



CERIGNOLA CONNECTION

455th Bomb Group Association Newsletter

Fall, 2012 Editor: Craig Ward, 813 Peterstow Drive, Euless, Texas 76039
phone: (817) 540-1068 **email:** aphp@tx.rr.com **website:** www.awardphp.com

Message from the NEW President

By
Norman Crum



Hello! I'm very proud and happy to be of service to the 455th BG, and I'm looking forward to eventually meeting as many of you as possible. The Board recently elected me as Association President, and I welcome this challenge.

My father was Captain George W. Crum (742). He passed away in 2005 after a long struggle with Alzheimer's disease. As a result of his condition, and because he was a very private and modest man, I didn't have the luxury of talking with him and extracting as much information about his military service as I wanted to

Nevertheless, after getting in touch with a few friends with whom he kept in contact, and after reading as much as possible about the life of a USAAF bomber pilot and crewmember, I think I have a pretty good idea of what his, and your, wartime experiences must have been like.

So let me start my term of service with a simple, sincere "Thank You." I've had the benefit of being a member of the post-WWII "*Baby Boomer*" generation. Unlike you, I wasn't raised in the Great Depression, and I didn't have to fight WWII.

Instead, I was raised in an era where things were always looking up. The economy was growing, NASA was on its way to the moon, legal and cultural barriers to women and minorities were softening, and break-throughs in science, medicine and communications became commonplace. It's no wonder that Tom Brokaw so famously labeled you as *The Greatest Generation*. You are !

My own children and grandchildren now proudly, if sometimes forgetfully, carry on your legacy.

As a personal introduction, may I say a few words about myself? I was raised in Southern California, graduated from Brigham Young University in Provo, Utah (Dad married a nice Mormon girl from Wyoming), and have lived most of my adult life in Northern California. My wife and I have four children and eleven grandchildren. I'm pleased to report that we're all happy and healthy.

We own a petroleum marketing company, Valley Pacific Petroleum Services. Our website is www.vpps.net.

I look forward to working full-time for another 7-8 years, at which time I'll turn the business over to my very capable sons who are now senior managers in the company.

Once again, thanks for the opportunity to be of service to each of you, and to the 455th BG Association. Please feel free to contact me any time. I'd love to hear from you.

Sincerely,
Norman Crum
4322 Pebble Beach Drive
Stockton, CA 95219-1911
Home: 209-473-8136
Office: 209-948-9412
Email: norman.crum@vpps.net

Can You Help?

Dear Editor,

Since I was a child, I have wanted to know more about my late Uncle, Lt. Walter Gunn (740).

If any of your readers knew Uncle Walter, I would love to hear from them.

Thank You.

Kirby Holtam
185 Little Burwell Rd.
Harvest, Alabama 35749



Lt. Walter Gunn (740)



Lt. Walter Gunn (740) --- Back row, Second from Left

Final Flight

Dear Editor,

This is to inform you of S/Sgt Jacob "Pete" Sadler's (743) final flight.

Dad was the ball turret gunner on the *Dazzlin Duchess*. He passed away in Danville, IL. on July 4, 2012.

Dad and his family enjoy reading the *Cerignola Connection*. Keep up the good work.

Regards,

Jan Sadler
jansadler1@aol.com

Dear Editor,

The other day my father, Harry S. Cepura, and I were going through the 455th Bomb Group book. We found a photo on page 243 of my father and his crew in the 743rd bomb squadron.

My father's name was mis-spelled as "Harry Sepura". We knew this, because my father has a copy or original of this same photo.

My father, who just turned 92, is doing well and enjoys now looking through some of the old photos and names from the war. He does not have a computer, so I thought I would drop you a line to let you know the name was mis-spelled.

Thanks,

Harry (Jr)
Harry S. Cepura
Building Management Specialist
U.S. Nuclear Regulatory Commission
Office: 301-415-7830
Cell: 202-329-0865

**455TH BOMB GROUP
ASSOCIATION, INC.
P.O. BOX 93095
AUSTIN, TX. 78709-3095**

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**The 455th Bomb Group Association, Inc. would like
to thank the following Association members for their
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FINAL FLIGHT OF SENATOR GEORGE McGOVERN (741)

Editor's Note: Sen. George McGovern (S.D.) passed away Sunday, Oct. 21, 2012, surrounded by his loving family and friends. During his storied life, he was a decorated WWII bomber pilot, multi-term US Senator, Presidential candidate, Ambassador, humanitarian, advocate for global peace, loving husband, family man, and other descriptions too numerous to mention here. He was the subject of a wonderful book, written by the late author Dr. Stephen Ambrose, *The Wild Blue*.

In the few times I had the pleasure of speaking with him (455th BG reunions), I was struck by one overall impression ... he was the ultimate ***Gentleman***.

Thank you for your service to our country, Senator McGovern. God Bless You and your family.

Note from Greg Riggs, Executive Director, 455th BG Assoc., Inc.: What constitutes a tribute? Sen. George McGovern will be remembered publically as, among other things, a politician and a Statesman. There were many in our bomb group who agreed with his politics. There were at least as many who disagreed with his politics. However, I'm not aware of anyone who did not like George McGovern, the man. What greater tribute is there than that? When even those who disagree with what you stand for politically can look at you, the person, and say "There is someone whom I like and respect," then you have written your own tribute by the quality of person you were. George McGovern earned much admiration and respect by the life he lived.

Can You Help?

Dear Editor,

My Dad, Norman W. Funk, was a member of the 454th Bomb Group, stationed at San Giovanni airfield. The name of his B-24 Liberator was *Jody*.

He was the radio operator and waist gunner. My Dad passed away on January 30, 2011.

After obtaining his DD-214, we learned that he was awarded 6 bronze stars and 4 air medals. He rarely spoke of his time in the war, and we were quite surprised of his war record. We do not have any of these medals.

I am writing to you today to inquire if your newsletter and records cover the 454th. I have read of some entries about the 454th in your newsletter, but I am inquiring if you know of any records or newsletters for the 454th.

Thank you so much for your time, and for your devotion to these WWII veterans.

Best Regards,
Stephen P. Funk
ALTA Investments LLC
30 Echo Lake Road
Watertown, CT 06795
860-604-1472 (phone)

Can You Help?

Does anyone know anything about Crew Chief Oliver V. Shaw (740)?

His name appears on the side of the B-24 named *Bucket O' Bolts*.

Please contact your editor if you can help, at:
aphp@tx.rr.com

Final Flight from November, 2006

Gen. Jacob E. Smart, a four-star General who conceived the strategy for the daring 1943 low-level bombing raid on the oil refineries at Ploesti, Romania, and went on to help shape the postwar Air Force, died in November of 2006 in Ridgeland, S.C.

General Smart, then a Colonel, came up with the idea of having planes fly exceedingly low to bomb the tightly defended refineries, which were believed to be producing one-third of the fuel oil for the Nazi war machine.

In the face of protests by the five group commanders who would be leading the raid, his plan of flying at treetop level was accepted by Gen. Dwight D. Eisenhower, the supreme Allied commander. Among the plan's advantages, Colonel Smart argued, was greater accuracy.

