



# CERIGNOLA CONNECTION

**455th Bomb Group Association Newsletter**

**Spring, 2005** Editor, Craig Ward, 813 Peterstow Drive, Euless, Texas 76039  
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**Get a CD with all back issues  
of the newsletter, PLUS the  
entire official history of the  
455th Bomb Group!  
See the back page for details!**

## 60 Years Ago

### Mission 252, April 25, 1945 The last mission of 455th BG

Twenty-eight B-24s took off to bomb the main station and marshalling yards of Linz, Austria. The group was escorted by P-51s. Two aircraft returned prior to bombing because of engine trouble and 26 aircraft dropped 62 tons of 500# RDX bombs on the target.

Flak at the target was intense and accurate. It appears the Germans were bringing all their flak guns back to protect their priority targets, as the flak was extremely intense over this area. One aircraft was hit in the bomb bay, and ten crewmen were missing in action. Three other crewmen received flak wounds, one serious and two slight. Twenty five planes returned to base at 1440 hours.

### Mission 253, April 26, 1945 The Mission that Wasn't

Although a mission was scheduled for this day, it never got off the ground. As the group waited for takeoff, the war in Europe ended.

## President's Message

William Gemmill, Lt. Col (ret.)



### *Editor's Note:*

*The President of the 455th BG Association, Col. William Gemmill, regrets that he is unable to submit a message in this edition of the Cerignola Connection due to health considerations.*

*Col. Gemmill is doing much better these days. He looks forward to continuing his duties as President of the Association.*

*I know I speak for all 455th BG Association members as we wish him and his family well during his ongoing recovery.*



## 60 Years Ago

### V-E Day

May 8, 1945

*From 1945 Press Reports*

The Allies overran Germany from the west during April 1945 as Russian forces advanced from the east. Only a few strategic targets remained for attack from the air and these were rapidly destroyed. The last mission against an industrial target took place on April 25 when the famous Skoda Armament Works at Pilsen, Czechoslovakia was bombed.

The AAF then began flying mercy missions, dropping food to people in northern Italy and the Netherlands and evacuating released prisoners of war. On May 2, German forces in Italy and southern and western Austria stopped fighting and on May 7, after 3 1/2 years of war with the U.S., Nazi Germany surrendered unconditionally.

The air offensive conducted by the AAF in conjunction with the RAF against Germany and Italy was of tremendous value in bringing about victory in Europe with the final defeat of these two nations. It was costly, however, for the AAF losses from all causes totaled 27,694 aircraft, including 8,314 heavy bombers, 1,623 medium and light bombers, and 8,481 fighters destroyed in combat. Total AAF battle casualties were 91,105 personnel --- 34,362 killed, 13,708 wounded, and 43,035 missing, captured, or interned.



Symbolic of the Nazi defeat, an AAF fighter lands at a former Luftwaffe airfield as an ME-109 is pushed aside.

By April 1945, the German Army was shattered. On April 25, American and Soviet forces met at the Elbe River. Five days later, Hitler committed suicide in his Berlin bunker. His successor, Admiral Karl Doenitz, sent General Alfred Jodl to the SHAEF (Supreme Headquarters Allied Expeditionary Forces) detachment in Rheims to seek terms for an end to the war.

At 2:41 a.m. on May 7, General Jodl signed for the unconditional surrender of German forces on all fronts, which was to take effect on May 8 at 11:01 p.m. After six years and millions of lives lost, the Nazi scourge was crushed and the war in Europe was finally over.



## 60 Years Ago

### More Events from 60 Years Ago

**March 11, 1945** ... 4,740 tons of bombs dropped by over 1,000 bombers on Essen, Germany

**March 18, 1945** ... 1,200 bombers and 670 fighters raid Berlin with the heaviest attack of the war.

**May 6, 1945** ... Last Liberator U-Boat kill. A total of 89 German U-Boats were sunk by B-24s during the war.

**May 30, 1945** ... first YB-24N accepted.

**June 5, 1945** ... last B-24 delivered from Consolidated plant in San Diego, CA.

**June 29, 1945** ... last B-24 delivered from Ford Willow Run plant.

**455TH BOMB GROUP  
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P.O. BOX 149  
CASTROVILLE, TX. 78009**

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Craig Ward

Editor, *Cerignola Connection*

**Can You Help ?**

Dear Editor,

I am a Hungarian researcher of history of aviation. I am interested in the history of air wars over Hungary in the days of World War II.

I have heard a story about a bomber that crash-landed near a little village named Kerekegyhaza, not too far from an industrial town named Kecskemet (Hungary) on 26 December, 1944.

