



The Crow Flight



Twenty-eighth Newsletter of the 47th, 48th & 396th Bombardment Squadrons, 41st Bombardment Group (M), 7th AF, WWII, Issued May 2004

COMING UP – PORTLAND, OREGON REUNION SEPTEMBER 19, 20, 21, 22, 2004

**MAKE YOUR RESERVATIONS AT THE MALLORY HOTEL BY CALLING
1-800-228-8657 & IDENTIFY YOURSELF AS 41ST BOMB. GROUP
NOW IS THE TIME TO DO IT!**

(Cancellation without penalty 48 hours prior to check-in day.)



The Mallory Hotel is located at 729 S.W. 15th Ave. at Yamhill St. "The Mallory is an old favorite among bargain minded visitors, just blocks from down town:" Quote from the New York Times. Our special rates run from \$75 to \$100 per night (Plus tax), including free conti-



ental breakfast and parking. The hotel will honor our special rates 3 days prior and 3 days after the reunion dates. Our block reservation expires 19 Aug. '04, then as available.

THE TOURS

Your next decisive action is to select which of the great tours John Helmer has arranged. Make it easy on yourself and take them all---you won't regret it!

First, is the Mon. morning laid-back and easy 1 1/2 hour tour of the Classical Chinese Gardens, guided by John and his gracious, charming, knowledgeable & eloquent spouse, Beverly. Tuesday presents the Evergreen Aviation Museum Tour featuring Howard Hughes' famous Spruce Goose, followed by a winery tour with a gourmet box lunch, included. Evergreen features 76 display aircraft, including a recently



acquired SR-71 Blackbird spy plane. Wednesday you will be awed by nature's beauty and mystique on the The gorge is the second Canyon. We will also Falls, Cascade Locks and the Columbia River and through under ground counting rooms. Lunch (included) will be served on the banks of the Columbia River.



Scenic Columbia River Gorge Tour. largest in America after the Grand visit the 200 foot drop Multnomah Bonneville Dam, the first built on where we will watch the salmon

THE BANQUET

Here you'll have a hard choice to make. John describes the gourmet dinner options as: 1) "Chicken Breast Northwest" served with shallots, fresh pear and local hazelnut, finished with late harvest Riesling and cream, complemented by herb mashed potato and fresh vegetables. 2) "New York" 10 oz. Black Angus steak broiled to perfection, topped with sautéed mushrooms and onion rings, served with a twice baked potato and vegetables.



MOST OF ALL, BEVERLY AND I LOOK FORWARD TO ONCE AGAIN BEING WITH OUR OLD-TIME FRIENDS. MEETING WITH YOU HERE IN PORTLAND MAKES IT ESPECIAL TO US BECAUSE WE CAN SHARE WITH YOU THE MANY REASONS WE LOVE LIVING HERE---THE INTERESTING PLACES AND ATTRACTIONS AND THE UNIQUE BEAUTY OF THE SURROUNDING AREAS. PLEASE JOIN US---AND INVITE SOME OF YOUR OLD FRIENDS TO JOIN YOU!

HERE IS SOME ADDITIONAL REUNION INFORMATION YOU MAY FIND USEFUL

Transportation from the Airport to Mallory Hotel

Our Light Rail (MAX) runs from the Airport Baggage Pick-up area to a stop 3 blocks from the hotel. The cost is \$0.60 (might go up to .65) for senior citizens. Travel time is 42 minutes. Taxi and limo cost is \$40. Portland hotels do not have hotel shuttle service.

How to Use the Light Rail

- 1) Go to the Ticket Machine at the Max Line, 100 feet from Baggage Pick-up.
- 2) Press button for Number of Tickets
- 3) Press button for "Honored Citizens"
- 4) Machine will take paper money or coins and will make change; Credit Cards also may be used.
- 5) Get off at the "P.G.E. Park" stop. You may call Radio Cab (503-227-1212 – the number is posted) using the public pay phone (\$0.50). Have the cab driver go to the front desk and the hotel clerk will pay the driver.
- 6) Walking distance to the hotel is 3 blocks, about 600 feet. Retrace the direction from which the light rail came, Morrison St to 15th. Turn right ½ block to S.W. 15th at Yamhill and the Mallory Hotel.

