



THE

# 457<sup>th</sup> BOMB GROUP ASSOCIATION



"THE FIREBALL OUTFIT"



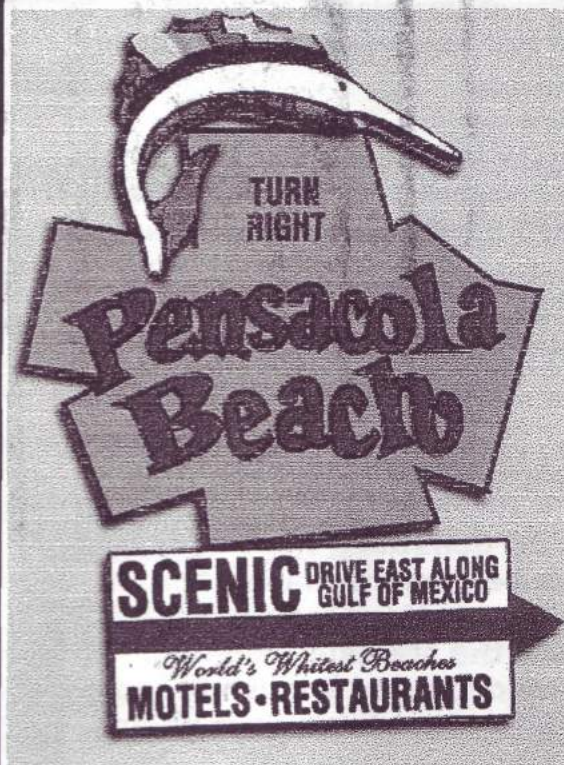
## THE 457<sup>TH</sup> BOMB GROUP ASSOCIATION NEWS

ESTABLISHED JULY 1971 – BENTONVILLE, AR

July 2007

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ISSUE 66



PENSACOLA BEACH, FLORIDA  
NOVEMBER 1- 4, 2007

18<sup>th</sup> Biennial Reunion  
(Previously mistakenly reported to be our 19<sup>th</sup>!)

Raid  
July 16



## **THE PREZ SEZ...**

### **GREETINGS!!!**

Winter is over and gone and the voice of the turtle is heard in our land. Spring has turned to Summer and soon summer will turn to fall and with the changing of the leaves we will gather in Pensacola for our Stateside Reunion. Meeting Coordinator, George Grau, is hard at work in completing the schedule of events. It will be a great time of the year to gather, to meet, greet, reflect and watch the tide come and go. Make your plans now to attend.

Speaking of meetings, our Return to Glatton is a year away. However, that does not deter planning for the Return. Candy Fluman has been on site and has already worked out some of the details. From advanced planning it promises to be one of our best Returns. Remember, if you need to renew your passport it is taking longer to get the renewal.

You will recall last year during our Memorial Service we presented the 457<sup>th</sup> Bomb Group Roll of Honor to the Church at Conington. In honor of Ray and Enid Pobgee, the Pobgee Family has a memorial encasement for the permanent placement of the Roll of Honor in the church. We are indebted to the Pobgee Family for this generous gift. A formal presentation of the gift will be made at the Pensacola Beach meeting. The Roll of Honor has also been presented to the Mighty Eighth Museum in Savannah.

Interest in the Association remains high. Advance interest in those planning to attend the Pensacola Beach meeting is good. Don Nielsen and Don Sellon planned a meeting of the Friends of the 457<sup>th</sup> in Phoenix this spring. I get many inquiries from the Second Generation and Generation X. The web site continues to be very popular.

We continue to march forward with not a one out of step. Colonel Luper would be proud.

---James Bass

### **ATTENTION 457<sup>TH</sup> BOMB GROUP MEMBERS---**

It is time once again to ask our membership for donations to our English Travel Fund. As always, in the past, you have been more than generous in your donations. For those of you who are new to the Association, we ask for donations every other year just prior to the stateside reunion.

We are so appreciative of the contributions made by our English friends, that we try to help defray their costs in attending our stateside reunions.

If you can donate once again this year, please mail your donation to:

**John Pearson  
1900 Lauderdale Drive C-315  
Richmond, VA 23238**

Put: "English Travel Fund" on the notation line of your check, and make your check payable to: 457<sup>th</sup> Bomb Group.



**2007**  
**457<sup>th</sup> Bomb Group**  
**18<sup>th</sup> Biennial Reunion**

**SCHEDULE OF EVENTS**

**Thursday, November 1, 2007**

- 0900 – 1730 – Registration
- 1500 – 1700 – Board of Directors Meeting
- 1730 – 1930 – Social Time poolside – cash bar
- 1900 – Dinner on your own

**Friday, November 2, 2007**

**These times are  
not firmed up  
yet, but will be  
very soon.**

- 0700 – 0900 – Breakfast buffet
- 0900 – 1730 – Registration, Memorabilia, T.V.
- 0930 – 1000 – Buses to Naval Air Station Museum
- 1000 - 1700 - Guided tours (free), Imax Theatre, 2 shows at  
\$6.00 each, maybe Blue Angles,  
Lunch on your own at the Cubi Bar Cafe - \$6-\$8.00
- 1700 – 1730 - Buses back to Hilton (one earlier if needed)
- 1800 – 1930 – Social time poolside – cash bar
- 1930 - ? - Luau with Hula dancers

**Saturday, November 3, 2007**

- 0700 – 0900 – Breakfast buffet
- 0900 – 1700 – Memorabilia Room
- 0930 – 1130 – General Membership Business Meeting
- 1130 - - Lunch on your own
- 1500 – 1700 – Squadron photos
- 1700 – 1900 – Social time poolside
- 1900 – 2100 – Banquet
- 2100 – 2130 – Speaker
- 2130 – 2145 – Passing the Gavel

**Sunday, November 4, 2007**

- 0700 – 0900 – Breakfast buffet

❖ Time/day for the Memorial Service is not definite at this time.



# Grau honored at Alabama Veterans Day

THE ISLANDER, WEDNESDAY, DECEMBER 13, 2006

Bill Kapetan  
Assistant Editor

At 84, he still has the look of a warrior.

Iron-grip hand shake. Steely blue eyes.  
Hawk nose of a predator bird.

George Grau was just that---a predator bird---at one stage of his life, as a bomber pilot in World War II.

He flew  
35 missions over  
Germany, delivered  
several tons of  
bombs in helping  
defeat the Nazi  
regime, and had  
the dubious distinction  
of being one of the first  
American Pilots shot  
down by the  
Messerschmitt 262, the  
world's first effective  
jet fighter..



Grau was honored this year as one of Alabama's Veterans of the year at ceremonies in Birmingham, presided over by Gov. Bob Riley.

Grau, of the 8<sup>th</sup> Air Force Historical Society, was cited by Riley as one "who has done most to foster the highest ideals in community services, membership and our American way of life."

The 8<sup>th</sup> Air Force had 47,000 casualties during WWII, including 26,000 men killed in action.

Grau, born on Armistice Day, Nov. 11, 1922, is a native of Bromley, Kentucky. His family moved to Tullahoma, Tennessee, when he was one year old, and he has lived in Alabama for 54 years, in Gulf Shores for the past 24.

Grau was a junior at Middle Tennessee State College when he was called to active duty from the enlisted reserve, into the U.S. Army Air Corps in April 1943. He did his flight training at Keesler Field in Mississippi, and received his pilot's wings and commission as a second lieutenant in May 1944.

After training as a B17 "Flying Fortress" pilot, Grau was assigned to the 8<sup>th</sup> Air Force 457<sup>th</sup> Bomb Group, 750<sup>th</sup> Squadron, based in Glatton, England.

Thirty-five missions was considered a tour of duty. He made No. 30 before his luck ran out.

The target that day, March 19, 1945, was the railyards at Plauen, Germany, on the northwestern border with Czechoslovakia.

"On my 30<sup>th</sup> mission, we were shot down by Messerschmitt ME 262 jet fighters," he said. "We sustained heavy damage from their 30-millimeter cannon, and about an hour afterward, when we could no longer stay airborne, we parachuted out."

They landed near the German village of Simmern, 15 miles west of the Rhine River, but luckily for Grau and his crewmen, they were three miles inside American lines when they jumped. All of the crew survived, two with wounds from shellfire and Grau suffering from torn ligaments in his left knee when his parachute landed in trees.

Luck was doubly at Grau's side that day.