I examined that place last week, and found a few oxygen bottles and heap of broken miscellaneous materials.

I am going to check the spot again by metal detector next month, although by the fragments I can identify a B-24 bomber.

National Archives document:  
26 December 1944. 455BG.  
740BS B-24 Liberator Crashed in Kecskemet, Hungary.  
Charles H. Crowley T/Sgt. 36033933 Killed in Action  
LT Walter L. Gunn 1st Lt. 0-827801 Killed in Action  
Co-pilot Barton H. Walter 1st Lt. 0-802867 Killed in Action  
Fregoe J. William  
0-712548 Killed in Action  
6 airmen returned by Soviet Army.

I and my colleagues know nothing about the deceased. However, a grave registration detachment working in Hungary searched the spot in 1946-47.

Please help me find persons who know about this accident. It would be great if I can find living persons from the bomber crew.

Please help me if you can. Thank you.

Zoltan Jankfalvi Oszolo u. 73.  
3/8. 4400 Nyiregyhaza  
HUNGARY

**Can You Help?**

Hi! I had a cousin who was a member of the 455th Bomb Group, 742nd Squadron. On April 27, 1945, his plane left on a mission and never returned. His name was Frederick J. Boyle and everyone called him Bud.

I was wondering if anyone remembers him or has any further info on him. If so, please email me at the address below.

Thanks, Janis  
Th8Ball@aol.com

*Editor's Note: If you don't have a computer, and can provide information to Janis, please write a letter to the editor at the address on the front of the newsletter. I will see that Janis gets it.*

**FALLEN SOLDIERS**

Numbers of American service members killed in major military conflicts over the past century:

World War I	116,516
World War II	405,399
Korean War	36,574
Vietnam War	58,209
Gulf War	382
Afghanistan (approx.)	300
Iraq (approx.)	1,600

SOURCE: Department of Defense

## FOR WHAT ARE YOU THANKFUL?

As a member of the baby-boomer generation, I am thankful for my "greatest generation" mother and father. I am thankful that my father heeded his country's call to arms in World War II, and volunteered as a crewmember of a B-24 bomber that helped destroy Hitler's war machine. I am grateful that my mother, like millions of other wives and mothers in WWII, kept society together and kept the home fires burning during those intervening dark years.

My "greatest generation" parents raised two children the only way they knew how, instilling in my sister and me a sense of patriotism, honesty, work-ethic, and good citizenship that is so lacking in society today.

I am thankful to all the members of the "greatest generation", especially my wonderful parents, for helping to rid the world of fascism and tyranny, and to build the greatest civilization the world has ever known.

*Editor's Note: This letter was submitted to me anonymously by a reader of the C.C. newsletter.*

### Life's Journey

Life's journey is not to arrive at the end safely in a well preserved body, but rather to skid in sideways, totally worn out, shouting "Holy Cow ... What a Ride!"

## **BELIEVE-IT-OR-NOT**



Sgt. William Kreidler of Duluth, Minn., 125th Field Artillery. He won the Distinguished Flying Cross, and the Air Medal with 4 Oak Leaf Clusters, **ALTHOUGH NOT A MEMBER OF THE AIR FORCE!**

He was serving as an air-operations observer when the pilot was wounded. Acting fast, Sgt. Kreidler took over the controls and miraculously landed the aircraft safely!

Dear Editor,

I have a war story which may be of interest to you. I was the radio operator for "Crew 17" in the 743 BS/455 BG in Italy in August 1944. There were six of us enlisted men in our crew, all Sergeants, that had completed 50 missions and were preparing to return to the States.

We were bivouacked in an eight man tent and, as there were only six in our crew, two Field Artillery Sergeants were assigned to our tent. We six Air Force men had our Air Medals with clusters, and Citations with clusters.

One of the Field Artillery men was S/Sgt. William Kriedler from Duluth, Minnesota who was the proud possessor of the Air Medal with four Oak Leaf Clusters and the Distinguished Flying Cross. Boy, did he ever rib us!

Above is a copy of a BELIEVE-IT-OR-NOT by Ripley that confirms this story.

Yours truly,  
Victor E. Murray  
105 Foxridge Run Longwood, FL 32750-2703

ARTICLE IV OF THE 455TH BOMB GROUP ASSOC., INC. was amended adding Secs. 3 and 4, providing as follows:

Section 3. Spouses, Widows, Sons and daughters of the 455th Bomb Group personnel may become regular members of the Association by application to the Board, and acceptance by the Board as members by a 2/3rds vote of the Board of Directors. Such accepted members are entitled to all the rights, privileges and obligation of the membership provided under these by-laws for veteran members, including the right to vote and hold office in this organization.

