



The Crow Flight



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

LAST CALL FOR PORTLAND, OREGON REUNION SEPTEMBER 19, 20, 21, 22, 2004

**IF YOU HAVEN'T YET DONE SO, CALL THE MALLORY HOTEL
1-800-228-8657 & IDENTIFY YOURSELF AS 41ST BOMB. GROUP
(Our room-block reservation officially expires 19 Aug.' 04, then rooms are as available)**

LATEST INFO FROM COORDINATOR JOHN

HELMER: At John's request, instructions for using MAX, the Light Rail System, from the airport to the Mallory hotel, will be repeated. Note one correction: The Radio Cab number (503-227-1212) is NOT posted at the "P.G.E. Park" stop. The public phone is on a pedestal box on the train platform near the front car of the train.

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) Cost for senior citizens is \$0.60. The machine will take paper money or coins and will make change; Credit cards may also be used.
- 5) Get off at the "P.G.E. Park" stop. Travel time is 42 minutes. You may call Radio Cab (503-227-1212) 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.

BANQUET SPEAKERS

John has arranged for three guest speakers at the Wed. evening banquet. **Wait, don't panic! The first two will speak for 5 minutes each and the main guest speaker 15-20 minutes.** Also, as you will see from John's synopses, content on the topics they will present promises to be of great interest to us

.First Speaker: **Greg Menton**, aviation fine arts and Air Force memorabilia collector.

Greg has a home museum of AF collectables. He trades, buys and sells on commission. I showed him my B-25J flight manual. He said he

would buy it for \$250. I will keep it. Perhaps you have an item for which you would like to have a value; bring it or a picture. Our children and grand children need to know the value before the items are put out for a yard or estate sale. Kem, you should bring your flight jacket for valuation; it could be thousands.

Greg has a full B-25 instrument panel that he put together piece by piece and he will have it at the banquet for display.

My story: Around 1950 I saw an ad in our local paper: "Japanese doctor will buy Japanese guns, swords and spears. I called him and he came right over. I had two guns from Okinawa and two swords from Japan. He said the Japanese carbine is unusual, it had Italian parts to it. He took off the sword handles. He could tell the sword maker's names and that one sword was an enlisted soldier's and the other an officer's.

He said, "I would like to buy the 4 items, how much do you want for them?" I said, "No, I don't want to sell them." He said, "I am not leaving until I buy these items." I thought to myself (mind you) in 1950 \$50 each would be a high fair price. So I said to him, "\$400 for all four items." I thought that would be too high and he wouldn't go for it. He said, "Sold," paid the \$400 and left. Our children get sick every time they hear the story, *and so does Beverly.*

Second Speaker: **Marty Horeis**. Marty has made a study of the Doolittle Raid. He was a financial supporter for an expedition that went to China in 1989 to locate the remains of five Doolittle B-25s. Marty has a pilot's license and has flown in a B-25. His note: "The 1942 first bombing raid on Japan by Jimmy Doolittle, was an epic example of American resourcefulness and courage. Trained in secret and transported across the Pacific on the aircraft carrier Hornet,

the crews anticipated a night attack followed by a daylight landing in China. However, the task force was prematurely spotted and the aircraft launched their attack several hundred miles further from their targets than was specified in the original plan. This resulted in the aircraft hitting the coast of China at night in a storm with no homing signal to guide them to a friendly airfield.

Scattered and without sufficient fuel to stay aloft any longer, four aircraft landed on coastal waters and the other crews bailed out over the mountains. Nothing had been seen of the bombers since that night of April 18, 1942. In 1989 a U.S. led expedition set out to locate and retrieve the remains of five of the bombers from the mountains of Zhejiang Province, 200 miles south of Shanghai. Come to the reunion and learn what they found!!" (Signed) Marty Horeis

Third Speaker: **Jacob DeShazer**, will speak on the Doolittle Raid.

Jake was a bombardier on plane #16, and was the last to take off from the Homet. Each plane had 5 airmen: pilot, co-pilot, navigator, bombardier and crew chief. A total of 80 men and now 17 are still living. Three members of Jake's crew are still alive.

Their target was Nagoya, Japan. After dropping their bombs they were to fly on to Nationalist China, but they ran out of fuel and parachuted into Japanese held China. Jake was a prisoner for 40 months; 34 months were in solitary confinement in a cell 5 X 7 feet. Three fellow airmen were executed and one died of starvation.

Jake told me a sad story that took place just before takeoff. The pilot had asked Jake to check for chocks under the wheels. Jake was outside and a navy man walked into the propeller and severed his arm from his body at the shoulder. Jake helped to remove him on a stretcher before the plane took off.

A bible was given to the prisoners and Jake read it through many times. He gave his life to Christ and went back to Japan as a missionary with his wife.