"The altimeter was at 900 feet when I left the flight deck for the bomb bay," he said. "The bomb bay doors were not completely open, and in bailing out I hit my head, momentarily stunning me. I was delayed in pulling my rip cord."

When his chute finally opened, he just had time to get his arms over his face before he slammed into the trees. One of the crewmen said Grau's chute opened only about 150-200 feet above the tree tops.

The 10 men made it back to base within five days.



The 10-man crew of "The Duchess," the B17 Flying Fortress. The pilot, Grau, is at bottom right.



**George Grau, continued-**

"I didn't report my knee injury," Grau said, "and after a seven-day rest leave, I returned to base and flew my 31<sup>st</sup> through 35<sup>th</sup> and final missions, completing my combat tour."

The knee injury finally showed up on a later physical exam, sparing Grau possible action in the Pacific in B29 "Super Fortress" bombers.

He arrived back in Tennessee on VJ Day - a civilian again.

Grau's wife, born Peggy Tucker in Bay Minette, died in 2002. Their two sons, Tucker Grau and Joseph Grau, both live in Gulf Shores. Tucker is in real estate, Joseph in physician management.

After his discharge from the Air Force, Grau finished his degree at Middle Tennessee State, and went to work for Wilson Sporting Goods as a salesman and in management in Wilson's Tennessee operations.

He then got into the insurance business, working for 30 years with Liberty National Life in Montgomery, later with Franklin Life, Firemen's Fund Insurance as a general agent, then after a move to Gulf Shores, with Meyer Real Estate and Island Realty.

He finally "fully" retired only two years ago.



George Grau receives an award as one of Alabama's 2006 Veterans of the Year from Gov. Bob Riley.

They watched -  
They waited -  
They Prayed.





Editor's Note: Russell Karl sent the following:

### TOMB OF THE UNKNOWN

- 1) How many steps does the guard take during his walk across the tomb of the Unknowns and why?

*21 Steps. It alludes to the twenty-one gun salute, which is the highest honor given any military or foreign dignitary.*

- 2) How long does he hesitate after his about face to begin his return walk and why?

*Twenty-one seconds for the same reason as the answer to number 1 above.*

- 3) Why are his gloves wet?

*His gloves are moistened to prevent his losing his grip on the rifle.*

- 4) Does he carry his rifle on the same shoulder all the time and if not, why?

*He carries the rifle on the shoulder away from the tomb. After his march across the path, he executes an about face and moves the rifle to the outside shoulder.*

- 5) How often are the guards changed?

*Guards are changed every thirty minutes, twenty-four hours a day, 365 days a year.*

- 6) What are the physical traits of the guard limited to?

*For a person to apply for guard duty at the tomb, he must be between 5'10" and 6'2" tall and His waist cannot exceed 30". Other requirements of the guard: They must commit 2 years of life to guard the tomb, live in a barracks under the tomb, and cannot drink any alcohol on or off duty for the rest of their lives. They cannot swear in public for the rest of their lives and cannot disgrace the uniform (fighting) or the tomb in any way. After two years, the guard is given a wreath pin that is worn on their lapel signifying they served as guard of the tomb. There are only 400 presently worn. The guard must obey these rules for the rest of their lives or give up the wreath pin.*

*The shoes are specially made with very thick soles to keep the heat and cold from their feet. There are metal heel plates that extend to the top of the shoe in order to make the loud click as they come to a halt*

*There are no wrinkles, folds, or lint on the uniform. Guards dress for duty in front of a full-length mirror.*

*The first six months of duty a guard cannot talk to anyone, nor watch TV. All off duty time is spent studying the 175 notable people laid to rest in Arlington National Cemetery. A guard must memorize who they are and where they are interred. Among the notables are: President Taft, Joe E. Lewis (the boxer), and Medal of Honor winner, Audie Murphy, (the most decorated soldier of WWII) of Hollywood fame.*



ETERNAL REST GRANT THEM O LORD  
AND LET PERPETUAL LIGHT SHINE UPON THEM

In 2003 as Hurricane Isabelle was approaching Washington, D.C., our US Senate/House took 2 days off with anticipation of the storm. On the ABC evening news, it was reported that because of the dangers from the hurricane the military members assigned to duty of guarding the Tomb of the Unknown Soldier were given permission to suspend the assignment. They respectfully declined the offer. "No Sir!" Soaked to the skin, the Tomb was not just an assignment; it was the highest honor that can be afforded to a serviceperson. The tomb has been patrolled continuously 24/7, since 1930.

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## The Unknown Soldier

*By Garnet Stroyer Bielfelt*

They call me the unknown soldier  
And often wonder why...  
I'm sure I'm only unknown  
To the people passing by.  
I had loving parents  
And some siblings, too,  
And my days were full of happiness  
As I into manhood grew.  
Then my country needed fighting men,  
And I answered duty's call.  
There were brave men 'round about,  
Courageous, good men all.  
But one day we tried to take  
A very important hill;

A sudden blast hit all of us,  
Then everything was still.  
The angels came and picked me up  
From all that dark despair.  
All my identity was lost,  
But I didn't really care.  
So now I'm resting in a grave  
For everyone to see.  
They call me the unknown soldier,  
But it's really only me.  
And here I am at Arlington  
Resting 'neath the sod.  
I'm not an unknown soldier;  
I am surely known to God.

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## THE (new) AIRMAN'S CREED

I am an American Airman.  
I am a warrior.  
I have answered my nation's call.  
I am an American Airman.  
My mission is to fly, fight, and win.  
I am faithful to a proud heritage,  
A tradition of honor,  
And a legacy of valor.  
I am an American Airman.  
Guardian of freedom and justice.







## IN MEMORIAM



*He is not gone but only flying higher  
Higher than he's ever flown before,  
And Earthly limitations will hinder him no more*

### The following are reported deceased since last newsletter

#### Daniel Friedman

March 14, 2007

#### Reported by wife Angeline

Daniel was a Radio Operator/Gunner with the 748<sup>th</sup> Squadron-Pilot Daniel Lindholm

### **In remembrance of Daniel Friedman**

May 1<sup>st</sup>, 1924 to March 14<sup>th</sup>, 2007

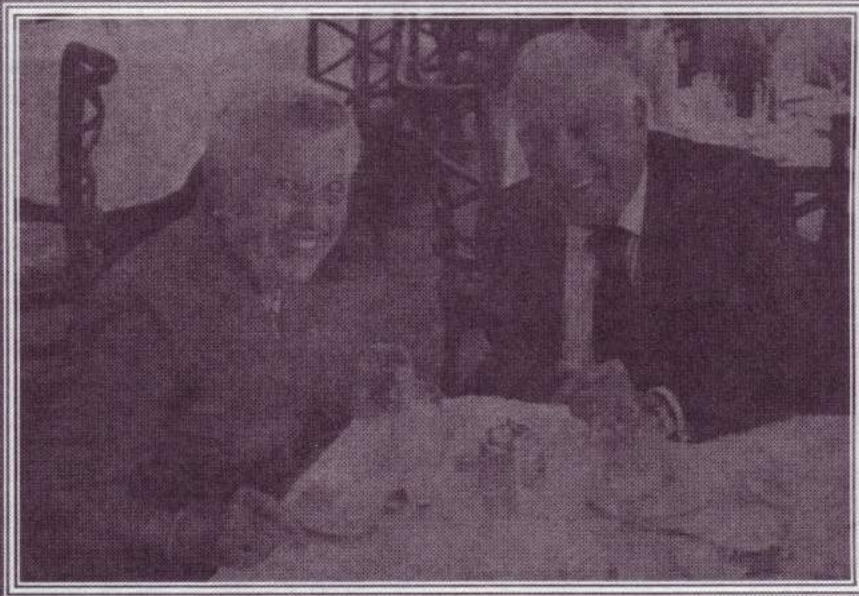
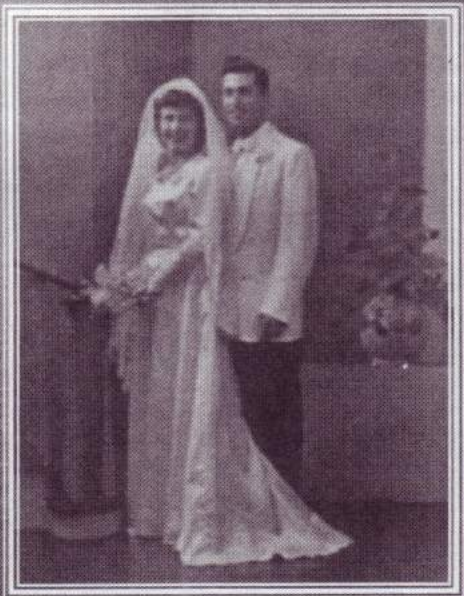
#### ***Peace in God's Hands***