The mission, on August 1, 1943, was deemed a success, even though 54 of the 177 bombers that took part were lost, and 53 more were heavily damaged. The refineries' output was greatly curtailed.

Five Medals of Honor were awarded, the most for any single American military action.

Colonel Smart was not allowed to fly on the Ploesti mission, because his superiors thought his knowledge of Allied war plans and secrets was too great to risk his capture. However, they later allowed him to fly 29 missions, the last of which resulted in his being shot down and put in a POW camp.

The Germans realized that he probably knew things worth knowing, and he was repeatedly interrogated. Although Colonel Smart knew details of the Normandy invasion, he divulged nothing.

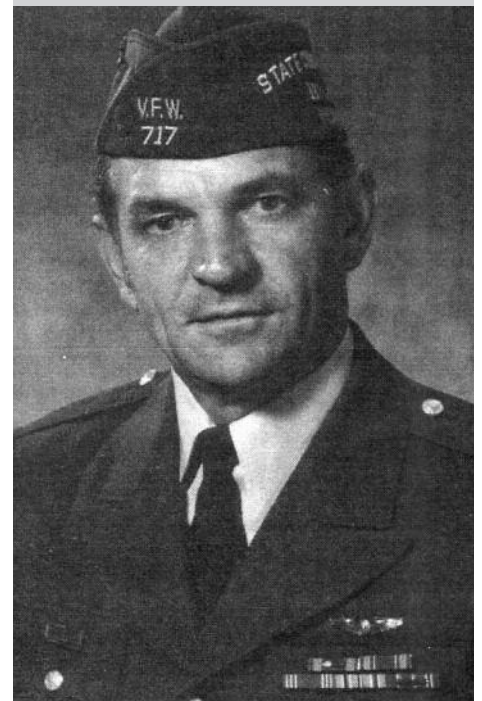
Final Flight

James J. Thiel (743) took his final flight on August 12, 2012 at the age of 89.

He completed 50 missions as a ball turret gunner in the 743rd. Jim was a volunteer fireman for 25 years and very active in the Veterans of Foreign Wars.

He was a charter member of the St John, Indiana VFW post where he served five terms as post commander. He also served as the district and state commander, was on the national committee for 30 years, and served as the national chief of staff from 1997-99.

His wife of 64 years, Marion, still lives in St John.



Final Flight

George Vujnovich, an O.S.S. agent in World War II who oversaw the rescue of more than 500 downed Allied airmen from Nazi-occupied Yugoslavia, his parents' homeland, died in Queens, NY in late 2010. He was 96.

To his friends and neighbors in his Queens neighborhood, Mr. Vujnovich was a businessman who supplied parts to aircraft companies.

But in October, 2010, he was formally recognized for organizing one of the greatest rescue efforts of World War II. The U.S. Army awarded him a bronze star in a ceremony at the Serbian Orthodox Cathedral of St. Sava in Manhattan.

During a six-month period in 1944, Mr. Vujnovich, an Army officer serving in the Office of Strategic Services, the forerunner of the Central Intelligence Agency, ran a vast aerial rescue mission that succeeded against impossible odds.

He supervised *Operation Halyard* (a code name chosen at random), resulting in the rescue of Allied airmen, many of them wounded or sick, who had been hidden from the Germans by villagers and guerrilla fighters in Yugoslavia's Serbian region.

Many of the airmen had parachuted from planes shot down during missions to bomb the Romanian oil refineries that were fueling the German war machine.

Operation Halyard began

on Aug. 2, 1944, when a three-man O.S.S. team, taught by Mr. Vujnovich to blend into the local population, parachuted into Serbia to help villagers and stranded airmen carve a landing strip for rescue planes in mountainous terrain at the village of Pranjane.

"I had to show them how to tie their shoes and tuck the laces in, like the Serbs did, and how to eat like the Serbs, pushing the food onto their fork with a knife," Mr. Vujnovich said on the eve of his medal presentation.

The mission, run by Mr. Vujnovich from an O.S.S. station in Bari, Italy, proved flawless. A total of 512 airmen, most of them Americans, were flown to safety in Army Air Forces transport planes based in Italy without a single casualty or the loss of a plane.

The first four C-47 transports sent to pick up airmen at Pranjane arrived at the makeshift, unlit runway at night. But those landings were deemed too dangerous, so later flights were made during the day with large contingents of fighter planes providing cover.

The nearest German troops were 30 miles or so away, and the guerrilla army sheltering the airmen secured the terrain close to the airstrip. German aircraft never noticed the runway. Most of the airmen were picked up at Pranjane, but some were rescued from improvised runways elsewhere in Yugoslavia.

George Mane Vujnovich was born on May 31, 1915, in

Pittsburgh, a son of immigrants from Serbia. He was studying in Belgrade with hopes of becoming a doctor when the Germans overran Yugoslavia in April, 1941.

Mr. Vujnovich married his Yugoslav girlfriend, Mirjana Lazich, a teacher, soon afterward, then fled with her to Turkey, Jerusalem, Cairo and finally West Africa.

His new wife went on to the United States while Mr. Vujnovich took jobs in Africa with Pan American World Airways. He received an Army commission there, and the O.S.S., learning of his knowledge of Yugoslavia, soon recruited him.

Mirjana Vujnovich was working at the Yugoslav Embassy in Washington when she learned that Serbian guerrillas were sheltering Allied airmen. She passed the information on to her husband, who put together a rescue plan.

But political problems loomed. The airmen were being protected by guerrillas known as Chetniks, led by Gen. Draza Mihailovich. But the British and the Americans, believing that Mihailovich was not vigorously battling the German occupiers, supported the Chetniks' internal enemies, the Partisans, led by Josip Broz Tito, the future Communist ruler of Yugoslavia.

President Franklin D. Roosevelt approved the rescue mission, but did not allow Mr. Vujnovich to lead it on the ground, because Winston Churchill did not want him

making direct contact with Mihailovich.

After the war, scores were settled in Yugoslavia.

Mihailovich was executed in July, 1946 by Tito's forces, who accused him of collaborating with the Germans, which he denied. He was posthumously awarded the Legion of Merit by President Harry S. Truman in 1948, a belated recognition that he had, in fact, been a strong American ally.

Tony Orsini, a B-24 navigator who parachuted into Serbia after his plane was crippled while bombing the Romanian oil fields and was rescued in *Operation Halyard*, attended ceremonies honoring Mr. Vujnovich over the years.

"He was a genius in the way he put the plan together," Mr. Orsini, a retired bank executive, said in an interview.

"He was a hero."

Can You Help?

Dear Editor,

I am the new historian for the 455th Air Expeditionary Wing. I came across your Spring 2008 CC newsletter with the *Lucky Babe* photo, including SSgt. David Yee.

May is Asian-American month. Asian-Americans were not that common in the AAF of WWII. Does anyone have information on SSgt. Yee?

Thank you.

Gerald A. White, Jr.

455 AEW Historian

gerald.white@bgab.afcent.af.mil

318-481-6053

Editor's Note:

See pictures below.

The Spring, 2012 edition of the *Cerignola Connection* included a Final Flight notice regarding the passing of Captain George Carlisle (743), a communications officer.