Mitsuo Fuchida, commander of the attack on Pearl Harbor, which comprised 340 aircraft from Japanese carriers, came across a pamphlet written by Jacob. Because of what he read, Fuchida became a Christian in 1950 and

traveled around Japan and the world as an evangelist from 1950 to 1966. He died in 1976 at the age of 74.

Beverly and I had an hour visit with Mr. & Mrs. Jacob DeShazer in Salem, Oregon, our state capitol, 50 miles from Portland, on July 13, '04.

The Doolittle Raiders trained in Pendleton, OR and Columbia, SC. Each plane had its own mission off the Hornet.

Writer's Comments: For any of you who might have been sitting on the undecided fence, I hope that John's line-up of these marvelous speakers will tilt you toward the "go" side. Also, scan the following impressive list of luminaries (34) who have already signed up (**as of 8-7-'04**) for the Portland Reunion. If you don't see the name of an old-time buddy, then come anyway and make some new friends from among these stalwarts you served with. The list: John (Baggy) & Marjean Bagleitto – Louie & Corinne Beisser – Dave & Nettie Crane – Fred & Lee Deutsch – "Doc" & Terry Eyer – Urban Gutting & Carolyn Colvin – Bruce Hanson – Keith & Laverne Ingstad – Harold Kasten & daughter Elaine – Chauncey & Virginia Kershaw – Jim & Kay Land – Mitch Mitchell & son Mark – Jess & Jerry Raymaker – Rick & Marilyn Rondinelli – Everett Ross – Arnold & Doris Sayer – Dick Sternberg – George Tolbert & Beverly Williams – Lola Wampler – Thom & Mary Zachok. There are some 19 others who fill the categories of "always attend" or "have expressed intent." They would make total attendance 50+.

JAMES R. LAND "BIO:"

Among the reunion attendee's listed above is the 47th Bomb Sqdn.'s Jim Land, now residing with his spouse, Kay in Westport, WA. Jim and his deceased wife, Lillian, had four children, Rocky, Rebecca, Richard and Robert, six grandchildren and two great-grandchildren. Jim's WWII service spanned from 14 Sep. '42 to Sep. 17, '45, during which time he served with the 47th Bomb Sq. from Sep. '43 to Feb. '45 as an Armorer/Gnr. on the crew of P Capt. Hewitt A. Henry, CP Elmer Koonce, Nav. Bill Earley, Eng. Massey & Radio-Gnr. Reginald Gauthier. They completed 50 mostly low level missions in the Gilbert/Marshall island raids. Their plane was nicknamed "Betty Jane" after girl friends, later wives of pilot Henry & gunner Land.

After the war, P Hewitt Henry graduated from law school, later becoming Prosecuting attorney and finally Superior Court Judge of Thurston County.

Hewitt died in 1985. [He was not on the 47th known deceased roster but is now listed.]

Jim said he had the privilege of serving with Hewitt on the same crew and later working with him. After the war Jim worked as a logging truck driver, and then entered law enforcement with the Thurston County Sheriffs Office, where his work entailed interaction with Hewitt Henry's Superior Court. Jim attained the rank of Undersheriff before accepting the position of Captain of Detectives with the City of Lacey. His last 11 years there he served as Chief of the Lacey Police Dept.

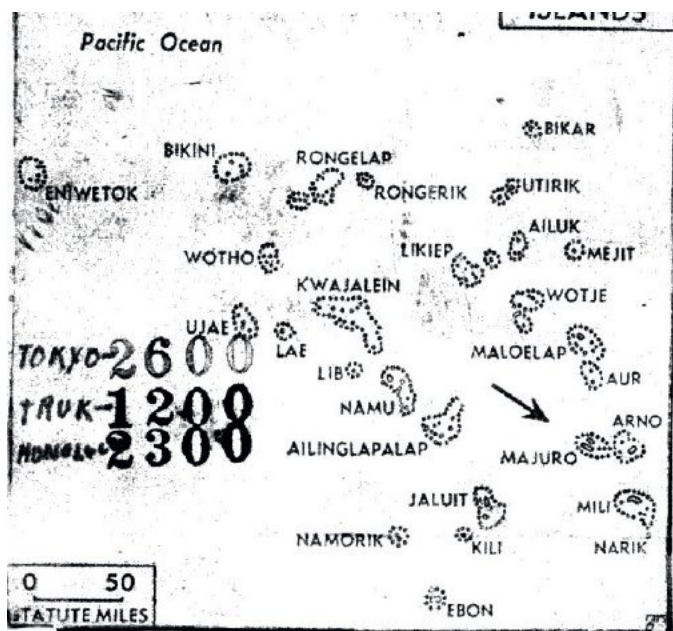
As to "what's next?" Jim said, spend the winter in Arizona. He has not had contact with other The Crow Flight readers for many years but that will now change with his attendance at Portland.