*You are not forgotten, Loved One, nor will you ever be,*

*As long as our memories live, we will remember thee.*

*We miss you now and our hearts feel sore, and as time goes by, we will miss you more,*

*Your loving smile, your funny jokes, no one can fill your place, no one...*



#### Robert C. Reid

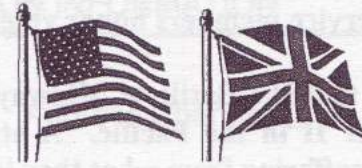
June 8, 2007

#### Reported by his son, Richard

**Richard wrote:** My father passed away on June 8<sup>th</sup> after a battle with cancer. He was a member of the 457<sup>th</sup> BG Association. All his life he was so proud to have served in the 749<sup>th</sup> Squadron of the 457<sup>th</sup>. The triangle U, slash blue meant everything to him as it does to the rest of us. Thanks to you for your service."



## IN MEMORIAM



### Paul F. Gillman

August 11, 2006

#### **Reported by Don E. Jensen—co-pilot Gillman Crew**

**Don writes:** "It is with sorrow and regret that I report the death of Paul F. Gillman. Paul, the pilot of our crew, was assigned to the 748<sup>th</sup> Squadron of the 457<sup>th</sup> Bomb Group in September 1944. Paul's first mission was to Politz Germany on October 7, 1944. His 35<sup>th</sup> and last mission was to Dulmen Germany on February 10, 1945."

**A letter received from Paul's family reads in part:** On August 11, 2006, Paul Gillman's battle with colon-rectal cancer ended. He died peacefully with family members present. He maintained his sense of humor to the end, earning him a special place in the hearts of his caregivers."

### Kinney Hellums, Jr.

February 10, 2007

#### **Reported by Samuel J. Craft, Jr.—El Lobo's Gunner**

**Samuel writes:** "Kinney Hellums, Jr. passed away Feb. 10, 2007 at the Texas State Veterans Home in McAllen, Texas. Kinney was the original co-pilot for both "El Lobo" and "El Lobo II", with the 748<sup>th</sup> Squadron."

### Robert. Ingraham

April 2006

#### **Reported by Chuck Barrier**

**Chuck writes:** "Robert was a gunner on crew of "Remember Me?". He completed his tour of missions—I was his Pilot. We are down to 6 of our original crew."

### Sam Lisica

October, 2006

#### **Reported by Jerry Silverman**

**Jerry wrote:** "Sam Lisica, bombardier on Earl Morrow's crew, 751<sup>st</sup> Sqdn. has passed away. He lived in Coraopolis, PA and left four sons. He was shot down November 2, 1944 and was a POW for six months."

### Walter W. Megin

April 20, 2006

#### **Reported by wife Lois**

**Lois wrote:** "After battling Alzheimers for almost 10 years, Walter passed away in April. I was able to have him home to care for him until the last 2 months. He was very proud to have served his country in the Air Force. We both enjoyed the newsletters." **The obituary reads in part:** "He was an Army Air Corps veteran of World War II, serving in Normandy and Northern France. He was a tail gunner on the B-17 and completed over 30 missions with the 457<sup>th</sup> Bomber Group."

### Louis Pike

October 20, 2006

#### **Reported by Harry Campbell**

**Harry wrote:** "Louis Pike was a navigator in the 749<sup>th</sup> Squadron. Lou was a retired Battalion Chief in the NYC Fire Department."

### Peter Puleo

February 7, 2007

#### **Reported by wife Eleanor**

**Eleanor writes:** "My husband, age 84, passed away on Feb. 7. He was a mechanic with the 457<sup>th</sup> Bomb Group station in England at Glatton during World War II. We were married 60 years with one son and one daughter."

If you know of someone who has passed away and we have not reported it, please notify Nancy.



## **Battle of Midway 65<sup>th</sup> Anniversary**

### **Service members honor veterans from Pacific Fleet's most decisive battle of WWII**

Many say that the Battle of Midway was more than a halfway point, it was the turning point for World War II in the Pacific. A string of victories had led to complacency, with the Japanese admiralty suffering from what they later called "victory disease."

Their forces had run up success after success in the Pacific after the Dec. 7, 1941 attack on United States forces at Pearl Harbor, Hawaii. British battleship Prince of Wales and cruiser Repulse had been sunk Dec. 10.

Guam and Wake Island were seized, the Philippines invaded. Hong Kong and Singapore, too, fell into Japanese hands. Tens of thousands of Allied service members became prisoners and by June 1942, Japan was in uncontested possession of the whole of Southeast Asia.

Japanese Naval General Staff Strategic Planner Fleet Admiral Isoroku Yamamoto had sought to strike a decisive blow that would knock America out of the Pacific once and for all.

By attacking Midway Island---an atoll actually consisting of two islands, Sand and Eastern Island---and also in the Aleutian Islands off Alaska---he hoped to draw the American carrier forces into a trap.

If Japanese fleet forces succeeded in destroying the U.S. Navy's carrier forces, which had been missed at Pearl Harbor, Yamamoto reasoned, Japan would have a free hand in the Pacific for years. The occupation of Midway would set the stage for attacks against the Hawaiian Islands themselves or, the Japanese hoped, possibly force the U.S. to negotiate an end to hostilities.

Yamamoto was a well-known gambler, but in his bid to take Midway he could not have known the deck was stacked against him. American cryptologic efforts, under the direction of Cmdr. Joseph Rochefort at Pearl Harbor's Station Hypo, had made significant progress against the Japanese naval code then in use, known as JN-25. The Navy's radio intelligence organization was able to decipher an increasing percentage of enemy radio traffic and was beginning to decipher an increasing percentage of enemy radio traffic and was beginning to offer clues to America's military planners about Japan's intentions.

Before Dec. 7, only about 10 to 15 percent of the Japanese messages were being read, but by June 1942, Rochefort's staff was starting to get a clearer picture.

In the months leading up to the Midway battle, the Station Hypo team were putting together a puzzle based on the information they knew. (HYPO was the name for the U.S. Navy's codebreaking unit at Pearl Harbor. It was commanded by Tom Dyer who was the communications officer of the 14<sup>th</sup> Naval District.)

A large-scale Japanese naval offensive was in the making against a target they called "AF" but the focus of the attack was unclear. The staff of Adm. Chester Nimitz, commander of the U.S. fleet in the Pacific, needed to be sure. Rochefort's team, along with Capt. Edwin Layton, Nimitz's Fleet Intelligence officer, had a clue that "AF" might be Midway, so a ruse was developed. The radio operator at Midway was instructed to broadcast a non-coded message that the installation's fresh water distillation plant had broken down and that fresh water was needed at once. Soon after,



monitored Japanese radio traffic passed long a message, "AF is short of water." With the enemy intentions in hand, Nimitz drew up his own plan of attack.

Three American aircraft carriers, USS Enterprise (CV 6), USS Yorktown (CV 5) and USS Hornet (CV 8) faced four large Imperial Japanese Navy (IJN) carriers---Akagi, Kaga, Hiryu, and Soryu at Midway. Accompanying the IJN carriers were no less than seven Japanese battleships; the Americans had none at Midway. And supporting the powerful IJN fleet were about 150 supporting ships of various designations; the U.S. had about 50.

The date of the intended offensive was known---June 3. Though American naval forces were far less numerous than the opposing force, Nimitz was able to position his strength to best advantage. Patrols made contact and on June 4, in the space of a few amazing minutes, three Japanese carriers were hit and left ablaze by Lt. Cmdr. Wayne McClusky's SBD Dauntless dive bombers from the USS Enterprise (CV 6). Late that day the fourth Japanese carrier was located, hit and later sunk.

Though Yorktown was lost---bombed, then torpedoed and sunk by a Japanese submarine---the damage to the Japanese fleet was thorough. The Japanese carriers, Akagi, Kaga, Hiryu and Soryu which had attacked Pearl Harbor---were lost, along with a cruiser, 228 aircraft and 3,057 personnel. American losses, in addition to Yorktown, were one destroyer, 98 aircraft and 307 personnel.

