



CERIGNOLA CONNECTION

455th Bomb Group Association Newsletter

Spring 1991

Message From the President

Zero hour is approaching for our reunion this fall at Colorado Springs, Colorado. If you have not already done so, mark the dates 2 to 6 October on your calendar. This is going to be a good one! It will include our Memorial dedication at the Air Force Academy, an Academy football game, our banquet with an Air Force speaker who was involved with Desert Storm and many other activities for all to enjoy. We will have a hospitality room to hold more than 100 people as well as having display space for historical records of the group and squadrons, picture albums and other items. I encourage everyone to bring your memorabilia for all to enjoy. The hospitality room will be secure when not in use. Louis Hansen, our fine Executive Director, will soon send you the necessary forms for your attendance. Bring your wives and next of kin if you like and have a good time.

We will need volunteers to help with registrations, tending bar in the hospitality room and other functions. Please send your name to Louis Hansen to help out. His address is P. O. Box 6125, Spencer, Iowa 51301; Telephone: (712) 262-7237.

Our history book will be published by reunion time. It is filled with personal experiences many of you sent us about living and flying combat in Italy. The joys, sorrows, heroics, hardships, life in POW camps, escape and evasion and many other areas we all experienced are included. It also includes pictures of supporting and flying activities. Hugh Graff spent considerable time attempting to get pictures of all the bomber crews. We know some are missing. The number of copies on order is 600. I have ordered 10 for myself for giving copies to my brother, sister, grandchildren and friends. I am also donating (tax deduct-

ible) copies to my home town, high school and university libraries. I expect the 600 copies to go fast.

We will have our usual business meeting at the reunion. It will be time for the election of new officers and directors for those completing their terms. I wish you would all think about who you would like to serve in the forthcoming vacant positions. I have asked John Davis to chair a committee for nominating new members.

Please note the form on the back of this news letter for paying your dues and receiving a roster of our membership. The roster includes the person's name, squadron, home address and telephone number. I use it frequently to write and call old friends.

I am looking forward to seeing everyone at Colorado Springs in October.

Alfred Asch, President

From Our Historian

I want to thank all the members who have sent pictures and other memorabilia for use in the Group History. I would also ask you all to be patient, as it takes a little time to copy and sort out all the pictures that I have received. I will return all pictures in time, as soon as we determine which ones we will use. It's amazing to see how many duplicates I have gotten.

In regard to the History, I have read a few "Histories" of other Groups and using them as examples. I think we will

have an outstanding book and at a price that's much much cheaper than any others that I have seen. The latest one I saw was selling for \$75.00 and that is a lot more than ours. We are asking for \$19.95 a copy, plus \$1.50 shipping. At that price I would suggest that you buy more than the one copy most of you reserved. It would be a good idea to give one to a son or daughter just to prove to them that you were in the BIG WAR. I remember General Patton giving a speech to his troops before D-Day and telling them that when this is over you

won't have to tell your little grandson when he asks "What did you do in the war, grandpa?" that you were shoveling S—in Louisiana. So the story goes. Also give one to the local library or your college library (it ought to be tax deductible).

The History, hard bound and nearly 300 pages with more than one hundred pictures will be ready before the reunion in October. Get your orders in now.

Hugh Graff
Historian



THEY KEPT THEM FLYING: Combat crews flew the planes but the ground crews kept them flying. Shown left to right are three Flight Chiefs and one Crew Chief of the 741st Bomb Squadron: M/Sgt Lorenzo D. McCoy, Jr., Flight Chief; M/Sgt. John D. Riffe, Flight Chief; M/Sgt. Luther E. Day, Crew Chief; M/Sgt. Rauol Bedard, Flight Chief. The Line Chief was Albert Hageman (not shown). The First Engineering Officer was Elmer Watters. He was the first ground crew member killed when he went along on a slow time aircraft that had just replaced a #2 engine. It crashed near the field. The aircraft was named Skeeter. Captain Burkle replaced Lt. Watters as Engineering Officer. Note: Each flight chief had responsibility for 6 to 8 bombers and each aircraft had 3 to 4 persons assigned for maintenance, including the crew chief.

A TRIBUTE to the crew on the ground that kept the crew in the air. Leon Jordon can take his crew to wreck havoc on the Third Reich because of the night-long work of the crew chief and his maintenance personnel. (Names unknown, photo left). Hats off to these men and all the unheralded group of line personnel for their contribution to the success of the 455th Bomb Group.