Other Reunion Notes

The Hospitality Room will open **Sun. (19th)** at noon.

On **Mon. (20th)** at 5:00 PM we will have a **Group Reception** in the Crystal Room. It will be a "Cash" bar with complementary Heavy Hors d'oeuvres.

At **6:00 PM Mon.** we will have **Squadron Meetings**.

At 6:00 PM **Wed. (21st)** we will have the traditional **"Happy Hour"** as appropriate preparation for the banquet celebrations to follow. It will be a "Cash" Bar." John said, "Many festivities are planned for the

banquet, but I want to hold the details so that you will be delightfully surprised." [Refer to the "Schedule of Events," for complete reunion schedule information.]

OTHER 48TH NEWS

March 5, 2004. Hi John & Beverly, We're looking forward to the reunion in Sept. At present our intentions are to drive down from Lewiston [ID]. We may stop over with our daughter and her family in Vancouver [WA] the night of the 18th. Enclosed are dues for another year. We enjoyed Wallace Johnson's reminiscing on P 4 & 5 of The Crow Flight #27. I don't know where Chauncey Kershaw's name got so screwed up, but I'm sure he'll get a kick out of it. We hope they and their wives will all make the trip to Portland. We missed them at Branson. Thanks for all the work you're doing organizing the big get together. If time permits, we wouldn't mind seeing your tree farm; just a thought. Best regards to all, **Nettie and Dave Crane**. [Your humble writer: **Hey, I write it as I get it (mostly)**. Wallace spelled it "Chendauncy," so I figured he knew something more than I did.]

Hi John, I'm Ed Danko, Eng./Gunner on "Princess Jake" with cannon, 48th Bomb Sq., ending up on Okinawa.

When the Japs gave up we flew our planes to Clark Field, PI, where we bid adieu to them sitting wing tip to wing tip and nose to tail.

When we disbanded on Okinawa I was given the "Home Address Directory" listing of all overseas personnel assigned to the 48th from Oct. 1943 to Sept. 1945, i.e., John Helmer, 969 S.W. Broadway St., Portland, OR. If this roster can be used, let me know. Enclosed find check for dues. The TCF is terrific. ED DANKO

Hi John, I'm planning on making the Reunion – please send me the info, so I can make my plans. I will be in Idaho after the 1st of May, so send it to 26 Columbia St., Pocatello, ID 83201. Thank you! See you then. BRUCE O. HANSON

From Fran Bellamy: Enclosed are dues for 2004 for the 48th. My Dad, JAMES HEGG, enjoys The Crow Flight news. Pictures are great. Thanks for your hard work. F.B.

Change of address: RICHARD & HENRIETTA DUNN, 1246 Center Court Dr., Westlake Village, CA 91361-1946

PAINT LICK OFFICER TAKES RABBIT ON COMBAT MISSIONS

A 7TH AAF BASE IN THE GILBERTS (Special)—The crew of "Mr. Lucky," a 7th AAF Mitchell bomber, boasts the only white female in this section of the Central Pacific area. "Beanie," as she is affectionately known, is a five-week-old rabbit acquired by First Lieutenant Joe Roop, of Paint Lick, Ky., and his crew while on a rest leave in Hawaii.

"We'd piled up 44 combat missions over the Marshalls, Carolines, and Nauru," explained Lieutenant Roop, pilot of the medium bomber, "and brought 'Beanie' back to carry us through the rest of the way. She already has several hours in the air, and will be with us on our next bombing."

Lieutenant Roop has been based in the Gilberts since last January, and "Mr. Lucky" is the second plane on which his crew has flown, their first ship having been transferred to another squadron. "Mr. Lucky" is well named," Lieu-

tenant Roop added. "We haven't received a bullet hole in her yet, and we had only three small holes in our first plane."

There are three Jap flags painted on "Mr. Lucky's" nose. The turret and tail gunners accounted for one Jap Zero, and Lieutenant Roop shared credit with his crew for one fighter and one bomber destroyed on the ground.