The battle was won due to a combination of factors in which courage, skill, fortune and timing all played a part, but the value of the naval intelligence which indicated Japanese intentions is undeniable.

The victory was a needed shot in the arm to an anxious America at war. Before the Battle of Midway, Japanese military power in the Pacific did nothing but advance. After Midway, they did nothing but retreat.

In the words of author and historian Walter Lord, the Americans at Midway "had no right to win. Yet they did, and in doing so they changed the course of the war. More than that they entered the name 'Midway' into that small list that inspires men by example---like Marathon, The Armada, the Marne. Even against the greatest of odds, there's something in the human spirit---a magic blend of skill, faith and valor---that can lift men from certain defeat to incredible victory."

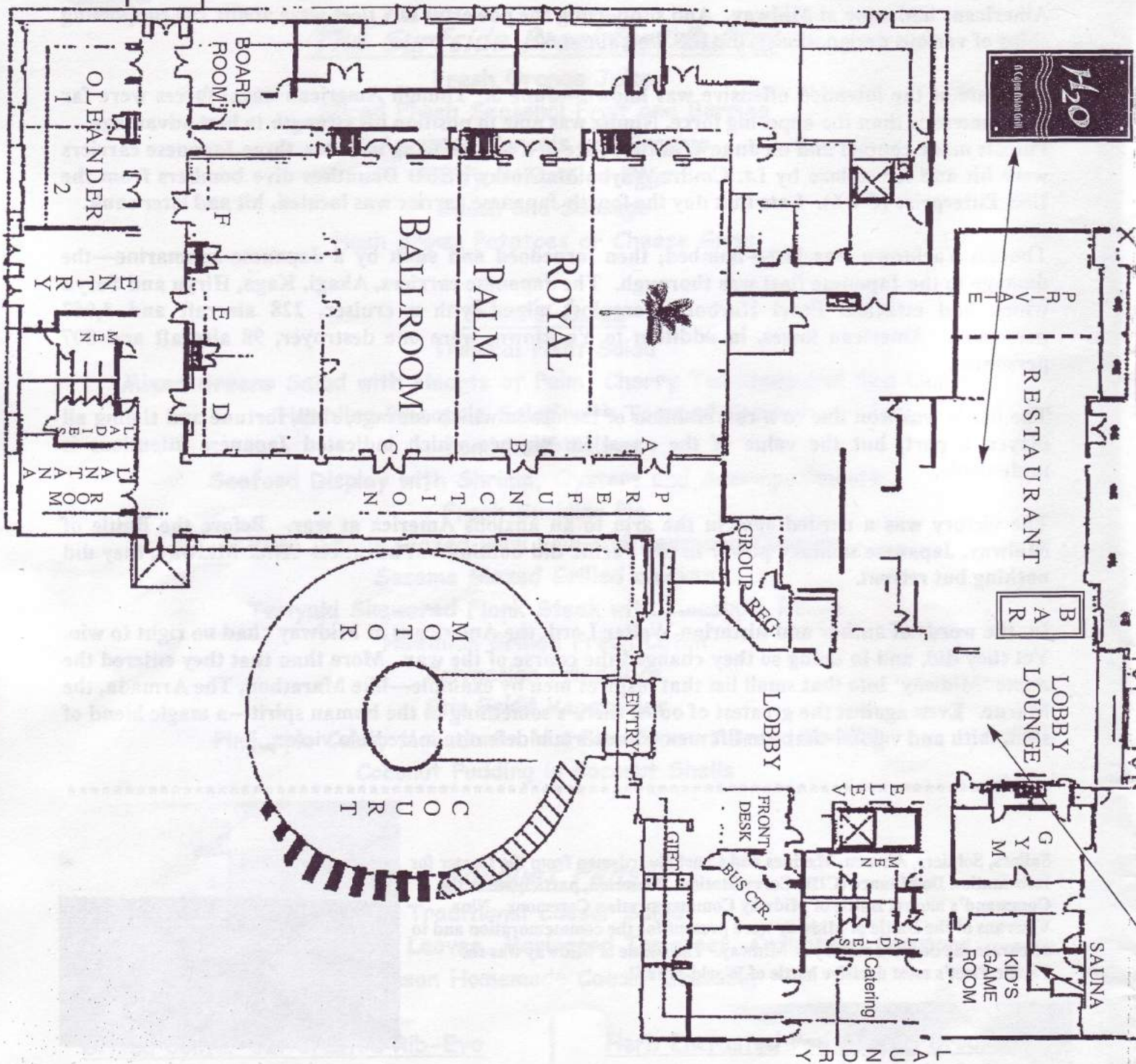
Sailors, Soldiers, Airmen, Marines and Coast Guardsmen from the Center for Information Dominance (CID) Corry Station, Pensacola, participate in the Command's annual Battle of Midway Commemoration Ceremony. Nine Veterans of the Battle of Midway were present for the commemoration and to celebrate the decisive victory at Midway. The Battle of Midway was the Pacific Fleet's most decisive battle of World War II.



The U.S. Flight Demonstration Squadron, the Blue Angels, fly over the Battle of Midway Commemoration Ceremony at Corry Station, Pensacola. World War II's Battle of Midway, which took place June 4-7, 1942, was a catastrophic defeat for Japan, and a desperately needed victory for America. It destroyed the illusion of Japanese invincibility and set the stage for their inevitable defeat.



BEACHSIDE RESORT WALKWAY





**THE REVERSE SIDE OF THIS PAGE IS YOUR**

**2007 REUNION REGISTRATION FORM**

**JUST TEAR OUT THIS PAGE,  
FILL IT OUT AND MAIL IT WITH YOUR MONEY TO:**

**GEORGE GRAU  
P.O. BOX 1473  
GULF SHORES, AL 36547**

***MONEY AND REGISTRATION FORM  
IS DUE TO GEORGE BY  
SEPTEMBER 30.***

***MAKE CHECKS PAYABLE TO:  
457<sup>TH</sup> BOMB GROUP***

\*\*\*\*\*

**STEPS TO REGISTER FOR THE 2007 REUNION:**

- ✓ MAIL REGISTRATION FORM AND MONEY TO GEORGE GRAU.
- ✓ CALL HILTON AND MAKE YOUR ROOM RESERVATION.
- ✓ MAKE YOUR TRAVEL ARRANGEMENTS.
- ✓ MAIL SECRETARY'S FORM TO NANCY.
- ✓ GET READY FOR ONE OF OUR FINEST REUNIONS YET!



# REGISTRATION FORM

2007  
457<sup>th</sup> Bomb Group  
18<sup>th</sup> Biennial Reunion

*Confirmation  
# 329-149-4740  
all 4 Rooms*

Please complete and mail this form early. Rooms at the Hilton and tour buses are blocked until September 30<sup>th</sup>. We must have a head count by this date. Make room reservations direct to the Hilton. (phone 1-877-782-9444) The Hilton Hotel rate for the 457<sup>th</sup> is \$100.76—tax is included. Be sure to identify yourself as being with the 457<sup>th</sup> Bomb Group. Please refer to Group Code "BGA".

Name \_\_\_\_\_ Nickname \_\_\_\_\_ Sqdn \_\_\_\_\_

Address \_\_\_\_\_ City \_\_\_\_\_ ST \_\_\_\_\_ Zip \_\_\_\_\_

Phone \_\_\_\_\_ Cell Phone \_\_\_\_\_

Are you reserving rooms at the Hilton? Yes \_\_\_\_\_ No \_\_\_\_\_

Will your spouse attend? Yes \_\_\_\_\_ No \_\_\_\_\_ Name \_\_\_\_\_

If you have additional guests, please make photo copies of this form as needed, or contact George Grau for additional copies. 251-968-2673. email: [graugulfshores@gulftel.com](mailto:graugulfshores@gulftel.com)

Will you be flying \_\_\_\_\_ or driving \_\_\_\_\_ or Motor Home \_\_\_\_\_?  
If flying, which airline? \_\_\_\_\_, flight #? \_\_\_\_\_, arrival time/day? \_\_\_\_\_

- The Naval Air Station Museum guided tours are free.
- I-MAX Theater tickets are \$6.50 each show.
- Lunch at the Cubi Bar Cafe costs \$6.00 - \$8.00.
- Prices for Luau, Banquet and Breakfast Buffet include taxes and gratuities. Tickets will be in your registration packet.