Bits and Pieces

Bob Greenquist writes that they picked up their new B-24 in Topeka, Kansas. Flew to Giola over the southern route, including a perilous hop from Natal to Dakar because of faulty flight instruments which were changed in Marrakech. They had anticipated going into combat with this new B-24 but were fated to turn it over to others upon landing in Giola. That was the fate of many new planes coming overseas, not only the original crews but replacement crews. They flew as individuals with other 437rd crews, filling in where needed, until they inherited an old B-24 and they flew as a crew until they were shot down over Munich, three days after D-Day. The aircraft that they inherited and flew together into history was the Leaking Deacon. Bob says that they lost track of Buddy Paurice, a crew member, several decades ago and would appreciate any help in locating him.

Edgar Sherrick writes that Leon Buck Jordon and all the EM's on the original team were not welcomed by the Luftwaffe on a mission to destroy the Mossebeirbaum oil refinery on June 26, 1944, and his one one of the B-24s lost in that foray. Crew members Adair and Sherrick are now neighbors in Bradenton, FL, having met after 46 years during a visit of the "All American" B-24 in February 1990 at the Sarasota-Bradenton FL airport.

Earl Fitch writes that his crew flew from May 31, 1944 to August 22, 1944 and were on their 41st mission when they were shot down and taken prisoner by the Germans. They were with the 740th Squadron.

Charles McArthur writes that their plane, TURBO-CULOSIS was the first all silver B-24 in the 455th Bomb Group.

Henry Paris, Ball Turret Gunner on Bob Cook's crew, 743rd Squadron, writes that he remembers being in the hospital at Bari with your Editor. At the same time Marlana Dietrich was there with a sore throat, and a quiet sign on her door. He says that I came by his bunk in my wheelchair and together we went to Marlana's room to cause protest noise and disturbance. Marlene eventually came out and autographed Henry's cast. *ED: It's hard for me to believe that I would do something like that!*

Dick Humphrey writes that the last issue of the Cerignola Connection brought back old memories. Particularly the foto of the Pit. He says that it was here that the first mail call was held and he received four letters. Dick also says that the Sky Wolf was one of two original airplanes still flying missions. What was the other - Fearless Fifinella. Fifinella was crewed by M/Sgt

Betsinger, and Dick was on this crew. Fifinella has some early returns because of superchargers, but then went on to make 42 missions straight without an ER.

Did You Know - that if we could have the first 24 presidents of the United States stand next to each other with both arms extended sideways, left to right, toward each other with fingertips touching those of their neighbors, they would form a straight line extending from Washington to Cleveland.

WHOOOPS - Summer 1990 issue, page 10, foto upper right, 742nd dispensary, kneeling left to right, first airman...that's Anthony Lisena instead of Pvt. Ketcham. Sorry about that!

Six Hours On Oxygen, intense cold, deafening noise, constant vibration and one-in-three chance of completing your tour were the average prospects of the bomber crews in 1943 and early 1944. Many brave young men did not return. More than 50,000 U.S. airmen were lost in the air campaigns against Germany. Later in 1944 the tide began to turn. Long-range P-51 fighters could escort the bombers on the deepest raids into Germany and the bombing offensive grew to a climax, destroying Germany's capacity to resist.

Bomber Crew Reunites 45 Years After Chaos.

from the St. Bernard/Plaquemines Bureau.

The 10-man crew would never forget Sept. 13, 1944. Their B-24 was losing altitude and fuel as it limped back to Italy after a bombing run far behind the German lines in World War II. The plane had released its bombs over a synthetic oil refinery and enemy fire punctured a fuel tank and shot out an engine. Now, suddenly facing a range of mountains in Yugoslavia the place couldn't fly over, the crew was left with no choice but to bail out over German-occupied territory. Seven of them were able to reassemble and return to Italy in about nine days, but three spent months behind enemy lines, struggling to stay alive and not be captured by the Germans. Sound like a great novel? It would be, but this was for real. And eight of the 10 men gathered last weekend for a reunion, almost 45 years to the day after they bailed out. "I landed in a tree," said Mike Stohlman, host of the reunion at his home in Chalmette. "I got out of the tree and run up in the hillside because there was fighting in the valley...if I had drifted over about 50 feet into the valley, I wouldn't be here," said Stohlman. At age 20 he had manned the plane's top turret and was now hiding in the hillside because the enemy spotted him descending in his parachute. He could hear the commotion as the soldiers looked for him. He was one of the seven who found English and American agents in the hills, helping downed airmen back. It was tougher for Wesley Powell, pilot. He was the last to bail out and was separated from the others. He went for seven days without food or water except for licking leaves for moisture and a few raspberries. "I was pretty close to a corn field, but was so weak. I was having a lot of trouble." Powell said. Tail Gunner Bill Hill of Miramar, FL, had also been separated from other crew members and said "We knew our only chance of getting out was with the Partisans (Yugoslav Resistance

