



The Crow Flight

Sixth newsletter of the 47th and 48th Bomb Squadrons, 41st Bomb Group (M) issued Aug. 18, 1998

REUNION HUGE SUCCESS!!!

In numbers, surely... At the banquet Saturday night there were a reported 237 attending. This broke down to something like 62 from the 47th, 40 from the 48th, 35 from the 396th, and 100 from the 820th.

The golf game on Thursday had about 12 golfers total from the squadrons and 3 local friends of Gutts with everyone having a grand time!

The tour which included the Dress Parade at Lackland Air Force Base was the most popular with about 160 people. The other tours were not as big but very enjoyable. San Antonio with its River Walk and Alamo and many other attractions is such an important and interesting historical area.

I think that many people enjoyed having all four squadrons there and being able to browse around amongst the four hospitality rooms. The general consensus, however, was that there were "just too many people..." "... it's so big.."

Your writer really enjoys having everyone there because he has many friends in all the squadrons and would like to see a group organization, but he is in a very definite minority. Many attendees from all squadrons agree... "yes we must have a group organization.. Our dwindling numbers and the dwindling health.. Etc..."

Yet, not one squadron had space on its agenda for a group meeting. The writer has no reports of its even being discussed in any squadron meeting.

The 47th voted to go to Ontario in October, 1999, with your correspondent as the coordinator. The 48th and 396th later decided to join the 47th, with tentative plans for all three squadrons to go to Las Vegas a year later. The 820th votes two years in advance. They had already decided to go to Colorado Springs in May of 1999, and they voted at the San Antonio meeting to have their reunion in May of 2000 at Lexington-Concord Mass.

The 47th also voted to have Arnold Sayer research different ways of handling the archives and to make a report with a recommendation.

Editor's Note...An apology and a crusade....

I do apologize for this newsletter being so late. It was originally dated May 31... and then so many things happened, including three deaths in my immediate family.

My crusade is to find out about anyone who has been shocked or electrocuted at a boat dock gasoline pump. If anyone has heard of such an incident, please contact me at the masthead numbers. My objective is to get as much publicity as possible to help prevent its happening to anyone else

I so very sadly report that my grandson, Kemble R. Crowder, age 24, only child of Kemary, was electrocuted in such a manner at Havasu Palms, July 6, 1998. Brand new graduate from San Jose State U.... Sigma Chi.... Eagle Scout....6'8" and 240 lbs...big guy in every way!

George and Gutts save the day!

George Tolbert handed the Reunion Planning Committee all of his plans and contacts and suggested that they add a tour or two and Gutts suggested a golf game. The Committee did just that and a wonderful reunion resulted.

Then the bad news of the Holiday Inn's canceling of the contract and shifting over to the Radisson. The hassles here were unbelievable, but Urban A. Gutting rescued all four squadrons with either being in the Radisson's office or phoning daily on the seemingly constant problems.

A great big thank you to George and Gutts! All four squadrons owe you guys big time!

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It's always so much fun to be at these reunions... There must be something to the old "Comrades in Arms," phrase. Even though you spent maybe just two or three years with them you feel more closeness in many ways than with people you have known much longer. I quote from Peter Bodo in *Tennis*, "There is no security quite as comfortable and undemanding as the kind you feel among old friends."

This reunion along with being probably the biggest in the history of the 41st will also be remembered for how many people got sick. There must have been 20 or 30 total that came down with probably what was the flu... we thought at one time that maybe it was food poisoning, but in calling around to various rooms, we found that out of about eight that were ill, they had eaten at five different places. Harold and Lillian Kasten of the 47th both went to the hospital for a couple days and were released Sunday morning a bit weak but okay. Maurice Smith and your writer were a couple more from the 47th. Other known victims that I can think of right now were Jerry Ramaker of the 48th and Jean and Bill Childs of the 820th. There were many more.

REUNION HOTEL HASSLE— This nightmare was caused because the Holiday Inn where we were originally scheduled (and also where the 47th had their reunion in 1996) was bought by Marriott who scheduled a major construction remodeling project starting April 1, 1997. They were very nice about it, helping as much as they could

to get us relocated at the Radisson, which honored all of the provisions of our contract except the room rate, which was raised from \$69 to \$74. It was well worth it... the rooms were that much nicer, and it was close in to downtown... River Walk, Alamo, Tower of the Americas, etc. Part of the hassle was that the Radisson was telling people from their 800 number that there were no rooms left... it seemed Gutts was constantly making phone calls or personal visits to the Radisson to get things squared away. I know of at least two couples that got so discouraged that they canceled their plans, even after they had forwarded their registration money. We hope that doesn't happen again.