Section 4. Not more than 10% of the total membership of this organization may be accepted by the Board of Directors from the Associate Membership. This section may possibly be increased by application to the IRS section interpreting the rights of the organization under section 501 (c) of the Internal Revenue Code.

ARTICLE XV was amended by adding Section 2 providing as follows:

Section 2. These By-Laws may be amended, changed, repealed or added to by an affirmative vote of not less than 3/4th of the members of the Board of Directors in any business meeting at which a majority of the members of

the Board is present.

Section 3. These By-Laws may be amended, changed, repealed or added to by 3/4th of all of the board of directors by following the following procedure:

A member of the board may present a resolution to the President concerning a proposed change by mail. The President will then mail a copy of the resolution to the Secretary who in turn will mail a copy to all the members of the board. The members may call the President or the Director presenting the resolution, or both, for a further explanation, or make such other investigation as he deems fit. The Directors will then vote by mail within two weeks of the mailing of the resolution. Such votes will be sent to the Secretary who will make a record thereof and report the result to the President. If a Director fails to vote within the two weeks, the Secretary is authorized and directed to make a reasonable effort to contact him by telephone to obtain his vote. Such vote will be recorded as well as the name of the Director voting together with the date and time of the vote. Any votes not obtained will be deemed negative votes.



### Can You Help?

Dear Editor,

I am interested in contacting two former 741st Squadron officers. I would be interested if there is any addresses/phone numbers for them if they are still with us. They are Richard K. Graham and Horace W. Lanford.

Any help or suggestions would be appreciated. Thanks!  
Joe Kiernan  
609 771 3886  
jokernan@comcast.net

### Can You Help ?

Dear Editor,

I am Andras Pal Olah, a Hungarian historian. I am writing essays on air attacks against Hungarian cities by 15th AAF.

I seek information about the dates and targets listed below:

2nd June 1944 /Szeged, Szolnok, Miskolc, Debrecen/  
Operation Frantic Joe  
3rd July 1944 /Szeged/  
20th August 1944 /Szeged/  
24th August 1944 /Szeged/  
28th August 1944 /Szolnok/  
29th August 1944 / Szeged/  
3rd September 1944 /Szeged, Szolnok/  
5th August 1944 /Szolnok, Szob, Budapest/  
8th September 1944 /Szeged/

In case you have any information, or you know American historians concerned in this topic, please write to me.

Thank You.

Andras Pal Olah  
6723 Szeged Budapesti  
krt. 22/A. Hungary  
email: andrasbasa@freemail.hu



## Can You Help?

Dear Editor,

I have just spent a couple of pleasurable hours reading every word of the Fall issue. Thanks for a good one!

The Can you help? question was, "Is anyone familiar with a crew ditching offshore Grado, Italy?"

My journal entry for 11/17/44 describes a sortie briefed for near Vienna, dropped on a target of opportunity. Our plane made the return trip all alone (for reasons lost to my memory), picking up a P-38 escort over the Adriatic. A brief note in that entry reads, "On return we saw a B-24 ditch just off the spur. All men survived."

This is not the ditching inquired about, but one that came to mind. We had followed the aircraft down near enough to circle and observe that the B-24 did not break up on impact, the crew took their time to leisurely get the raft out and inflated, then leave the still floating aircraft.

As I remember, they made some sign that all crew members were o.k. We did not learn which group they were from, but we did report the sighting during the debriefing.

Carl A. Barr, Navigator  
743rd BS (Swearingen's crew)

### What are Grandparents?

They have to answer questions like "Why isn't God married?" and "How come dogs chase cats?"



Lt. Col. ~~Castro~~ Ed Foley  
 Wm. ~~Swearingen~~ Swearingen  
 Joe O'Neil  
 Newlin Robertson  
 Jack Cutler  
 Ray Handgigson  
~~Swearingen~~  
 Thomas Swearingen  
 Walter Price  
 Edward Foley  
 John O'Han  
 Glen Conner  
 Kenneth Farrell  
 William Taylor  
 Marcel Swearingen  
 Cordell Buchanan  
 John Sutphin  
 Wm. Taylor  
 Robert Bailey  
 Earl Moore  
 Charles Swearingen

Jim Callahan  
 Devin Addickman  
 Royal Swearingen  
 August Friedman  
 Harshel Foster  
 Allan Shook  
 me

Ward Swearingen  
 Communications  
 Section

743rd BS 1944

Swearingen

Dear Editor,

Received the *Cerignola Connection* last week. Have read it and re-read it. Thought it was excellent. Really enjoyed all the info. Every time I read it, it brings back memories.