His son, Dave Carlisle, sent me some pictures that his father took while he was based in San Giovanni.

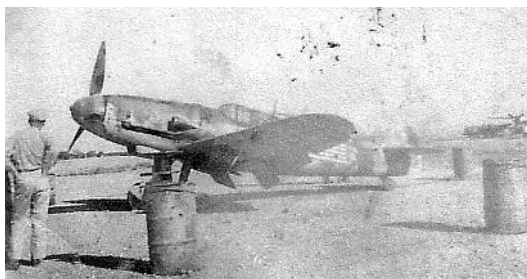
Anyone who knew Capt. Carlisle, or has any comments about the pictures below, is encouraged to contact Dave.

Contact information:

Dave Carlisle

dcarlisle@scsk12.org

901-756-2300



Capt. George Carlisle (743)

Dear Editor,

My father, Richard Milligan (742), served with the 455th Bomb Group.

Dad passed away last year. He had an album of pictures from his time he served in Italy.

I wanted to ask if anyone would be interested in having copies of these pictures.

Here are a few examples of his picture collection.

Thank you,
Brian Milligan
bcmilligan1@yahoo.com

Editor's Note:

I received several interesting photos from Brian, which came from his father's WWII picture album. I have included a few of the more compelling ones on this page (see right >>>>) of the Cerignola Connection.

Thank You, Brian!

Final Flight

Sebastiano Manzitto (743)

took his final flight on March 26, 2012 in Omaha, Nebraska. He was a life member of the 455th Bomb Group Association.

After the war, Mr. Manzitto worked for 43 years with the Union Pacific Railroad.

Final Flight

Philip Root (741)

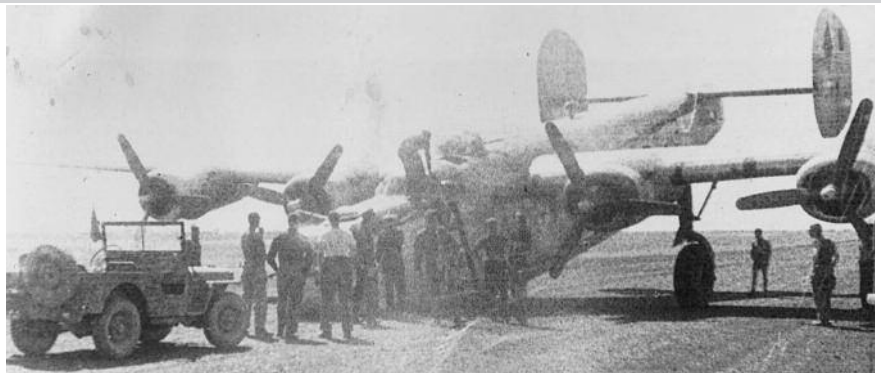
took his Final Flight in January, 2012. Lt. Root flew as Co-pilot with gunner Paul Peters (see *archived articles, Page 14*) on Lt. Lester Pinkley's crew.



THE UNINVITED



Flak Over Vienna ... The aircraft at 2 O'Clock was hit and went down after this photo was snapped.



**Aircraft called *Lucky 7*.
The nose wheel collapsed and the brakes locked.
6 were killed.**

Can You Help?

Dear Editor,

I was hoping you might be able to help me with some information.

My great-great uncle was George D. Kellogg, S/sgt. USAAF. He was assigned to the 740th BS in Italy in 1944, and was killed in action in an accident with another B-24 while returning from a mission to Austria.

I have not been able to find a picture of his crew with their B-24. I searched the 455 BG History Book and could not find a photo. I was hoping that you might be able to provide some information and possibly a photo of the crew if you possess one. Here is the info I have about my great great uncle:

George D Kellogg, Jr.

Staff Sergeant USAAF
740 BS

B-24H Serial Number 42-64497
B-24 Nose Art Starduster
Killed in Action 19 March 1944
over the Adriatic Sea
Killed during 455 BG mission 11
MACR 4026 (I have ordered a
copy from the National Archives)

Crew:

Pilot: Pidcock, James F
Co-Pilot: Markham, William
Navigator: Stanley, James
Bombardier: Coman, William
Engineer: Rockstad, Peter
Asst Eng/G: Backstrom, Ben
Radio/Gun: Abraham, Arthur
Asst Radio/G: Brosz, Buddy
Gunner: Kellogg, Jr., George
Gunner: Kilian, John

I have seen in several places that your father was a witness to the accident.

I have attached the

service photo of my great-great uncle that my father gave me. In addition, I found a link to a photo of the nose art of his B-24.

<http://www.b24bestweb.com/s-tarduster-v2.htm>

Any information, photos, or direction for additional information you might have would be greatly appreciated.

Regards,

Jeff Dicks
jdicks@alvareztg.com



SSgt. George Kellogg, Jr. (740)

Final Flight

Dear Editor,

I regretfully inform you of the passing of another one of our WWII heroes.

T/Sgt Norris T. Boswell (S/N 16162334), 15th AF, 455th Bomb Grp, 742nd Sq, passed away the morning of March 20, 2012.

His two sons and two daughters were in attendance during the last hours of his life as he passed in peace.

Please find attached a poem written to Norris by the love of his life prior to his departure to the European Theatre. **(See poem below)**

Betty J. Smith would soon become his wife and be by his side for 69 years before passing away in July of 2004.

With all respect,
Blake Boswell
20 Hampton Circle
Niceville, FL. 32578
bboswellb@cox.net

S.O.S.

You put them there for all to see
Those shiny, silver wings;
But since you went, they seem to be
Just folded, broken things.

Repair the damage that you've done -
You have the missing part.
You must come back; the motor's gone!
You've carried off my heart!

Final Flight

Winfield S. Bowers, Jr (741)

Age 90, took his final flight on Armed Force's Day, May 19, 2012.

Wings carried him to Heaven from his home in Mount Dora, Florida, after passing peacefully following a four-month battle with multiple myeloma.

"Win" was a pilot of *Pindown Girl* and *Squat and Drop* in 1944. He later returned to the US to serve as an instructor, mechanic, air rescue pilot, and supply squadron commander. He retired as a Lt. Col. in 1960, after 20 years of service.

After retiring from the military, Win started Bowers Refrigeration in Apopka, Florida, and later became one of the founders of Skybolt Aeromotive, now of Leesburg, Florida.

He also flew private aircraft, and the Collings Foundation B-24 named *All American*, which used hardware in part supplied by Skybolt.

Win was a Life Charter Member of the 455th Bomb Group (H) Association and served as Vice President in 1997. He and his late wife, Dotty, attended many Group reunions over the years, greatly enjoying the fellowship of fellow airmen from The Greatest Generation.

He especially appreciated the letters and e-mails that he received from the 455th friends and family members, especially in the last

months of his life.

Services to honor Win's life were held on May 24 at the First Presbyterian Church of Apopka, Florida, followed by interment with full military honors at Woodlawn Memorial Park in Gotha, Florida.

An Italian flag was placed in Win's casket in an envelope with the name "455th Bomb Group, Cerignola, Italy" on it. The envelope was put in his hands, as well as the American flag, along with the last aviation parts he made for the company he helped found, Skybolt.

