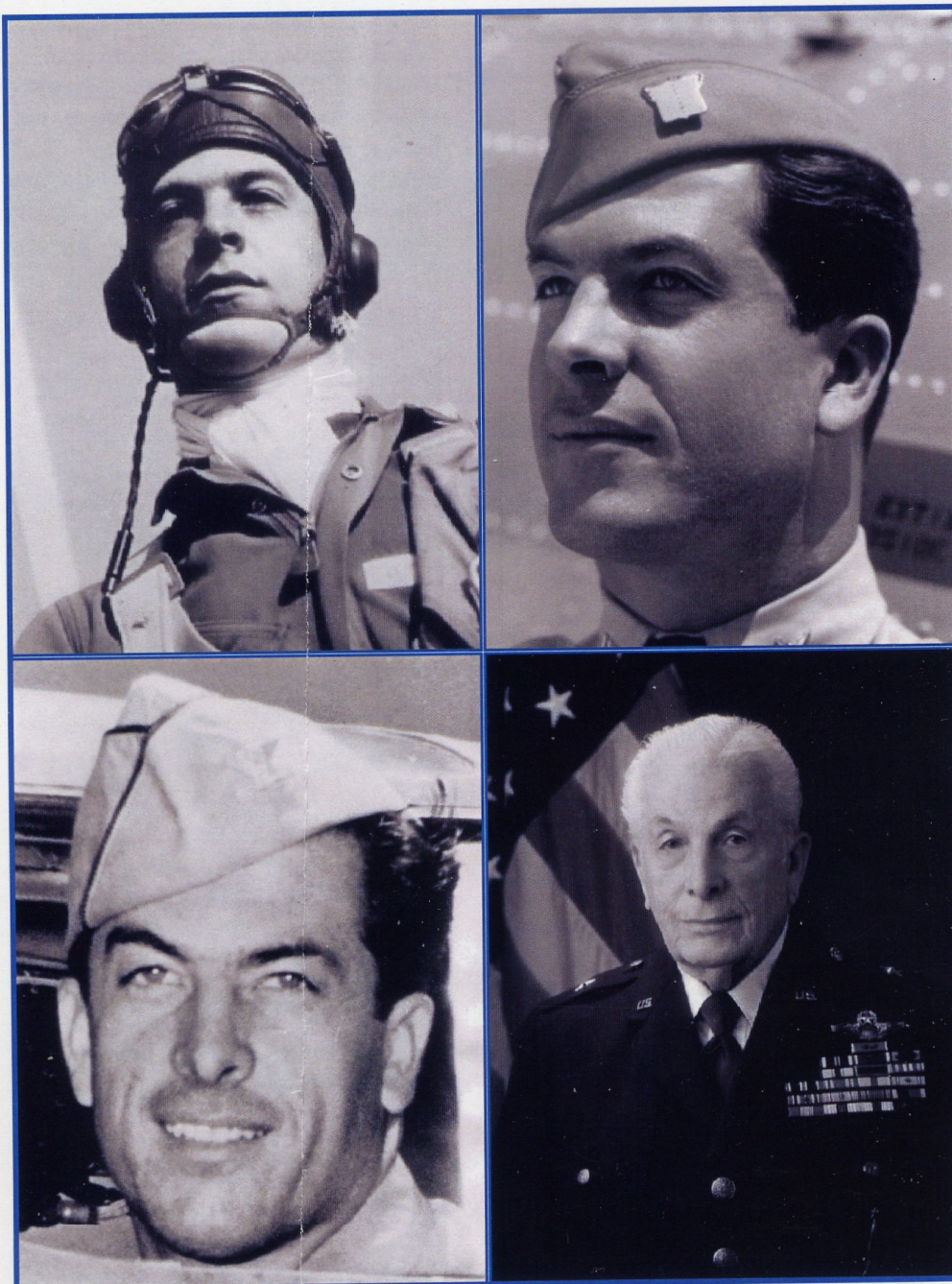




# The Crow Flight



Thirty-first Newsletter of the 47<sup>th</sup>, 48<sup>th</sup>, 396<sup>th</sup> & 820th Bombardment Squadrons, 41<sup>st</sup> Bombardment Group (M), 7<sup>th</sup> AF, WWII, Issued February 2005



In Loving Tribute  
**Murray Alston Bywater**

February 7, 1915 — May 1, 2004

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American Patriot – Husband – Father – Grandfather – Child of God



## Frankie L. Bywater

11390 Coleman Street  
Morena Valley, CA 92557  
(909) 242-2866

November 17, 2004

To our dear friends and all those who have been so important in our lives throughout the years,

I wanted to take a few moments to let you know that Murray passed away on May 1 of this year. My deepest apologies for not letting you know sooner. The grief and loneliness have been such a challenge for me to deal with. And, the task of managing all of our family's affairs has been a most difficult one for me. I am so thankful that our daughter Terri has given me so much of her time and attention in helping me take care of so many things.



Murray fell in our home two months before his death. He struck his head which caused bleeding in several parts of his brain. He fought his way through several difficult times in intensive care, and ultimately began to improve, though very slowly. He seemed to be overcoming the odds, and impressing his doctors in the process. He continued to fight on in a truly heroic manner.



He was moved to a long-term care facility where he continued to battle against those odds to heal and recover. He was forced to endure and overcome one serious medical problem after another. Though, ultimately, his body just could not continue the sustained effort that

was needed to carry on, he was able to visit with friends from time to time. He said many "I love you's" as the days continued — to both Terri and

me. His last words to me on the evening of April 30 were "Be careful" and "I love you." He slipped away peacefully early in the morning of May 1, 2004. He was 89 at the time of his death.

I am very certain Murray's determination to recover was most strongly motivated by his continuing desire to take care of me. As I spent each morning, afternoon, and evening with Murray, I came to realize that to ask such a heroic yet painful effort from him would be selfish and unfair.

My prayers on his behalf changed from asking for his recovery to asking that the Lord's will be done, even if that meant being left alone. And, watching Murray's efforts to get better only reaffirmed that he had spent most of his adult life taking care of me. Now, it was time for the Lord to do what was best for Murray.



We held two services for Murray — the first one here in the Riverside/Moreno Valley area, followed a week later in Salt Lake City where he was laid to rest with full military honors beside so many of his family members who had gone on before him.

A viewing was held in Riverside the evening of May 5. A memorial service was held on May 6 in the Vista Heights Ward chapel (Moreno Valley) of the Church of Jesus Christ of Latter-Day Saints. We were joined by family members and many friends from the service and honorary organizations with which we spent so much of our time. It was heartwarming to feel the love, respect, and honor that was felt by so many people that we appreciated and admired. This was an opportunity for friends and associates to gather together to say goodbye.

— over —



On May 11, another memorial service was held at Wasatch Lawn Memorial Park in Salt Lake City where we were again joined by family and friends who came from many parts of the country to pay their respects and say goodbye to Murray. The theme of the service centered around his faith and his family.