NEXT REUNION!.. This just sort of grew overnight the first week of May. The 47th had voted to go to Ontario in October of '99. The 396th voted a preference for Las Vegas but not a firm decision. John Helmer just commented that the 48th would join us in Ontario. Bill Zingery and I were e-mailing back and forth... he said why don't you join us in Vegas?... and I countered that we have firmly voted on Ontario... why didn't the 396th join us in Ontario, and then we would join him the following year in Vegas... Bill called the next morning, saying he had made a few phone calls, and had a consensus that the 396th would join the 47th and the 48th at Ontario in '99. He gave me the names of Keith Ingstad and Walt Winner as planners representing the 396th. I then called John Helmer and he gave me the names of Felix Galyean and Dick Monzingo who would represent them. I called Quentin Roberts with the Marriott and he invited all of us to lunch on Tuesday, May 12. My goodness but this thing really went fast. I was talking with Murray Bywater around that time about the 41st Memorial at March AFB and suggested to him that inasmuch as his home was only a 20 minute ride from the Marriott that he might consider coming over to join our meeting. He said that he would try to make it... Can you believe it? Everyone made it, and we just had a grand and productive time. We were together from noon to five with a couple hours of that time involved with Quentin Roberts going over the six-page contract word for word. We talked out several changes; Quentin has sent the revised version to us, and we are in the process of studying that. I am most optimistic about the whole thing. Four of the ladies also came... LaVerne Ingstad, Joyce Haddock, Esther Galyean and Polly Sitterley. It was agreed that the Getty Museum would probably be the No.1 draw. Another possible tour would be March AFB where the 41st Bomb Group Memorial is on display and then on to the Chino Air Museum where they normally have two or three flying B-25's and seven hangars full of stuff. They also have the only flying Japanese Zero in the world! I think the biggest draw for this reunion is that so many members I have talked with have friends and family in Southern California so they can visit with them during the same trip.



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"So where's Ontario?" One man in the meeting asked, "Are we going to Canada?" The Ontario Airport is about 35 miles due east of downtown Los Angeles, and it is one of the four major airports in the area, the others being LAX, Burbank and Orange County. The airport is surrounded by hotels and a huge Convention Center.

Our hotel is the Marriott, 2200 East Holt Blvd., ONTARIO, CA 91761, (909) 975-5000. This hotel is far more luxurious than any of the other reunions that I have attended. The very attractive room rate of \$69 (plus 11.75% city occupancy tax) is based upon a slightly different schedule. Previously, our reunions have gone from Thursday thru Sunday morning; please note that this schedule is for Friday thru Monday morning. For those wishing to come earlier or stay later, the hotel will honor this rate for three nights before and/or three nights afterward.

The Marriott offers the following:

- Hospitality rooms, one for each squadron.
- Complimentary parking for overnight guests as well as local attendees.
- Use of their Member's Club for the week-end. This a beautiful big room with a wet bar, four different kinds of coffee and several kinds of tea. This room is about five times the size of our hospitality room in San Antonio.... and pure luxury.
- Non-smoking rooms, including a spacious work desk with special outlets for your computer, printer, and online telephone, individual vanity and shower area, which include hair dryers, iron and ironing board, color TV with remote control and complimentary HBO.
- Every 20 minutes a shuttle goes to the airport like in a 4 minute ride away. The shuttle also has vans adapted for wheel chairs.

There are so many different attractions in Southern California that we have been brainstorming doing things differently... like maybe renting a few big vans... or let people drive their own cars or renting vehicles. All of the other reunions that I have gone to have used tour buses.. And maybe that's the way we'll do it. We need everyone's thinking, and we have time... like in another fourteen months..