Reunion Registration \$60.00 per person X \_\_\_\_\_ = \_\_\_\_\_

Breakfast Buffet Friday \$18.00 per person X \_\_\_\_\_ = \_\_\_\_\_

Saturday \$18.00 per person X \_\_\_\_\_ = \_\_\_\_\_

Sunday \$18.00 per person X \_\_\_\_\_ = \_\_\_\_\_

Luau – Friday, November 2 \$58.00 per person X \_\_\_\_\_ = \_\_\_\_\_

Banquet – Saturday, November 3 \$50.00 per person X \_\_\_\_\_ = \_\_\_\_\_

TOTAL = \$ \_\_\_\_\_

Banquet Choice: Ribeye \_\_\_\_\_ Grouper \_\_\_\_\_

Weather permitting, social time and luau will be at poolside.

Make checks payable to 457<sup>th</sup> Bomb Group Association. Mail check and this registration form to:

George Grau P.O. Box 1473 Gulf Shores, AL 36547 Phone 251-968-2673

If you owe Association membership dues, mail them to: John Pearson, Treasurer  
1900 Lauderdale C-315  
Richmond, VA 23238



## SECRETARY'S REUNION INFORMATION FORM

If you plan to attend the Reunion, please fill out this form, at least the top section, and return it to Nancy. I will be putting together a booklet of those attending and need to have this form returned to me...

**MAIL TO: NANCY TOTH 453 SUNSET LANE - PUEBLO, CO 81005**

Name \_\_\_\_\_ Spouse and/or guests \_\_\_\_\_

Squadron \_\_\_\_\_ Address \_\_\_\_\_

City \_\_\_\_\_ ST \_\_\_\_\_ Zip \_\_\_\_\_

Phone No. ( ) \_\_\_\_\_ Is it okay to publish your phone number in the Registration booklet? Yes \_\_\_\_\_ No \_\_\_\_\_

\*\*\*\*\*

### **MEMORIAL SERVICE**

If you know of someone who has passed away since the last Reunion in 2005 (Savannah), and their name has not been previously reported in a newsletter, please list their names here, plus any pertinent information:

\_\_\_\_\_  
\_\_\_\_\_

### **CREW SEATING AT THE BANQUET**

DO YOU WANT TO HAVE YOUR CREW SIT TOGETHER AT THE BANQUET? OR DO YOU HAVE A REQUEST FOR SPECIAL SEATING ARRANGEMENTS?

IF SO, PLEASE LIST NAMES TO BE SEATED TOGETHER-- INCLUDING YOURSELF AND YOUR GUESTS:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

### **LADIES CRAFT FAIR**

Message from Nancy: "I'm doing a craft fair in mid-November. I'll bring some of my things to our reunion if some of you will, too, and I'm hoping to convince others as well. I quilt Christmas decorations, place mats, table runners, etc."

Are you interested in having a table with your craft items for sale? Yes \_\_\_\_\_ No \_\_\_\_\_

If you don't want to sell items, are you a craft fair lookie-loo? Yes \_\_\_\_\_ No \_\_\_\_\_

**SEE REVERSE SIDE FOR VOLUNTEER SIGN-UP PAGE** →



## Can you volunteer a little time to help at the Reunion?

George has plans to keep the Memorabilia, PX and TV available throughout the day during the reunion. But we will need some help to be able to do this. If you are able to help with any of those jobs, please indicate below. If you have a preference for a job, a day and a time, let me know that as well. If not, see me at the reunion and I will happily put you to work! We will keep the room open and available during activities if we have people available. Otherwise, the room will need to be locked up.

### Thursday, November 1

Registration opens at 9:00 am and goes until 5:30.

Can you help in the Memorabilia Room, or with the PX or Registration?

### Friday, November 2

Registration/Memorabilia/TV/PX opens at 9:00 am and will be open until 5:30 as long as we have volunteers willing to be in there. We will also try to open later in the evening.

### Saturday, November 3

Registration/Memorabilia/TV/PX opens again at 9:00 and closes at 5:00 as long as we have volunteers willing to be in there. We will also try to open later in the evening.

If you can help, please indicate here what you would like to do and when:

Thursday\_\_\_\_\_

Friday\_\_\_\_\_

Saturday\_\_\_\_\_

PLEASE MAIL THIS PAGE TO: NANCY TOTH

453 SUNSET LANE

PUEBLO, CO 81005

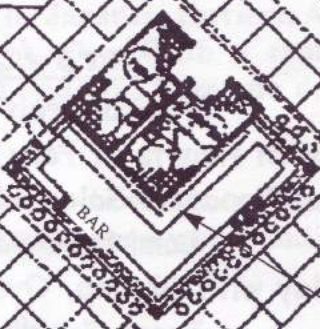




**Hilton**  
**Garden Inn®**  
Pensacola Beach



— B E A C H  
— W A L K —



FANTASY

POOL

PATIO

INDOOR  
POOL

PLAYA

**bonsai**  
CORP.



## **The Surfside Breakfast Buffet**

Fresh Orange Juice  
Sliced Fresh Seasonal Fruit and Berries  
Assorted Cereals and Granola  
Fluffy Scrambled Eggs  
Bacon and Sausage  
Hash Brown Potatoes or Cheese Grits

## **Gina's Luau**

Tropical Fruit Salad  
Mixed Greens Salad with Hearts of Palm, Cherry Tomatoes and Red Onion  
Hawaiian Pineapple Salad with Toasted Coconut  
Lomi Lomi Salmon  
Seafood Display with Shrimp, Oysters and Accompaniments  
Fresh Suckling Pig  
With Double Glazed Pork Loin and Seasoned Cabbage  
Sesame Glazed Grilled chicken  
Teriyaki Skewered Flank Steak with Pineapple Relish  
Hawaiian Grilled Fresh Catch  
Polynesian Fried Rice  
Stir Fried Vegetables  
Pineapple Cake, Macadamia Nut Pie, Coconut Bread Pudding  
Coconut Pudding in Coconut Shells

## **Banquet Feast**

Traditional Caesar Salad  
Chopped Romaine Lettuce Leaves, Marinated Tomatoes, Cornbread Croutons,  
Parmesan Homemade Caesar Dressing

### **Grilled Center Cut Crusted Rib-Eye**

Black Pepper, Salt and Rosemary  
Roasted Garlic Mashed Potatoes  
Buttered Carrots and French Green Beans  
Key Lime Pie

### **Herb Encrusted Pan Seared Grouper**

Roasted Tomato, Shallot & Garlic Ragout  
Red Creamer Mashed Potatoes  
Seasonal Vegetables  
Key Lime Pie



# 457<sup>TH</sup> BOMB GROUP ASSOCIATION

## MEMBERSHIP AND SUBSCRIPTION INFORMATION

New ☐

Renewal ☐

Address Change ☐

Fireballer? ☐

-or-

Relative of a Fireballer? ☐

Other? ☐

If a relative, name and relationship of the Veteran to you \_\_\_\_\_

Name \_\_\_\_\_ Nickname \_\_\_\_\_ Spouse \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip + 4 \_\_\_\_\_ + \_\_\_\_\_ \*

\*(Must have the zip +4)

Phone \_\_\_\_\_ Email \_\_\_\_\_

Birthdate \_\_\_\_\_ Squadron # \_\_\_\_\_ Rank \_\_\_\_\_

Dates Assigned \_\_\_\_\_ Duties \_\_\_\_\_

Plane Name and # \_\_\_\_\_ Pilot's Name \_\_\_\_\_

POW?/Evadee? \_\_\_\_\_ Date of capture/escape/release: \_\_\_\_\_

Retired Military? \_\_\_\_\_ Rank \_\_\_\_\_ Comments: \_\_\_\_\_

### DUES INFORMATION

Annual Dues: \$25 for 2 years

-or-

<u>Life Dues:</u>	Under 60 years of age:	\$110.00
	61-65 years of age:	\$90.00
	66-70 years of age:	\$75.00
	71+ years of age:	\$60.00

Make checks payable to: 457<sup>th</sup> BG Assoc.

Mail this form and check to: John Pearson, Treasurer  
457<sup>th</sup> Bomb Group Association  
1900 Lauderdale Drive, C-315  
Richmond, VA 23233

Your canceled check is your receipt.