Squadron Notes

Harold Kasten, 47th needs help in finding an appropriate home for his considerable amount of WWII memorabilia, consisting of several picture albums, original films, etc. Perhaps Harold will find some help at Portland when he meets Greg Menton, our memorabilia collector banquet speaker. Perhaps Kem could give Chino a query call? If anyone else has promising suggestions give Harold a call at (520)741-8259.

Harold passed on a note from the family of his good friend, deceased **Milton Stevens 47th** that his widow, Nelda Stephens Thompson passed away on May 17, 2004.

Harold didn't explain, but it should be safe to assume that the tabulation and Marshall Islands map below relate to the missions he flew.



Jan 17, 1944	Mili	Mar 28, 1944	Jaluit
" 20, 1944	Arno	" 31, 1944	Jaluit
" 22, 1944	Laroa	Apr. 3, 1944	Jaluit
" 24, 1944	Wotje	" 6, 1944	Mili
" 26, 1944	Laroa	" 8, 1944	Jaluit
" 28, 1944	Laroa	" 18, 1944	Jaluit
Feb 7, 1944	"	" 23, 1944	"
" 21, 1944	"	" 26, 1944	"
" 26, 1944	Wotje	" 29, 1944	Jaluit
March 1, 1944	Laroa	May 2, 1944	Jaluit
" 5, 1944	"	" 4, 1944	Wotje
" 9, 1944	"	" 6, 1944	"
" 12, 1944	Jaluit	" 9, 1944	"
" 16, 1944	Mili	" 12, 1944	Haru
" 19, 1944	Laroa		
" 22, 1944	Jaluit		
" 25, 1944	Laroa		
	Mili		

Harold didn't explain these pictures either, but then I suppose some things are best left unexplained.



L - Harold Kasten on Apamama

A Nice Note from Mary Ellen Ramstack, 47th:

WISCONSIN LEADERSHIP CONFERENCE

Sponsored By

THE

Republican Party of Wisconsin

Thanks for all your hard work, Urban! Dick's been gone almost 3 years now but his memory and those of others live on with the association and, especially, the newsletter. You all do a fine job! Mary Ellen



Barry Naylor wrote that his Dad, **EDWARD J. NAYLOR, 47TH Bomb. Sq.** passed away peacefully in his sleep on 12 May 2004 after a brief illness and undergoing two major surgeries within a week. He is survived by his spouse, **Vera**, sons **Barry** and **Gary** and his spouse **Sara**, and three grandchildren, **Matthew**, **Jeffrey** and **Mitchell**.

Referring to Ed's brief biography in The Crow Flight #26, in which it was related that Ed was a 50 mission Gilbert/Marshall "Old Crow," Barry recalls that his Dad flew his 50th mission on his 27th birthday, 9-10-1944, and that his Dad told him, "it was a hell of a nice birthday present---once it was over!"

[In TCF #26, I sort of complained that Ed gave scant information re his owning three Canadian hunting and fishing lodges: "Retired after 24 years," he said. Here is Barry's very interesting and expanded recount of his father's adventures, both prior to and after his WWII service:]

Dad learned to fly in 1932 at age fifteen. His father bought him a Kenner Fleet biplane in 1933, so he had his own airplane and was flying before he had a car and driver's license. He acquired his commercial pilot's license and logged several hundred flying hours during the '30s in his and friend's planes---from "tail-dragging" biplanes to twin-engines. Two notable events that he witnessed from the air were the fire/destruction of the German airship the Hindenburg at Lakehurst NJ in 1937; and in 1946, Howard Hughes' "Spruce Goose" preliminary taxi runs in CA. Upon graduation from high school in 1936, Dad's uncle offered to pay four year tuition to Princeton U. Dad turned it down, preferring to work, chase girls and fly airplanes! Flying was one of his passions--the other, a love of life out-of-doors, hunting and fishing.

I can trace my father's military service very accurately, because Dad saved **Chukkas, Quail, Pheasant** every order, paper and document of his service---all flying records, a combat diary in a little notebook (which I later transcribed and he annotated), flight manuals/tech orders---I mean that he saved everything! [Ed.: Barry said he and Gary and hopefully, Mom Vera, will attend the Portland Reunion. I am urging them to bring and share for viewing some of Ed's memorabilia.]