Some of the new and/or "in" things to do around the area right now are:

- **B-25 rides**—these are arranged for through the Chino Air Museum. They need \$625 for a 20-minute hop, on which they can carry five passengers. That works out to \$125 per person, which includes a \$30 annual membership in the Museum. The Chino Air Museum itself has grown unbelievably, taking up some seven hangars, having flying models of different WWII airplanes including the world's only flying Zero. The last time I was down there they also had a Messerschmidt 109 on display. (sorry, they cannot let us have any stick time—the insurance problem, they say) (20 minute ride from hotel).
- **The Getty Center** – Hailed as the richest, biggest and best art gallery in the world, this brand new facility has exceeded all expectations almost doubling their projected first year attendance from 1.2 million to 2 million. This is a freebie except for a \$5 parking fee. (1½ hour ride from hotel)
- **California Science Center**— (formerly the Museum of Science and Industry) has also nearly doubled their projected first year attendance going from 2 to 3 million. This is also free except for a \$5 parking fee. (1 hour ride from hotel).
- **Ontario Mills Mall** – Very new! The largest shopping center west of the Mississippi – over 200 outlet shops – (five minutes from hotel... ask the shuttle to take you).
- **The beaches** – Always one of the top draws for our visitors. From the hotel you could get to Newport Beach in about an hour and to Malibu Beach in two hours. There are dozens more in between and beyond these two. You could go down to a San Diego Beach in about 1¾ hours, and they're probably the most magnificent of all.
- **41ST Bomb Group Memorial**— This was just dedicated March 28 in a beautiful ceremony conducted by Gen. Murray Bywater, Retired. It's located at March Air Force Base Museum about a half-hour from the hotel.



Other things to do around here would include:

GOLF— a few minutes away from the hotel is the Arnold Palmer designed course, Empire Lakes. You can drive about a half-hour to Industry Hills and play their famous Eisenhower course or their equally-famous Babe Zaharias course. We plan to have a golf game in our regular schedule much like Gutts did in San Antonio... you golfers give me your ideas on this.

LAS VEGAS— This would be a neat day trip. You can get to the airport in a couple minutes and shuttle up to Vegas in 50 minutes.

MOVIE STARS HOMES— This is another age-old most popular things to do in this area... and they've included a new twist, including O. J. Simpson's home on Rockingham and Nicole's condo on Bundy Drive.

SAN DIEGO—What many climatologists call the best climate in the world— this would be only about 1½ hours drive... Many experts think that the San Diego Zoo is the finest in the world. It includes exotic places like Tiger River, Sun Bear Forest, Gorilla Tropics and Pygmy Chimps.... or along the same line the San Diego Wild Animal Park where you can take a safari through six continents, Browse through Nairobi Village and sightsee from Wgasa Bush Line monorail. San Diego also has the world-famous Torrey Pines Golf Course.... SeaWorld... The Reuben H. Fleet SPACE Theater and Science Center in the renowned Balboa Park...Coronado, the Magic Island... Another twenty minute drive, and you can be in Tijuana... You can stop on the way and see Carlsbad's renowned flower fields... and on and on, you probably know many more....

PRESIDENTIAL LIBRARIES— An hour to Yorba Linda for Nixon's and 1½ hour gets you to Simi Valley along the Ronald Reagan Frwy. to see Reagan's.

SHOPPING ENTHUSIASTS— 1¼ hour ride west to Beverly Hills and its celebrated Rodeo Drive.....nearby again and you will be at Universal's City Walk.... A one hour drive south will get you at the grand South Coast Plaza... and on and on!!

NORTON SIMON ART MUSEUM— Surely one of the very most impressive of all! An hour's drive to Pasadena.

... and of course there's always the theme parks

UNIVERSAL— World of Movie Magic, Jurassic Park Ride, Back to the Future Ride, WaterWorld Spectacular, Backdraft Display, Earthquake simulation, Real live (?) King Kong, E. T.'s Bike Ride over Los Angeles, Nickelodeon, Beetlejuice... and if you like this kind of stuff, my daughter, Kallie, works here and can get you a nice discount. One hour away.

DISNEYLAND— The happiest place on earth takes you out of this world...Blast off for the new Tomorrowland at Disneyland Park. Zoom down the futuristic fast track of Rocket Rods and experience the 3-D sensation of "Honey, I Shrunk the Audience." Soar through the solar system with a fearless fleet of pilots on the Astro Orbitor. Navigate your way through Cosmic Waves, the fountain of the future. ... on to classic thrills like the adrenaline-pumping Indiana Jones Adventure, Pirates of the Caribbean, and the fiery night-time fantasy of Fantasmic!* You can buy a Senior Fun Passport for one day for \$36..... 45 minute drive.

KNOTTS BERRY FARM— It started as a roadside stand. Now it's America's biggest and most beloved independent amusement park. Enjoy six themed areas of exciting rides, live shows and attractions celebrating the lure and lore of California and the West. From the magic of Camp Snoopy to the fun of an 1880s Ghost Town to classic thrill rides, Knott's is THE place for family fun and adventure!... 45 minute ride.