It was a cold, rainy day. Inside, it was warm and inviting as so many family members and friends paid their respects and took time to reaffirm their love for Murray and me. Friends came from as far away as Nashville to be with us and say goodbye to Murray.



After the service, his casket (draped with the American flag) was taken outside for the short, final trip to the family burial site. Outside, a full honor guard from Hill Air Force Base stood vigilant in the rain. The hearse arrived at the grave site but remained

closed until all had gathered under an awning that had been erected over and beside the grave. The rain continued to fall, now even heavier as the honor guard approached the hearse.

As the hearse was opened, the rain immediately ceased. The sound of the rain pounding on the awning was replaced with a profound silence, broken by the commands for the honor guard and the sounds of their footsteps, counting out a slow cadence.

His casket was placed before us. The six young airmen carefully folded the flag, turned it over to the officer in charge, then retired to a quiet spot on the hillside. A twenty-one gun salute was presented with respectful precision and taps was played by an airman a distance away. As the last note of taps fell into silence, a squadron of F-16's from Hill Air Force Base flew low over the cemetery and executed the missing man formation. Then, as a final gesture, the young officer presented me the flag on behalf of the Air Force, the President of the United States, and a grateful nation.



At that exact moment, it began to rain again and grew in intensity as the honor guard departed and we were left to ponder the impact of all that had just transpired. One friend and business associate of Murray's, commented that he had witnessed a most profound event in which

even the heavens honored this great gentleman and patriot, and that he was most assuredly standing on hallowed ground.

I hope the sharing of these events with you will help you to remember my loving husband who made friends wherever he went. Throughout his life he was given honors and accolades by many people in the military and the civilian world who knew him, worked side-by-side with him, and were honored to be called his friend. He treated everyone with the same respect and deference, whether an airman or the President of the United States.



Throughout it all, he was most comfortable simply being my husband, "Huzzie," Terri's dad, grandfather of four, and great grandfather of seven.

I miss him terribly. The pain and loneliness are unbearable, but I am sustained and encouraged by our family and many friends. The next few years will be most difficult but I can endure them knowing I am loved by so many.

Love  
Frankie

# Recollections Of The General

My personal recollections of "The General" (as I always called him) began when I first courted his daughter, Terri, back in 1969. I never knew the boy, the cadet, the bomber pilot, the division commander, or the Chief-of-Staff. All of those aspects of his life had already evolved to the airport manager, the



Kiwanian, and, the citizen of a city, state, and country he loved so well.

The General was a delightfully complex person who was both a commanding administrator and a compassionate friend. He was a nationally-prominent airport manager who also lovingly looked after an aging poodle named *Baby*. He would spend his days orchestrating complex negotiations with the Federal government, and then occupy his evenings cleaning the pool or practicing the organ. He was one of those rare people who took what he did very seriously, but did not take himself so seriously. I was constantly amazed at the humility of this man despite his heavy responsibilities, national prominence, and myriad highly noteworthy accomplishments. Although he wore all of the prominence, responsibility, and authority with ease, he remained most comfortable with the titles of *Huzzie*, *Daddy*, and *Grandpa Murray*.

The General was constantly helping others, whether it was to offer requested advice, "pull a string or two" on behalf of a friend or colleague, lend a helping hand (as long as his physical capacities allowed), or to reach into his own pocket to help out a friend in need.



He was a genuine friend to a U.S. senator and his favorite donut shop owner alike. He was as comfortable talking about world economic affairs with a university Phd. as he was swapping stories of a bygone youth with his grandson. The depth and breadth of his wisdom were equally valuable for a mayor and a young airman.



Any tribute to Murray Bywater should certainly include his military career that began as a cadet airman at Randolph Field and ended as the Chief-of-Staff of the Second Air

Force. In the military, the General considered himself to be a pilot, first and foremost. He logged over 10,000 flight hours, and continued to fly even in the final week of his Air Force career. As I recall, he flew over fifty different types of aircraft from a biplane with a top speed of less than 70 mph to supersonic jets that took him beyond mach two.



He had several noteworthy major commands throughout his career. The list of his friends in the military and government is extensive. The tally of those who called him friend is enormous. The lives he touched for good are enumerable. Through the wise exercise of his command responsibilities, many sons, husbands, and fathers returned home from war to grateful loved ones.



Commercial aviation certainly owes the General much as well. Upon retirement from the Air Force, he became Manager for Salt Lake City International Airport. He developed the master plan still being followed in



Salt Lake City today. He completed his "second" career as Director of the Riverside, California Airport, bringing a wealth of knowledge on developing municipal airports using federal funds. The General saw Riverside Airport through its greatest era of growth and development. He was also asked to lend his expertise to the Southern California Association of Governments as President of the Aviation Technical Advisory Committee.

The General certainly defined himself by the two careers he mastered so well. But, other facets of his life gave him the greatest joy and defined the person more completely. His membership and life-long activity in the Church of Jesus Christ of Latter-day Saints provided the spiritual foundation for his character. His relationship with his Savior gave his life the peace and compassion sensed by everyone who knew him.



It is very difficult to think of Murray without seeing Frankie in the same picture. They were companions of 62 years who were only separated when The General's duty called him to serve his country. Through many changes of assignment — and two very large careers — Murray and Frankie remained the best of friends and close companions. *Mom* and *Huzzie* were inseparable. Now, with the General's passing, they must be apart for a season that will undoubtedly seem far too long — for both of them.

— by David Milton, his son-in-law



**PROUD OF HIS MEN:** "I'm pretty darn proud of the boys who are doing the fighting down here," smiled the young group commander, Lt Col Murray A. Bywater, as he looked up from his carpenter tools, interrupting the task of building his own quarters, "I've flown over the Marshall targets with them and I know it's no picnic." (BRIEF Photo by Strain.)

Photo and caption provided by **Harold Kasten**, 47<sup>th</sup> Bomb. Sq.

Ed: I was trying to make more room in my hanging files, as it was getting difficult to insert more material. So, perhaps providence prompted me toward some forgotten folders I had put aside, among which were a number of items sent by Harold Kasten, including the above. While the picture is of vintage and poor quality, the vintage factor, in itself, I believe, enhances it as a fitting addition to deserved accolades honoring our WW II 41<sup>st</sup> Bombardment Group Commander.

**TOUR OF DUTY OF HAROLD KASTEN, 47<sup>th</sup> BOMB SQ: OCT. 3, 1940 – OCT. 17, 1945.** I enlisted at Fort Benjamin Harrison, In. at age 22. & was moved by bus to Jefferson Barracks, Mo. We were placed in a three story brick barracks and ate in one large mess hall. This took 100 KPs and they would get done just in time for the next meal. I pulled one day of KP and was there about a month and a half when my folks, sister and girlfriend came down to see me. Sure was glad to see them.

