10 men's lives were at stake.

Sincerely yours,
Rex E. Childs

---x-x-0-x-x---

Fred, the Ed:

Dues are overdue, sorry. About what would interest me at a reunion. I'm flexible, what ever interests the majority is O.K. with me.

I could enjoy a Bahamian cruise, or to anywhere, Mississippi River, Acapulco Mexico, I would enjoy a nice hotel with a good dining room, entertainment and a swimming pool.

I could even enjoy a trip to the zoo, Kansas City used to have a good one, Swope Park, but maybe it is not there now. I was only five then.

In any case, I have no hero status. No air crew status. No great one status. I was a little above "Elmer" the 747th mascot, who love riding on the hood of our trucks, and/or chasing Pizano mess cooks.

I think I was a little above Elmer, but then, maybe not.

See you,
George T. Lewis
George was in armament, George probably stayed up all night loading the planes with bombs to keep us going, he'd probably rather do the reunion night life. George, tell us how often did the bomb loads get changed after they were loaded? Fred the Ed.

---x-x-0-x-x---

Dear Jim,

Keep the newsletters coming, I enjoy reading every issue. Here's 30 bucks to cover my dues.

My wife's sister married recently. While talking to her husband about the old days, I learned he also was in the 456th - 745th Squadron. His name is Otto Schrieber. I was in the photo section and he was a gunner.

Sincerely,
Edwin S. Barczuk
Ed, That's keepin' it all in the family. I show that Otto was in the Comm. section, How about straightening me out Otto? - Fred de Ed..

---x-x-0-x-x---

Dear Jim,

Had a note from Leo Florick, with a picture of 747th reunion in Philly. Also have talked with Turvey of 747th. Both expect to be at Kansas City reunion. I hope to be but am not sure at this time.

Regards,
Bob Hancock - 747th and Group Tech Inspector.

---x-x-0-x-x---

Dear Jim,

I am enclosing my dues for 1997 and will extend my thanks for doing

such a nice job of producing the newsletter. It is too bad that the organization wasn't started a lot sooner. I have only kept in touch over the years with Howard Schmidt but every now and then in the letters you publish I run across a name or an incident that I remember and it stirs a lot of memories. **(You and Howard and your wives ought to come to the reunion and meet some of those memories. The Ed.)**

About a year ago my wife and I became the owners of a PC. We initially purchased it for convenience and speed of correspondence with our daughter who is a naval officer stationed in Panama but we soon became involved with more of the Internet and all of the educational information that it presents. My e-mail address is "hberger@oztech.com". If anyone is interested, I will be happy to respond to any queries. **(Nice going Hochbergers, who says we of WWII technology need our grandchildren to shows how to run computers, your address has been added to the list, are you reading this Ed Moore?)**

Lastly, In reply to your question of future reunions, We visited the Air Force Museum a few years ago and for any who haven't been there it is quite a place for old WWII 'fly boys'. I would vote for going there.

Yours truly,
Harold Hochberger

Harold was the ball turret gunner on the crew of Howard Schmidt in the 746th Squadron.

Harold, the vote for the Air Force Museum reunion was overwhelming, It looks like the choice for 1998. I have written them to get particulars and if held there we can dedicate a memorial bench to General Mihailovich, Jack Dupont has already contributed \$50.00 towards the memorial fund. I'll have more on that in detail later.- Fred the Ed

---x-x-0-x-x---

Dear Fred,

It was most kind of you to write me about the remaining members of our crew. When I can I will write to Bullian, Miller and Van Dewater. I am 82 years old now and handicapped by a stroke, so I

won't be able to make reunions. Thanks again for sending me the information, it was kind of you.

Sincerely,
Jack C. Trimble - 745th Ball Gunner.

---x-x-0-x-x---

Dear Fred,

Hope all is well with you as it is with us. Enclosed is obituary in Philadelphia paper. (C.Y. Jackson) He had been poorly for some time. Note the 456th is mentioned.

Looking forward to the next reunion. e thought it was going to be in September in KC, but in August could be a problem. We had arranged to be away that month. We'll see what we can do. Keep up the good work!