STUDIO TOURS, TAPED SHOWS, ETC.— Think ABC, NBC, CBS, Fox, Universal Studios, Paramount Studios, an infinitum... also Jay Leno is taped daily on Bob Hope Drive in Burbank... right across the street Home Improvement is taped... we need to coordinate because you need to get free tickets in advance.

...AND ON AND ON... Catalina Island, a very long day, but very beautiful... Half-hour to The Irvine Museum, dedicated to the preservation and display of California art of the Impressionist Period (1890-1930)Ripley's Believe it or Not is about an hour's ride to Hollywood, where you can see the Hollywood mountain-side sign... The Autry Museum of Western Heritage is an hour's ride to Los Angeles... We surely mustn't leave out Frederick's of Hollywood Lingerie Museum, featuring a retrospective exhibition of vintage Frederick's fashions and their "Celebrity Lingerie Hall of Fame!"



47TH MEMBERS AND GUESTS ATTENDING THE REUNION WERE:

Ann and Lester Adams
 Marge and Col. Max Axelson, friends of Gutts
 Mildred and Vincent Barger
 Kenneth Farner and son Carl
 Thomas Gordon
 Dorothy and Ben Grobe
 Earl Grunewald
 Urb "Gutts" Gutting, son Steve, daughter-in-law
 Patty, daughter Suzanne St. Germain III, and
 grandson Matthew Urban Gutting
 Dorothy and Donald Haskell
 James Hedstrom
 John Hyde and sister Doris Davis
 Lillian and Harold Kasten
 Dorothy and Edward Kirkwood
 Eileen and Donald Lighthall
 Frank Lisak
 William Meeks and son-in-law Daniel Brettell
 Marilyn and Rick Rondinelli
 Tina and Everett Ross
 Peggy and John Sacco
 Doris and Arnold Sayer
 Polly and Kem Sitterley and daughter
 Kemary Crowder
 Marilyn and Maurice Smith
 Ellie and William Telega
 George Tolbert
 Marian and Charles Treacle
 Lois and John Welfare
 Robert Worsnop
 Mary and Thomas Zachok

Lillian and Harold Kasten... were both so sick that they went to the hospital on Reunion Saturday. I just now called them and they are doing fine. Harold went to his regular doctor with all his labs from San Antonio, and he said he was just fine. Lillian keeps Harold real busy moving out of their old trailer and getting the new one ready to move into.

PLACE MATS— These proved to be very popular... We went to San Antonio with 500 and came home with 39. With a few more orders we

are down now to 26. If anyone wants more, please contact your writer at the masthead address. The cost is \$3.50 each plus shipping and handling, which usually runs another \$3-\$4, depending on how many.

"41st Forever" or "Kids of the 41st"... or whatever they eventually decide to name themselves got together for a little session after the banquet at the reunion and exchanged names and addresses. They will be put on our mailing list. They are:

Robin L. Hitchens, 4611 Harrow Court Bryan, TX
 77801-5617 (409) 776-1554

Barry Davidson Ungerleider and sister Kathy
 12 Strawberry Fields, Granby, CT 06035

Daniel W. Brettell and wife Patricia (Meeks)
 2000 Hillcrest Drive, Easton, PA 18045
 (610) 253-7723 e-mail danbrettell@prenhall.com

Adam Geril, 3734 SE 55th Ct. Ocala, FL 34471

Linda Anderson and David Jones, P. O. Box 710,
 Dripping Springs, TX 78620

Dana Bramlette, % Tom Smith, Sr.
 3864 Parkcrest Drive NE Atlanta, GA 30319-1602
 (770) 451-0591

Kemary Crowder (Sitterley), 8862 Shaula Way, San
 Diego, CA 92126, e-mail kcrowder@aol.com

Clarence Huff passes away.... a quote from his wife's letter, "This is to inform you that Clarence Huff passed away April 1, '98. He was ill with cancer, but his death was real sudden. He was so glad to hear that a reunion was being held.... We would have been married 54 years on May 6th. We had a good and long marriage. Have two sons, five grandchildren, one great-grandson, and another due in June.... Clarence worked for the railroad for 35 years and in the last ten years worked for a kennel. He really enjoyed being with the dogs...Sincerely, Marcella Huff."