members fighting German rule)." Two months later Bill and Powell found each other but were thrown in jail by the Partisans who thought they were German infiltrators. After convincing their captors they were American fliers, Hill and Powell were turned over to allied agents who sneaked them back into Italy. The 10th crew member made it back to Italy after hiding from the Germans for several weeks. Flying days were over for some of the crew, but not for Stohlman. After a two-week rest period, he went on to fly 26 more missions before returning home. Navigator Joe Parkin who lives in Evanston, IL, said "It was a different era. This was the big one. We were saving the world. We were all fired up." Stohlman hosted the reunion because the crew felt his home was centrally located for the others who came from Georgia, New Jersey, Illinois, Texas and Florida. Some of the eight men came with their spouses and spent the weekend celebrating, beginning with a party Friday night. Two of the crew members are deceased. Stohlman said the idea for the reunion came from Powell, who now lives in Seabrook, Texas. They had not gotten together before because they couldn't find everybody's addresses. A few kept in touch through phone calls and Christmas cards but they had never been assembled as a group again since the war. And even though the reunion was the first time they had seen each other since the war, they plan to have a reunion next year in Georgia. How did Stohlman feel about seeing these men after 45 years? "It's something you can't put a value on. You just can't express it. It's just elating," Stohlman said. This 455th World War II bomber crew contained the following members: Bill Gennill, Wesley Powell, C. O. Kell, Joe Parkin, Charles Oltarzewski, George Harvey, Robert Belding, Mike Stohlman, Loren Rittenhouse and Bill Hill.

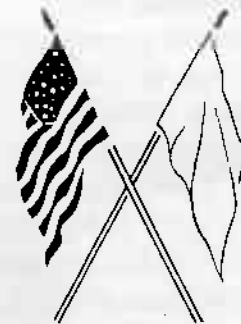
HOW TO USE OUR FLAG



(1) The American flag, when carried in procession with another flag, should be on the marching right—its own right.



(2) Another flag or pennant may be flown above the American flag only during church services conducted at sea by U.S. Naval Chaplains for Navy personnel.



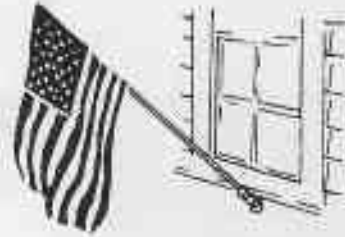
(3) When displayed with another flag in the crossed-staff format, the American flag should be on its own right—and in front of the other flag's staff.



(4) The U.S. flag should be centered and at the highest point when displayed on its staff with other flags.



(5) If other flags are flown on the same staff with the U.S. flag, the American flag should be placed at the peak of the staff.



(6) When the American flag is suspended from a staff projecting horizontally from a building, the union should be at the peak of the staff—except when the flag is at half staff.



(7) When displayed over a street, the flag should be suspended vertically. The union will be to the north in an east-west street, and to the east in a north-south street.



(8) During the unveiling of monuments or statues, the flag should never be used as a covering.



(9) When covering a casket, the flag should be positioned so the union is at the head and over the left shoulder. It should not be lowered into a grave or allowed to touch the ground.



(10) During the raising or lowering of the flag, or during its passage in a parade, all present should face the flag, stand at attention and salute with right hand over their hearts. Men should remove their caps.



(11) When the National Anthem is played, all present should face the flag and salute. Men should remove their hats.



(12) The flag should always have the position of honor on speakers' platforms, standing to the right of the speaker. All other flags should be to the speakers' left.



(13) Bunting for ceremonial or decorative use should be arranged with the blue on the top, white in the middle and red on the bottom.



(14) When the flag is flown at half staff, it should first be elevated to peak position, held there momentarily and lowered. At the day's end, the flag should again be elevated to peak position before lowering.



(15) The American flag features 13 horizontal stripes—seven of them are red and six white. In the upper quarter of the flag next to the staff are white five-pointed stars that designate each state.



IT IS STILL AN INTERESTING STORY...The above ME 109 was flown into the 455th airbase by a Romanian pilot with a captured American POW aboard. The only friendly identification was a hastily painted American flag on the side. Higher ups wouldn't let us keep this aircraft, either.