I was in basic training for 3 weeks when my and two other's names were on the bulletin board to report to the post tin shop. My two years working in a sheet metal shop before I enlisted helped me to stay in the shop and make up the material to be installed in the buildings to be used to issue clothing to the incoming troops. Worked there six weeks until I got orders to be shipped to March Field, Ca. We arrived Christmas eve 1940.

They put us in tent city in the back corner of the 1 sq. mile base. It rained a lot and we had to wade in water from our tents to Hanger 8 where we ate our meals. Our shoes floated out the side of the tent. We spent our time there hauling gravel to place on the streets.

On Jan 15, 1941, the 47<sup>th</sup> Cadre from the 19<sup>th</sup> Bombardment Group (H) was activated, with about 30 members of first Grades

and about the same number of us who came from Jefferson Barracks to form the 47<sup>th</sup>. Included from the 19<sup>th</sup> were the Hq. & Hq. Sq., 46<sup>th</sup> Bomb. Sq. (M) & the 48<sup>th</sup> Bomb. Sq. (M); attached to it were the 2<sup>nd</sup> Recon Sq. (H) and the 6<sup>th</sup> Recon. Sq. (M) which became the 396<sup>th</sup> Bomb. Sq (M). Major Lawrence Douthit was CO of the 47<sup>th</sup>. The men in that Jan 15<sup>th</sup> group were: Cpl Wm.C.Vngrenkamp, T/Sgt A. Jones and John F. Chickering (These were still members of the crow outfit when it was activated in Sept. 1945); others were Pvt. First Class Garnet Wooton, Pvt. Harold R. Kasten, Sgt. Miller & F/Sgt. Geise.

During our stay there we started working on B-17s for Sgt. Burgess, but I didn't like it so went to cooking at the mess hall for the 19<sup>th</sup> Bomb. Sq.

On May 4, 1941 we moved to Tucson, Az. We had two B-18s and one blue and yellow PT 17 trainer,

four pilots & about 50 or 60 enlisted men who came from technical schools. I was still cooking and T/Sgt Davison was mess Sgt. and Garnet Wooten the assistant. Soon after arriving in Tucson, I rented a small house out in the desert near Craycoft and Broadway. On June 26, 1941 my wife-to-be arrived and we were married the next day, a Fri. I had to get up at 4:00 AM Sat. for I was on shift. Then, Mon. noon when I came off shift and got paid, we left for Los Angeles on our honeymoon. Then we went home to Ind. When I came back I had made Cpl.---and lost \$6 in pay. I became Asst. Mess Sgt. and Red Wooton was Sgt.

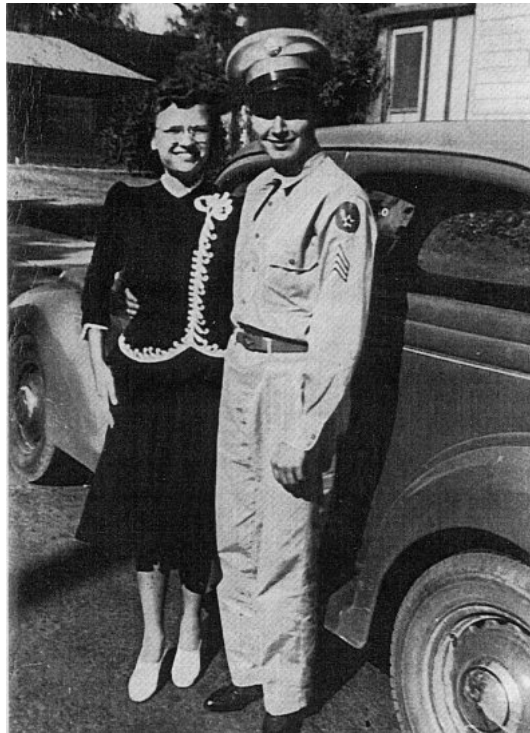
After the Japanese bombed Pearl Harbor our unit was moved to Muroc, CA by a 150 truck convoy. When we arrived we set up six-man tents with little round stoves for heat. Several tents caught on fire from sparks. I slept in the kitchen supply tent & had a wool type flying suit and lots of blankets. I drew rations and kept the field range going, etc.

We then began to receive our new A29 Lockheed Hudson planes.

My wife and two other fellows' wives stayed in a cabin in Lancaster, Ca. We would get 6 hr. passes and would take 1 hr. to drive in and 1 hour to drive back. We had sand storms there where you couldn't see to drive and when it rained we would have to

pull planes out of mud in the lake We were there about two months and were then moved to Visalia, Ca. I went back to cooking again. We moved to North Island in July 1943. Ray Johnson and I flew down to North Island and we set up our mess tent on a golf course outside the base. We hauled troops from the base to the mess hall.

Then Ray & I went back to Muroc to cook for the combat crews there. One time I noted the early morning temperature at 13 degrees below freezing. Then it was on to Portland. I drove our car with Ray & our wives and we had to spend the night in our car on the street as no rooms were available. We rented an apartment close by the railroad depot from where we shipped out in Sept. 1943 for Camp Stoneman. I threw my shoulder out and loaded on the ship with my arm in a sling and taped to my body; I wanted to stay with the 47<sup>th</sup> and not go to a (Cont'd P 7.)



Harold & Lillian & Car in Vesulia Ca.

new outfit. We sailed on the Sommeldijk and I worked in the kitchen at night on our trip to Oahu. We were stationed at Kipapa for six weeks, then sailed to the Gilbert Islands on the USS Birnacport by way of Canton, Funafuti and Tarawa Islands, picking up troops at Makin and on to Apamama, arriving Dec. 22, 1943. We were there for 8 months. I went back to baking at night as I liked that better.

When we moved to Makin, Jr. Ridemour & I went on a B-25 and the rest of the cooks went on an LST.

On Nov. 8, 1943 the Sq. departed aboard the SS Cushman K. Davis and arrived Honolulu Harbor on Nov. 16. Then on to Wheeler Field where I took five days rest leave at Hilo, Hawaii. Flew over on a 19<sup>th</sup> Troop Carrier Sq. C-47 and had a good time. In March 1945 I was transferred to the 19<sup>th</sup> Troop Carrier Sq. where I stayed until Sept. 29, 1945, still cooking and also working part time at a sheet metal shop in Honolulu. I baked a wedding cake for a fellow in my outfit and didn't even get any. Ha! Ha!

Not enough points as of V-E Day, only 83, so had to stay until V-J Day and 92 points. Then, on Sept. 29, 1945 I was transferred to Schofield Barracks to be sent home on one of the seven landing ships at Pearl Harbor. Eight hundred miles out my ship blew a rod out the side of one of the engines. They rebuilt and we went on to Port of Los Angeles, Camp Anza. Took us 11 days to get to the States. Not enough rail cars to send everybody home to their bases, so I was a lucky one to get a pass to go to Riverside. Glad to see it again after being stationed there in 1940. Took a troop train through Tucson on to Camp Attebury, Ind. and was discharged on Oct. 17, 1945. My folks, sister and wife came to pick me up.