In the transcript website, the article Reunion 1944, omitted the picture of the 743rd Communications Section. It was in that picture that I had asked for anyone recognizing their picture to contact me.

If you can put that photo back in, I would appreciate it.

Sincerely,  
Milton Kaplan (743)  
Scottsdale, AZ.  
mkaplan7@cox.net  
dkaplan1@cox.net



## Final Flights

### Charles M. Miller

of Elkhart, Indiana, took his final flight on Sept. 22, 2004.

Captain Miller served in the Air Force from 1940 to 1947, flying 30 missions in his B-24 "The Secret Weapon" from Italy. He was shot down over Vienna in June 1944 and was in prison camps in Poland and Germany until being liberated in April, 1945.

### Arthur Henry Eads, Sr.

S/Sgt. Arthur Henry Eads, Sr., 84, passed away on July 27, 2004. He was an Armorer/Gunner in the 742nd Squadron. The name of his aircraft was the "Miss I Hope".

His pilot was Lt. William Solley. Sgt. Eads was stationed at San Giovanni Airfield from Nov., 1944 to Sept., 1945.

He returned home to the United States via North Africa as a passenger on a war-weary B-17. He flew a total of 23 missions over Germany and Nazi-occupied Europe.

### Leonard A. Kujawa

New Brighton, MN.  
Final flight July 10, 2004

### Joe Hachey

Daytona Beach, Florida  
Final flight December 23, 2002.

### Sgt. Charles Rein (742)

Mechanic on ship 105  
Passed away January 3, 2005.

### 1st Lt. Herbert Weaver (740)

Final flight May 17, 2004  
in Ocala, Fl. He was radar

bombardier on "Micky".

Lt. Weaver saw the German Army surrender in the Po River Valley, Italy.

### Bob Lackner (741)

took his final flight in December, 2004.

### Maj. Walter N Heidmous (743)

of Lompoc, CA passed away September 19, 2004. He was a lifetime member of the 455th BG Association.

## Other Final Flights

### Bill Jewell

British submarine skipper, 90, who died Aug. 18, 2004 in suburban London, had a vital role in one of the more macabre and celebrated clandestine operations of World War II ... using a corpse planted with fake documents to fool Nazi intelligence.

Operation Mincemeat, as the wartime plan was known, was shrouded in such secrecy that not even Mr. Jewell's after-the-fact memoir noted the caper.

Only later did books, articles and a 1956 film, *The Man Who Never Was*, detail aspects of the story.

The deceit was intended to distract from the Allies' planned 1943 invasion of Sicily and sweep into Italy - the quickest way for them to reach Nazi-held Europe from North Africa.

British intelligence formed a ruse ... to plant on the southwest Spanish coast the body of a sham Royal Marines officer carrying "invasion" plans"

for Sardinia and southern Greece. For most of his voyage, Mr. Jewell was the only one aboard his boat (the *Seraph*) to know about the trick, which was described as "an unqualified success" by *World War II* magazine in 1995.

### Gordon Cooper

Original Mercury astronaut & pioneer in space exploration

Gordon Cooper, who was the youngest and perhaps cockiest member of the original Mercury astronauts, and who set the space endurance record that helped clear the way for the first moon landing, took his final flight in 2004 at age 77.

### Ancel Keys

Ancel Keys, the University of Minnesota scientist who invented the K-ration diet used by soldiers in World War II, and who linked high cholesterol and fatty diets to heart disease, died Saturday of natural causes. He was 100.

In 1941, Mr. Keys was asked to help develop an Army ration that soldiers could carry in combat. He purchased supplies, such as hard biscuits, dry sausage and chocolate bars at a Minneapolis market.

When the Army mass-produced the packages, he was surprised to see them marked with the letter "K", for Mr. Keys.

The K ration was born.

### What are Grandparents?

Grandparents are a lady and a man who have no little children of her own. They like other people's.

## Can You Help?

I was reading the Fall 2004 article in the *Cerignola Connection* about the World War II memorial, and the meeting of Ed Foley (741st) and Howard Cooper (740th).

The article mentioned the 455th BG insignia that Foley wore on his cap. Is there any way I can obtain one for myself?

Thanks,  
Al Klinek (743)  
6798 Meadowwood Drive  
Mayfield Village, OH 44143

## Can You Help?

My father, Joe L. Parkin, was a veteran of the 740th Squadron, 455th BG, and served during late-1944 and early-1945. He has long since departed.

I am very interested in contacting anyone who may have served with him.