Editor's Note: Frances Lady sent this to me and I agree that the sentiments expressed here by Donald Lady's son are sentiments all of us children of WWII Veterans feel. The pride we all feel about our Dad's contribution to our freedoms is beautifully expressed herein. I am printing the parts of the Eulogy that specifically talk about Donald's service to his country.

## EULOGY for DONALD E. LADY

My Father

*Delivered by his son Craig on 7 April 2007*

"My brothers have eloquently expressed their heartfelt memories. I too have many remembrances, but I will confine my remarks to a recall of Dad's military experience. I would like for you to share with me the profound respect I have for my dad and the service he rendered to our country. He put his life on the line for us all.

Tom Brokaw's book, America's Greatest Generation, pays fitting tribute to the generation of Americans that bore the brunt of the tumultuous years of World War II. Many of you are of that generation who today can proudly attest to enduring stamina and patriotic ideals.

In 1940, he graduated from Gettysburg College, and through Army ROTC he received a reserve commission as a second Lieutenant. With only very short notice, Dad was called to active duty on 4 September 1941. Initially assigned as a commissioned officer in the Quartermaster Corps, Dad trained at Ft. Lee, Virginia and was then assigned to the 44<sup>th</sup> Division at Ft. Dix, New Jersey. The division moved on to Ft. Lewis Washington. At Ft. Lewis, Dad saw a notice seeking volunteers for flight training.

Flight training began in August 1942 which took Dad, accompanied by Mom, to Santa Ana, Dos Palos, and Lancaster, California where he flew the PT-22 and BT-15. Advanced training was conducted in the AT-17 at Marfa, Texas where Dad was awarded his wings on 27 June 1943.

Assigned to the B-17, Dad joined a new group being formed at Moses Lake, Washington — the 457<sup>th</sup> BG (H)—the Fireball Outfit. There and at nearby Ephrata, he learned to pilot the Flying Fortress. The group eventually moved to Wendover, Utah for combat training and,

preparatory to deployment, passed its operational readiness inspection at Grand Island, Nebraska. Following the ORI, the group deployed through Keene, New Hampshire and Gander, Newfoundland to England, arriving 23 January 1944.

After in-theater training, Dad flew his first combat mission 21 February 1944 and ironically, flew his last mission 21 February 1945. He logged 40 missions amounting to 300 hours of combat flying time over targets such as Munster, Augsburg, Berlin, Ludwigshafen, Leipzig, Schweinfurt, and Munich, just to name a few. Those of you who know the history of the air war will recognize these names.

They were harrowing missions. The odds of a bomber crewman completing a full tour were poor. Crews of the 8<sup>th</sup> Air Force suffered the highest casualty rate of any of our troops — land, sea or air. I have often said how blessed my two brothers and I are to be here.

When Dad and I would talk about his experiences, he could vividly recall enemy flights ripping through the bomber formations and the bursting clouds of flak. Bristling with 50-cal guns, a B-17 formation could defend itself from fighters, but flak was a different story. He always said that the flak was the worst. "You could see it ahead, thick, black and ugly, and you knew you had to fly through it." Dad still had pieces of flak that ricocheted within his cockpit and came to rest there. Inside the B-17, there was nowhere to hide as the airplane had minimal armor protection. Dad's job was to fly the plane, stay in formation and put it over the target. I am in awe of the men who flew those strategic missions. Although I have thousands of hours of C-130 flying, from the tail end of Viet Nam to both Gulf Wars and Afghanistan, I have



never come close to witnessing what Dad experienced.

I am told that in his younger years, Dad was rather quiet, but not shy. He was known to be quite congenial, intelligent and very interesting. He was also quite humble. Mom liked those qualities. After his return from the war, though much the same man, he was more introspective and somewhat somber. While the experience of combat was incredibly exciting, one can only imagine the agonizing memories of comrades lost and the terrible destruction witnessed. It weighed heavily on my father.

In the early years of my life, I don't recall Dad talking much about his wartime experiences. If asked, though, he would talk of some things but not in a boastful way. As the years slipped by, it seemed Dad reflected less on the difficult times and spoke more of friendships forged, the joy of flying, and the purpose of patriotic ideals.

I loved to talk to Dad about flying. His eyes would take on that far-away look, and he was a young man again flying off into the blue. It was amazing what he remembered about the B-17. Dad was well regarded as an aviator, having been selected as a lead pilot. This meant that his crew was often selected to lead the squadron or group and sometimes even the air division. Dad was also the squadron engineering officer, which accounted for lots of flying between combat missions. His various tasks included flight testing aircraft after combat damage repairs and also slow timing newly installed engines. In case I forgot to tell you, Dad was a great pilot! He ended his military flying career with over 1500 hours. Since Dad was retired from the Air Force Reserves, he was able to occasionally fly with me in the C-130. I flew with the 193<sup>rd</sup> Special Operations Wing, Pennsylvania Air National Guard. Our most memorable time was an airlift mission to RAF Mildenhall, England, UK. Mom also accompanied us on this trip. The flight incorporated two days en route each way,

over-nighting in Lejes AB, Azores. My parents thoroughly enjoyed the Azores and flying with me. However, it was the three days off in England that was the highlight of the trip. For me, it was a perfect opportunity

to fulfill a dream. Though I had been there several times on my own, I had wished to return with my dad to his old B-17 base, Glatton.

The base is a beautiful idyllic setting and fortunately the runways and taxiways still remain as the field is used as the Peterborough Business Airport. My mom and I walked that old base with Dad as he reminisced about times gone by. He strolled through a wheat field and stopped at the spot where he thought his quonset hut had been. Later, we looked down the length of the main runway from which Dad had launched his missions. I remember him remarking, "Boy, I did a lot of sweating here!"

When it came time to depart England in our trusty C-130, I wanted Dad to see his base one more time from the air, a sight he had seen so many times, so many years before. The navigator gave a heading for the short 35 nautical mile distance to the northwest. As we approached the area, we searched for the base but did not immediately see it as we thought it to be to our right. I felt a tap on my shoulder; it was Dad standing behind my seat. He pointed to the left at our 11 o'clock position and there it was. It could not have been planned any better. The old warrior had found his base once again. We circled the airfield and lined up on the main runway and did a low pass, saluting the gallant men of the 457<sup>th</sup> Bomb Group. We are blessed to enjoy our freedoms today in this wonderful country because of heroes like Dad. Life is precious and wondrous. God has a mission for each of us. Seek and fulfill it as my father did.

On 30 March, Dad took off on his final flight, flew west into the sunset and made his best landing ever into the loving arms of Jesus. God bless you, Dad."



Dear Readers:

In the last newsletter we ran part 1 of Capt. Clarence Schuchmann's thoughts about his service. Ironically, the *In Memoriam* pages in that newsletter also reported the deaths of Clarence, Roland Byers, and Franklin Marra...all crew members together. Here is the rest of the story:

"On one mission we had a 20 mm shell go through the vertical stabilizer. Had it hit us a little farther back we would have lost all the tail surfaces and it would have been doubtful we could have made it back to base. The target was Augsburg, and when we dropped the bombs only part of them released from the shackles and we could not get the bomb bay doors closed. The increased drag of the bomb bay doors slowed us down and we were dropping behind the formation. I called one of the armorer-gunners and asked him to see if he could alleviate the situation. He and T/Sgt. Joe Hibbs, the engineer, plugged into walk-around oxygen bottles, climbed into the bomb bay, and were able to pry the bombs loose. They then cranked the doors closed and by pulling 60 inches of mercury we were able to catch up and stay with the formation. I was not sure how badly we had been hit and at one time stalled out the plane to see if it would hold together in the landing. It did hold together and we were able to return to base with the formation.

Incidentally, M/Sgt Harold Wiseman installed a new tail on the airplane. He and his two assistants replaced the vertical stabilizer in less than 24 hours! One of his assistants quit—or attempted to. He said he would never work that hard again in his life! I can't remember where I first met Wiseman, I guess it must have been at Ephrata, Washington—Wiseman was one of the original members of the group who had been at Rapid City AAB and had traveled down to Florida when the cadre did some early training there. We were being assigned new airplanes—B17s—I believe we were at Wendover, Utah, and Capt. J. 'Mac' Dickinson, the operations officer, asked if we would care to pick out a crew chief for our airplane. The crew chiefs had

already selected the crew they wished to crew for and Wiseman had selected our crew. The way I had come to know him was on a training flight. He was the crew chief of the training plane I was assigned to fly one day and as we took off I looked at the airspeed gauge and it was registering '0'. Well, fortunately we got off the ground and made a quick circle and, by the seat of my pants, landed the airplane without knowing how fast we were flying. As I remember we came in a little 'hot.' When we landed he turned his butt toward me and said, "Kick me as many times as you like." He had forgotten to take the cover off of the pivot tube, one of his responsibilities. However, I did not kick him as one of the responsibilities of the pilot is to walk around the airplane and to check for just such oversights, and to make sure the aircraft is airworthy.