FINAL FLIGHTS -

It is with deep regret that we learned of the last flights of Major General Bill Berg of 742nd Squadron and Colonel Phil John of Group Headquarters. General Berg passed away October 5 from an aneurysm and heart by-pass operation, and Colonel John, September 21, 1990, from complications stemming from pneumonia.

Phillip J. John was a Texas A&M graduate and a Texan through and through. He had an extra-ordinary sense of humor and was an excellent Group Executive Officer. He had a wide range of friends and got things done for the group when anyone else could not. He was a great asset to the organization and will be deeply missed.

Bill joined the group at Clovis, New Mexico and was assigned as Adjutant to the 742nd Squadron. The 742nd had

just been activated and was in the process of gaining equipment, ground support, personnel and air crews. Many things had to be accomplished in a very short period of time, preparatory to an overseas war time assignment. Bill's knowledge, managerial ability and leadership was the cohesion that caused this organization to become operational in record time. In late 1944 or early 1945, Bill, as a Major, was reassigned to another 15th Air Force Group within Italy as Executive Officer. Bill's wife is from Cerignola, Italy. He met her while stationed there with the 742nd Squadron. Upon his return from overseas, Bill held various staff assignments throughout the Air Force and the Department of Defense. He retired as a Major General after many years of service. Bill will be sorely missed by his associates, friends and family.

455th BOMB GROUP CHARTER LIFE MEMBERS

LAST NAME	1ST N, MI	RANK	UNIT	LAST NAME	1ST N, MI	RANK	UNIT
* ABBOTT	JACK E.	SSGT	741	LOFFER	BILL	CPT	743
AMBROSEN	EDWIN C.	COL	742	LOGE	MERLIN A.	TSGT	740
APPLE	HENRY W.	CPL	1	LOHNES	RAYMOND W.	SSGT	743
ARMBRUSTER	EDWARD J.	MAJ	743	LONERGAN	DONALD F.	SSGT	741
ARMSTRONG	ROBERT H.	SSGT	741	MAGNUSON	DALE F.	SSGT	741
ARNOLD	WILLIAM A.	1LT	743	MALEY	WILLIAM B.	1LT	742
ASCH	ALFRED	COL	740	MANZITTO	SEBASTIANO	TSGT	743
BAILEY	JABE E.	LTC	1	MARCOTRIGIANO	ANGELO	TSGT	741
BARR	CARL A.	MAJ	743	MCCARTHUR	CHARLES J.	TSGT	743
BATES	JAMES E.	TSGT	743	MCGOVERN	SENATOR GEORGE S.	1LT	741
BEARD	WILLIAM R.	TSGT	741	MCKELVEY	ROBERT C.	SSGT	1
BEAUCHEMIN	ALBERT E.	SSGT	740	MCWILLIAMS	VICTOR	CPT	741
BECKMANN	LEONARD M.	1LT	742	MERFELD	JOHN E.	TSGT	741
BECKNER	ROBERT L.	MAJ	740	METZ	MAYNARD G.	SSGT	743
BEMIS	STUART A.	TSGT	743	MILLER	HOWARD I.	CPT	740
BENNETT	REGINALD D.	SSGT	742	* MITCHELL	TOM LYLE	CPT	743
BLACK	ROBERT V.	TSGT	742	MURRAY	VICTOR E.	TSGT	743
BLACKMUN	DR. ROBERT L.	CPT	742	MURRAY	JOHN C.	TSGT	743
BOSTER	RICHARD R.	TSGT	743	NASH	JOHN W.	MAJ	742
BOWERS JR	WINFIELD S.	LTC	741	OLIVER	GERALD W.	MSGT	743
* BRADLEY	FRANCIS T	COL	1	OWEN	BEN G.	TSGT	743
BRIMAGE	RICHARD L.	LTC	742	OZENGAR	HOMER H.	MAJ	742
BURKLE	HENRY J.	LTC	741 HQ	PECK	REID BYRON	SSGT	743
BUSH	DUANE D.	TSGT	743	RIGGS	CLARENCE E.	LTC	740
CASTEEL	JACK L.	SSGT	742	ROGERS	WILLIAM L.	LTC	740
CHADWICK	RALPH M.	LTC	741	RUSHMORE JR	RICHARD F.	SSGT	740
CONROY	THOMAS P.	SSGT	741	SASSER SR.	GERALD E.	SSGT	743
CRAWFORD	WILLIAM B.	MAJ	740	SCHOENE	HORST R.	LTC	743
CRUMPLER, JR	EVERETT B.	CMSGT	740	SCHUKNECHT	HAROLD F.	CPT	741
CULVER	MARION S.	MAJ	741	SHUMARD JR	JAMES W.	COL	743
DEFENBAUGH	GEORGE E.	1LT	743	SMITH	JAMES H.	CPT	741
DRESSEL	GEORGE R.	TSGT	742	SMITH	WYLIE A.	MAJ	743
DUNSCOMB	RICHARD E.	LTC	743	SODERSTROM	ED C.	1LT	741
EVENSON	MELVIN	1LT	741	SPECHT	ELDRED J.	SSGT	743
FRAMPTON	ROBERT E.	2LT	740	STEINHAWER	NORMAN M.	TSGT	741
FRANCESCHINI	DINO Z.	TSGT	740	STRODE	ROSS D.	LTC	742
FRAWLEY	DAVID J.	SSGT	742	SYNDIS	ANGELO P.	TSGT	741
FULLBRIGHT	WAYNE H.	TSGT	740	TAYLOR	VERNON R.	MSGT	743
GAYNES	SEYMOUR J.	COL	743	UNDERWOOD	GEORGE W.	CAPT	742
GOULD III	JAMES D.	MAJ	743	VEST	ROBERT F.	SGT	1
GROOMS	RAY M.	LTC	742	VON SCHRILTZ	RICHARD J.	CPT	740
GROSSMAN	CLEO S.	SSGT	742	WALROD	DON COIN	1LT	740
GUERRERO	PEDRO E.	CPT	1	WEEKS	JAMES E.	TSGT	741
HANSEN	LOUIE O.	COL	743	WENDT	GUS H.	LTC	741
HATCHER	WILLIAM O.	CMSGT	740	WEST JR.	GROVER C.	1SGT	742
HETZER, JR	EMMETT	MSGT	742	WILSON	CLARENCE F.	LTC	1
HOFER	GEORGE C.	SSGT	741	WILSON	NEAL E.	SSGT	743
HOLLROCK	RICHARD H.	1LT	740	WINTER	A. R. "PETE"	1LT	740
HOSMER	HUMPHREY B.	MAJ	741	WOLF	DAVID W.	LTC	1
HUDSON	EUGENE L.	MG	741				
JOHNSTON	GEORGE R.	CAPT	740				
JONES	EDWARD C.	CPT	741				
KELLEY	JAMES A.	1LT	740				
LANFORD JR.	HORACE W.	COL	741				
LASHINSKY	FRANCIS J.	SSGT	740				
LEPLEY	ROBERT K.	MSGT	743				
LIBERTY	LAWRENCE F.	LTC	741				