Henry Winter - 745th Navigator
P.S. Did anyone ever send away for the Greek medal you had mentioned a couple of years ago. (Dick Verdon did and received them, I did and never heard back, I think several others did with same result.) I vote for San Diego for a convention site. **I know Henry, you just want George Crawford to be President!!**

---x-x-0-x-x---

Dear Fred,

Just a note to tell you that I received a letter from Paul Golden's wife Celeste yesterday telling me that Paul had a stroke on February 3rd and died the next evening the 4th. I am shocked and still am today.

Paul had called me the previous Monday and we had a long enjoyable conversation. He told me of the pain he was having which Celeste had mentioned in her letter when she said "I try to find comfort in the fact he is no longer feeling pain".

We were looking forward to meeting in K.C. and eyeballing each other for the first time in 50 years, then I had to write and tell him that I wouldn't be going because of a conflict on my part. That we would meet the next year or that I would go to the west coast to meet him. Some time back Paul had told me he was the lone surviving squadron CO of the original four in Muroc.

Fred, tell me if you know the whereabouts of Sam Parks. (John, I think it was Dick Hood who informed me that Sam had died from brain cancer.) He and I graduated in the same class 42D, at Brooks. Although he was a West Pointer, after graduation we became close friends.

I regret very much that I didn't learn of the 456th Association until 50 years after the war but have enjoyed the last two or three years. You do a magnificent job with the newsletter, I don't know how you do it but it is surely appreciated.

John Townsend - 746th A/C Commander
Thanks John.

---x-x-0-x-x---

Dear Fred et al,

Received your 456th BG info, you sure have done a fantastic job in the group and its activities.

I keep in touch with Steve Hansen, our co-pilot and Paul Crisafulli, our navigator. He lives just six miles from me.

On our "Lassie I and II" crew, Jim Crowell sent me info via the 456th BG Assn. paper and listed Pilot Stan Sagerts Hawaii address. (Steve Hansen has phoned him and hopes to visit him) Also had a series of military addresses for Kermit Caudill, I sent them to Steve Hansen.

I finished July 7, 1944 flying 9 missions with Bob Capps and one mission with Bill Snee to make the 51st. Crisafulli was grounded after our June 2nd, 44 mission to Ploesti with flak in his lower back, Hansen was grounded with combat fatigue so the three of us didn't make the July 15th 1944 "Bail out mission with Sagert and gunners."

Stayed in the reserve retired as a LTC. Still hunting and fishing when in good shape, still live in family home, built in 1917. Single, never married.

Respects and best to all,
W.C. "Judge" Foss Jr.

Judge, tell us where do de Judge come from? Bring us up to date on Kermit Caudill and Stan Sagerts addresses and we'll add rthem to mailing list. Fred the Ed.

---x-x-0-x-x---

Dear Jim,

I am enclosing \$100.00 for a Life Membership. I was at the reunion last year, I was a first timer. My wife and I are planning on going again this year. I believe the dates are 20 - 24 August.

I am interested in buying a 456th Bomb Group jacket, Please let me have the name and address of the fellow taking the orders. With thanks, I am sincerely,

W. Allan Pearce.

Note: Allan has been sent the info, for you new members the information on the jackets, Group History and PX items is in each Newsletter. Fred.

---x-x-0--x-x---

Dear James:

Enclosed are my Life membership dues, as I get older I need less to think about. Our crew of four maintained the same plan "Marilyn" from the 1st day in Italy until the last day in 1945.

The outstanding event was when Monahan's crew finished their 50th and went home. I've often said, "you who went over the target, deserved all of the gratitude and recognition". In comparison you might say the rest of us were on vacation. (Not true Norm, don't under sell the support personnel, the "Marilyn" for example. She had more than good luck, she had lovin' care. - Fred the Ed.) For exercise, I'm still growing 60 acres of alfalfa hay. (Let it bloom for the honey bees Norm). Keep my fingers crossed as to how long I can continue. All of my appreciation to you people who keep the 456th together.

Sincerely,

Norm Wyatt - 745th Engineering.

---x-x-0--x-x---

Dear Fred: (The Ed)

I'm sorry about being so long returning your reunion survey sheet but being under the weather this fall my mail was put aside until recently. I would like to see a reunion held at the Wright Patterson AFB in Ohio as we have a bit of our old 456th dedicated there in memory of our Group.

I attended that reunion and I think there is a lot to see that would be of interest to our group members.

Sincerely,
Thomas Cable

Tom flew with Joe Desperock and ditched in the Adriatic 4/24/44.