**A "BIO" FROM JOHNNY "JACK" WIDENER, 47<sup>TH</sup> BOMB. SQ:** Johnny and spouse Mary Ruth now reside at 505 E. Moses St. Cushing, OK 74032. They have two children, Lance and Sheryl Lee-Pack.

Jack served as an Armorer/Tail Gnr on the crew of P Jim Crump, CP Logan Kissire, N Walter Fletcher, Eng./Gnr James D. Smith & Radio/Gnr John D. Baker. They flew 13 combination bomb & torpedo missions in #976 "Tonopah Tramp," named after Tonopah, Nev. where the crew had been stationed teaching B-24 gunnery.

His military service spanned from 1941 to 1962 (21 years in the USAF) with assignments in the SW Pacific, Saudi Arabia, Pakistan, Alaska, Bermuda, Hawaii and Newfoundland. He was with the "Hurricane Hunters" in Bermuda and on two separate assignments taught aircraft maintenance

at Sheppard AFB, TX. Jack retired from SAC's 8<sup>th</sup> AF in 1962 as a T/Sgt and then did oil field work and was a police officer for 21 years.

"I keep in touch with George Tolbert," Johnny said. [Ed: That's an impressive list of mostly choice assignments Johnny had during his military career. I did "Typhoon Hunting" out of Guam 1958-60, so hope to compare notes with Johnny at the Hot Springs Reunion.]

In a separate note to Geo Tolbert, Johnny wrote: Not sure if we sent last years dues; had a lot going on at the time. We intend going to the Hot Springs Reunion. Talked to my co-pilot, Logan Kissire, Morrilton, AK. His health won't let him walk but a few steps, so he cannot attend. But, we plan to visit him on the trip to Hot Springs.

We are so happy for you and Bev being together. Mary & I had our 58<sup>th</sup> last Sept. 11. We are both doing well health-wise considering our problems.

Our e-mail is [widener@brightok.net](mailto:widener@brightok.net). Mary does all of that but I'm there reading messages & enjoying. Your 47<sup>th</sup> Bomb Sq. Johnny Widener"

#### **SQUADRON NEWS:**

A 1-13-05 note from Reggie Gauthier, 47<sup>th</sup> Bomb Sq: "Another year rolling in; time for 47<sup>th</sup> dues; check enclosed.

After 60 years I recently got a call from Chuck Massey, Engineer/Turret Gnr on our crew. He didn't know of this organization. I sent him a roster and The Crow Flight issue that had the bio of Jim Land, our Armorer/Tail Gnr. I hope he'll be contacting you."

[Ed: On 1-16-05 I had a phone chat with Reggie. Learned he had a mild stroke last spring and fell and broke his hip. Said he was doing great in the hospital; so well, that he exuberantly swung his leg, forgetting that he had a 20 lb. weight attached, and thereby managed to do a major screw-up job on some leg muscles. But, said he is again doing well and getting around OK with a cane or walker. Main complaint is that his four daughters are in roll-reversal; they now give him orders. He'd probably prefer to keep it a secret, but he loves the attention and concern.]

**WELCOME CLAUDE MASSEY.** Fulfilling Reggie Gauthier's hope that Claude would make contact, Claude wrote in an e-mail: "While on the internet [Yep, Don Haskell's Memorial Website, once again] I located a bit of information about the 41<sup>st</sup> Bomb. Gp and 47<sup>th</sup> Bomb. Sq. I also found my former crewmates Reginald Gauthier and James Land. (Cont'd p.8)



I contacted Reggie and he provided me with your name & address.

I was the engineer-gunner on B-25 "Mary Jane" piloted by Capt. Hewitt A. Henry, with Lt Koonce, co-pilot, Lt. Earley navigator, and the two names above as crew members.

I lost all contact with the squadron when our crew finished 50 missions and was sent home on 30 days leave. I would like any information you can provide concerning the Group and Squadron. My e-mail Address is [chmasseyjr@earthlink.net](mailto:chmasseyjr@earthlink.net) and my address is: Claude Massey, 5740 W. Soft Wind Dr., Glendale, AZ 85310. Thanks, I look forward to hearing from you.

In a later note expressing his thanks for our responses, he also enclosed a dues check, so Claude is now a paid up, fully accreted, class AA 47<sup>th</sup> Association member. **Seriously, in behalf of all *The Crow Flight* readers, we welcome you aboard, Claude.**

[Ed: Sent Claude an initial package of 4 past TCF issues along with the 47<sup>th</sup> Rosters; later added about 4 more back issues, so expect that kept him busy reading for a while.]

### 47<sup>TH</sup> & 48<sup>TH</sup> ALUMNI

**JAMES R. BAIN (JIM) --- Wife: ELEANOR**  
Originated in Helena, Montana, but spent most of my growing up years in Southern California. Attended UCLA prior to entering the Army Air Corps in February of 1942. I was commissioned in January of 1943 and assigned to the 41st Bomb Group, 48<sup>th</sup> Bomb Squadron at Hammer Field, Fresno, CA as Gunnery and Armament Officer. I stayed in the 48<sup>th</sup> until sometime in late 1943 or early 1944 and was transferred to the 47<sup>th</sup>, I think on Makin Island, and stayed until the end of WW2 when we were on Okinawa. Was in the AF Reserve at Long Beach when the unit was called to active duty in 1950 to serve in Korea. After Korea I was in various Strategic Air Command units, including a tour at the headquarters in Omaha, Nebraska. Was in Headquarters U.S. European Command in Stuttgart, Germany for 3 years, retiring as a Colonel in 1972.

After retiring, worked as a Program Manager for Westinghouse Electronics, Aerospace Division, Baltimore, MD for 12 years. Retired again and moved to Palm Desert, CA and am still here.

I have had almost no contact with 41<sup>st</sup> Bomb Group members. I did know Gen Bywater while in SAC and ran into Lefty Pfingst in Sacramento many years ago.

**SQUADRON NOTES RECEIVED:**

I am indebted to my favorite charity: **Paralyzed Veterans of America, 7 Millbrook Road, Wilton, NH 03086.** Any publicity you can throw their way will be appreciated and is greatly needed. **ART FERRIERA, 396<sup>th</sup>.**

•  
"I'm getting your name & address from the last (Nov.'04) newsletter. Do you and **Kem Sitterley** really have that "**Urban**" name in common? I suspect a printing error." **EARL WILLIS [47<sup>th</sup>]** writes that he's planning on the Arkansas reunion. I'd like to join him but have health concerns. If George gets his Bristow reunion I'd be there if I had to crawl.