We had a very good relationship with the crew chief. Later on, however, when flying lead PFF ships, I never knew who the crew chief might be on the airplane I was required to fly.

On our second mission we hit a target north of Paris and over the target we were hit by flak which knocked three engines out. Only engine No. 1 was still running. We had taken a direct hit and the airplane was badly perforated with shrapnel. There were five different holes in the plexiglass nose as well as holes throughout the airplane. I had 'Crash' Marra call on VHF for fighter escort, as we dropped behind the formation almost immediately. We were leaking gasoline through the holes but the airplane did not catch on fire. With only one engine running we had to transfer gasoline to that engine as we headed for home. We were fast losing

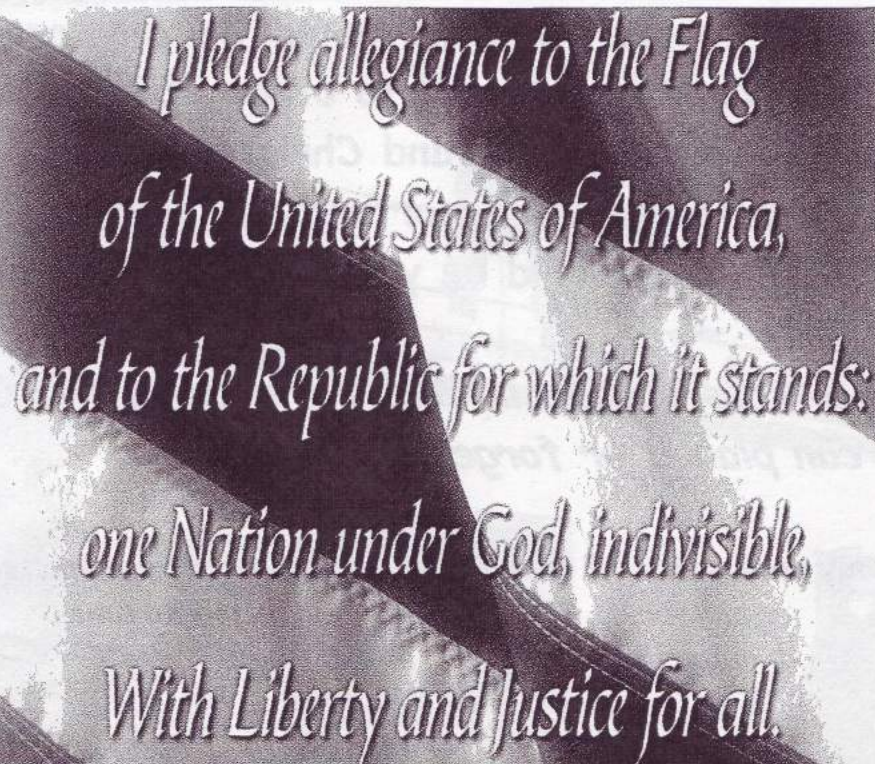


Schuchmann (cont)...

altitude; however, we made it across the English Channel and into England with enough altitude to probably make it to home base. We came down through the overcast and Tom Goff, the navigator, had brought us near the base. As I turned on a heading Tom had given me for home, I pushed forward on the throttle and the one engine that was running, quit! It had burned up! We were right over an airfield so we shot off some flares and I made a turn and landed—dead stick—downwind. Fortunately no one was coming from the other direction. I was afraid the airplane would blow up and I cut the switches on the landing descent. Joe Hibbs said, "Sir, you know the brakes will not work with the switches turned off, don't you?" Well, there was an emergency lever overhead, but I had never used it so I did not know whether it would work! Well, I turned on the switches again and the plane did not blow up and the brakes did stop us. The ground crew brought out a 'cleat track' and pulled us off the runway. One of the ground crew said, "Your airplane is shot up more than any plane I have ever seen." We had landed at Polebrook, the base of the 351<sup>st</sup> BG, one of our sister 94<sup>th</sup> wing members.