He had a lovely ceremony, both in the church and at the graveside. The USAF Honor Guard did the flag folding ceremony, gave a 21-gun salute, and a bugler played taps.

It was so touching. No dry eyes were in the group.



Winfield S. Bowers, Jr. (741)

Can You Help Response

Dear Jeff,

I saw your request for information about Ross Strode in the Spring, 2012 issue of the *Cerignola Connection*.

It appears he passed away in December, 2005. He stayed in the military following the war, and eventually retired from the Air Force as a Lt. Colonel, living in Fairborn, Ohio. The following is an obituary I found on the internet.

Best Regards,
Greg Riggs
Executive Director, 455th BG

Ross D. Strode

Lt. Col. (Ret.) Ross D. Strode of Fairborn, Ohio, died Friday, Dec. 2, 2005. He was 87.

He was born Feb. 3, 1918, in Rockville, Ore.

He served in the U.S. Air Force, retiring in 1969 after 27 years. As a bombardier during World War II, he logged more than 250 combat hours on a B-24 bomber, receiving the Distinguished Flying Cross and five Air Medals for his combat missions.

Following his military career, he was employed by the Winters Bank as a corporate finance director, and as an auto dealer service manager.

In the early 1980s, Ross began volunteering at Wright-Patterson Air Force Base, eventually becoming head of the retiree activities office. He was involved in assisting numerous retirees with all types of services.

Can You Help?

Dear Editor,

My father, David Aiken, served in the USAAF in Italy in '44 and '45. He was in the 455th BG, 742nd squadron.

I was finally able to find out this information through a recording my brother made where Dad stated he was stationed near the town of Cerignola.

I don't know much more information other than the name of his plane was *Miss Davi*, and his belly gunner was John Polkis.

Any more info or links you could provide to help me learn more about my Dad's time in the Air Corps would be greatly appreciated.

Thanks!

Dan Aiken
812-325-2827 cell
dana@wbhcp.com

Final Flight

David M. Aiken (742) of Bloomfield, passed away Saturday, July 23, 2011.

Mr. Aiken was born October 4, 1917, in Benton, Illinois.

He was a USAAF veteran, piloting a B24 in the 15th Air Force, 455th Bomb Group, 742nd Air Squadron in Italy. His plane was named after his daughter, *Miss Davi*.

He was a Professor of Music at Indiana University Jacobs School of Music in Bloomington, where he taught voice and performed in various IU Opera productions.

Along with his wife Mary, he ran Aiken Productions, where they would tour the Christmas Opera, *Amahl and the Night Visitors*, in which David was cast in the original NBC Hallmark Hall of Fame TV production in 1951 as King Melchior.

David was a key reason that *Amahl* had become the most performed opera in the world, with thousands of performances done by many organizations each holiday season.

Surviving relatives include his wife, Mary M. Aiken of Bloomfield, one daughter, Dava Lee Tobey of Florida, two sons, Daniel Aiken of Ellettsville, Indiana, and Timothy Aiken of Evanston, Illinois. He has three grandchildren; Kelly Aiken, Kyle Aiken and Macy Aiken, two step grandchildren, Catherine Christiansen and Carolyn Stombauth, and five step-great-grandchildren.

Final Flight

Dear Editor,

It is with sadness that we inform you of the passing on 6 Sept., 2012 of your former comrade in arms, our father, Meyer (Mike) Wurst, Sgt., 455th BG, 742nd Sqdn.

His service for our country formed the prism through which he viewed the world for the rest of his life. He was proud of, and humbled by, serving with so many courageous and committed men.

He is survived by his wife

of 67 years and 355 days, and our families of daughters-in-law, five grandchildren, six great-grandchildren, and his sister.

Dick Wurst

Jeff Wurst

dick.wurst@yahoo.com

Can You Help?

Dear Editor,

I am a Canadian author who is writing a book of stories about American flyers who endured the ordeals of WWII.

One of the chapters will be about the crew of the late George McGovern (741). I have been able to contact some members of the crew, but I have not been able to learn about Ken Higgins, the radio operator from Virginia.

I would greatly appreciate if anyone could let me know if and how I could contact Mr. Higgins.

Thank you.

Ian Darling,
410 Running Brook Pl.,
Waterloo, Ont., Canada,
N2K 3S5
author@amazingairmen.com

Can You Help?

Dear Editor,

I am researching a former member of the 455th BG, 741st squadron. His name is Raynor M. Thatcher, a B-24 flight engineer.

Please contact me if you know anything about Mr. Thatcher. Thank you.

Best Regards,

Matt Rimmer.
aafcollection@btinternet.com

Can You Help?

Dear Editor,

I'm interested in learning more about your bomb group association.

My wife's cousin served with the 455th BG in Italy during WWII. His name was T/Sgt. Elmer Tacy.

Elmer was K.I.A. on Dec. 24th, 1944, during a bombing mission. I've recently located his burial site in the Sicily-Rome American Cemetery. I was told his jobs were waist gunner and radio operator.

Please circulate his name and this information to your membership. Hopefully someone will remember something about him and can relay it to me.

Thank you for your help.

Regards,

S. Neal Riley

snlcr@comcast.net

Can You Help? **Responses**

Dear Neal,

Thank you for your email and your interest in the association.

Annual membership in the association is \$15, check payable to 455th Bomb Group Association and sent to:
455th Bomb Group Association
P.O. Box 93095
Austin, TX 78709-3095

Lifetime membership is \$60. The association still has several hundred members, most of them veteran members of the 455th. In addition to those, we have some family and relatives

of veteran members. We maintain a technical distinction between members and associate members for tax exemption purposes, but the only practical difference is that one must be a full member to serve on the board of directors. If you join, you would be an associate member, and you would begin receiving the newsletters.

The primary activity of the association, at this point, is producing a newsletter twice a year. Craig Ward, our editor, does an excellent job. I will forward your email to him so he can put your request in the next edition of the newsletter.

There is a website which you might find interesting for information about the bomb group, and a little bit about past association activities.

http://www.15thaf.org/304th_BW/455th_BG/index.htm
<http://www.awardphp.com>.

If I can answer further questions, please do not hesitate to contact me.

Greg Riggs

Executive Director

455bg-h@austin.rr.com

Dear Mr. Riggs,

I just learned from the newsletter that President Barr passed away, and I offer my condolences to his family and your organization.

I've also learned that Elmer Tacy was assigned to the 740th Bomb Squadron of the 455th Bomb Group (H) of the 15th Army Air Force. He was listed as K.I.A. on December 25,

1944. I had previously stated December 24, 1944.

I located a list of crashes sustained by 455th aircraft and there are entries for both dates, in Italy, involving B-24 aircraft.

To the best of my knowledge, and from an archival photograph, I'm certain Elmer was assigned to a B-24. Elmer was born in 1925 in West Virginia, and moved with his mother to Baltimore, MD sometime before the war.

I'll send payment for membership in your organization.

Thank you again for your help.

Regards,

S. Neal Riley

snlcr@comcast.net

Dear Neal,

The 740th bomb squadron was assigned to the 455th. In fact, my father, Clarence "Ed" Riggs, was a first pilot on one of the original crews deploying to Italy via North Africa, leaving the U.S. at the very end of 1943.