Enclosed a check to cover part of my always delinquent dues. Keep up the good work. **HARRY COURSER, 47<sup>TH</sup>**

[As I told Harry, the double "Urban" is not a typo. Kem's came from his mother's maiden name; mine after a family Catholic priest friend. It's a common German name, more prevalent as a surname.]

•  
**FROM JOE ROOP, 47<sup>TH</sup>:** Received this [dues] check from Earl Willis along with his statement of intent to attend our 2005 Reunion. Since I am spending 37 cents to forward the check thought I would just include my own. Merry Xmas, Joe

•  
**GENE OLSEN, 48<sup>TH</sup> WROTE:** "I'm still alive and well, with no health problem or aches or pains---and I still have 20 more years to go before I'm 104!

I hope all is well with you---in every way---like it says above! [*Above was: Have a wonderful holiday season filled with happiness in every way.*]

I'm doing fine in Vegas. I live 2 blocks from the strip. I'll let you know when I hit the Megabucks. A young friend of mine came over from LA to visit his folks a few months ago--and put in \$400 and after about \$30--boom! He won \$31,000,000! So--after taxes, etc and because he didn't want to wait 20 years of small payments, he opted for \$10,000,000--all tax free after they deducted the Federal tax. Then on Monday he went back to work in L.A. because he was working on some project and didn't want to screw things up. A really nice guy. Coincidentally, he was 31 years old and won 31 million. I'm still trying--who knows? [Gene is 85? So 85 Mil?] One of these nuts is going to win--and I'm as nuts as the next guy! Have a super next year and don't volunteer for Irak." Gene

[Ed: "Irak" is not a typo; it's an alternate dictionary spelling. Gene, our wish is that you're nuts are enough to win the jackpot---just remember TCF!]

•  
**JOHN "SKIP" TRUNE said he & Rene plan to attend both Mt. Rushmore & Hot Springs Reunions. Wonderful! Really looking forward to seeing you again.**



## OBITUARIES:

**DORIS BUTINSKI**, wife of **EDWARD, 48<sup>TH</sup> BOMB. SQ.** wrote that Edward died on 8-30-04 from a heart attack.


**Anthony Ciarochi**, son of **FRANK A. CIAROCHI, 47<sup>TH</sup> BOMB. SQ.**, wrote in a note to George Tolbert that Captain Frank A. Ciarochi passed away on December 29, 2004. "He had been struggling with a long, difficult recovery following a heart operation he received in January of last year. He is survived by his wife, Marion, his four children, and eight grandchildren, and one great-grandson."

George Tolbert added a postscript that Frank had hosted the Riverside Reunion in the late 80's or early 90's.

## MORE SQUADRON NOTES:

Here are some excerpts from a Christmas newsletter written by **CARMEN** and signed by **CHARLIE REDDIG, 47<sup>TH</sup>**: Dec.23, '04. Haven't decorated or sent out cards. However, I have completed 25 comforter tops and bottoms for our church project. [I'd say priorities were in order.] Charlie reached the magic 80, I am 76. On Aug.13 I had my hip replacement, that is, replacement of the replacement done two years ago. This surgery was successful, and I am walking without pain and without the cane. [There was more information re their children, Vicki & Connie and spouses, and grandchildren, but I was developing a headache trying to condense it all, so: God Bless them all!]

**JAMES R. BAIN 47TH**, 73898 Gun Circle, Palm Desert, CA 92260, Phone 760-568-3160, e-mail [jbain@dc.rr.com](mailto:jbain@dc.rr.com), wrote: Appreciated getting "The Crow Flight" with information about the Portland reunion. Sounds like a good time was had by all. The dates of these reunions conflict with our two week timeshare that occurs last of September and early October yearly. Thanks for the updates. As ever, Jim

 **HOW DO THEY DO IT? TERRY & DOC EYER** hosted 18 people at a sit-down Christmas Eve dinner---"just family and just grand," said Doc. They'd like to make the spring reunion [Mt. Rushmore hosted by the 820<sup>th</sup>] "but I'm afraid it is out for us---time will tell." In a Christmas note, Doc said he and Terry are health-wise progressing very well. 1-15-05 Note: Terry had carpal tunnel surgery 10 Jan. and did well---hasn't been able to move her fingers this well in some time. The week before she had epidural (spinal) injections and it seems to be working. The old girl is beginning to look pretty good!

**48<sup>th</sup> Bomb. Sq. JOHN HELMER:**

It's all about the weather here; Oregon has had half its normal annual amount of rain in Jan. alone. Our ski resorts closed down for 5 days because all the snow melted. We had three days of record breaking temperatures of 65, 66 & 65 degrees. Today (Jan1) the temp is 50, back to normal for this time of year. All this happened during the extreme snow storms on the east coast and the flooding and mud slides in California. [Ed: I try to feel sympathy for these WX hardships going on, but with the good golf weather here in SA, TX there isn't much time for that.]

Alan DeLay, who came to our Sept. Reunion in his WWII uniform and played the National Anthem on his musical saw, passed away in January at age 89. He was going to perform in the International Diving Events for the 2005 Senior World Games. Had he survived, he would have been the only 90 year old ever to do so.

In May 2005 Beverly and I are going to Sweden for a family reunion that is held every 5 years. Our granddaughter, Isabelle, age 14 and one of 10 grandchildren, is going with us. Isabelle was one of the [beautiful] young ladies pinning on the corsages at our Reunion Banquet.

On June 3 & 4 we will visit the largest timber show in the world, held every 4 years in Sweden.

**ARLENE HUSCHELE**, spouse of **RAYMOND, 48<sup>TH</sup> BOMB. SQ.** wrote in a 2-1-'05 e-mail that in the last week of Jan. Ray suffered a stroke, was in rehab and showing improvement. Your prayers for his recovery are solicited.

**"BAGGY" BAGLIETTO, 396<sup>TH</sup> NEW BUILD:**  
THE BAGLITTO FAMILY, WITH 150 YEARS SHIPBUILDING EXPERIENCE, PRESENTS THIS REMARKABLE 43 KNOT, 5,500 HP VESSEL. DIRECT INQUIRIES TO: John "Baggy" Baglietto at 1-415-924-3815.



John also provided these URLs: (You will need Real Player)

**Winged Artillery**  
(1944 Color 25:00)

75mm Canon firing B-25Gs in action in the Pacific  
<http://www.zenoswarbirdvideos.com/realg2/B25ArtilleryRV1028.ram> (28.8 kbs) [RV1056.ram for 56 kbs or faster]

This is the same video sent by Diane Lassitter, daughter of 48<sup>th</sup>'s MIA Merritt Miller, which was shown at the Portland Reunion.