---x-x-0--x-x---

Dear Fred:

In the course of perusing the Senior Scene insert in the local Daily Bladder, I noticed the "Super Senior" being spotlighted that day had served in the 456th Bomb Group during the unpleasantness of the early 40's.

Although he is listed in your membership roster, it may not have occurred to him to share his recent notoriety with his former comrades-in-arms. Consequently, I am enclosing his front page photograph and accompanying kudos for your information and their inclusion in one of your future issues.

Additionally, to set the record straight, my three affiliations during my happy stay in our mutual Bomb group fraternity were: the 746th as Tech Supply Officer; Group Headquarters as the Group Tech Inspector; and, finally, the 745th Squadron as Engineering Officer.

Thanks again for your back-breaking efforts in putting together the unfailingly fascinating and information-filled Newsletter.

Yours very truly,
"Hank", Henry R. Simms.

"SUPER SENIOR" practices daily acts of kindness.

Dick Terrell, February's super senior, has a motto: "It would be nice if everyone did something for someone else everyday."

Terrell's motto certainly is reflected in his actions. Although he is 80, he shovels his neighbor's walk when it snows and brings the newspaper to this same neighbor everyday. Terrell is hesitant to consider these daily acts of kindness significant. "I just do little things sometimes, but, shoot, that's nothing. I don't do anything," he said.

A charter member of the Oaklawn Rotary Club, Terrell is no stranger to service. He retired from the Air Force as a Lieutenant Colonel, having served as a pilot with the 744th Squadron of the 456th Bomb Group during world war II.

On April 2, 1944 he was shot down over Yugoslavia and captured by the Germans. A decorated veteran, Terrell was a prisoner of war for 13 months in Stalag Luft No. 1, Barth Germany, after bombing a ball bearing factory in Styre Austria.

A native of Camden, Terrell moved to Hot Springs after the war and he and his wife Anita, operated a hardware store for 29 years before retiring in 1976. He and Anita have been married 55 years. They have 2 children and 5 grand children.

I enjoy retirement. "I have six Saturdays and one Sunday every week," he said.

Dick, went down while flying "Miss Zeke", is it true that you were given credit for clipping the tower? - Fred the Ed.

---x-x-0--x-x---

Dear Fred,

Please excuse my discmooberated state of mind. I have just passed my 74th birthday, my 45th anniversary and Easter, and Passover is rapidly approaching, no wonder I'm confused.

When the time changed I reset my digital watch and just noticed that it was set from April to May. Consequently, all of my correspondence and checks have been dated May since the time change. Should make some interesting results.

I am writing to let you know that Richard Hood his wife Louise, the great an wise and amusing Serigo Giannoni, myself and wife Barbara had a little reunion several weeks ago here at our house.

We had a great time reminiscing over snacks and aspi spumanti and Italian beer I'm sure hat you have a picture and complete account from Richard Hood. **Nope!** Also let me know how much I am behind in dues. (That's Jim Watkins department, just send money.) (The annual reunion will be in Kansas City 8/21 - 8/24 and you will

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We had a great time reminiscing over snacks and aspi spumanti and Italian beer I'm sure hat you have a picture and complete account from Richard Hood. **Nope!** Also let me know how much I am behind in dues. (That's Jim Watkins department, just send money.) (The annual reunion will be in Kansas City 8/21 - 8/24 and you will receive a mailing before you see this.) We have been assured that Dick and Louise and Sergio will join Barbara and I at the reunion.

Sincerely,
Bob Seitner - 746th PR.

UPDATE on

AMBER LOU & WILLIE KREBS

William Krebs was in the 745th Engineering Section
They are both afflicted with Alzheimer's disease.

1996 has been about the same for both of them. Their physical health continues to be reasonably good for their ages. Amber Lou sleeps most of the time. She continues to be confused, wanting to know what she is going to do every 2 to 3 minutes.

Neither one of them really has a clear recollection of very much. They smile and welcome us every time we see them each day, but they can't recall who we are until we tell them. Then our names are soon forgotten.

Willie spends most of his waking hours working on the chair he is

confined to. He is busy measuring and feeling and looking and talking, all of which has no apparent meaning to anyone who might be present.

We keep sitters with them 24 hours a day. They are clean. Their surroundings are clean. They are well fed. Those who look after them are compassionate and caring for each of them. Our hearts break to see them this way, but we thank God for giving us a part in their care-giving responsibilities

Pray for us, and for them, as we undertake this labor of love.