He completed his 50 missions, and returned home in July, 1944, probably before T/Sgt Tacy arrived in theater.

B-24s were the only aircraft flown in combat by the 455th, so if your wife's cousin was in the 740th BS, you can be sure he was involved with B-24s.

I look forward to having you as part of the association.

Greg Riggs

Executive Director

455bg-h@austin.rr.com

455th BG E-mail Roster

Harry W. Anderson (740)
San Antonio, TX.
pomganny@aol.com

Dave Bathie (assoc. 740)
davidbathie@yahoo.com

Joel Beauvais
Son, Raymond Beauvais (741)
jmb1958@att.net

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llyoung@netzero.net

Paul A. Young (741)
pyoung04@tampabay.rr.com

Can You Help?

Dear Editor,

My father flew in the 455th Bomb Group. He said there was a German pilot who defected in an ME-109, and landed at Cerignola.

There was another guy fastened up in the fuselage, and they had to take the panels off to get him out.

Was that story ever in the newsletter or written up anywhere? If you have a reference, I would like to look at it.

Thank You.

Roger Merritt
smerritt@columbus.rr.com
(See ME-109 picture below)



THE STORY OF HANS VON SWARTZ

This is the story of one American airman who flew under the name of Hans Von Schultz.

When the Nazis took charge in Germany, they began their systematic persecution of all German Jewish citizens. Dr. Swartz took his family and what they could carry with them and escaped through Switzerland and then to the United States.

The son of Dr. Swartz, Hans Von Swartz, joined the U.S. Army Air Force. (After fifty years my memory of the correct spelling of his last name may not be accurate.) The Army S2 changed his name to Hans Von Schultz. He joined the 455th Bomb Group and flew his missions under this assumed name. His job was to monitor all the German Luftwaffe fighters, Staffels, and German ground stations in general.

Our plane, 448754 #22 "Big Gas Bird," had his special radio equipment installed on the flight deck, over the bomb bay, in the rear of the plane. Our plane flew on the left wing of the lead plane in our squadron. Hans would monitor the German planes and stations and then pass along this information to the Group Commander and our "Little Friends."

Hans agreed to teach a class in German for the 741 Squadron. We met in the mess hall. The first class had 15 or 20 in attendance. After a few weeks the interest waned and it was down to just the members of our crew. Hans taught us German songs, how to count and various German idioms and words that would be most helpful to us in case we were shot down. He was very accommodating and willing to spend as much time as we wanted in order to learn the German language.

As the war wound down, the German fighters had little gas to engage our bombers. With our fighter escort, P51's, P47's and P38's, they were not capable of attacking us. They would use a lone plane, Me-262, to determine

the target we were heading for. Hans would monitor these transmissions and report them to the Flight Commander.

Now for the rest of the story... We finished a mission one day and Hans jumped out of the rear hatch and announced he had completed his missions. He stated he could now tell us his real name. He told us his name was not Schultz but really was Swartz. He stated only S2 knew his real name. A few days later, as we prepared for a mission, he came to our plane again. He stated he had made a mistake in counting his missions and he still had one mission to go. He was, to say the least, most apprehensive flying with the only crew that knew his real identity. We teased him some and he was very uncomfortable now that he had revealed his real name. We finally assured him that he was not to worry. We promised him that there was no way we would ever say anything if we were captured. With this assurance, he settled down and the mission went well. We were hit with some flack but there was not much damage to the plane. Needless to say, he was extremely happy and relieved to have his 35 missions completed safely.

*Paul T. Peters, R. Waist Gunner
Bomb Strike Photographer
Lt. Lester G. Pinkley's Crew*

A PHONE CALL THAT WAS AN ANSWER TO A MOTHER AND DAD'S PRAYER



When Lt. John T. Polando's crew failed to return from their mission to ODERTAL, on October 14, 1944, the customary M.I.A. wire was sent to the families of all the crew members in the U.S.A. One of the members of the crew was Jerome J. "Jerry" Maisano. The story of their planes loss of two engines to flack, landing behind Russian lines, return via Turkey and Cairo, Egypt to Italy and return

to our base is well documented in the history of our 455th Bomb Group. Now, here is the rest of the story that pertains to "Jerry" Maisano.

One evening I was walking by the 741st Squadron mess hall when Jerry Maisano came around the corner of the building. We let out a yell and hugged each other. We had spent most of our time in the Army Air Corps together. This was the first that I knew that he or any of his crew were alive. We went into the mess hall and had dinner and he told me the story of what had happened to his crew on the 741-Sq 455 Bomb Group Bombing Mission number 133 to ODERTAL.

That night after my reunion with Jerry, I wrote a letter to my parents in Detroit. I related the story about meeting Jerry and that we had dinner together. Jerry had given me his parents address and phone number so our parents could talk and get together. When my mother received my letter, she immediately called and talked to Mr. and Mrs. Maisano. They became very excited. They had received the M.I.A. wire from the 15th Army Air Force that their son was missing in action. Mr. and Mrs. Maisano wanted to know the date of the letter but that was not enough. My mother gave them her address and they drove over to her house right away. They wanted to see the letter, hold the letter, and check the date of the letter. The last information they had was that their son was missing in action, but here was a letter with a more recent date which proved to them that he was still alive. They all rejoiced in the news that their son was alive and well.

The two families kept in touch for the rest of the war in Europe. Both Jerry and I made it home safe and sound. I don't think my mother and Mr. and Mrs. Maisano ever forgot the great joy and elation and excitement of that meeting.

*Paul T. Peters
R. Waist Gunner
Bomb Strike Photographer
Lt. Lester G. Pinkley's Crew*

Editor's Note:

Earlier this year, I had the pleasure of speaking to Paul Peters regarding the stories above. He also spoke of the Final Flight of his Co-pilot, Philip Root, this past January, 2012 (see *Final Flight* notice, Page 7).

The interesting stories copied above first appeared in the Spring, 1996, *Cerignola Connection*.

Can You Help?

Dear Editor,

I am the Granddaughter of Robert Truex, and I am trying to find any information I can about him.

I recently received his death notice. I found he was part of the 455th Bomb Group. I found his name in the roll-call book.

He went missing in Austria in June of 1944. I am hoping there is someone that may have some photos or some memories of him.

I just recently found out that he is my biological Grandfather. My understanding from family is that he feared he wouldn't make it home from the war, and that he wouldn't be remembered. My father was adopted by a wonderful man, but no one ever spoke of Mr. Truex.

I want to make sure he is remembered the way he should be. Thank you in advance for any assistance you can give me.

Regards,
Kari Child
109 Crestview Dr
Nampa, Id 83686
208-442-0063
kchild2468@aol.com

Editor's Response

Hi, Kari,

Your story is compelling. I'm pleased you're doing your part to keep the memories of all these American heroes alive forever. Mr. Truex is a hero and a patriot.

I will put your request in the next edition of the *Cerignola*

Connection (Fall 2012).

Mr. Truex was in the 742nd squadron. He was a Sergeant, and he may have been a gunner on a B24.

My father, Lt. J.T. Ward (740th sq., died 1986), was in the 455th BG in Italy at the same time your Grandfather went missing in Austria. My dad flew several missions into Austria in 1944, so it's possible that my dad was on the same mission in which your Grandfather went missing. Small world.