Lieutenant Roop's biggest thrill came on a low level bombing mission over Wotje. "Our target was a tanker," he reminisced, "but it was half submerged when we reached it, so we swerved to the right and dropped our load on an ammunition dump. It exploded right below us, and the blast sure rocked our plane. You can bet that we moved out of there—fast!"

Lieutenant Roop has been awarded the Distinguished Flying Cross with Oak Leaf Cluster and the Air Medal with four clusters.



JOE 47th Bomb. Sq

submitted this article. As has been reported in the past several newsletters, Joe is the Coordinator for our upcoming 2005 Reunion at Hot Springs, AK.

Joe reports that he has two good hotel proposals and a promising third. He will be able to offer a "Hot Springs Belle Dinner Cruise" similar to the "Branson Belle" which proved so popular. Unfortunately, Joe will not be able to make the Portland Reunion because his grandson is being married at that time. Prior to Portland, Joe will provide all the Reunion information he

has gathered for presentation to the Portland attendees.



"Beanie" & Joe

At left, the "Mr. Lucky" crew: Standing – CP James F. Keener (Listed as Unknown) – P Joe Roop – Eng. Homer Johnson (Deceased) – B/N Jack Bell. Kneeling – T/G J. A. Morton (Unknown) – R/O Andy Johnson (Deceased).



Warren "Doc" Eyer

Doc reports that his and Terry's rehab is progressing very well, although not fast enough for either's complete satisfaction. Doc still has to use a walker to get around and although Terry now walks on her own the pace is quite slow. Neither can drive a car as yet and that is one of Doc's main complaints: "...you know what a pain in the ass that is." Doc's other most vexing problem is that he can't drink yet! Zounds!

Doc and Terry have been assisted by his niece and nephew from Hawaii and Terry's niece and nephew from England. Such family support has to be very comforting to them.

Doc and Terry's Tucson neighbor, **Harold Kasten**, 47th called to wish them well. Harold's wife, Lillian, passed away last year.

"Still hoping to make Portland," said Doc. We are all wishing the same, Doc.

IMPORTANT: Doc pointed out that his address & phone as listed in The Crow Flight masthead was in error; it has been corrected (**Zip 85716 Tel 520-881-7229**). Referring to his 396th dues collection chores, Doc said, "I'll try to keep up with the flow." To the 396th guys: "Your 396th 2004 dues is \$15. Let us hear from you. You may send news and stories to either Urb [Gutting] or me." [Send dues money to Doc.]

Doc wrote that there is a live B-25J named "Panchito" after **Don Seiler's** 396th Panchito making the air show circuit and sponsored by the Disabled American Veterans. Visit www.ragwingsandradials.com for the schedule and other very interesting information. Doc says, "go out and meet Larry Kelly, Panchito's owner, in person and give him some 396th and 41st history." You may contact Larry at b25driver@aol.com or by snail mail: P.O.Box210, Barstow, MD 20610. Tel. 410-991-2356

[Ed.] Here is Larry's response to one of my emails: I would love to meet any 41st bomb group veterans and really would like to be able to continue to collect photos from the 41st duty. I scan the photos into my computer and return to the owner. I would welcome ANY photos of Panchito on Okinawa or in flight during that time. We have compiled a detailed history of every mission Panchito flew; complete with orders, strike photos, post mission reports, etc. One of our crew has spent hundreds of hours digging through 41st bomb group records at the National Archives. Larry

Bill Zingery forwarded the following names to be entered onto the 396th Silver Taps roster:

BOB LOEB—Died on Sept. 9, '03 from major infection following surgery, wrote Gilda, spouse of 57 years.

BOBBY SMITH – Bobby passed away on Oct. 28, 2003 after a long stint of heart problems and cancer, Susie Smith reported. Bob played football for Virginia Tech and was inducted into their Hall of Fame in 2000.

QUIN JOHNSON & wife **MARY** both died during '03, each from long medical problems. Quinn had infection in his good leg. Mary had pulmonary fibrosis. Quinn drove his car all the way from Minnesota to San Antonio with his one good leg for the 1998 reunion.