* Member Deceased

FINAL FLIGHTS

LAST NAME	1ST N, MI	RANK	UNIT	MOS	DATE DECEASED	LAST NAME	1ST N, MI	RANK	UNIT	MOS	DATE DECEASED
ABBINK	JOSEPH E.		740	BALL GUNNER	Apr 10 86	NANGERONI	LOUIS L.	LTC	741	PILOT	Dec 12 89
ABBOTT	JACK E.	S/SGT	741	TAIL GUNNER	Jun 3 90	PARKER	BERNARD	SSGT	742	BALL GUNNER	1986
BARNES	G. G.	LT	741	NAVIGATOR	1987?	PASTER	HAROLD		743	FLT ENGR	
BASSETT	EUGENE M.	LT	743	BOMBARDIER	AFTER 1945	PEASON	KENNETH O	1LT	741	CO-PILOT	1974
BELDING	ROBERT L.	SSGT	740	BALL GUNNER	Jan 6 87	PHILBIN	JAMES P.	SSGT	742	BALL GUNNER	Jan 20 88
BENSON	WALTER W.	SSGT	BGHQ	BG PHOTO	Dec 18 87	PINE	EDGAR		743	WAIIST GUNNER	
BERG	HAROLD C	SSGT	743	TAIL GUNNER	Dec 89	QUIGLEY	CHARLES P.		743	TAIL GUNNER	UNKNOWN
BERGMAN	ARTHUR E.	SSGT			Jul 8 88	RAGUSKY	DANIEL A.	SSGT	741	BALL GUNNER	Jul 2 88
BOTEEN	ED		743	PILOT	UNKNOWN	ROY	CHARLES	MSGT	741	ORDINANCE CHIEF	Dec 12 88
BRADLEY	FRANCIS T.	COL	GP HQ	GP COMM. OFF.	1990?	SAGO	EDWARD (NMI)	1LT	742	PILOT	1958
BRASHEAR	JOHN R.	CPT	741	PILOT	Oct 7 85	SCHINDLER	SOL	SSGT	741	RADIO/W. GUNNER	Oct 26 82
BRAZIL	JOHN J. "JACK"	SGT	740	TAIL GUNNER	Dec 2 88	SCHWEIGART	JOHN	2LT	741	CO PILOT	Jul 11 89
BROOKSHAW	BEVERLY		743	SQ NAVIGATOR	UNKNOWN	SENSENBEMER	RALPH D.	LTC	742/74	PILOT	Nov 6 85
BROWN			743	SQ BOMB	UNKNOWN	SHELTON	JAMES W.	SSGT	742		LATE 1944
BROWN	JOHN F.	2LT	743	BOMBARDIER	Apr 88	SHIFLET	JAMES C.		742		Aug 1 87
BRUNSON	LLOYD E.		741	PILOT	UNKNOWN	SLOPER	ROBERT RAY	SSGT	742	RADIO/GUNNER	Jun 26 44
CASSIDY	ROY		740		UNKNOWN	STATH	LEON G.	CPT			UNKNOWN
CAYEA	JOHN E.		743	CO-PILOT	AFTER WWII	THAYER	DAVID S.	COL	743	CO 743 B. SQ.	Nov 8 65
CELOVSKY	ANDREW		743	BOMBARDIER	AFTER WWII	TRINKO	WESLEY		743	BALL GUNNER	
CLOWERY	JAMES		740	BOMBARDIER	1989-90?	WAGNER	GERALD E.	TSGT	740	RADIO/GUNNER	Mar 89
COLTON, JR	ARTHUR S.		740	BALL GUNNER	Dec 21 84	WALKER, JR.	GEORGE A.	TSGT	743	TAIL GUNNER	Aug 27 89