Anyway we were taken to the mess hall and then were interviewed by the base commander. When we went back to the airplane to retrieve our belongings, it had been stripped bare. We learned a little about life in the Air Force right there.

~~~~~  
Editor's note: *Gentlemen, please write down your memories, thoughts and stories and send them to me to include in a future newsletter. Several members have recently expressed the idea that the newsletter is the glue that holds our organization together, and because you, our veterans and heroes, won't always have you with us, it's important we get these stories while we can. Clarence Schuchmann, Roland Byers, and 'Crash' Franklin Marra have all passed on. Luckily, we have this story to remind us. You have so much to share with all of us, please don't pass up any opportunity to do that sharing.*



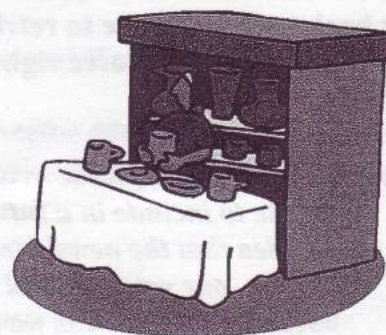
*I pledge allegiance to the Flag  
of the United States of America,  
and to the Republic for which it stands:  
one Nation under God, indivisible,  
With Liberty and Justice for all.*



**ATTENTION ALL LADIES PLANNING TO ATTEND THE  
2007 REUNION IN PENSACOLA...**

***FOR YOUR EYES ONLY!!!***

**Ladies, what do you think about having a craft fair  
at the November 2007 Reunion.**



Well, imagine my surprise when no one expressed an interest in this activity for the ladies while the guys have their squadron meetings. Just to clarify, this would be any craft that you enjoy doing and would like to sell to other 457<sup>th</sup> ladies (probably not food items). Thanksgiving and Christmas will be just around the corner and with it, the opportunity to buy a few handmade gift items. The profit would be yours...not the association's.

***LAST CALL --- Is anyone interested in doing this? Let Nancy know so we can plan it or forget it.***

As one crafty lady once said: *"I love to sew and have plenty of material witnesses to prove it."*



.PX...PX...PX...PX...PX...PX...PX...PX...PX...PX...PX...PX.

Loading Lists...shows crew members you flew with on a mission. Most have been retyped to improve visual quality. Available for nearly all missions flown by the 457<sup>th</sup> Bomb Group. \$1.00 per mission...Please add \$3.00 for printing and postage.

Your Name \_\_\_\_\_ Address \_\_\_\_\_

Squadron # \_\_\_\_\_ Phone# \_\_\_\_\_

Date of first or last mission \_\_\_\_\_

MAKE CHECK PAYABLE  
TO: Joe Toth  
Same address as below.

\*\*\*\*\*

PX ITEMS:

|                                                                     | <u>Quantity</u>  | <u>Amount</u> |
|---------------------------------------------------------------------|------------------|---------------|
| Enamel 457 <sup>th</sup> Tac Pic .....                              | \$5.50           | _____         |
| 457 <sup>th</sup> Group Patch .....                                 | \$5.50           | _____         |
| 748 <sup>th</sup> Squadron Patch .....                              | \$5.50           | _____         |
| 749 <sup>th</sup> Squadron Patch .....                              | \$5.50           | _____         |
| 750 <sup>th</sup> Squadron Patch .....                              | \$5.50           | _____         |
| 751 <sup>st</sup> Squadron Patch .....                              | \$5.50           | _____         |
| Gunner's Wings Patch .....                                          | \$5.50           | _____         |
| 457 <sup>th</sup> Hat...Royal Blue .....                            | \$12.00          | _____         |
| 457 <sup>th</sup> Ink Pen..Engraved .....                           | \$5.00           | _____         |
| 457 <sup>th</sup> Engraved Key Tag .....                            | \$3.00           | _____         |
| 457 <sup>th</sup> BG Roster (roster prices already include postage) | U.S. \$18.00     | _____         |
|                                                                     | Canada \$20.50   | _____         |
|                                                                     | Overseas \$26.00 | _____         |

Total cost of items ordered: \_\_\_\_\_

Postage (except for roster): 4.00

Total Enclosed: \_\_\_\_\_

MAKE CHECKS PAYABLE TO: 457<sup>TH</sup> BG PX

Mail order form and check/money order to:

Joe Toth 449 Sunset Lane Pueblo, CO 81005



## Secretary's Station 130



"Works well under constant supervision  
and cornered like a rat in a trap!"

\*\*\*

### NOTICE OF MEETING

This is the Official Notice that the 457<sup>th</sup> Bomb Group Association will meet at the Hilton Garden Inn, 12 Via De Luna Drive, Pensacola Beach, Florida, November 1-4, 2007. The Business Meeting of the Association will convene in session on Saturday, November 3, 2007 at 9:30 A.M., local time, for the purpose of receiving reports, electing officers and members of the board of directors for the ensuing term of office and to transact such other business as may properly come before the meeting. Regular and life members are voting delegates to the meeting and are entitled to vote on each matter properly coming before the membership requiring a vote.

\*\*\*

**Just a Reminder: We are again asking for donations to the English Travel Fund. Please do not send your donations to me.**

**Donations need to be sent to:**  
**John Pearson**  
**1900 Lauderdale Drive C-315**  
**Richmond, VA 23238**

**Make checks payable to: 457<sup>th</sup> Bomb Group**  
**And write "English Travel Fund" on the notation line. Thanks so much!**

Please Note that our friends in England, Gordon and Ros Townsend have a new email address:  
[rosngordon@btinternet.com](mailto:rosngordon@btinternet.com)

And our Treasurer, John Pearson has a new email address as well: [jonpearson@verizon.net](mailto:jonpearson@verizon.net)

Lee Zimmerman's email now is: [hlzim2@acd.net](mailto:hlzim2@acd.net)

## NEWSLETTER SCHEDULE

Schedule for the remainder of 2007:

**Deadline: To Printer: In the Mail:**

|         |        |                           |
|---------|--------|---------------------------|
| July 31 | Aug 15 | 1st wk of Sept            |
| Nov 15  | Dec 1  | 2 <sup>nd</sup> wk of Dec |

\*\*\*

Big surprise coming soon in the PX  
...to be unveiled at the 2007 Reunion  
in Pensacola...

*POLO SHIRTS embroidered with a B-17  
complete with the blue stripe on the tail.  
Shirts can be ordered in white, navy blue,  
royal blue, gray and maroon in all sizes.  
You will be able to pick your own wording.  
Samples will be available at the Reunion.*

◆.....◆

This letter received from Ralph Evans, Pilot, 750<sup>th</sup>  
SQ.....

*"A few more words on 236 or 237 (total missions).  
I know we (ship #535) latched up with another  
group and dropped with them. I quote from our  
Bombardier's notes: '...We bombed target however  
while our own group turned back with their bombs.  
We were the only ship in our group to drop our  
bombs.'*

*If we were the only plane from our Group to drop, I  
can understand it not being recorded, but the last  
newsletter has a lead crew (and supposedly a group  
being led) dropping bombs, so why is it NOT  
recorded??*

*All those credited with a mission on 18 Dec '44  
please hold up their hands."*

*Yours,  
Ralph Evans*



# THE 457<sup>TH</sup> BOMB GROUP ASSOCIATION

## 2005-2007 OFFICERS & APPOINTMENTS

### PRESIDENT and LEGAL ADV.

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Tel: (615) 735-1122

PO Box 500 – Carthage, TN 37030-0500  
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1900 Lauderdale Drive C-315 – Richmond, VA 23238  
Email: [jonpearson@verizon.net](mailto:jonpearson@verizon.net)

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Email: [barbndic@yahoo.com](mailto:barbndic@yahoo.com)

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2440 Buckingham Road – Ann Arbor, MI 48104  
Email: [bajo98@comcast.net](mailto:bajo98@comcast.net)

### DIRECTOR (6 YR)

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720 NW 44<sup>th</sup> Avenue – Pompano Beach, FL 33066-1553  
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### IMMED. PAST PRES.

DONALD NIELSEN  
Tel: (623) 561-2644

9142 West Kerry Lane – Peoria, AZ 85382-4623  
Email: [dlnielsen@cox.net](mailto:dlnielsen@cox.net)

### ROSTER and UNIT CONTACT

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Tel: (719) 566-1714

449 Sunset Lane – Pueblo, CO 81005  
Email: [jandjtoth@msn.com](mailto:jandjtoth@msn.com)

### WEB MASTER

JAMES DERK  
Tel: (812) 831-7741

10286 Wexford Court – Newburgh, IN 47630  
Email: [derk@sigecom.net](mailto:derk@sigecom.net)

### PAST WEBMASTER

WILLARD REESE  
Tel: (386) 445-5773

11 Fletcher Ct. – Palm Coast, FL 32137  
Email: [awreese@bellsouth.net](mailto:awreese@bellsouth.net)

### PAST SEC/TREAS/NL ED

MICKEY BRIGGS  
Tel: (479) 273-3908

811 NW B St – Bentonville, AR 72712

## ENGLISH HISTORIANS

### GORDON TOWNSEND

"Quakers Rest" – Main street, Kings Ripton – Huntingdon Cambs PE17 2NW ENGLAND  
Tel: 44 1487 773493 Email: [rosngordon@btinternet.com](mailto:rosngordon@btinternet.com)

### JOHN WALKER

29 Chancery Lane – Eye, Peterborough PE6 7FY ENGLAND  
Tel: 44 1733 222994

### ERIC BRUMBY

82 Bluebell Ave – Peterborough PE1 3XH ENGLAND  
Tel: 44 1733 709811

### GEORGE POBGEE

1 Scaldgate Court Whittlesey Cambridgeshire PE7 1UX ENGLAND  
Tel: 44+ (0)1733 202183 (same number for FAX) Email: [pobgee@tesco.net](mailto:pobgee@tesco.net)

## PAST PRESIDENTS

1973-75 – William Wilborn  
1976 – Howard Larsen (dec)  
1977-79 – Bill Siler  
1980-81 – Edward Reppa (dec)  
1982-83 – Daniel Graham (dec)  
1984 – William Good (dec)

1985 – Dave Summerville (dec)  
1986-87 – Clayton Bejot  
1988-89 – Donald Sellon  
1990-91 – John Welch  
1992-93 – Roland Byers (dec)  
1993-97 – Billy Hightower (dec)

1997-99 – Lee Zimmerman  
1999-01 – Craig Harris (dec)  
2001-03 – Will Fluman  
2003-05 – Don Nielsen



**Pueblo, CO 81005-1140**

By Don McCombs and Fred L. Worth

intelligence codebreakers. The U.S. obtained the code by breaking into the Japanese consulate in New York City and photographing their naval codebooks. These were then translated by a Quaker missionary, Dr. Emerson J. Haarworth, who wrote in a red notebook, thus the name Red Code.

Antiaircraft artillery shell detonator that would explode the shell close to a target and scatter fragments through the air. It was originally designed by the Americans to be used against Japanese kamikaze aircraft and was found to be useful against ground targets. In Europe, the use of the proximity fuse was restricted to use over water, only because it was feared that the Germans might be able to find a dud intact and copy it for use against the Royal Air Force and the Eighth U.S. Air Force. This restriction was cancelled on December 16, 1944, just in time for the Battle of the Bulge.

Boiling Springs, PA 17007-9712

Name given to a device carried in Allied aircraft that emitted a signal picked up by ground radar stations to indicate that the aircraft was not enemy. The device was designated *IFF* for "Identification Friend or Foe."

**Massive Allied air assault on 22 February 1945, that involved over 9,000 aircraft. They struck German strategic points in front of Field Marshall Bernard Montgomery's Army to clear the way for his big push, which occurred a month later. The attack's goal was to knock out the German transportation system.**

*The 45<sup>th</sup> Bomb Group participated in this strategic assault with: 11 aircraft from the 748<sup>th</sup> SQ, 10 aircraft from the 749<sup>th</sup> SQ, 9 aircraft from the 750<sup>th</sup> SQ, and 10 aircraft from the 751<sup>st</sup> SQ.*

|           |          |        |             |
|-----------|----------|--------|-------------|
| 296,429   | aircraft | 5,425  | cargo ships |
| 1,455,964 | trucks   | 71,062 | navy ships  |
| 102,351   | tanks    |        |             |