Historical letter from Bob Gollnitz......It has been a long time and I cannot recognize any of the names in the latest newsletter. I was one of the original crews that took the 25G's to Oahu and then to the Gilbert Islands from where we completed our fifty missions over the Marshall Islands.

Lost our original pilot, Ray Cramer, in the first few missions when a projectile ricocheted off the controls and nearly tore his leg off. Bill Naylor, our co-pilot and Bill Doebele, navigator, brought us back and safely guided us through the remaining fifty. Ed Dawson and C. C. Jackson completed most of our missions with us, even though, for reasons I cannot recall, we were transferred from the 47th to the 396th.

Was surprised to read in the C. F. # 4 that the 47th was in Okinawa— knew when we were relieved that the Marshalls were pretty well wiped out...."



"Bless Bless!! The 'OLD CROW' still flies." and I quote from a letter from Arnold Sayer to Urban A. Gutting, "In

January, Joe Gardner sent me a copy of a photo of a B-52 with the Old Crow insignia on the nose and the name 'Old Crow Express.' I started by writing to the Commander of every Heavy Bomb Wing in the Air Force. I received a reply from 5th Bomb Wing with a wealth of information. Briefly the old crow was on a B-52G which flew 54 missions during Desert Shield and Desert Storm. It was also the only B-52 credited with destroying a mobile scud launcher. Under the 'START' treaty the aircraft was sent to the boneyard at Davis Monthan. However, the emblem was picked up by the 5th Bomb Wing and is now on their Flagship B-52H, and is now called 'Old Crow Express II.'...

(Editor's note— in reading some squadron history which Bill Zingery forwarded to me and which included a copy of our OLD CROW logo, I noticed underneath the 47th logo the following, "Copyright Walt Disney Corp." This was a bit of a shocker to me because I think I remember someone at one time on Okinawa tell me that it was drawn by an artistic member of the 47th).

WANNA FLY B-25'S AGAIN??....check out <http://www.imagiconline.com/games/>

WARBIRDS is a very accurate online WWII

combat flight simulator. Choose from 36 different airplanes—American, Luftwaffe, British, Russian, and Japanese— virtual reality, man! You can't believe it!

DON HASKELL'S WEB SITE....Don has done a great job on a site that is devoted to the 41st Bomb Gp. If you have any questions try <http://members.tripod.com/~dhaskell> .

FUTURE PLANS FOR "THE CROW FLIGHT".....We want to get more pictures and history into our newsletter and to do that we need your help. Please fill out the questionnaire on page 10 and mail to Kem Sitterley, 20449 Blue Mountain Dr., WALNUT, CA 91789-1001... Please include any pictures you find interesting. I promise to get your pictures into the computer just as soon as possible and get them returned to you. Bill Zingery is doing this with his 396th newsletter, and everyone raves about it, including me. In fact, I have copied his questionnaire.

RAYMOND P. KUTTENKULER.... has been found courtesy of Don Haskell. Two particularly happy guys are Urb Gutting and Kem Sitterley because "Kut" was their radio operator... and eagle eye waist gunner. "Kut" and his wife, Mary, live at 2120 Keith Lane, MIDLOTHIAN, VA 23113-2335, (804) 794-5245.... E-mail ktnkrl@aol.com.



48th News cont'd. from page 7...

Chuck Coletti passes away...He died of a heart attack while attending a Scottish Dance Group to which he belonged. We will miss him and send our deepest sympathies to his friends and family. Chuck was one of 4 members of our training crew at San Antonio Reunion and we told each other we would do everything possible to make it 5 at our next reunion (the fifth member had other commitments this time).



We had a wonderful reunion in San Antonio with 39 of us attending which included Jerry and Jess Ramaker, Esther and Felix Galyean, Marian and Joe Calbreath, Richard E. Dunn, Henrietta Fennell, Janet and John Davis, Fred Deutsch, Vera and Joe Carrion, Mildred and William Chilson, Ned Telshaw, Virginia and Chauncey Kershaw, Nettie and David Crane, Richard Monzingo, Patti and Ed Krikorian, Hazel and James W. "Bill" McCoy, Arlene and Raymond Huschle, Betty J. and Wendell W. Byers, William K. Pfingst, Ana Smith, Charles Coletti, Edith and Alvin Gazda, George Knight Pauline Barton, and Beverly and John Helmer

We met with members of the 47th, 396th, and the 820th Bomb Squadrons so that we saw participants from the entire 41st Bomb Group. Their committees did a fine job of planning the reunion and we really appreciated the opportunity to be included. It was a great experience and we are happy that the next occasion is not too far in the future.