If you discover any other information about Sgt. Truex, please send it along to me.

Best Regards,
Craig Ward
Editor, *Cerignola Connection*
aphp@tx.rr.com

Kari's Response

Dear Editor,

Thank you so much. Any help is greatly appreciated.

I have been scanning through the book on the website (www.awardphp.com), and it is full of information that gives us a connection. It looks like my Grandfather and your dad were on some of the same missions.

I also read through the latest newsletter. It is wonderful and very informative.

Thanks again.
Kari Child
kchild2468@aol.com

Can You Help?

Dear Editor,

I have just discovered your wonderful website!

I was in the 741st from the beginning. I was in Salt

Lake City from Sept., 1943 until April, 1944, when I was transferred from Cerignola to Foggia. I went to the 301st BG, flying B-17s.

I flew on the first five combat missions with the 455th BG, then transferred to finish my missions with the 301st.

I also flew as the navigator for Col. Cool in the Dec., 1943 flight from Langley to Italy, by way of N. Africa. I navigated for him on several of the first missions out of Cerignola.

My original crew pilot was Jerome Slater, with co-pilot Jack Montgomery. Both of these pilots, along with the entire crew, were killed on a mission a few weeks after my fortuitous transfer.

I have been trying to find out what happened to Col. Cool. I know he died many years ago. I would like to know what, where, and when he did after the war.

His decision to transfer me was a life-saver, so I have a special interest in him.

This much I DO know:

Col. Cool was born 12/13/1905. He died 01/19/1977. His son, Kenneth Adams Cool, Jr. was born 04/02/1939. He died 09/15/1990.

Do you have any other information on Col. Cool?

Thank you in advance for your help.

Best Regards,
William H. Johnson
whemhamilton@comcast.net

Dear Editor,

I'm a Italian researcher, and I am interested in Bombardment Groups that were active during WWII in 1944 in Italy.

In particular, I am seeking news of the crew of the B-24H (41-29290) *Howlingwolf*, (741), downed on April 28, 1944 in Porto Santo Stefano, Italy.

I only know the name of the pilot (Jerome Slater) but not of other members of the crew.

Also, the crew of B-24H (42-64456) *Arkansaw Joe* (741), also downed on April 28, 1944 on the same site. The Pilot was Richard Callan.

I would be very grateful if you could fill this gap.

Thank You,
George Bacci
giobicca@hotmail.it

Dear Editor,

Would it be possible to ask your readers who know Col. Richard "Dick" Haney (743) to send him a greeting card for his 90th birthday?

Here's his email address: ***haneyrj@comcast.net***

Lt. Col. R. J. Haney (743) home address:

15535 Prince Frederick Way
Silver Spring, MD 20906-1318

Thank You,
Peggy Truesdale Haney (daughter-in-law)
truehaney@gmail.com

Col. Haney's 90th birthday was on Oct. 13, 2012.

Editor's Note: On Sept. 1, 2012, Col Haney welcomed his great-grandson, Richard James Haney, IV, into the world!



B 24 H 42-64456 "Arkansaw joe" of the 741st BS 455th BG downed on Porto Santo Stefano 28.4.44

Pilot: Richard Callan



Crew of the B-24 H 41-29290 "Howlingwolf" of the 741st BS 455th BG downed on Porto Santo Stefano 28.4.44

Pilot: Jerome Slater

Can You Help?

Dear Editor,

Can you post this photo of the guys next to the *Pittsburgh Babe*, and ask if anyone who knew Gerald William Becker to contact me with information.



Would there be any clue due to the fact that he's the only one wearing the dark uniform?

Gerald W. Becker is listed as a member of the 455th BG, 742nd squadron. Any idea what position he held on the flight crew? Thanks in advance.

Jack

Multicynic@aol.com

Can You Help?

Dear Editor,

My Father, Melvin Junior Dickinson, was a nose turret gunner in the 740th. His crew was led by Pilot F. Lee Thorne.

I have spotted some photos in the newsletter of my Fathers crew.

I was wondering if there was any way I could obtain a *Vulgar Vulture* Stick Pin.

Thanks,

M. David Dickinson

Melvin.Dickinson@calpine.com

Final Flight

Col. Don M. Rawls (743)

Dear Editor,

I wanted to have my Dad's "Final Flight" obituary in the next newsletter.

He was a B24 pilot. He was shot down and captured on May 18, 1944.

Dad passed away on Feb. 16, 2012.

Thank you,
Ruth R. Morgan (daughter)
Ruth.Morgan@usdoj.gov

Dear Editor,

I found your contact information on the 455th Bombardment Group website.

I was hoping to find a list of those members of the Vulgar Vultures who are still listed as MIA. I was unable to find such a list anywhere on the web site or elsewhere.

This is a personal request of mine. I am looking at ways to honor these men who we, at the 91st Missile Wing, are connected to.

Any help would be appreciated.

David Schrader, Lt. Col., USAF
Chief of Safety, 91st Missile Wing

DSN 453-2869 / Comm (701) 723-2869

BB 701-240-0267

david.schrader@gmail.com

Can You Help? Response

Dear Col. Schrader,

I've attached an Excel spreadsheet with the MIAs that

I've found.

Editor's Note: *This spreadsheet is too large to include in this newsletter. If you are interested in receiving a copy, please email your editor and I will forward your request to the appropriate person*

This is a work in progress, something that I started a few years ago. I was trying to tie the MIAs to the applicable Missing Aircrew Reports (MACRs) or Accident Reports (ACCREPs).

Also, sometimes the men that were listed as FOD (Finding of Death), DED (Declared Dead), or PDD (Presumed Date of Death) never made it into the official government records as MIA, even though their remains were never recovered. I was checking to see if this happened to any of the 455th BG casualties.

The official government database of MIAs from WWII is now available online at <http://www.dtic.mil/dpmo/wwii/reports/>.

As you can imagine, there are bound to be errors and omissions. I am a group enthusiast, and not a professional researcher, so apologies in advance. This is more reference material than an official listing of any sort.

My next project is to review the KIAs to see if any of them were listed as missing. There is still work to be done.

Regards,

Dave Ungemach

Son of 2nd Lt Bill Ungemach,
742nd BS

POW on 26 June, 1944
Moosbierbaum Mission

Can You Help?

Dear Editor,

I am a professor and historian from Novi Sad, Serbia, (formerly Yugoslavia).

Can you provide me more data about Mission 107 and Mission 112 (bombing of Novi Sad) ?

I am writing a piece about that day. In Serbia, it is very hard to find information about Allied bombings during WWII, because during to Cold War, Yugoslavia was in the communist bloc.

I hope that you will help me to inform Novi Sad intellectual community about the heroic acts of the 455th Bomb Group.

Thanks for your time and help!

Sincerely,

Petar Djurdjev

petardjurdjev@gmail.com

Can You Help? Response

Dear Petar,

I have the bombing photos for mission 107 and 112.

The 107 photo (1 Sept) was taken from B-24H-20-DT, Serial # 41-28994 *Chattanooga Choo Choo* (740) at 11:45 AM, from about 19,500 ft.