**ACCOUNTS FROM HIS FATHER, ED NAYLOR'S, 47<sup>TH</sup> BOMB SQ., RECORDS AND MEMORABILIA, BY HIS SON, BARRY:**

In going through my father's effects came upon a little piece of verse written by Frank A. McMillan, one of the 396<sup>th</sup> original pilots in the Gilberts Marshals campaign. It was a greeting card sent to Dad for Christmas 1946. I am endosing a copy of the verse and dedication---as I am sure that it will be of interest to all readers. In his note to my Dad, McMillan says that it "seems a long time since I last saw you on a sun scorched atoll in the Pacific." He goes on to ask Dad if he has seen or heard from any of the 396<sup>th</sup> fellows.

A bit of explanation is required: as you well know, personnel within a group were shifted around. HQ 41<sup>st</sup> Bomb Group (M) SO 124, dated 21 August 1944 was just one of those personnel shifts. Section 1 relieved from detached service with the 820<sup>th</sup> six crews of the 48<sup>th</sup>. Section 4 released from asgmt & duty with the 47<sup>th</sup> four crews, transferring: to the 48<sup>th</sup> the crews of Edward J. Naylor and Nedry V. Burris; to the 820<sup>th</sup> the crew of Elmer D. Storms. Dad finished his tour with the 396<sup>th</sup>, the 50<sup>th</sup> mission being a strike on the island of Nauru (on his birthday Sept.10, 1944). At the time of this transfer, Dad's crew consisted as follows: Pilot – Edward J. Naylor; Co Pilot – John R. Miller; Navigator Cannoneer – William Doebele; Radio Operator Gunner – Robert W. Gollnitz; Engineer Gunner – Ross C. Boyles; Armorer Gunner – Edmond C. Dawson. Sometime prior to this transfer, Claude C. Jackson, Dad's original Engineer Gunner has been relieved from duty for medical reasons---severe ulcers. In a post-war letter (circa 1950), Jackson relates to Dad that he "lost"  $\frac{3}{4}$  of his stomach due to those ulcers!

On to a few more notes concerning weather in the Pacific. The April 1944 (Volume 2, No 4) issue of IMPACT (the AAF confidential intelligence journal) has an article entitled "7<sup>th</sup> Air Force Full Partner in Triphibious War" (pages 12-23). On page 18 of this article is quotation by Maj. Gen. Willis H. Hale (7<sup>th</sup> AF Commander) to which: "The climate is wonderful but the weather just awful. It is rapidly changing and treacherous. Fliers are frequently faced with a moving front too high to fly over and they are often forced to fly, in a driving rainstorm, a few feet above the water. This was possibly a major reason why the Japs have sent in comparatively few replacement planes, despite their continuing heavy losses. There was no use sending very large numbers

into the Central Pacific where often their pilots couldn't fly them."

Indeed, post-war interrogations of Japanese commanders do concede that they frequently lost aircraft to weather causes, but more importantly they were losing aircraft throughout their empire to combat---and thereby had few for replacement. General Hale's remark that the weather "is rapidly changing and treacherous" underscores the AAF's problem at that time: the general tendency for weather systems to move from west to east---the Japanese occupied large expanses of the western Pacific, areas from which storm systems originated. This lack of distant (read long-range) weather information and the concurrent inability to make accurate forecasts led to its rapidity of change and hence its treacherousness. Additionally, weather at the target may be, and frequently was, different form that at the base---and moreover, could change enroute.

Dad's annotated flight log describes an encounter with a large storm system. One would normally try to avoid such storms, but it was not always possible: you could not climb above it, not go under or around it. You simply bored thorough it, hoping to emerge on the other side. Many were lost in such storms. Entry for 15 August 1944 reads--"returned to Makin, flew on Hank Henry's wing because he had a runaway prop. Flew through a terrible storm. It spun us around like tops—one minute we were climbing 6000' per minute & then we would drop 6000' per minute. I thought it was going to be my last ride."

Although Dad "missed" the Okinawa typhoon that is described in General Bywater's book "Target Kyushu," during the Korean War he became well acquainted with their nature. As the Base Maintenance Officer for Kadena, while all other personnel held "typhoon parties," the maintenance people had the problem of keeping those aircraft not evacuated from taking flight without a crew. Dad said that it made for some long, long days and nights.

I guess that the current weather situation from the Midwest to the northeast coast, and subtle nudges such a Frank McMillan's comment about a "sun-scorched atoll in the Pacific," and perhaps the name of pilot Elmer D. Storms led me to ruminate about the weather. Anyway, again to you and yours Happy New Year! Looking forward to the next TCF. Barry



Greetings Ed:

And so another holiday season rolls around and it is good to be here to appreciate it.

Seems a long time since I last saw you on a sun-seatched atoll in the Pacific. How are you, where are you, and are you still in the service? Let me hear from you. Do you ever hear from or see any of the old 396<sup>th</sup> fellows? Wish we could all get together on occasion.

May yours be yours and happy Xmas. Your friend  
Mac

Wrote the Verse while in the Hospital at Mc Chas. Fld. Wash.

"Dedicated

to those Heroic Airmen

of the 7th Air Force

who died; but did not want to."

AND NOW I LEAVE THE AIR

Was it only yesterday .....?  
No — it could have been an eternity.  
I left my wife and all things then,  
To take my place with other men.  
Who could fathom here, no peace, no life,  
In a world with murder and strife.

The transition itself was not so great;  
How well I realized all was at stake.  
And too I knew where we were going.  
Working ever hard and never slowing.  
To earn the coveted 'Wings'— And why?  
So that I may do battle from the sky.

It was my privilege to fly above;  
With others — to some it was their only love.  
To Solo — you were a warrior there,  
Riding your chariot thru the air.  
Then on to bigger ships and more training.  
The combat job, is for what you are aiming.

At times you thought you'd never make it.  
The way of the training — how many can take it?  
Particularly when seeing them fall aside.  
Those boys who gave all and tried and tried.  
Was hard to imagine how deep their despair  
When one by one they left the Air.

God gave us the hand, the eye, the brain.  
Man gave us the machine very much the same.  
Now this thing of beauty to get in the sky  
Needs all of man's brain to guide it high.  
And the hand on the throttle, the eye to see.  
The plane is useless without these three.

The Island looked so peaceful lying there,  
Like a sleeping thing in the warm balmy air.  
Seemed never to grow in shape or size,  
Just setting alone against water and sky.  
Time surely fools you as you're flying in.  
It was our target both deadly and grim.

There they were as our Squadron came near;  
Those 'Zeros' flown by hand and brain so queer.  
Swarming over the Island in every direction  
Like bees 'round a hive, giving protection.  
Ready to pounce with a death dealing blow;  
We've dropped their odds — we're flying so low.

Our cannons open fire, our fifties spit lead,  
Our ships roar and shudder, but drive on ahead.  
To late now — there's no turning back;  
The commitment is made, and too we've a pack.  
No man gives way; takes his ship off the 'Run';  
A pledge was made — the job's got to be done.