Walt Winner, 396th called The Crow Flight office today (5-12-04). Said he and Joyce Haddock plan to ride the train to Portland for the Reunion. He wondered how many 396th guys and gals will be there. Hopefully, a whole bunch was my reply, along with a suggestion that he do some phone recruiting among his 396th friends. Walt thought that was a good idea; perhaps others of you will think so also and do likewise.

Ed.: "Baggie" Baglietto's "Bio" (with BIG Baggie clan group pic) and other already submitted news will be upcoming. Just ran out of space for this edition.

"Doc" & Terry Update. 5-19-04. Doc is now driving and Terry is working on it. He upgraded "hoping" to make the Portland Reunion, to "planning" on it.

From **Albert Hettig, Group Hq. Sq.** dated 7-14-'03. [Another misfile.] To: Urban Gutting. I did not hear from the group for many months. I was thinking that was it, because Bill Zingery said he was leaving. He surely did a lot of work and I did always look for his news. He also put the names of those who died in a list he called "The Silver Taps." I saved every copy and when Bill left I put them all in a binder. Bill then sent his book and I also have one from the General. It was welcome news that anybody was interested to take over and to see that a newsletter is in circulation again. I had training in the Signal Corps at Joplin & Neosho, MO for three months and then went to Hammer Field. Then went to Hawaii and I have a list of all names when we left Hawaii for Tarawa and the Gilbert Islands. Then we went to Makin, back to Hawaii and on to Okinawa, landing where Kadena air strip is now. Putting all my time together I was in the Pacific for twenty-seven months. I have a book given at Okinawa from General White, CO of the 7th AF. Also have some news of the 8th AF B-24s at the Solomon Islands. I returned home on the S.S. Sea Flier to Portland, OR. We took a long time getting back, hitting many storms.

I am a one finger typist. Glad to hear there are still some that are keeping the 41st Grp. Fighting. Thank you for the news, have a very good day, **Albert Hettig**. [Did have some trouble with your one-finger short cuts, Albert, but do appreciate your efforts and hope my interpretation of your interesting accounts is close to correct.]



Max Lester Presnall

war - somewhere
in the Pacific

Max Lester Presnall, son of Maude (Muncie) and Lindley Howard Presnall, was born August 1, 1915, near Alva. He passed away at Bass Integris Hospital in Enid on December 23, 2003, at the age of 88 years.

Max grew up in Dacoma, and graduated from Carmen High School in 1933. He attended Northwestern College and Panhandle A & M. He interrupted his education to enlist in the Air Force, and served his country for nearly five years. Most of this time was spent in the Pacific arena, where he attained the rank of Staff Sergeant. As Crew Chief, he prided himself and his crew on the fact that none of the planes they sent up failed to return safely. Some came back pretty beat up, but they came back safely.



After receiving an honorable discharge, Max married Audrey Behm at her parents' farm home near Carmen on December 7, 1945. To this union one daughter, Nancy

Jane, was born. Max and Audrey had a wheat and dairy farm for ten years before Max's health forced them to leave the farm. The family moved to Enid where Max worked at Vance Air Force base as a jet engine mechanic gearbox specialist. He worked there until his retirement.

Max loved his churches in Enid (Christ United Methodist) and Alva (First United Methodist). He sang in the choirs of both. He was also an active member of Methodist Men, the Gideons, and KIROS (a



prison ministry) Max is survived by his Spouse, Audrey, daughter Nancy Presnall, two sisters, many nieces and nephews and many friends.

TAKEN NOV. 2003

ANNA NICHOLS, wrote that her husband, **ERNST, 48th Bomb. Sq.** passed away over two years ago. "I was very sick a long time and couldn't notify you," said Anna.

Just received the very sad news by phone from John Helmer that **ED NAYLOR, 47TH Bomb. Sq.** had passed away on 12 May 2004. His obituary will be published in the August issue of "The Crow Flight."