Evelyn & B.J. Chenault. - Nephew.

---x-x-0-x-x---

456th BOMB GROUP HISTORY BOOK

NEW MEMBERS PLEASE

READ:

For the benefit of those new to the Association, let me tell you about the **456th Bomb Group** history book.

The history of the 456th Bomb Group has been documented for the years 1943 - 1945 when we served as a combat unit. This was done with the submission of personal biographies an personal stories and experiences of our members.

The history also has many pictures and a day by day accounting of our combat missions including targets, losses and flight times and conditions.

There are sections covering the Group roster, lists of KIA's and MIA's. This information is as extracted from microfilm records of our Group's records.

Although it is too late to submit personal biographies every person that it was possible to identify is listed.

Order the books from us. I have approximately 10 books on hand. The standard edition @ \$49.95 plus \$5.00 shipping and handling for the first book and \$2.50 for each additional book.

Order books from and make checks payable to:

FRED RILEY

456 Bomb Group PX
N 944 Daisy Dr.
Genoa City, WI 53128-1962
---x-x-0-x-x---

456th BOMB GROUP(H) WW II 304th BOMB WING 15th AIR FORCE "Steed's Flying Colt's"

Overseas Military Cemeteries

The pamphlet that you recently received is a compilation of all of the members of the 456th Bomb Group known to be decease as of 1 January 1997.

It is in three sections, the first lists all of those to have been KIA and are either buried in the designated overseas cemetery or there name is engraved on the Hero's wall in that cemetery.

The second section list all of the 456th men known to be KIA and they have been returned to family or military cemeteries in the United States at the request of their families.

The third section is a listing of those members of the 456th Bomb Group that are known to be deceased since the war to 1 January 1997. Those men listed in TAP's of this newsletter are not listed in the pamphlet.

This something that I thought that might be meaningful to you. The picture was taken at the Florence, Italy Cemetery at our visit there in 1994.

The cover picture is of the American flag placed at the grave of 2nd Lt. David W. Lander, bombardier on the crew of William Cartwright of the 747th Squadron. One of two men of the 456th interred there. William Cartwright passed away 9 March of 1997.

The flag was placed and picture was taken by Betty Cashman, the wife of Robert Cashman.

There is no charge for the pamphlet, any contributions to cover the expense of publication will be appreciated.

A labor of love, Fred the Ed.

456th P X ITEMS

A PX has been established in order to provide the following items for your pleasure and to provide funds to supplement the operating expense of providing this newsletter for the association.

NOTE: Please contact **FRED RILEY** for the following items by mail order or order at the reunions.

Aerial Photo: Our Stornara air Base -----\$5.50 ea.

VE Day Photo: 8" x 10" autographed photo of Generals "Hap" Arnold, Nathan Twining and Colonel Steed, 10 AM, May 6, 1945. Inscription "Hitler and German Army surrender unconditionally!". Taken at 456th Hdq. and signed by the three. ----- \$5.50 ea.

Photograph of Rome to Paris navigation chart: Shows many of our missions plotted with flak perimeters ----- \$5.00 ea. (Suitable for framing, 18" x 25" , many of our targets are plotted showing route and flak perimeter.) Donated by John Bello.

Lapel Pins: 456th or any Squadron ----- \$5.00 ea.

Patches: 456th or any Squadron ----- \$3.00 ea.

STEED's Colts 4" patch for Jacket breast ----- \$6.50 ea.

456th Bumper Stickers: ----- \$1.50 ea

456th Decals: ----- \$1.00 ea.

456th BOMB GROUP JACKETS

The jackets have the following inscription in 3/4" letters surrounding as large B-24 with our tail insignia in red.

**456th BOMB GROUP (H)
15th AIR FORCE
CERIGNOLA ITALY
1944 - 1945**

The jackets are available in the following sizes: S, M, L, XL, XXL and even in XXXL. They come in light gray or blue, are lined and the lettering on the back is black.

The cost is \$50.00 plus \$2.50 if you would like your name above the left front pocket. Order jackets from Chuck Henning, 15625 14 Mile Rd., Beverly Hills, Michigan 48025. Chuck's phone number is 810/644-8847.

456th BOMB GROUP ASSOCIATION

504 Hedgerow Circle
Kearney, MO 64060

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