My father enlisted in the Army Air Corps in July '41; he served with Hq. of the 43rd Bomb. Group in Bangor, Maine. [Ed.: Couldn't resist: I flew KC-97 tankers at Bangor in the mid '50s. The first winter they gave us a



90 day R & R to Thule, Greenland, with departure on Christmas Eve (Anyone remember how SACCO Gen. Lemay operated?) Dad rose to the rank of sergeant as an Aerial/Engineer/Gunner on B-17s. In July '42 dad entered the Aviation Cadet Program and graduated with Class 43-D at Stockton/Chico, CA. He, along with 21 other pilots with prior flying experience, was immediately assigned to the 41st Bomb. Gp. Dad and his good friend, **Daniel G. Moore** [Listed on 47th roster as Unknown] was assigned to the 47th Bomb. Sq. Dad's other real close friend, **Merritt S. Miller**, was assigned to the 48th Sq. Since the time dad received the 24th issue of The Crow Flight he had talked many times with Merritt Miller's daughter, **Diane Lassitter**, to whom Dad was able to relate many memories of his relation with Merritt; this pleased Dad very much.

Dad's love of the out-of-doors was kindled at age 12 when his uncle Arthur took him and a friend on a two week camping trip in the state of Maine woods. Then, in 1953, after dad returned from recalled Korean duty, we had a large family two week camping trip to Loon Lake, British Columbia. That trip nurtured plans for the first of three hunting/fishing lodges Dad was to build in British Columbia, Canada.

In '59 our family moved from NJ to CA near San Francisco. That summer, Dad and my uncle Ken surveyed land sites from a rented plane, selecting a location at Tsacha Lake, BC. To get there by land they drove a Dodge Power Wagon into country where no vehicle had been driven before, taking 4 days to cover 65 miles while repairing a torn-out universal joint and spring shackle bolts. After preliminary work on the campsite uncle Ken drove the power wagon 140 miles through road-less wilderness to Prince George [for provisions, I'm guessing] and later my father walked 55 miles to Nazko, then hitched a ride to Quesnel. It was there we all, Mom, Gary, I and Ken's wife, Pat and their four girls, rendezvoused with the two heavily-bearded "Gold-rush" characters that showed up 3 days late. That began a summer none ever forgot! It was filled with log cabin building, fishing, swimming in frigid water and an awe-inspiring, terrifying look at a lightening caused forest fire across the lake that despite man's efforts was only quelled by nature's rains and snows. Dad sold the Tsacha place in the spring of 1962.

Plans immediately began for the next one---to be on Johnny Lake, 30-40 miles west of Tsacha, even more isolated and remote and accessible only by float plane. And, again it was a summer family labor of love that brought this camp into being in 1964.

Dad sold this place in 1966; finally acquiring the one that would become a going operation. This last and most successful concern was located at Takla Lake,

northwest of Prince George, BC. When bought, the camp consisted of two permanent board and batten buildings and four framed structures over which walled tents were placed to make the roof. Over the next two years, with the help of two hired Indians and myself, we expanded this camp into a full fledged hunting and fishing lodge, consisting of five log cabins (traditional style) and a large lodge building (logs set palisade style). I well remember the "fun" we had hand setting the three 50 plus foot ridge poles. There was a 12' x 15' enclosed front porch, a rear 20' x 20' kitchen and a main dining/lounge room 20' x 45'.

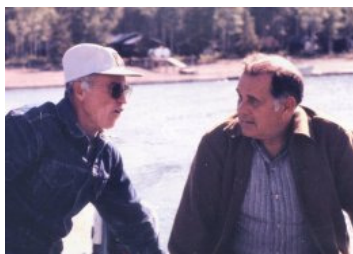


Ed and Vera Anne Naylor in the Main Lodge, 1972

Initially, Takla Lake could be reached only by float plane or by a 120 mile boat trip from Fort St. James, which included an 8 mile stretch up the swift, rapids-infested Tachie River. After 1971 the BC government put in a railroad, the right-of-way of which touched the corner of Dad's ten acre lease. The company that held the contract to build this section put in an airstrip for their operations. The owner of the company consulted and sited it on Dad's recommendations. Thus, Dad acquired a nice 3000' gravel airstrip!

As I said before, this last lodge was the most successful; Dad finally sold it after nine years. Except for the three years I served in the Army, I spent my summers helping Dad and Mom run the lodge. My mother did the cooking and housekeeping--I think it was Mom who convinced Dad to sell after nine seasons.

Among the many wonderful guests, Dad's friend and former flight leader in the 47th, Hewitt A. "Hank" Henry, (far R) Hank's son, Mark, James Lane (one of Hank's crew members) and Ralph Davis, a P-38 driver, came up for a week of fishing. Dad really enjoyed that! Many other guests



were WWII veterans from the US and Canada--the reminiscences flowed.

When Dad sold the lodge he settled down. He and Mom, together with Dad's friend, Jack Easley and his wife, bought 88+ acres of ground, "The Ranch" as they called it, on the east slope of the Cascade Range in east Oregon. Here they would retreat from "city woes" and relax for the next 28 years.