Thanks,  
Jon Parkin  
Pyper\_Jon@hotmail.com

## 60 Years Ago

### OPERATION DOWNFALL

#### ***The Largest and Bloodiest Invasion in History that Thankfully Never Happened***

Deep in the recesses of the National Archives in Washington, D.C., hidden for nearly four decades, lie thousands of pages of yellowing

and dusty documents stamped "Top Secret".

These documents, now declassified, are the plans for Operation Downfall, the invasion of Japan during World War II.

Only a few Americans in 1945 were aware of the elaborate plans that had been prepared for the Allied invasion of the Japanese home islands. Even fewer today are aware of the defenses the Japanese had prepared to counter the invasion had it been launched.

Operation Downfall was finalized during the spring and summer of 1945. It called for two massive military undertakings to be carried out in succession and aimed at the heart of the Japanese Empire.

#### Olympic

In the first invasion, code-named Operation Olympic, American combat troops would land on Japan by amphibious assault during the early morning hours of 1 November, 1945. Fourteen combat divisions of soldiers and Marines would land on heavily fortified and defended Kyushu, the southernmost of the Japanese home islands, after an unprecedented naval and aerial bombardment.

#### Coronet

The second invasion, 1 March, 1946, code-named Operation Coronet, would send at least 22 combat divisions against a million Japanese defenders on the main island of Honshu and the Tokyo Plain.

The goal: unconditional

surrender of Japan.

With the exception of a part of the British Pacific Fleet, Operation Downfall was to be a strictly American operation. It called for using the entire Marine Corps, the entire Pacific Navy, and elements of the 8th Army Air Force, the 8th Air Force (recently deployed from Europe), the 20th Air Force and the American Far Eastern Air Force. More than 1.5 million combat soldiers, with 3 million more in support (more than 40 percent of all servicemen still in uniform in 1945), would be directly involved in the two amphibious assaults.

Casualties were expected to be extremely heavy.

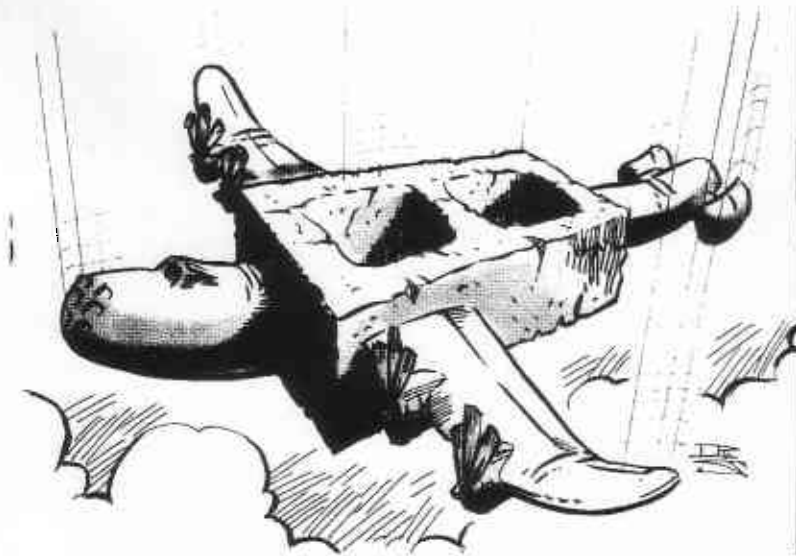
Admiral William Leahy estimated that there would be more than 250,000 Americans killed or wounded on Kyushu alone. Gen. Charles Willoughby, chief of intelligence for Gen. Douglas MacArthur, the Supreme Commander of the Southwest Pacific, estimated American casualties from the entire operation would be 1 million men by the fall of 1946. Willoughby's own intelligence staff considered this to be a conservative estimate.



#### Aviation Wisdom

Never fly in the same cockpit with someone braver than you.





**"GLIDE"**  
**CHARACTERISTICS**  
**OF THE B-24:**  
**AN OXYMORON**

Some of you airplane drivers may remember the "glide" characteristics of the B-24, when you lost power on all four engines. I was introduced to this one day in 1944 while transitioning from PBYs (the lovely old twin engine Catalina) to the Libs. I might note that my few hundred hours in P-boats, including horsing one of them into a nose high attitude for a full stall landing on the water, had built up my arms enough to deal with the Lib's heaviness on the controls.