A note from Jess and Jerry Ramaker— We couldn't help but be impressed with the young men and women at the Graduation Ceremonies at Lackland A. F. Base. We hear so many derogatory reports about young people and it is refreshing to see so many fine dedicated young people serving their country. We were particularly impressed with the number of women enlistees and officers—even the Colonel in Charge was a woman!"

John G. Anderson, Lefty's mechanic, passed away Dec. 27, 1997. He was a retired Northwest Airlines mechanic. Our condolences go to his wife, Dorothy, and

their family. This information came to us in a letter from **Arlene and Ray Huschle**.

Ed Krikorian writes a note that he got married June 30, 1997. We congratulate Patti and him and wish them all the best!

In memoriam.. Hillard L. Shank writes us a letter and I quote.. "My good buddies William Banks and John Sorrentino are no longer with us. Willie departed this life on Jan. 14, 1996 and John on July 21, 1996."

Money report.... We are pleased to take advantage of the chance to "hitch hike" on the 47th's great Newsletter. Our hope is that we will be able to publish, periodically, a separate Newsletter for the 48th. Our bank balance currently is about \$ 1,100. We need an ongoing source of income to pay for our newsletters and rosters. If you haven't already done so please mail your 1998 dues of \$10.00 to John Helmer, 2122 S. W. Vista Ave., Portland OR 97201. (503) 222-4614. If you have any news of your own or other 48th members please include this along with your dues.

Jack Whitley.... a new find, courtesy of his daughter's finding us on the WEB site, and here's a quote from his letter, "...I found my navigator Alvin Gazda and good friend Fred Deutsch... I am glad I am now in touch.." Jack's address is 312 Forgotten Lane, BURLESON, TX 67028.

Incidentally, if you have any corrections to the newsletters or rosters, please contact Jess Ramaker, 17217 N.E. 7th Place, Bellevue, WA 98008-4134 (425) 747-2306. E-mail ramajess@aol.com. (48th cont'd page 6)

My View



FRED EMMERT

Like the galaxies in space, the memories of World War II and of those who served recede with time at an ever-increasing pace. James Michener was right when he wrote, "In time they like the men of the Confederacy will become strangers. Longer and longer shadows will obscure them, until their Guadalcanal sounds distant on the ears, like Shiloh and Valley Forge."

It is now some 50 years from those days, and surely my memories have dimmed. Details are seen with less clarity now. A time-driven fog has set in. Yet some memories linger ever bright, and I suppose they will to the end. Matty, my navigator, filled with Boston Irish cockiness and wit; ever-reliable Haddock and Smitty; Hogan, my copilot, who (bless him) was a teetotaler and thus assured me of a second shot of whiskey handed out by our flight surgeon after each mission. And of course there were others. One does not easily forget those times on the Pacific atolls with them. Memory is also jogged by writers like John Muirhead and Samuel Hynes who describe eloquently what it is like to do battle in God's high heaven.

Everyone, so they say, has a book in him. If I were com-

pelled to undertake the challenge, I imagine it would revolve around those years. Each mission held a tale. And I would undoubtedly dwell a bit on one particular day when I saw history stagger and start down a new and dimly defined corridor.

It all happened near the end of the war. With each campaign our B-25 bombers moved steadily westward across the Pacific expanses, atoll by atoll, until we finally reached Okinawa. From there we flew mis-

abruptly changed. Our primary target for that day was canceled without explanation and a secondary target was assigned in its place. Instructions were further given that under no circumstance were we to fly near or approach what had been our original target.

We lumbered north at 8,000 feet that morning, my solid-nose straffer B-25 latched to the wing of Dennison's glass-nose ship, with Hibler on the