The 112 photo (7 Sept) was taken from B-24H-25-CF Serial # 42-50400 Bucket of Bolts (740) at 10:59 AM.

Warm Regards,
Dave Ungemach
davetw1@cox.net

A Big "Thank You!" to Dave Ungemach

Dear Mr Ungemach,

I would like to convey my sincere thanks to you for your help.

It was just what I needed, but never expected! I am truly touched by your generosity, your spirit, and willingness to go out of your way to help me.

The photo of Mission 107 shows the bombing of a train station. The photo of Mission 112 shows the bombing of a train station, PLUS the street where I live now ! Amazing!

We can see the electrical power station and residential buildings that were hit.

We can also see an amazing hit of a building which was the German cultural center (Kulturbund). Just before the attack in that building, leaders of the Germans in the Backsa region held a meeting. The building received a direct hit, and there where many casualties. It was the most intense bombing of Novi Sad during WWII.

Your ancestors were indeed heroes. Thanks to their struggles and successes against the Nazi regime, our country got back its freedom.

Thank you again for being so thoughtful.

Sincerely,

Petar Djurdjev

petardjurdjev@gmail.com

Editor's Note:
See photos of Missions
107 and 112, Next Page

Final Flight

Richard H. Hollrock (740), at 91 years of age, passed away peacefully Sept. 23, 2012 at a Bangor hospital, surrounded by his loving family.

Richard was born in Crestwood, NY December 9, 1920. He graduated from Brown University in 1942 with a degree in Aeronautical Engineering. Early on in his career, he was employed by Sikorsky Aircraft Corp and was a pioneer in the helicopter industry. He later worked as a research engineer at Kaman Aircraft Corp for over 40 years.

Lt. Hollrock served in the United States Army Air Corp as a B-24 bomber pilot. At age 23, he was awarded the air medal for meritorious achievement in aerial flight while participating in sustained operational activities against the enemy.

Richard will be greatly missed by his family for his kindness, encouragement to others, his sweet smile, and gentle ways.

Richard is survived by his loving and devoted wife of 61 years, Anne of Hampden; his son, Rick and wife Pat of S. Deerfield, MA, their six children, Alex, Ruby, Leah, Neal, Lynn and Richie; three daughters, Alane Bamberger and husband Gary of Conway, NH and their two children, Katie and Marc, Joyce Harrison and husband Dan of Hampden and their two children Craig and wife Lauren and Heidi, and Ardelle Hollrock of Hampden and daughter Anna.



Mission # 112
Novi Sad, Yugoslavia
September 7, 1944



Mission # 107
Novi Sad, Yugoslavia
September 1, 1944

Final Flight of Tony Corsello (741)

Anthony Michael Corsello

August 20, 1922 — January 10, 2012



Anthony Michael Corsello, of McLean, Va., passed away on January 10, 2012.

He was born in Brooklyn, NY, in 1922, and was a first generation Italian-American. As a youngster, he would sit on the fire escape and watch planes take off from Barren Island, admiring the pilots. Charles Lindbergh was his hero.

When WWII started, he had no doubt about volunteering for the US Army Air Force at the age of 18. As a B-24 navigator, he was based in Cerignola, Italy, bombing oil facilities in Ploesti,

Romania and Vienna, Austria.

After 35 missions, he returned to NY. He attended Brooklyn College while working nights, printing several NY City newspapers. There he met Virginia Rutesky and moved to Long Island, NY. They had eight children: Bruce (Marguerite), Jane, Ginger (Martin Webber), Joyce, Michael (Robyn), Perry (Dianne), Joan (Patrick Daly) and Tony (Laura). He owned Nash Lumber Merchandising Corp., and was a distinguished and respected salesman.

Tony's love of aviation continued as an active reservist with the 514th Troop Carrier Wing at nearby Mitchel Field. He was recalled during the Korean War. By that time, he had three children. He and his former fellow 741st member, Dick Armellino, flew many week-ends over nearby Jones Beach.

Dick was sent to Korea, and Tony to Laon (France) Airbase, with the 38th Bomb Wing. He flew missions in B-26 Douglas fighter bombers over France and Germany, hoping to deter the Russians.

He resigned his commission in 1953. He was awarded five Campaign Stars, three Oak Leaf Clusters and the Distinguished Flying Cross.

Returning to Long Island, he continued to grow his business and his family. He was an active member of his church and was Chairman of his sons' Boy Scout Troop, all four of which earned the rank of Eagle Scout. He was very proud that **four of his grandsons** earned their Eagle Scout rank. A fifth

grandchild will soon earn his.

Aviation continued to be his love. He was a supporting member of the "Cradle of Aviation Museum" nearby at Roosevelt Field, where Lindbergh took off for his historic trip to Paris in 1927. He was an active member of the A.F.A. in New York City, the American Legion Aviators' Post, and the Long Island Early Fliers' Club. He was involved with the Collings Foundation which restored the B-24 that currently flies all over the US.

He was a constant son, brother, husband, father and grandfather, and as Dick Armellino noted, he was a *Constant Warrior*. He now rests in Arlington National Cemetery after receiving full military honors, aptly in full view of the U.S.A.F. Memorial with the comforting sounds of planes soaring overhead.

Tony loved life with a passion, and shared it with everyone. The world is not the same without him!

Virginia Corsello
corsello@aol.com

Frank Hosimer remembers Tony Corsello

Tony was a navigator for Grady Mormon's crew (741). He arrived in Cerignola as part of a replacement crew in July, 1944, after a three-week boat trip.

There were more planes than crews, so he flew every mission the group had for the first 25 missions. Then he had a one week rest at Isle of Capri.

He finished the required 35 missions in December, 1944,

and arrived home by boat for Christmas.

One of his favorite stories was that he was having a meal at a local family's house (probably of his tent-boy). The grandfather made an uncomplimentary remark in Italian (assuming that Tony didn't understand) - "the Americans just have big guns and machines". Tony responded in perfect Italian, "You're DARNED right they do!"

Tony kept in touch with a lot of his bomb group friends, especially Dick Armellino, even after Dick moved to Florida. It is amazing how many people he knew, wherever the reunions took us. When the 15th Air Force had a reunion at a big Las Vegas hotel, he had dinner with the hotel owner and his wife.

When the squadron leader was not well enough to continue to organize the reunion dinners, Tony accepted the job and did it very well.

Tony will be missed by a lot of folks.

Frank Hosimer (741)
fghosr@hotmail.com

B-24 INSTRUCTOR PILOTS HAVE EMERGENCIES, TOO!

**By Jarvis Strong
USAF (Ret.) Command Pilot**

Tony Corsello retired to Vinson Hall, in McLean, VA, which was primarily a senior residence for retired service officers. Tony's new friend at Vinson Hall, Jarvis Strong, Lt. Col., turned out to have spent time at the Cerignola base, in

the 459th Bomb Group and the 756th SQ. He delighted in this story that Jarvis told him.

"During late 1944, when I was assigned as an instructor for B-24s at Gowan Field, Boise, Idaho, I was given a task to check the co-pilot out as is customary to do before he flew a B-24 aircraft at Gowan Field.