The Island has suddenly sprung to life in a hurry.  
Roaring and seething in all it's mad fury.  
Spitting and belching it's fire and steel;  
The wall is built and some of us will reel.  
We hit with speed, bombs away and out;  
The air seems solid, choking — A shout !!!

Down one, down two, only ten of us left.  
Here comes the 'Zeros,' You can tell 'em by WEFT.  
Down goes the third; now we're only nine;  
It was 'Coral Princess' who straggled behind.  
Our gunners are firing; we take credit for four  
With seven probables and possibly more.

Mans' mind is truly a marvelous creation;  
Was never meant to withstand such sensation.  
With body and nerves tuned to such a high pitch,  
Seems your being will explode if you move an inch.  
Yet every muscle and limb is so co-ordinated,  
By this mind that remains calm and orientated.

My 'Fifty' are finished no more missions to fly;  
I thank my luck I did not die .....  
As so many did, during the 'Tour of Duty.'  
To erase for ever, this Sadistic Cruelty.  
Their's must not have been in vain;  
From they who gave we want no blame.

I'm going back to the wife I knew.  
Over three long years; there's a boy now too.  
Haven't seen him yet, must be quite some guy;  
To him I'll tell all without a lie .....  
Why we must expend for the construction of 'Peace'  
And never again for the destruction of 'Peace.'

So the time has come — I must bid farewell  
To this thing of beauty, which at times was Hell.  
The thrills, the danger, the exultation it gives  
To a Combat Pilot who flies and lives.  
I've flown and lived and lived and flown;  
May ours not have to when they are grown.

Some say I'm 'War Weary' like the ship I flew;  
Others say I'm non-essential and all through.  
One says — 'How could you quit so soon?'  
I simply replied — 'There isn't room.'  
Now a wave of sadness and some despair.  
Thank you dear 'GOD' — Now I leave the AIR.

FRANK A. McMILLAN

6 - 29 - 45.

## 2005 REUNIONS COMING UP:

**MT. RUSHMORE 2005 REUNION – MAY 18<sup>TH</sup> (WED) – MAY 22<sup>ND</sup> (SUN). THE 820<sup>TH</sup> BOMB. SQ.** invites all members, family and friends of the 47<sup>th</sup>, 48<sup>th</sup>, 396<sup>th</sup> Bomb. Sqds. and the 41<sup>st</sup> Bomb. Group, to join in their reunion and participate in the Cash Awards Program [Banquet drawing for two \$350 awards].

Thursday's tours will take you to the Black Hills and Badlands National Parks and Mount Rushmore National Memorial. Dinner and a spectacular lighting show at Mt. Rushmore are included.

Friday you will visit Custer state Park and Crazy Horse Memorial. After a respite back at the hotel it is off to Ft. Hays Chuck Wagon Supper and Show, with time to explore the "Dances with Wolves" movie sets.

Saturday visits Ellsworth AFB Air and Space Museum and a drive through Badlands National Park, returning at 4:00 PM, with time to relax before the Banquet Dinner, preceded by a cocktail hour.

The Ramada Inn Gold Key Hotel rate is \$69 plus tax. Cost for the tour package as described above, including a lunch and 2 dinners, is \$195. The Banquet dinner is \$25 for prime rib or \$19 for sliced turkey. Special airline rates are available.

For more details, questions and request for a Registration Form, contact: Norman Geril, 130 Colonial Dr., Southbury, CT 06488-1205; Phone 1-203-262-1860; email: [ngeril@earthlink.net](mailto:ngeril@earthlink.net)

**HOT SPRINGS, AR "JOINT SQ." REUNION:** (Note Change!) SEPT. 25 (SUN) is arrival day) thru SEPT. 28 (WED). Sept. 29. (THU) is departure day.

**PLEASE REMARK YOUR CALENDARS!** The sequence of events as laid out on P 5 of TCF #30 is still valid; just slip the dates one day forward. The change was made to accommodate hotel and events arrangements. The hotel special rate of \$75 + tax is solid, said Joe, and that rate is good 3 days prior to and after the 25 – 28 Sept. Reunion dates.

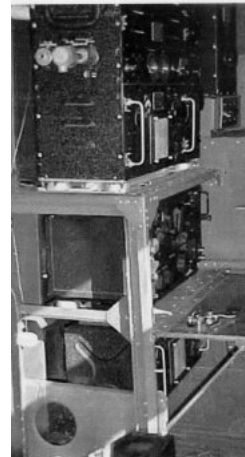
**COORDINATOR JOE ROOP, 47<sup>TH</sup> Bomb Sq.,** said all is progressing smoothly on his end. All details, as well as the Sq. Registration Form, will be included in the next TCF scheduled for publication in May.

Joe said, "Things are looking great for our 2005 Reunion. We are getting excited about seeing all the 41<sup>st</sup> Bomb Group that can make it. And we hope that is a BUNCH!" including our 820<sup>th</sup> Bomb. Sq. & Hq. Sq. friends.

"None of the proposed items on the program have been finalized but I have oral agreements with all of them, i.e., Garvin Gardens, Belle of Hot Springs (dinner cruise on Lake Hamilton), Mule Drawn

**Trolley Tour of Hot Springs and the Bath House Show (Arkansas music and comedy entertainment)."**

Ed: Joe has organized similar programs for his long-time employer, Continental Ins. Co., so he is well versed on the ins-outs and intricacies of how to do this. He has lined up a speaker at our Wed. Banquet, an Air Force retired General who flew 75 missions over Europe. Joe has heard him speak and promises that you will be enthralled with the General's presentation. Also on the banquet agenda is a WWII memorabilia collector, ala Greg Menton, whose presentation at Portland was so much enjoyed. Don't forget the baths/massages available at the Austin Hotel: \$20 to \$150 depending on the intensity needed for your hedonistic gratification.



### THE RADIO OPERATOR'S STATION:

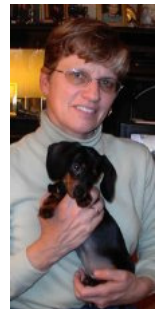
Provided by **Bob "Pappy" Brandt, 48<sup>th</sup>**, who suggests [www.b25.net/b25images2.html](http://www.b25.net/b25images2.html) for some good pictures.

"Pappy," by his admission, is under the dominant control of a petite female named Tanya, now the de facto "boss" of the house.

Tanya inherently demands total love and loyalty, which is, in fact, unconditionally given and returned.



Seems like the entire Mesa AZ retirement community where "Pappy" lives is also in love with Tanya. So meet the young lady, now (I'm guessing) about a 3 month old & 3.5 lbs bundle of joy and energy, given to Pappy as a Christmas present by his daughter, Barbara. Below are a few more B-25 web sites suggested by Pappy.