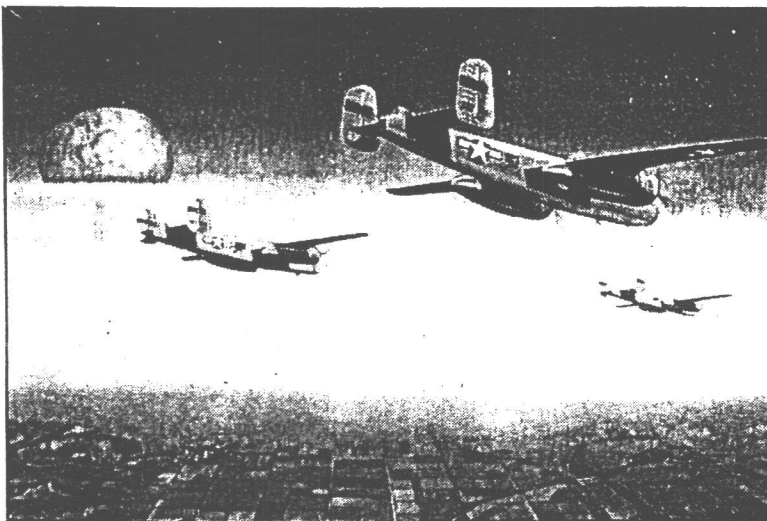
enemy fighters were expected, but if they did appear we would close ranks fast. Flak was not anticipated until later over the target. All seemed normal and in order. But the events of that morning were hardly normal.

I did not see the flash which must have occurred in the sky some 60 miles to our northwest. But what I did see was impressive enough. A dirty gray eruption spewed forth into the sky, and as I watched, it grew ever larger, gaining rapidly in breadth and ascending straight upwards until it spilled into the stratosphere. Churning and writhing, it was awesome in its size.

Radio silence was no longer required on the return leg to our base, but we flew in silence. We had witnessed something incomprehensible and were lost in our private thoughts.

The date was Aug. 10 (on that side of the date line). The answer to it all was not long in coming. During debriefing we learned that a new device (an "atomic" device) was dropped on our primary target of that morning. Much of Nagasaki no longer existed.

Fred Emmert of Storrs is a research professor emeritus at the University of Connecticut. His work centered on the biological aspects of nuclear fallout. During World War II he served as a combat pilot in the 48th Squadron, 41st Bomb Group, 7th Air Force, in the Central Pacific Theater of operations. Emmert submitted a wartime photo to be used for his *My View* portrait.



This Fred Emmert painting shows an atomic bomb cloud rising over Nagasaki, Japan, in August 1945 — as he remembers seeing it from 60 miles away.

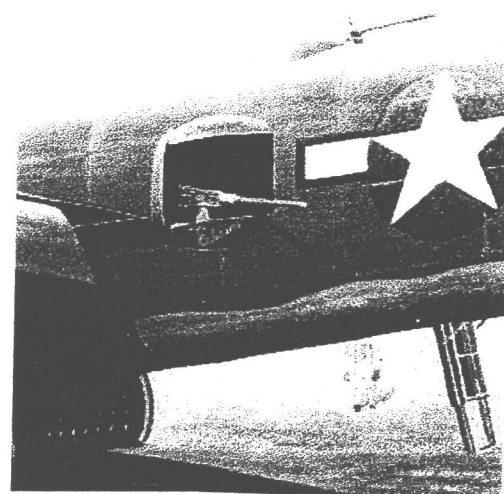
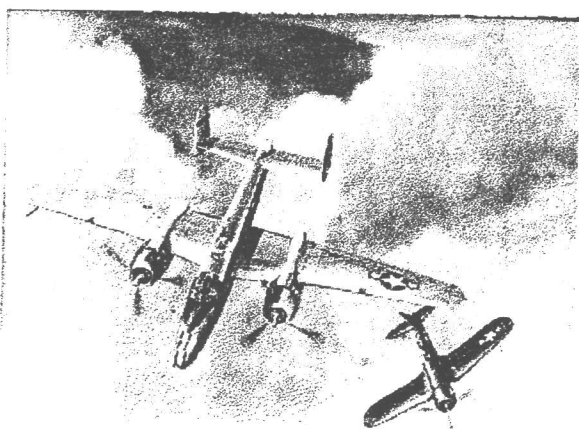
sions over China and over the home islands of Japan itself.

Briefings on this one particular mission followed a pattern which had long ago become routine. Those for the full crew were held the evening before the mission, and a second briefing for the pilots and navigators was held the morning of the mission. All this was done in a very mechanical and well-worn cadence. Yet during the final briefing on this one August morning the pattern

other wing. This was our regular flight formation — a V in a larger formation of V's. We had flown this pattern many times under many circumstances, and a great trust had developed between us. The weather was clear that morning with a normal scattering of cumulus clouds. The patchwork of rural Japan moved steadily below us as if it were on a conveyer belt and we were suspended motionless above. The formation was loose to conserve fuel. No

(Editor's note) Fred Emmert, 48th pilot, was kind enough to send us a few

pictures of his paintings to help with the place mat. If the one above looks familiar to some of you, it may be because it's the same one that was on the place mats which were distributed at the reunion in San Antonio, except that that one was in color. Fred "dabbles with the pots," as he calls it. He sent a few more a couple of which are shown here. We really appreciate his sending us this story...It's great fun to read!