Colonel George P. Kelly, beloved husband, friend and veteran, passed away peacefully at home on Feb. 5 2004. Col Kelly joined the National Guard 114th field Artillery, based in Biloxi, MS shortly before Pearl Harbor. He attended flight school in Calif. and flew B-25 bombers in the South Pacific in WWII. After WWII he was stationed in Germany, where he learned to fly helicopters. After two tours in Germany and seven years later, George was assigned to Ft. Rucker, AL, training helicopter pilots.

In 1970 he attended the US Army War College. Col Kelly served two tours of duty in the Korean Conflict and the Vietnam War. In 1975 Col. Kelly was transferred to Taipei, Taiwan, Republic of China, where he was assigned to the Diplomatic Corps of the Military Advisory Assistance Group.

After his long and distinguished U.S. Army career, and after earning B.A. and Masters Degrees, Col. Kelly retired in 1979 in San Francisco. He moved back to Biloxi in the 1980's. His first wife,

Gloria, died in 2000. George is survived by his second wife, Helen, and son George P. Jr. of Biloxi and daughter, Suzanne Kelly Watkins and husband Michael of Seattle, WA.

General Murray A. Bywater USAF Retired



General Murray A. Bywater, USAF Retired, died May 1, 2004 at Air Force Village West in Riverside, California at the age of 89.

Born in Salt Lake City, Utah, General Bywater was a graduate of the University of Utah after which he entered the U.S. Air Corps Flying School at Randolph Field, Texas. He rose in rank from a Second Lieutenant to Brigadier General and served 31 ½ years in the Air Force.

As a pilot, his first tactical station was March Field, California. While serving there, he met and married the former Frankie Lake Galloway of Riverside. They were married in the St. Francis of Assisi Flyer's Chapel of the Mission Inn, Riverside, California, July 2, 1941.

For two and a half years, he commanded a bombardment group in the Asian Theater during World War II and flew 276 hours of combat. He was shot down on a mission over the island of Jaluit in the Marshall Islands, but landed his crippled aircraft on a friendly atoll thus saving the wounded crew and aircraft. He was the youngest full colonel of the Air Force at that time. He made the first United States aircraft landing on the island of Tinian in the Mariana Islands from which the atomic bomb aircraft was launched. His group made the first land-based Medium Bombardment strike on the Japanese mainland.

General Bywater's major commands included the supersonic F-84F Fighter Wing, the supersonic B-58 Bombardment Division, the B-47 Training Wing, and the Titan Two Inter-Continental Ballistic Missile Task Force in the Wichita/McConnell Air Force Base area. He completed his military service as Chief-of-Staff of the Second Air Force.

Following his service with the United States Air Force, General Bywater was Airport Manager of the Salt Lake City International Airport and developed its current Master Plan. He earned his Masters Degree in Airport Management at that time. Subsequently, he was Airport Director of the Riverside, CA airport. In that capacity, he also served as President of the Aviation Technical Advisory Committee of the Southwest CA Association of Governments.

General Bywater was a member of the Kiwanis Club for almost 50 years. He was a Daedalian, member of the University of Utah Emeritus Alumni Association, a member of The Retired Officers Association and a member of the Military Order of the World of the Church of Jesus Christ of Latterday Saints.

General Bywater is survived by his wife of 62 years, Frankie, a daughter, Terry Milton, a son-in-law, David Milton, four grandchildren and seven great-grandchildren.

Internment was at the Wasatch Lawn Memorial Park in Salt Lake City, Utah.

Below is a message from **Diane Lassitter**, daughter of **MIA Merritt S. Miller, 48th Bomb Sq** (Refer to TCF #24). Diane corresponds frequently with "Pappy" (Brandt) and I and we both love her for her warm and outgoing personality.

Dear Pappy and Urb, Wanted to share why I am so grateful to have found you honorable men and your reunion association. The note below was sent from another who lost her father in WWII. I sure wanted to attend Branson reunion, but I simply couldn't do it without my dear hubby who was away working. And then the hurricane! I surely was in thought with those who could attend.