So ends my expansion of Dad's brief sketch in *The Crow Flight*. It is a son's view of his father, a father he misses very much.

Dad was really looking forward to the 60TH year reunion here in Portland in September. Alas, he will be there only in spirit! In his stead, my brother, Gary and I and perhaps my mother, will attend.

Sincerely, Barry R. Naylor

CHARLES L. "CHARLIE" GLOWNIA, 48TH Bomb. Sq. died on May 25, 2004. *The Crow Flight* readers will recall that Charlie's story was featured on pages 1 & 2 of the Feb. 2004 issue #27.

His son-in-law, Edward Zering wrote: Charles was very proud of the USA, the Air Force, and the time he served his country. He always wanted to attend all bomb squadron reunions but in later years was unable to do so. He was buried with military honors. Please pass this information on to any comrades he may have known.

Charles J. Glownia of Village Gate in Farmington passed Tuesday (May 25, 2004). Charles was born in New Britain and lived most of his life there. He is the husband of Margaret "Margie" (McCarthy) Glownia. He attended local schools and graduated from New Britain Senior High School. He was a member of Saint Dominic Church in Southington. He was employed at the Fenn Mfg Company in Newington for 18 years as Personnel Director. He was employed at the State of CT for 22 years, retiring in 1991. He performed various duties in the examination and classification sections at State Personnel as well as Personnel Director at the Rocky Hill Veterans Home and Hospital. Charles served in the US Army Air Corps during World War II as a 1st Lt. Attached to the 48th Bomb Squadron-41st Bomb Group 7th Air Force. He saw combat duty in the Central Pacific, while stationed at four different Atolls, Tarawa, Apemana, Eniwero and Kwajalein. He successfully completed 21 combat missions in the

Central Pacific, however on the 32 mission while flying a low level bombing attack over the enemy held island of Ponape, His plane a B25 with a six man crew was shot up and crashed into the Pacific Ocean a short distance from the shores of Ponape. One crew member was killed in the crash and another died soon after. Glownia received severe back injuries and lacerations on both legs, he and the other crew members managed to get out of the plane into a raft other B52's flew over head for hours ready to assist in case the enemy sighted and attacked the raft that was a short distance from the shore of Ponape. A Navy Catalina Flying Boat attempted a rescue but the water was too rough after two days a U. S. Destroyer rescued them. After being released from the hospital in Hawaii he spent over a year teaching at March Field CA. He was awarded a Distinguished Flying Cross an Air Medal with Oak Leaf Cluster, Purple Heart two Campaign Ribbons, a Presidential Unit Citation and a Certificate of Appreciation from Commanding General Hap Arnold. He was a Life Member of both The Military

Order of the Purple Heart and the DAV. Charles leaves his devoted wife, Margie, daughter Kathleen and husband Edward Zering, a brother and two sisters.

Carolyn and Urb's Visit with Dick and Pat Sternberg, 396th

Those of you who receive my e-mails have already read this, so you may want to skip to the next item of interest.

First, we drove to Houston, TX (from San Antonio) where we spent the night with my daughter, Suzanne before our next day's SW Airline flight direct to Philadelphia, Penn. There, Carolyn and I had a wonderful week visiting with my old 396th Bomb. Sq. and Zamboango buddy, **Dick Sternberg** and his wife, **Pat** at their home in Abington. I knew that Dick is a man of many talents, but did not know that included among them is that of being a culinary artist. Pat, of course, does not object, because she is quite busy otherwise as a tenured full professor at Hunter College, NY in the Theatre Department. Besides Pat's classroom work, she holds seminars and lectures world-wide and author's books and articles. A good part of her work, as I understand it, involves child therapy through drama enactment.

One day of our stay we all took the train to Wash. DC for a visit to the WWII memorial. One of Dick's boyhood friends drove us around to many other sights before depositing us back at the train station from where he had picked us up. Great service!

Although there was much rain round and about, we experienced interference only once, the first of Dick's scheduled golf days. We did manage to play two other rounds on his home course, the Limekiln Golf Club. The principal owner is former major league pitcher, Curt Simmons, who played 16 years for the Philies and five with my home town St. Louis Cards. I enjoyed a short chat with him. My golf game definitely is in the rebuilding stage after seven months away for double knee replacement, but the second game showed some encouraging improvement. Carolyn and I ventured out on our own for 4 days in a rental car; first to Gettysburg for tours of the battlefields and President Dwight Eisenhower's retirement farm; found both very interesting. Then to Hershey where we learned how Hershey started out with a door-to-door pushcart selling candies and then on to becoming a philanthropist who practically built the town of Hershey. Our last 2 nights were spent at Lancaster in a remarkable B & B, The Garden of Eden, so named because of the huge tract of gardens surrounding the restored 1876 house that sits on a hill overlooking a river and a waterfall and rapids that we could hear from our room. The room was artistically furnished with antiques, such as a four poster bed with a lace canopy. A large oriental rug covered most of the original plank flooring. Truly tranquil. We saw and learned about Amish homesteads from a Mennonite lady who rode with us while guiding us through the Amish countryside. Dick and Pat began our visit with a treat of Philly-Cheesesteaks at their favorite pub and ended with the same before our return flight. Two more nights with my daughter in Houston completed our truly uplifting-the-spirits visits. Carolyn and Urb Gutting