COOL	KENNETH A.	COL	GP HQ	GP C.O.	UNKNOWN	WEST	WALTER T.		743	TAIL GUNNER	UNKNOWN
CRAVEN	EACY A.	SSGT	741	TAIL GUNNER	ABOUT Jul 88	WITTMAN	WILLIAM	CPT	741	PILOT	Jul 60
DELANEY, JR	THOMAS F.	F/D	743	CO-PILOT	UNKNOWN	YAUS	WILLIAM H.	SSGT			UNKNOWN
DIMATTEO	RUSSEL L.	1LT	741	BOMBARDIER	1979	ZAGORIA	HERMAN M.	1LT	743	BOMBARDIER	1978
FERRIS	ROBERT R.	LT?	743	NAVIGATOR	UNKNOWN						
FRANZELAS	PAUL		743	TAIL GUNNER							
GOOD	JOHN A.		740	BALL GUNNER	1989-90?						
GOODE	THOMAS JACKSON	LT	743	NAVIGATOR	Jul 11 88						
GOSMAN	JAMES H.		740	FLT SURGEON	Aug 29 85						
HARRAWAY	FRANK	1LT	742	CO-PILOT	ABOUT 12/44						
HASSEN	THOMAS		741	NAVIGATOR	UNKNOWN						
HEALY	JOHN F.	TSGT	742	ENG/TT/G	Jul 30 90						
HEISENDORF	MARSHALL W.		743	TAIL GUNNER	1987						
HIGGENBOTHAM	CARL			PILOT	UNKNOWN						
HUBER	RICHARD A.		740	PILOT	UNKNOWN						
JIRSICHELE	WILLIAM S.	CPT	741	PILOT	1979						
JOHNSON	EDWARD H.	LT?	743	BOMBARDIER	ABOUT 1969						
JONES	MERRINEATHR				UNKNOWN						
JURADO	ARTHUR L.	1LT	743	CO-PILOT	ABOUT 1950						
KENNEDY	CLYDE J.		743	AS'T ENG/G	UNKNOWN						
KLATT	DUANE N.		742	REFUELING CREW	Aug 24 89						
KNIGHT	WILLIAM D.	CPL	743	BALL/NOSE GUN	Apr 7 71						
KOLBE	HENRY		740		UNKNOWN						
KOTZ	WALTER		742	NAVIGATOR	UNKNOWN						
LATHAM	JAMES		743	PAYROLL CLERK	1988						
LINNELL	ROBERT S.	MSGT	1	OPERATIONS	Feb 5 90						
LUNDQUIST	STANLEY W.	SSGT	741		Nov 6 87						
LYCAN	WILLIAM H.	SGT	743	GUNNER	Jun 9 44						
MARKHAM	THOMAS J.	1LT	743	PILOT	May 31 44						
MAZOROS	GUST		743	NOSE GUNNER	Nov 87						
MENSINGER	GLENN E.	1LT	741	CO PILOT	Dec 89						
MITCHELL	TOM LYLE	CPT	743	SQ INTELL OFF	Dec 2 89						
MOELLER	JAMES E.	LTC	GP HQ	GP NAVIGATOR	Mar 15 89						
MOORE, JR	JOHN J.				Sep 26 85						
MORENAN	HENRY G.	1LT	741	PILOT	1969						
MORRISON	DERRYL T.		740	GR/CREW CHIEF	Mar 23 86						
MURPHY	MAURICE J.	SGT?	743	GUNNER (611)	UNKNOWN						