Here is the relayed message from Diane's friend: "Bob and I returned late Sunday afternoon after attending my father's ship reunion held in Albuquerque last week. Following our trip to Iwo Jima in 1995, I connected with my father's ship and this was our fifth reunion with the surviving men of the U.S.S. Pensacola CA 24. This heavy cruiser was perhaps the oldest ship in the Pacific Fleet, built in the twenties I believe. She received 13 battle stars during the war in the Pacific. Following the war, she was in the Bikini Atom Bomb tests and was unsinkable. Perhaps that is why Tokyo Rose referred to her as "The Grey Ghost." Following the Atom Bomb tests, she was towed to Bremerton, WA and finally was laid to rest in a peaceful grave. Five years ago, my mother received a Navy burial at sea and her ashes are near where my father's ship is. I found out at one of the reunions that I could have this service for her.

I mentioned the above because I felt a little history would bring this great ship to life for you and also put into perspective my feelings when I attend these reunions surrounded by the men who served. There are usually very few who attend, partly because many of them have died or are not well enough to attend. One of the continuing emotions I feel when attending these reunions is the enormous wave of gratitude when I let my eyes wander over these men while we are seated at dinner or in an informal setting. I keep thinking that these men were there when my dad died. Every time Bob and I attend a reunion I learn something new from these brave men. I am eternally grateful for my association with these great men and for the love they extend to me."

Diane added, "I too am so very grateful."

SQUADRON NOTES

"Sorry I am late with my dues. Check enclosed for this year and last year. I have had some medical problems and don't get around so good any more. Think of the outfit often and Portland Oregon where I got to fly Coast Patrol for 3 months as a radio operator. That was when Alaska was invaded by the Japanese. I was able to develop my own film from overseas so was able to bring lots of pictures home from Hawaii, Apamama, Makin and Okinawa. I had enlargements made of lots of them. I now have 4 albums of pictures which I look at often. Two of my favorites are of the planes returning from the first flight over Japan from Okinawa. I took them from my tent location. They are small but you can tell they are B-25. Hope you all have a great time at the reunion this fall at Portland." **John W (Bill) Anderson, 47th**

Gutts, Thank you for the note you sent me with the 47th Bomb. Sq. Rosters. You do a very good job with The Crow Flight. I appreciate it and read every word. Betty and I feel very fortunate with our health. Betty had her right hip replaced but she is doing fine. I get her out walking every morning. We still don't know if we will be able to attend the Portland Reunion. Before Max Kehoe was killed in an auto accident, we wouldn't miss one.

Thank you again for your work. We will try to stay loose – you try also. **Lynn Sweetland, 47th**

Imogene Soule, widow of **Major Robert E. Soule USAF (Ret.)**, 47th submitted their "Bio" information. Robert died in Nov. 1992. He was the navigator on the crew of P Gary Rawson, CP Ralph Kiertianis, Eng/Gnr Leroy Brown, Radio/Gnr Joe Harty, and Arm/Gnr G.V. Herman. All are on our Deceased Roster except Joe Harty who is "Unknown." Their plane was "Tokyo Traveler" (with a lady thumbing a ride). After WWII, Robert became a Radar Operator and flew in B-29s and B-47s. He retired from the AF in 1958 and for 15 years was a Claims Rep. for SSI, residing in Carmichael, CA where Imogene still lives. She has had no contact with other Sq. people since Robert's death. They had four children, Sharon, William, James and Nancy; five grandchildren, Matt, Zack, Josh, Jenny and Lacy and three great-grandchildren, Colista, Cadin and Christian. Robert's original home town was Grand Island, Nebraska.



Memories of a spectacular July 4 on Okinawa

It was July 4, 1945, and I was a 21-year old radio operator and waist gunner on a B-25 air crew assigned to the 47th Bombardment Squadron of the 41st Bombardment Group stationed at Kadena airfield on Okinawa.

"Bed-check Charlie," a Japanese plane that arrived each night about 9 to keep us from sleeping, was brightly illuminated by many searchlights while all the anti-aircraft guns in the area fired at him.

We never learned if "bed-check Charlie" just got lucky with a bomb or if it was an unexploded anti-aircraft shell that fell into the huge Kadena bomb storage area containing several shiploads of all types of bombs, rockets and ammunition.