396th Silver Taps. CHARLES V. WILLIS passed away Feb. 13, 2004 after a year-long battle with lung cancer. He always looked forward to getting The Crow Flight. [Signed] Sincerely, Gwendolyn Willis

A note from... 6-9-04
 GEORGE W HARRISON
 MIGHT BE OF INTEREST
 AS I WRITE THIS THEY
 ARE ABOUT TO BRING PRES.
 REAGAN BACK EAST -
 MY SON "TIM" IS ON THE
 STAFF OF THE NATIONAL
 CATHEDRAL AND IS VERY
 INVOLVED IN THAT PART OF
 THE MEMORIAL SERVICES -
 HE SAID BECAUSE OF HIS
 ILLNESS THEY HAVE HAD
 PLANS IN EFFECT FOR QUOTE
 SOME TIME -

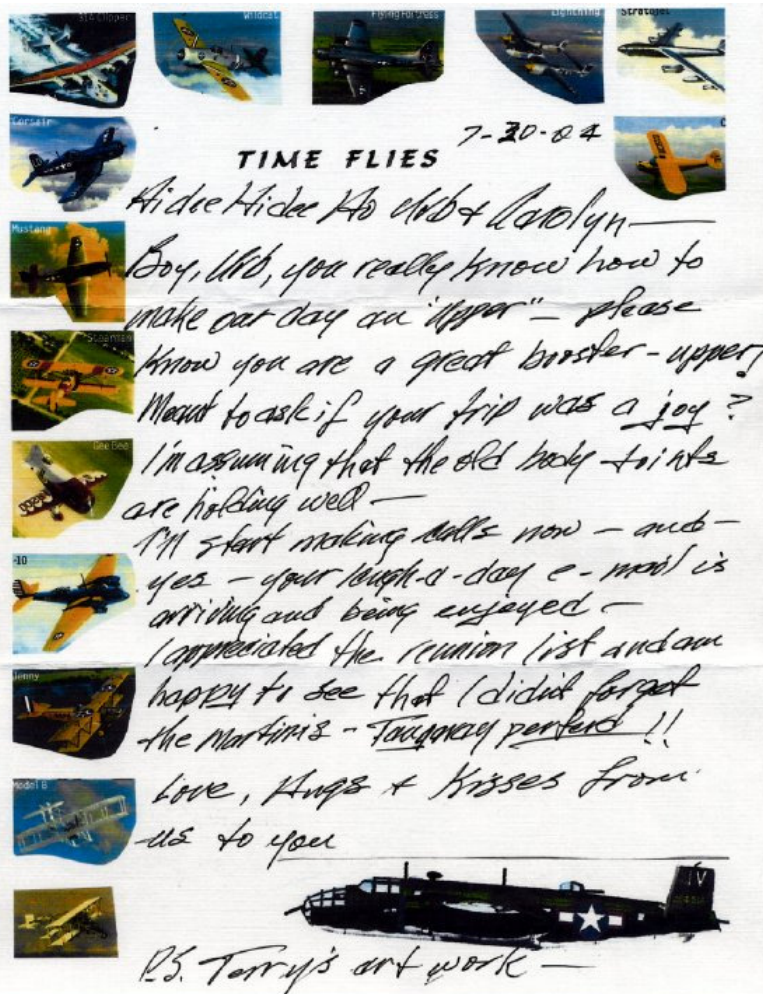
GUT'S
 I'M STILL IN PROTTY GOOD
 SHAPE - BUT BECAUSE MY WIFE
 CAN'T GET AROUND TO WELL
 I CAN NO LONGER TAKE OVER
 NIGHT TRIPS -
 HAVEN' BEEN STATIONED IN
 PORTLAND I WOULD HAVE LOVED
 GOING BACK - BUT WE HAVE
 TO TAKE LIFE AS IT'S HANDED
 TO US -