455th BOMB GROUP LIFE MEMBERS

LAST NAME	1ST N, MI	RANK	UNIT
AVERILL	ROBERT L.	TSGT	741
BELDING	MARTAUN M.	ASSOC.	741
CAHILL	ROBERT T.	LTC	741
CATT	JAMES L.	MSGT	743
CHLAN	RAYMOND F.	TSGT	743
CIULLA	FRANK B.	SSGT	740
CORSELLO	ANTHONY M.	1LT	741
COUNSILMAN	JAMES E.	1LT	742
DALTON	VICTOR L.	SGT	742
DICKINSON	WILLIAM J.	SSGT	741
DOMINEY	JOHN R.	SSGT	742
DOTE	DOMINICK L.	TSGT	742
GETTINGS SR	LEWIS M	LTC	742
GLASE	WILLIAM F.	LT	742
GRAHAM	GERALD F.	MAJ	743
GRIESSEL	ROBERT	TSGT	742
HARDING	ROBERT H.	SSGT	743
HESS	WILLIAM A.	TSGT	743
HETMANEK	JOSEPH G.	SSGT	740
HOSTERMAN	KENNETH F.	1LT	740
HUTTON	BILL J.	1LT	741
IVERSON	STANLEY M.	1LT	740
JOHNSON	RALPH H.	SGT	1
KENT	EARL B.	1LT	741
KNOTT	CLIFTON J.	SGT	742
KRUSE	MELVIN F.	SSGT	740
LISENA	ANTHONY	PFC	742
LITTLETON	ROBERT F.	MSGT	742
LDIACCANO	CARL R.	TSGT	741
MACAULAY	THOMAS J.	CPT	743
METZDORFF	GERARD S.	TSGT	743
*NANGERONI	LOUIS L.	LTC	741
NANGERONI	MRS. CARRIE L.	ASSOC	741
OHLMEYER	HAROLD Z.	COL	740
PAINTER, JR	CHARLES W.	COL	741
PEARCE	JOHN W.	SSGT	742
PHELPS	JACK	SSGT	740
SANDEFER	DEXTER L.	SSGT	741
SANTIAGO	OCTAVIO	SSGT	742
SCHOENE	WARREN F.	TSGT	740
SHERRICK	EDGAR S.	SSGT	741
SHOUP	FOREST C.	LTC	742
SKAGENBERG	RICHARD C.	SSGT	743
SPENCER	EDWARD G.	SGT	740
TANK	ROBERT M.	LTC	740
WICHSER, JR	JOHN H.	CAPT	742
WILLIS	LORNE H.	SGT	742
WILSON	C. W.	SSGT	743

* Member Deceased

FINAL FLIGHT - It is with deep regret that we learn of the last flight of Col. Ralph Chadwick who passed away March 15, 1991 and was buried at Fort Bliss, Texas. Col. Chadwick was a Life Member of the 455th Bomb Group Association and also the Northwestern Representative. The colonel completed more than thirty missions after arriving at the 741st Squadron in April, 1944. he was shot down July 7, 1944 and remained a POW for the balance of the war. We extend our sympathy to family members and friends.

FINAL FLIGHT - It is with deep regret that we learn through the Ex-POW Bulletin that William Chapman of Kirkwood, Missouri, passed away February 25, 1991. During WWII he served with the 455th Bomb Group, 742 Bomb Squadron and marched from Luft IV. He was a prisoner of war for six months. He was a member of the Greater St. Louis Area Chapter of AXPOW and is survived by his wife, Frances. We extend our sympathy to family members and friends.

Did you know? The 455th Bomb Group was activated on 1 June 1943 at Clovis, New Mexico. Inactivated in Italy, 9 September 1945. Redesignated 455th Bomb Group (Very Heavy). Alloted to the reserves. Activated in the US on 25 March 1947. Inactivated on 27 June 1949. Redesignated 455th Day Fighter Group. Activated 25 July 1956. Assigned to Tactical Fighter Command where it is today!