In any case, that bomb dump started to "go." It quickly developed into a spectacular "fireworks" display.

Our B-25s were able to take off, by turning sharply away from the blast site, at 5 the next morning for our mission to Kyushu, Japan.

When our squadron returned six hours later, the magnitude of the explosions and the smoke was so great that we had to divert and land at Yonton airfield along with all the other bombers and fighters that normally used Kadena airfield. That resulted in a real traffic jam, both in the air and on the ground.

I have remembered that July 4th every year since.—**ELDON RAY FORD, 47th** (Article from Torrance, CA "The Daily Breeze" newspaper.)

KEM SITTERLEY, 47TH is promoting, in conjunction with the Portland Reunion, a Columbia River Gorge boat trip on the "Spirit of '98." Debark would be on Fri. 24 Sept. from Portland, returning on Fri. 1 Oct. Cabin prices per person range from \$2749 to \$4549. If you think you may be interested, give Kem a call at 1-909-595-4451.

DID YOU KNOW? That: in 1845, Portland, OR was named after Portland, Maine, the hometown of its early residents. That: Portland is known as the "City of Roses." It is the sight of the international "Rose Test Gardens of the American Rose Society" and an annual Rose Festival.

NED BURRIS, 47TH submitted a condensed but interesting "Bio" that will be included, hopefully, in toti-form the next edition. In the meantime, perhaps Ned will send a bit more verbose version of his life. He and Ginny will be off to France & Germany during this Reunion---so maybe the next one?



THE CROW FLIGHT is a publication of the 47TH, 48TH & 396TH
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CHANGE OF ADDRESS: Contact YOUR SQ. REPRESENTATIVE OR
The Crow Flight Publisher, Urban A. Gutting,, addresses above

DUES NEWS: CALENDAR YEAR DUES FOR THE 47TH IS \$12. THE
48TH & 396TH SQ UADRON DUES ARE \$15. MORE IS ACCEPTED.
\$3 EXTRA WILL PURCHASE A RESPECTIVE SQ. ROSTER.

MAIL CHECKS PAYABLE TO: JOHN HELMER FOR THE 48TH;
"DOC" EYER FOR THE 396TH; URBAN A. GUTTING
FOR THE 47TH. ADDRESSES ABOVE.

REQUEST A "BIO" FORM - TO FILL OUT & RETURN FOR PUB-
LICATION OF HIGHLIGHTS OF YOUR SERVICE & LIFE SINCE
DEACTIVATION. WE REALLY!! ARE INTERESTED. 47TH, 48TH
OR 397TH CONTACT URBAN A. GUTTING. ADDRESS ABOVE.

\$\$ FINANCIAL REPORTS \$\$

47TH BOMB. SQ. Good Guys and Gals contributors since last report are: **Lynn & Betty Sweetland – Steve & Rose Bonfili – Robert & Opal Gollnitz – Thom & Mary Zachok – John W. Anderson – Chazz & Marian Treakle.** Accounts balance as of 04-10-'04 was \$2341.94.

48TH BOMB. SQ. – John Helmer reports dues and gifts from **Bill Chilson – Ruth Sleasman – Paul Hopson – David Crane – James Hegg,** total \$113. 48th cost share for NL #27 was \$145.99, leaving our bank balance at \$2361.76 as of 4-29-04. Keep the dues and gifts coming in for 2004.

396TH BOMB. SQ. – "Doc" is back in business. His aching heart was soothed by the generosity of: **Dick & Pat Sternberg – Harry Bokman – John & Marjean Baglietto – Linton Bassett – Warren "Doc" & Terry Eyer – Carter & Jean Horton – Keith & LaVerne**

Ingstad – Jerrell & Lois Allee. After catching up with "The Crow Flight" # 26 (\$234.74) and #27 (\$146.74) expenses our balance as of 4-01-'04 was \$685.00.

MEMENTO PLACEMATS: DICK STERNBERG, 396th ordered eight of them, six for patio entertaining and two for framed wall hanging display. There are some still available and the cost, including postage, is still \$5 each.