The dedication of this memorial was held March 28, 1998 and presided over by Gen. Murray Bywater, Rtd. The memorial is in the March AFB Museum, which is just south of Riverside, CA about 60 miles southeast of Los Angeles.

There were about 35 people there including local dignitaries, museum personnel, and personal friends of Murray's. Former members included from the 47th, Maurice Smith and Kem Sitterley, from the 48th Gene Olsen, Curt Oaks of the 396th, Wayne Hansen from the 820th, and Glenn Penner from the 41st Bomb Group.

Bob Hope was honored with a plaque on one end of the memorial. Although he was unable to attend the dedication, Tony Romano, a member of his troupe, did come and gave a very humorous and interesting acceptance. A plaque on the other end honored those lost in the war. The two sides of the display show photos, documents, maps, and other items of interest, including the logos of the four squadrons.

Murray is out-of-pocket about \$2,400 so far. There have been maintenance costs already, and there will be more in the future. To those who would like to contribute toward these costs, please make out your

checks to 41st Memorial, M. A. Bywater and mail to Brig. Gen. Murray A. Bywater, USAF (Ret.), 11390 Coleman Street, MORENO VALLEY, CA 92388. Another bronze plaque is planned for the front of the display listing the names of those who have contributed.

Excerpt from a note of Murray's... "And, I would hope that you all will realize at this late date of my admiration of your bravery during World War II -- most of you only 21 year old youths at the time -- expertly flying those airplanes and fearlessly attacking those targets knowing full well your chances of survival. I also hope you will realize my dedication to you and of my most sincere appreciation for the support you gave me during my tenure as Commander of the 41st.

Money guy's report.... Gutts sez that our bank balance is \$2,724.98 as of July 31, 1998... good guys since the last report are Ray Kutenkuler, Don Lighthall, Vincent Barger, Gus Anderson (820th), Bill Zingery (396th) James McGrath, Dale Storms, Donald Haskell, James Hedstrom, Urban Gutting, Thomas Gordon, Wilmer Deitrick, Nedry Burris, Reginald Gauthier, John Sacco, John Hyde, Diane Hyde, Robert Gollnitz, John Welfare, Raymond Tripkos, Joseph Harty, John W. Anderson, George Tolbert, Ben Grobe, Earl Grunewald, Arnold Sayer, Kemary Crowder, Buzz Sitterley, and Kem Sitterley. So all you bad guys out there... if you haven't paid your '97 dues ante up \$20.00 or more... and if you haven't paid your '98 dues... we need \$10.00 or more. Mail to Urban A. Gutting, 7047 Autumn Chase Dr., SAN ANTONIO, TX 78238.

Gutts and I feel that we should donate something from our treasury for the 41st Bomb Group Memorial. I've talked with a few members about this and most have felt that a donation of \$150 or \$200 would be appropriate, however the suggestions ranged from zero to \$600... If we could get a few opinions in, it would help George and Gutts make a decision. I know that a few members have already contributed personally; this would be completely separate to be paid from the squadron treasury. Please call or write George and/or Gutts and give them your thinking... after all, it is your money. Perhaps when you send in your dues you could add you ideas along with your check.

Send us your information below for use in "The Crow Flight"

47th and 48th Alumni – 50-some years later

NAME: _____ CALLING NAME: _____

ADDRESS: _____ SPOUSE: _____

CHILDREN: _____

GRANDCHILDREN: (number) _____

OCCUPATION: _____

LIFE SINCE 47TH AND 48TH _____

OLD PHOTO.

PERHAPS IN THE UNIFORM YOU WORE
IN THE SERVICE...

PERHAPS WITH A HOT ISLAND BABE!!!

NEW PHOTO

PERHAPS WITH WIFE, KIDS AND
GRANDKIDS....

PERHAPS WITH YOUR GIRL FRIEND??

CONTACT WITH 47TH AND 48TH PEOPLE: _____

ANYTHING ELSE OF INTEREST "THE CROW FLIGHT" READERS? _____

WHAT'S NEXT? _____

USE A SEPARATED PIECE OF PAPER IF NECESSARY!

Send to: The Crow Flight, % Kem Sitterley, 20449 Blue Mountain Drive, Walnut, CA 91789