I DID ATTEND THE WWII
 DEDICATION CEREMONIES AND
 IT WAS A GREAT DAY -

BEST WISHES



T3642



Here is an interesting note from the 396th's "DOC" EYER. Note that even more interesting than Doc's note is the notepaper; it was designed by TERRY and is her artwork. Yeah, I know you can't read the note. Neither could I (Just kidding). Wanted y'all to see Terry's artwork, mainly; wish it were in its original color. The gist of what Doc wrote is that he wants Tangaray(?) gin in the two martinis he ordered with his Portland Banquet meal. In an earlier note, he said, "We are looking forward to seeing everyone & especially you and Carolyn [I think Doc threw that in as an incentive to remember his two martini order.] -- you'll be able to recognize the two of us--we wobble along as if we were 150." Doc & Terry may be wobbly in limb but not in grit. You've got to admire their fighting spirit. Told them they raised my spirits when I saw their names on the Portland Reunion Registration list.

On a more serious note (I'm about noted out), just spoke by phone with Doc (8-3-'04) about the dearth of our Association Dues Payers so far this period; only two for the 396th & three for the 48th. The 47th has done better; however, our total is also down considerably compared to last year at this time. The 47th & 48th are not hurting financially, but the 396th is in a restart phase and could use support from more of you. P.S. Doc doesn't know how to spell Tangaray either; just knows it tastes good.

France and Germany in Sept. '04. Life goes on.

A VERY NICE NOTE: Gutts: No. 28 received and devoured. Masterful job. Please continue this newsletter that we cannot do without. All Best, Art Ferriera, Ocala, FL. [Thanks, Art. My ego would consider me remiss if I had not included this.]

SEPTEMBER 2005 LITTLE ROCK, AK REUNION COORDINATOR JOE ROOP has been hard at work putting it together. Some option highlights Joe has lined up: Austin Hotel at \$70/night; limo from airport, \$20; good dining close. The Lake Hamilton Belle dinner cruise at \$30. Downtown tour on old trolley cars pulled by mules, \$25. Guided tour of Garvin Gardens, a large acreage display of native flora, \$25 **INCLUDING A GOLF CART TO RIDE IN.** Sounds great!

Joe will not be able to make Portland (Grandson wedding---they wouldn't change the date), but he will mail me data & brochures for presentation at our Portland Reunion.

NED BURRIS, 47TH Bomb. Sq. "Bio:"

Ned and his spouse, Ginny now reside in Salem, OR. They have two children, Molly and Allen and one grandchild, Jesse.

Ned was a low-level & medium altitude fifty mission Gilbert/Marshall "Old-timer." His crew: P Ned Burris – CP (None listed) – N Vassar McConnell (Dec.) – Crew Chief Billie Earnhart (Unk.) – Tail Gunner Earl "Red" Grunewald – Radio/Gunner Anthony Grasso (Dec.).

Ned's [very] short synopsis of his career: Born in Salem, OR. Passed cadet exams in Jan. '42. Graduated class 43-D from Williams AFB, AZ. Overseas Oct. 43 flying B-25G from San Francisco to Hickam, then south in '44. Completed 50 missions Aug. '44.

Graduated law school in 51 but was recalled to active duty in Apr. '51. Had a tour in Korea, AFROTC, Randolph AFB & jets, Greenland & retirement from Williams AFB in 1967 where I started.

Was Asst. Prof at Oregon State U. from 1968 to 1985 & then retired for good.

Married since 1947 to Ginny. We are both in good health due to golf, swimming & travel. Just finished our 32nd trip to Kono, HI. Will be in

LETTERS, IN TOTI, FROM BRUCE HANSON, 396TH.

Dear Urban – I sent this info to Bill Z. some time ago, and he said he was not doing the newsletter anymore. I don't have the address of the 396th person in charge of the news – so I'm sending the info to you. Hope this bit of history is of some interest. **See you in Portland! BH**



I still live in Idaho and Arizona, 6 months each place. I'm retired from my business which my son now owns and operates. We have been in business over 50 years and going strong. I'm still skiing and play golf almost every day. I still keep in touch with Jack Baglietto (for over 50 years) and Dick Sternberg.

Thanks again, Bill for keeping us up to date. I especially wanted to let you know about "Mac" Lancaster. He was a wonderful friend. I did

Xmas cards (right) for many of the squadron; here is an example; Also did some paintings in the 396th club



on Okinawa plus the canopy going into the club. Hard to believe we were ever there. Hello to all – and best wishes from Bruce O. Hanson

2003 - Dear Bill Zingery, 396th. I've been meaning to write to you for some time. First, thank you for the letters, pictures and stories you have faithfully published for our pleasure, jogging our memories of years and experiences gone by.



My best friend during the war was Vernon "Mac" Lancaster. He was a pilot with Frank Mavi (Last ship lost by the 41st). The crew that Frank Marvi had that day was the crew of Ed Culver and "Mac" Lancaster. Ed stayed home (Oki). I have visited him in Calif. A number of times, however I do not know if he is still alive.