We were cruising at 5000 feet, returning to our base at NAS Hutchison, Kansas after a few hours of instrument training and general air work. About 10 miles south of the field my instructor called Hutch tower requesting a straight-in approach to runway 36. Tower cleared us for the straight in, advised wind from north and barometer setting. He then told me to line up for 36, maintain 5,000 feet and tell him when the approach end of runway 36 disappeared under the ball turret on the nose. That made me more than a bit curious, but I rolled the Lib, lining her up to runway 36 as instructed. When the approach end disappeared under the nose, I notified him of such. He immediately pulled all four throttles back to idle (15 inches manifold pressure for zero thrust), dropped the gear, moved the mixture controls to full rich, dropped half-flap and shoved all four props to high RPM. He looked across the cockpit at me and said, "Maintain airspeed and land her, call for full flap when ready!"

My plane captain who was sitting on the jump seat with his headset on had obviously heard our conversation over the intercom. A brief glance at his face across my right shoulder indicated that he, as well as I, didn't have the foggiest notion how we were going to avoid over-shooting the runway.

I was shoving forward on the yoke, for the airspeed indicator was rapidly unwinding and the rate of descent indicator was pegging down. That didn't do the job, so I rapidly rolled-in nose down tab, all the time thinking, "My God, we are going to land long!" I was still rolling in down tab as I glanced at the airspeed and the still rapidly unwinding altimeter and then back up and saw the runway looming up over the nose turret! We were going down like a rock. Seconds later I called for full flap, horsed the yoke back, rapidly cranking-in nose up tab, rotated, flared-out and a fully stalled 4Y-1 crunched down on the numbers at the approach end of 36. I'll bet our tail skag was off the end of the runway when we touched down! As we rolled out, my instructor leaned over and shouted, "See how she glides!" That's how I learned that with power off, the Lib had all the glide characteristics of a brick, albeit a "flying one."

Slight exaggeration, as its approach profile without power(sink rate)was about one foot down for each foot forward. All in all, the B-24 was a damn good aircraft, but a glider she was not.

Courtesy: Bomber Legends Magazine

## Progress Report on the Air Force Memorial

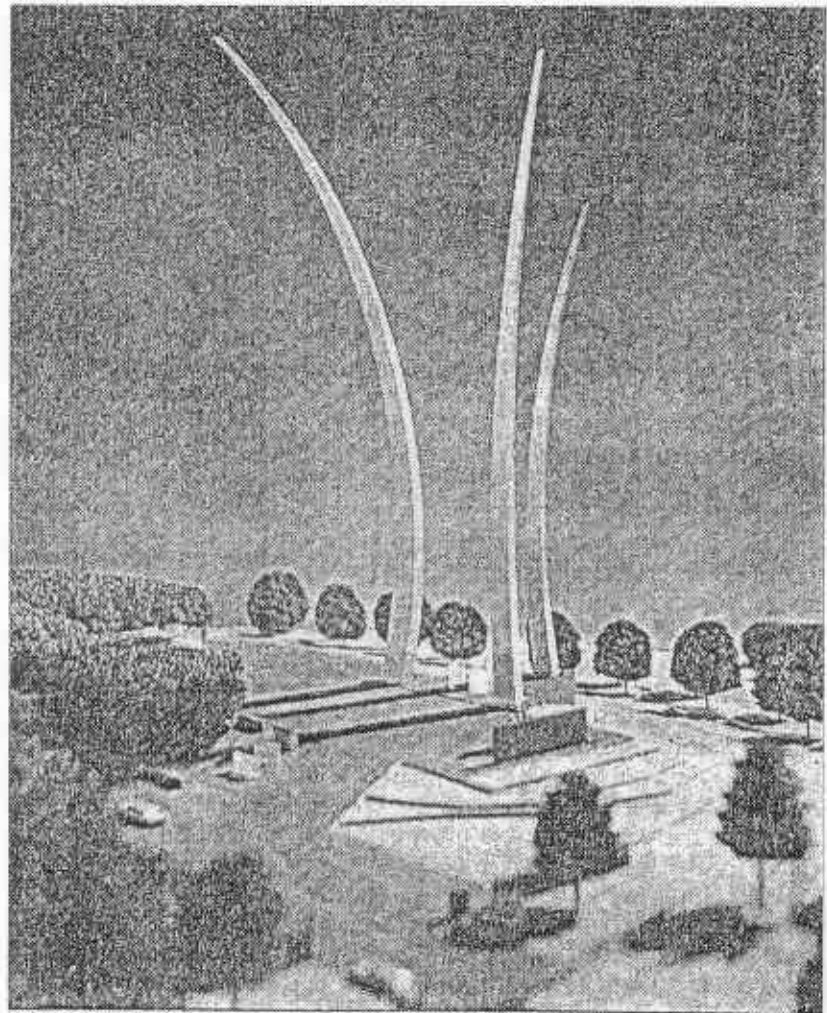
By Alfred Asch

On September 15, 2004, I attended groundbreaking ceremonies for our Air Force Memorial at the invitation of the Air Force Memorial Foundation. A flyover was planned but had to be cancelled because of rain and low ceilings. The B-24 was one of the aircraft scheduled.