Requests in past issues for reader assessment of *The Crow Flight* website (thecrowflight.org) drew minimal response. Only two persons, "Pappy" Brandt and Diane Lassitter offered comments. It is still there.

The Crow Flight #27 corrections & comments: Pier 39 area on P3 should be 200,000 sq.ft. On P4: Warren Noe wants all to know that he and his buddies awakening guys at Clark Field was done after a night of celebrating news of the war's official end, and was not a habit. [Sounds to me like a damn good reason. I was in Zamboango then, celebrating lesser reasons.]

Subject: Royal Corps Monthly Safety Report – December 1917. INTRODUCTION. Another good month. In all, a total of 35 accidents were reported, only six of which were avoidable. These represented a marked improvement over the month of November during which 84 accidents occurred, of which 23 were avoidable. This improvement, no doubt, is the result of experienced pilots with over 100 hours in the air forming the backbone of all the units.

Avoidable accidents: a) The pilot of a Shorthorn, with over 7 hours of experience, seriously damaged the undercarriage on landing. He had failed to land at as fast a speed as possible as recommended in the Aviation Pocket Handbook. b) A B.E.2 stalled and crashed during an artillery exercise. The pilot had been struck on the head by the semaphore of his observer who was signaling to the gunners. c) Another pilot in a B.E.2 failed to get airborne. By an error of judgment, he was attempting to fly at mid-day instead of at the recommended best lift periods, which are just after dawn and just before sunset. d) While low flying in a Shorthorn the pilot crashed into the top deck of a horse drawn bus near Stonehenge. e) A B.E.2 pilot was seen to be attempting a banked turn at constant height before he crashed. A grave error by an experienced pilot.

Unavoidable Accidents: a) The top wing of a Camel fell off due to fatigue failure of the flying wires. A successful emergency landing was carried out. b) Sixteen B.E.2 s and 9 Shorthorns had complete engine failures. A marked improvement over Nov.'s fatigue.

SCHEDULE OF EVENTS
PORTLAND, OREGON REUNION
47th, 48th, 396th Squadrons, 41st Bomb Gp (M)
September 19, 20, 21, 22, 2004

(Questions? Contact John Helmer (1-503-222-4614))

Sunday -19 September

Registration afternoon and evening in the Hospitality Room (Opens at noon).
MEALS on your own

Monday 20 September

7:00 – 9:00 AM - Continental Breakfast (Complementary)
0945 AM - Meet in lobby for Chinese Garden Tour (About 1½ hours)
Lunch on your own and afternoon free to explore.
5:00 PM - Group Reception in the Crystal Room (Pay Bar & Complementary Heavy Hors d'oeuvres)
6:00 PM - Squadron Meetings
Dinner on your own. (May we suggest Pacific Salmon---The World's Best!)

Tuesday 21 September

7:00 – 9:00 AM - Continental Breakfast (Complementary)
9:00 AM – Bus Departs on Evergreen Tour (Includes a Gourmet Box Lunch, Winery Tasting Fees & Gratuities)
4:30 PM - Bus Returns to Hotel (Good time to mingle in the Hospitality Room.)
Dinner on Your Own (Had Your Pacific Salmon Yet?)

Wednesday 22 September

7:00- 9:00 AM. - Continental Breakfast (Complementary)
8:30 AM – Bus Departs for Scenic Columbia River Gorge Tour (Lunch & All Gratuities Included)
4:00 PM – Tour Bus Returns to Hotel
5:30 PM - Happy Hour (Cash Bar)
6:30 PM - Reunion Banquet

Thursday 23 September

0700 – 0900 Continental Breakfast (Complementary)
Farewells, Plans for the 2005 Reunion and Departures

FOR YOUR RECORDS:

Hotel Reservations (**1-800-228-8657. Room-block Expires 19 Sept '04**) made on (Date)_____
Hotel Deposit made on (Credit Card)_____(Amount)_____
Airline Reservations made on (Airline)_____(Date)_____(Confirmation No)._____
Squadron Registration Form Completed and Mailed (Date)_____ Ck. No._____Amt._____