Just kids doing a job! Lt. Bower's son, Ned, is a pilot for Pan American Airways. He is still filled with admiration that his father flew a four engine aircraft with thirteen other people on board across the South Atlantic with approximately 300 flying hours! All the young pilots of the 455th Bomb Group did a truly magnificent flying job with minimal flying time. And it is obvious they received outstanding support from the ground echelon. In 1940 the requirement for a 4-engine co-pilot was a minimum of 3,500.

A note to former POWs of the 455th Bomb Group: Those who have not completed their protocol or know of someone who has not completed theirs, please give this your full consideration as it may prove to be of great value to you. This program is to help, not hurt you and may open the doors to other ways in which the VA may be of service to you.

Here's a new book - *INTO THE GUNS OF PLOESTI* and it's written by Leroy W. Newby. The first book by Ted (as he is known) was *Target Ploesti - View From A Bombsight* and was very successful. You may obtain *INTO THE GUNS OF PLOESTI* by sending \$14.45 to: Ted Newby, 346 Pineview Drive, Venice, Florida 34293.

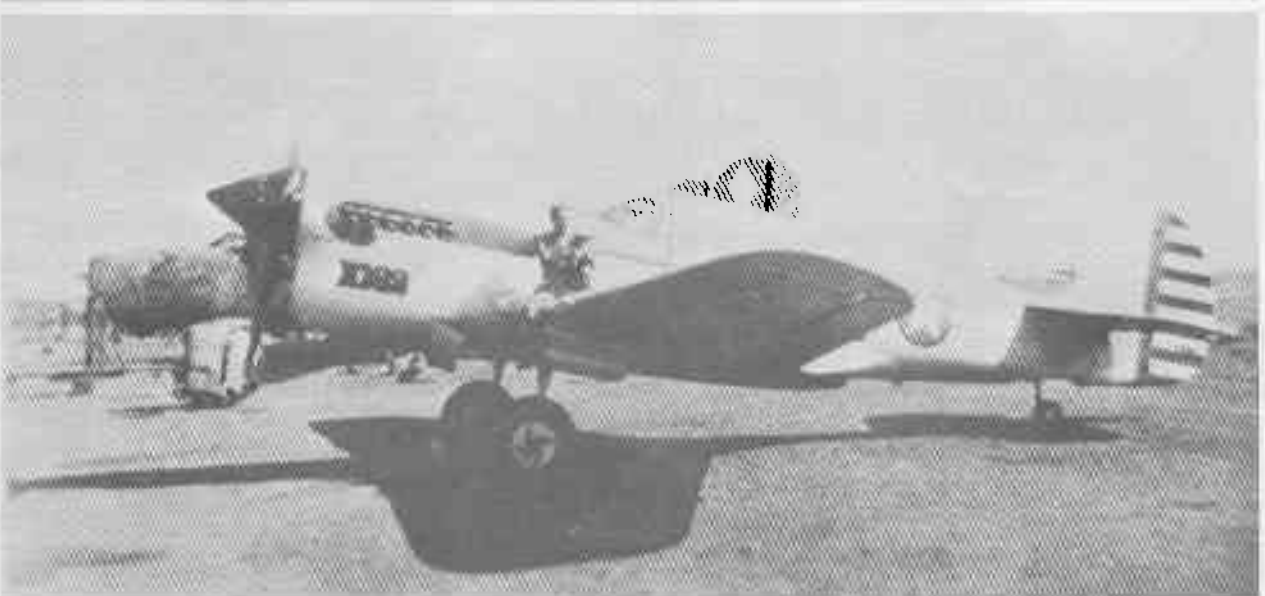
MEMBERS - 741 Squadron

The 741st Squadron proposes to host a Cocktail Party for the attendees of the 455th BG Reunion. The cocktail party will be the evening of Friday, 4 October, 1991, in the dining room of the hotel.

It has been suggested that 741 squadron members wishing to help underwrite the cost of the party send contributions in the amount of \$5.00 to \$50.00 to:

H. W. Lanford
5840 Cloudstone Court
Naples FL 33999

Please send checks or money orders. The scale of the party will be determined by the amount of contributions. Any surplus will be held by a 741 Squadron Treasurer (to be appointed) for future entertainment projects.



LITTLE BOYS, COLLECTING TOYS...When disabled aircraft were forced into the 455th airbase, with much off duty time and hard work, maintenance personnel got them airworthy again. Then squadron pilots would fly them for the fun of it, until someone higher up got wind of it, and took them away. Top, group B-25; center 741st P-39; bottom, 734rd P-40.