This national memorial, which is expected to be completed in two years, will be built adjacent to the Arlington National Cemetery and in an area known as the Navy Annex, which is just a short distance from the Pentagon. The actual site will be on a hill where the three stainless steel spires, the tallest one 270 feet, may be seen from most locations in the Washington DC area.

The total monumental structure is to honor the selfless contributions of the airmen who distinguished themselves in the Air Force and a sculptural representation of the tremendous achievement of American air and space power.

The Air Force Memorial Foundation has raised \$38.5 million and hopes to raise an additional \$3 million to complete the memorial. The program devoted a page entitled "Sponsorship Recognition" which included recognition of the Second Air Division Association (2ADA) and the B-24 Groups Memorial of the Army Air Forces. Each of these organizations donated \$25,000



[WWW.AIRFORCEMEMORIAL.ORG](http://WWW.AIRFORCEMEMORIAL.ORG)

The Air Force memorial will have three stainless steel spires that "gracefully and boldly soar into the heavens," a foundation official said.

and their names will be etched in the final structure of the memorial.

The 455th Group and some members made major contributions toward the model and the excess funds were donated to the Air Force Memorial Foundation to help build the Memorial. There is still time for one to make a contribution by sending it to the: Air Force Memorial Foundation, 1501 Lee Highway, Arlington, Va 22209. The website is:

[www.airforcememorial.org](http://www.airforcememorial.org).



### 60 Years Ago Invasion of Iwo Jima

Feb. 19, 1945

36 day battle

6,800 Americans killed

19,000 Americans wounded

20,000 Japanese died

Iwo Jima is the battle that produced the famous Joe Rosenthal photo of the Marines raising Old Glory on top of Mount Suribachi.

Of the Marines on Iwo Jima, these immortal words:

"Uncommon Valor was a  
Common Virtue"

... Admiral Chester Nimitz

**A MESSAGE:**

**TO: ALL MEMBERS OF THE 455th BOMB GROUP ASSOC.**  
**FROM: ARMED FORCES REUNIONS, INC., THE**  
**ORGANIZATION THAT IS COORDINATING THE 2005 REUNION**  
**IN KANSAS CITY, MISSOURI.**

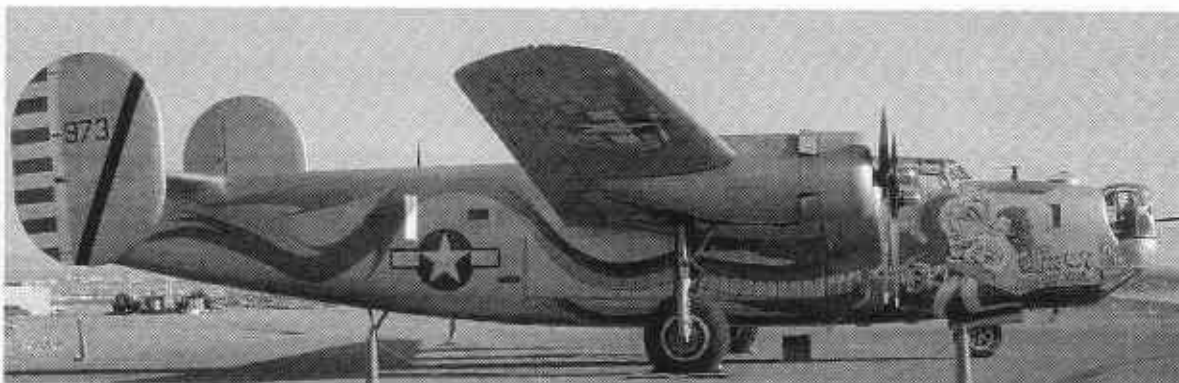
Mark your calendars for the 2005 455th BG Association reunion, to be held Wednesday, October 19 through Sunday, October 23, at the Westin Crown Center in downtown Kansas City, Missouri.

You won't want to miss this reunion, as there is a strong possibility that the Collings Foundation will bring in their B-24 Liberator during the reunion! As of this newsletter's press time, the final program and schedule of events has not yet been determined, as we are waiting for the Collings Foundation to give us specifics on the date and time the plane will be at MKC (Kansas City Downtown Airport, less than 3 miles from the reunion hotel). See the Collings' B-24 below.

You can count on the 741st Squadron dinner being on Friday evening, October 21, and the Banquet Dinner on Saturday, October 22.