He was a young lieutenant pilot originally from Omaha, NE, who had just completed a combat tour of duty of 35 missions from England as a B-24 co-pilot. After a couple of excellent landings he asked about the B-24 automatic pilot. We got a bit more altitude and I showed him how to set it up on the airplane to fly on automatic pilot. This was to show how the good automatic pilot was reliable, even when two engines were cut back on one side. I'd done this successfully more than 100 times, but not this time.

WHEN I PULLED THE TWO THROTTLES BACK ON THE RIGHT SIDE, THE WING DIPPED AS USUAL - BUT - THE AUTOMATIC PILOT GYRO TUMBLED, AND THE PLANE TURNED OVER ON ITS BACK.

I immediately turned the automatic pilot off, pulled the other two throttles back and pushed the stick forward to keep the load of the aircraft weight on the underside. The B-24, like all bomber aircraft, is not like a fighter aircraft. If I let the weight of the aircraft bear on the top of the aircraft, one or both wings would buckle and the four of us would be dead.

I managed to keep the weight of the aircraft under the

wings, and maneuvered the plane back to right-side-up. All of us are safe. After landing, comment by the checked out co-pilot: "I've just been through 35 combat missions from England, but this flip on the B-24 today is my worst ever flying experience."

Such is the art of flying!

Can You Help?

Dear Editor,

I am the son of John Kelly (bombardier), who flew with the 741st Bomb Squadron.

I went online and found the 455th BG website. I read in the BG history book the part about the 741st, and found my father's crew picture (below).

My father (back row, on right) retired in 1974 with the rank of Colonel after 31 years of service in the Army Air Corp and USAF. He also fought in the Korean War, and the Vietnam War.

Is there a way to get a hard copy of the 455th BG History Book?

Thank you for your time and effort.

Regards,
Patrick Kelly
flamengo1895@msn.com



455TH BOMB GROUP ASSOCIATION REUNION
in conjunction with the
451ST BOMB GROUP ASSOCIATION

October 17th – 19th, 2013

Phoenix, Arizona

Tempe Embassy Suites Hotel

Planned Reunion Activities:

- Thursday Early Registration 1:00pm – 5:00pm
- Friday Optional Bus Tour (tentatively Luke AFB, includes lunch)
- Friday Registration 9:00am – 5:00pm
- Friday Evening: Sit down dinner in honor of Bomb Group members with informal speeches and entertainment
 - 6:00pm Cash Bar
 - 7:00pm Dinner
- Saturday 10:00am – 12:00 noon gathering with various speakers
- Saturday 2:00pm – 4:00pm gathering with various speakers
- Saturday Evening: Gala Banquet (sport coat with or without necktie)
 - 6:00pm Cash Bar
 - 7:00pm Dinner with planned Big Band era music and dancing

Registration Fee: \$100 per person (includes Friday & Saturday dinners; does not include other meals, cash bar, bus tour, or hotel)

REGISTRATION AND PAYMENT MUST BE RECEIVED NOT LATER THAN MARCH 31, 2013. REGISTRATION FEE CAN BE REFUNDED UP TO SEPTEMBER 30, 2013

Attire: Casual dress for all activities except the Saturday Evening Gala Banquet. For the banquet, men please wear sport coat with or without necktie; women's equivalent.

Accommodations: Hotel reservations may be made for the reunion special rate of \$89 + tax per night for single or double occupancy. Reference the 15th Air Force Reunion (so labeled because more than one bomb group is involved). The reunion \$89/night rate is also available for reunion attendees for three nights before and three nights after the reunion. Tempe Embassy Suites Hotel provides airport shuttle service as well as free parking for guests traveling by automobile. The room price includes a free breakfast bar.

HOTEL RESERVATIONS MUST BE MADE SEPARATELY. We recommend you make your hotel reservations at the same time you mail in your reunion registration form and payment.

Make Hotel Reservations at:

Embassy Suites Hotel
4400 S. Rural Road
Tempe, AZ 85282
Phone: (480) 897-7444

Mail Registration Form to:

455th Bomb Group Reunion
c/o Winston Jones
18502 NW Montreux Dr
Issaquah, WA 98027

455th BOMB GROUP ASSOCIATION
PHOENIX REUNION: OCTOBER 17 – 19, 2013
REGISTRATION FORM

Please print clearly with a dark-ink pen

Name: _____

Address: _____

Telephone: _____

Email: _____

Basic Registration Fee: _____ X \$100 per person = \$ _____

Optional Bus Tour Oct 18: _____ X \$20 per person = \$ _____

TOTAL REGISTRATION FEE: \$ _____

Make checks payable to: **451st** Bomb Group (Note: 451st, not 455th)

Dinner entrees (please select for each attendee included in your registration form):

Friday Dinner: Chicken Breast _____ Salmon _____ Steak _____

Saturday Dinner: Chicken Breast _____ Salmon _____ Steak _____

Specify how names should be listed on name tags and relationship to the group (e.g., veteran, spouse, son, daughter, etc.):

Registrant: _____

Guest: _____

Guest: _____

Guest: _____

Staying at the Tempe Embassy Suites Hotel: _____yes _____no

Arrival date: _____ Departure date: _____

If a 455th veteran, please list your duty position (pilot, tail gunner, mechanic, admin, etc.)

& crew/aircraft if appropriate: _____

Were you shot down? _____yes _____no Were you a POW? _____yes _____no

Number of missions _____

455th Bomb Group Assoc., Inc.
P.O. Box 93095
Austin, TX 78709-3095

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A MESSAGE FROM THE 455TH BOMB GROUP ASSOC. EXECUTIVE DIRECTOR

Greetings! I have two major news items. First, as you've probably already noticed, Norman Crum has been elected to fill the remainder of Carl Barr's term as President of the Association. Norm has been a long-time, second-generation supporter of the Association, and we are fortunate to have him serving as President. All positions on the Board of Directors, including the officers, will be up for reelection, for four-year terms, in November 2013. If you have an interest in serving on the Board of Directors in any capacity, please contact me.

Email may be directed to **455bg-h@austin.rr.com**. U.S. mail may be addressed to:

455th Bomb Group Association, P.O. Box 93095, Austin, TX 78709.

The second major item is that the Board of Directors voted to join the 451st Bomb Group Association in a joint reunion in Phoenix, in October, 2013. If you've been missing the reunions, this is the opportunity you've been waiting for! The 451st has graciously agreed to serve as the lead in organizing details and registration. It is possible the 301st and/or the 376th (both were 15th AF B-17 units) will also join us as co-sponsors. That will be interesting! Come join in those discussions!

At the annual Board of Directors meeting in November, 2011, the directors asked me to present to the membership opportunities for giving to the Association. That appeal was included in the Spring, 2012 *Cerignola Connection*. In response to that giving opportunity, we have received enough contributions to fund an additional edition of our much-loved newsletter. Acknowledgments are listed on Page 3 of this newsletter. Opportunities still exist to extend the life of the *Cerignola Connection*. Checks can be made payable to 455th Bomb Group Association, and mailed to the Association address. If you pay your Association dues annually, don't forget that dues for 2013 are due by December 31, 2012.

This is a great nation in which to live. Thank you for helping keep it that way!