It was my job to take care of all of "Mac's" gear and ship some things back to his mother and dad in Jackson, Miss. (Mac was an only child.) I did visit them, and his mother came to Idaho to visit me. We became very good friends. I sent her flowers every Mother's Day for 35 years and she died on Mothers Day with my orchid pinned to her pillow. A good example of how the war changed our lives.

I lost track of Ed Culver and tried to contact him later, but to no avail. Another pilot who flew with me was Frank (Fred) Harvey from Des Plaines, but I have lost track of him. Our crew was I, Dick Gigger, Dick Sternberg, Mike Micros, Doug Jenkins and Irv Mason. Gigger, Sternberg, Micros and I are still alive.

Bruce O. Hansen in the 396th Club on Okinawa, 1945.
(Left)

Right
Forefront
L – R: Jr.
Terpening
Curci
Johnson
Bruce
Davis
Fauchner



This pic taken at Machinato Air-strip, Okinawa. Bruce test-flew the plane after the typhoon hit us.





THE CROW FLIGHT is a publication of the 47TH, 48TH & 396TH
Bombardment Squadrons, 41st Bomb. Group, (M) 7th AF, WWII

Materials for publication & requests for the "Bio" form should be
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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.

\$\$ FINANCIAL REPORTS \$\$

47TH BOMB. SQ. Good Guys and Gals contributors
since last report are: **Paul & Marion Kenway – James
& Kay Land – Barry Naylor (Memory of his Father,
Ed) - John & Lois Welfare – George & Dorothy
Harrison – Dale & Arlene Storms – Herb & Fritzie
Locke – Everett Ross – Arnold & Doris Sayer –
Harold Kasten – Mary Ellen Ramstack (Memory of
Richard) – George Tolbert.** This year, 29 Good Guys
have thus far contributed \$556.50. Accounts balance as
of 08-02-04 was \$2466.48, including accounts
receivable of \$92.12.

48TH BOMB. SQ. – John Helmer reports dues and gifts
from **Bill Chilson – Felix Galyean – Joe Carrion –
Fred Deutsch**, a total \$165. Balance of \$2450.64 on
hand.

396TH BOMB. SQ. – "Doc" Eyer reports dues received
from **Harold Newlander – Paul Bull.** Account balance
is \$1020.11.

The Crow Flight #28 Corrections and Comments: P
2. Under "Other reunion Notes," bottom left. Reads: At
6:00 PM Wed. (21st)...should read: At **05:30 PM Wed.**
(22nd) we will have the traditional **"Happy Hour,"**
etc.

The **Portland Squadron Registration** form insert
page, middle-right side: my (Urban Gutting) address
should be 7047 Autumn Chase, my zip should be
78238-2118 and my Tel. should be 210-647-1651. I
spoke with my postman who assured me he was
delivering all such addressed items to me, and I believe
he is. **HOWEVER, IF ANYONE HAD THEIR
REGISTRATION LETTER RETURNED, PLEASE
RESUBMIT USING 7047.** A corrected copy (& some
larger font) of the Squadron Registration is printed on
the reverse side of this page. **Those of you who fool
with these demoniac possessed computers will
understand this: I proof-read that page very
carefully, especially my mail address and Tel. info. I
am positive it was originally correct; but,
somewhere between then and when I wrote it to a
CD for the printer, all those last digits were changed
(reduced by one) by that little computer demon
bastard.** Is there a computer wizard out there who can
explain this weird phenomenon?

Hope you all took note that **Lester Pearsall's** obituary
notice on P5 contained a picture of Lester in his WWII
uniform taken in **Nov. 2003, just one month prior to
his death on Dec. 23, 2003.** Two things, from my
viewpoint, are notable about that picture: 1) Lester was
proud of his WWII service and the uniform he wore. 2)
Some 60 years after that uniform was issued, Lester
was able to still fit into it comfortably. Please join me in
a salute to Lester for his service and dedication to his
country and family.

**Your Notes, Notices & Materials for Publication in
The Crow Flight newsletter:** There have been some
questions as to whom and where to send items for
publication. That information will now be a permanent item
in the masthead, left, second paragraph from the top. Please
continue to submit such items because this is a publication
for and about you and your continued input is essential. If
you've submitted material that hasn't yet been published,
please be patient. I try to get to it all but space is limited.
Also, I must admit my filing skills are not "perfect," but it's
all there somewhere and eventually I find it.

I'm signing off on this edition with a very positive note:
My 47th great amigo, Kem Sitterley just called (8-6-'04)
and said he has been feeling health-wise, "on a roll" or
something like that. He and Kemary have made their
airline reservations for Portland.