We thank you in advance for your patience. We will get the final program and activity registration form to you as soon as possible. In the meantime, please do plan on attending, and be sure to reserve your room at the Westin using the reservation form on the following page of this newsletter.

*Editor's Note: The final program and activity registration forms will either be mailed directly to you by the Armed Forces Reunion, Inc., or by Gus Wendt and myself. In either case, you will receive the information as soon as possible after the final details are determined.*



# NOTE FOR CUSTOM PRINTING: YELLOW PAPER

## THE WESTIN CROWN CENTER - KANSAS CITY, MO

(888) 627-8538 or (816) 474-4400

The Westin Crown Center is located at One East Pershing Road, Kansas City, MO 64108-2599. The hotel is within Hallmark's Crown Center, an eighty-five acre complex of shops, twenty restaurants and six theaters, and boasts a spectacular five-story waterfall in the atrium lobby. It is five minutes (eight blocks) from the Convention Center, twenty-five minutes from the Kansas City Airport and ten minutes from the Country Club Plaza, the premier shopping and dining area in Kansas City. Each guest room features remote control Full Cable TV, Am/Fm Digital Alarm Clock, hair dryer, iron and ironing board, in-room coffee maker, in-room safes, and The Westin Heavenly Bed. Hotel amenities offered are an all season swimming pool, fitness center, whirlpool, sauna, steam room, and tanning and massage are available for an additional fee. The Hotel offers handicapped accessible and non-smoking rooms, which are based on availability. Please request these special accommodations when making your reservation. The hotel has 450 parking spaces located directly under the hotel. Current parking prices are, self-parking \$12.50 per day and valet parking \$15.00 daily. Check-in time is 3:00pm, and check-out time is 12:00 noon. Benton's Steak and Chop House serving sizzling steaks, succulent chops, and superb seafood for dinner Tuesday through Saturday. The Brasserie, serves three meals a day with the air of a European bistro. Room service is available twenty-four hours.

KCI Shuttle leaves on the half hour from the baggage claim area of the airport. The shuttle runs from 5:35am until 12:05 am. Currently, the fare is \$14.00 per person one-way and \$24.00 per person round trip. The hotel is approximately twenty-five minutes from the airport. Please call 816-471-2015 for additional information and reservations (not required).

If you require full hookup service for your RV, please call the Independence Overnight Park located at 214 W Highway 24 in Independence, MO 64050 at (816) 254-1463. They are located about fifteen miles from the hotel. Please call two to three weeks in advance for reservations. Call the park directly for information, directions, and reservations.

Should you need to rent a wheelchair for the reunion, ScootAround rents both manual and power wheel chairs by the day and week. Please call their toll free number at (888) 441-7575 for details. All prices quoted include delivery fees. Vendors, Schedules, and Prices are subject to change.

### CUT HERE AND MAIL TO HOTEL

455th BOMB GROUP ASSOCIATION - HOTEL RESERVATION FORM

REUNION DATES: OCTOBER 19-23, 2005

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_ ZIP \_\_\_\_\_

TELEPHONE # ( ) \_\_\_\_\_ SHARING ROOM W/ \_\_\_\_\_

ARRIVAL DATE \_\_\_\_\_ TIME \_\_\_\_\_ am/pm DEPARTURE DATE \_\_\_\_\_

SPECIAL REQUESTS: Wheelchair accessible room \_\_\_\_\_ Non-smoking room \_\_\_\_\_

King Bed \_\_\_\_\_ Two Double Beds \_\_\_\_\_ Bed types are not guaranteed.

RATE: \$85 (single/double) + tax (currently 14.48%) + \$1.50/day city tax. Rate good three days before and after reunion dates, based on availability.

CUT OFF DATE: 9/16/05. Reservations received after this date will be processed on a space available basis, at the prevailing public rate.

CANCELLATION POLICY: Deposit is refundable if reservation is canceled 72 hrs. in advance of arrival date. Record your cancellation number. Call (816) 474-4400. All reservations will be assessed a \$50 early departure charge for each night you check out in advance of the scheduled departure date.

GUARANTEE: Reservations must be guaranteed by credit card or first night's deposit, enclosed.

\_\_\_MC \_\_\_VISA \_\_\_AM. EXPRESS \_\_\_CARTE BLANCHE/DINERS \_\_\_DISCOVER \_\_\_JCB

CREDIT CARD NUMBER \_\_\_\_\_ EXP. DATE \_\_\_\_\_

SIGNATURE (regardless of payment method) \_\_\_\_\_

**Mail to: The Westin Crown Center, One East Pershing Road, Kansas City, MO 64108-2599**

**Fax to: 816-391-4490**