- 1) [http://s96920072.onlinehome.us/albatros/48008\\_B-25/alc008ARC.htm](http://s96920072.onlinehome.us/albatros/48008_B-25/alc008ARC.htm) (Nose Art)
- 2) <http://www.air-and-space.com/20011006%20Chino%20page%202.htm>
- 3) [http://www.csd.uwo.ca/~pettypi/elevon/baughner\\_us/b025-01.html](http://www.csd.uwo.ca/~pettypi/elevon/baughner_us/b025-01.html)
- 4) <http://www.armyairforces.com/>

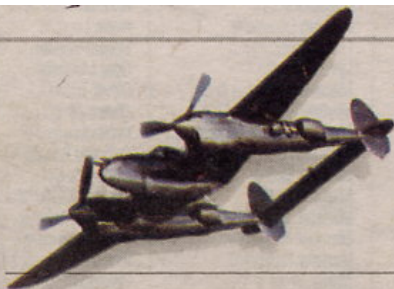
Instrument Panels Then & Now: B-25 & B-2 (I think)





This article was extracted from the Sept 15, 2004 issue of "Air Force Times" magazine and reproduced with permission of the author, Robert F. Dorr. Note in particular mention of the 396<sup>th</sup> Bomb Squadron at bottom of the 2<sup>nd</sup> paragraph. Also, note that on P 6 of this newsletter, bottom left, Harold Kasten mentions 2 B-18s being at Tucson, AZ in May 1941.

If any other of our readers were involved with B-18 operations, we would like to hear from you (See Masthead P 14).



## HISTORY IN BLUE

A 5-MINUTE HISTORY LESSON

### AIR FORCE AIRCRAFT

# B-18 bombers unsung heroes in World War II

By Robert F. Dorr

SPECIAL TO THE TIMES

In May 1934, Army Air Corps officers gathered at Wright Field, Ohio, to select the service's next bomber. Their choice would be based on the duties then assigned to American airpower — supporting ground forces and coastal defense.

"Within 200 miles of U.S. coasts, the job of defending the U.S. was shared by the services," said British aviation writer Jon Lake, who has studied the era. "If it was more than 200 miles away, the attitude was, 'That's a job for the Navy.' A few visionary officers predicted long-range bombing, but they were not yet making policy."

Boeing was developing a four-engine bomber that would be called the B-17 Flying Fortress, but officers were deterred by its price: a hefty \$99,620.

According to "McDonnell Douglas Aircraft Since 1920," by Rene J. Francil-

lon, the Air Corps could purchase a Douglas plane that later was called the B-18 Bolo for a mere \$58,500. Francillon wrote that the officers chose the B-18 in a "money-conscious, non-airminded and strategically limited atmosphere."

Fortunately, the decision to make the B-18 the primary U.S. bomber was reversed long before Pearl Harbor.

When the Dec. 7, 1941, Japanese attack on Pearl Harbor brought the United States into World War II, the B-18 was the most numerous U.S. bomber at overseas bases. After the war began, 122 of the planes were equipped with radar and anti-submarine equipment and were redesignated B-18Bs.

The anti-submarine missions flown by bomber crews helped to defend U.S. shores and American shipping. In July 1942, a B-18B from the 396<sup>th</sup> Bomb Squadron became



AIR FORCE

A B-18 takes off from March Field, Calif., circa 1940.

the first U.S. aircraft to sink a German submarine (U-701) in the Atlantic Ocean near Cherry Point, N.C.

No B-18 bombing squadrons went overseas during the war, but groups equipped with other aircraft used individual B-18s for miscellaneous duties.

On Feb. 2, 1942, a Japanese Zero fighter shot down a B-18 piloted by Maj. Austin A. Straubel, commander of the 7th Bombardment Group, near Surabaya in the Dutch East Indies (now Indonesia). Straubel's group was equipped with B-17 Flying Fortress and LB-30 Liberator bombers but used its sole B-18 as a "hack."

The shootdown marked the loss of a promising Air Force leader and is believed to be the only air-to-

air loss of a B-18.

Plans for an improved B-18 to be known as the B-22 never materialized. Two B-18s were converted into transports and were known as C-58s.

Today, only five B-18s exist and none is in flying condition. The only B-18B model is at the Pima Air and Space Museum in Tucson, Ariz. ["A Bolo, up close and personal," Air Force Times, Sept. 18, 2000].

The others are at the Air Force Museum in Dayton, Ohio; Castle Air Force Base, Calif.; McChord Air Force Base, Wash.; and in Denver. □

Robert F. Dorr, an Air Force veteran, lives in Oakton, Va. He is the author of numerous books on Air Force topics, including "Air Force One." His e-mail address is robert.f.dorr@cox.net.





THE CROW FLIGHT is a publication of the 47TH, 48TH, 396TH & 820TH Bombardment Squadrons, 41st Bomb. Group, (M) 7<sup>th</sup> AF, WWII

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CHANGE OF ADDRESS: Contact Your Sq. Representative or The Crow Flight Editor & Publisher, Urban A. Gutting., addresses above.

DUES NEWS: CALENDAR YEAR DUES FOR THE 47<sup>TH</sup> IS \$12. THE 48<sup>TH</sup> & 396<sup>TH</sup> SQUADRONS DUES ARE \$15. MORE IS ACCEPTED. \$3 EXTRA WILL PURCHASE A RESPECTIVE SQ. ROSTER. MAIL CHECKS PAYABLE TO: URBAN A. GUTTING FOR THE 47<sup>TH</sup>, JOHN HELMER FOR THE 48<sup>TH</sup> & WARREN "DOC" EYER FOR THE 396<sup>TH</sup> ADDRESSES ABOVE.

## HELLO

THIS PAGE MAY APPEAR RATHER MUNDANE. BUT THERE IS SOME GOOD INFO TO BE FOUND HERE, STARTING WITH THE MASTHEAD ABOVE, IN EVERY ISSUE, WHERE YOU'LL FIND: THE NAME & ADDRESS CONTACTS FOR YOUR SQUADRON REPS - DON HASKELL'S MEMORIAL WEB SITES ADDRESSES - CHANGE OF ADDRESS AND DUES INFORMATION. AN 820<sup>TH</sup> CONTACT: NORM GERIL, IS ADDED.

DUES ARE DUE ANNUALLY AND ARE COLLECTED AND ACCOUNTS MAINTAINED BY REPS FOR EACH SQ UADRON: "DOC" EYER FOR THE 396<sup>TH</sup>, JOHN HELMER FOR THE 48<sup>TH</sup> AND URB GUTTING, 47<sup>TH</sup>.

PERHAPS A BRIEF ON HOW YOUR DUES IS USED WOULD BE APPROPRIATE. FOR THE MOST PART, SIMPLY, IT PAYS FOR THE COSTS TO PUBLISH THIS NEWSLETTER: PRINTING AND POSTAGE BEING THE MAJOR OUTLAYS. THOSE COSTS ARE PRORATED TO THE 47<sup>TH</sup>, 48<sup>TH</sup>, & 396<sup>TH</sup> SQUADRONS ACCORDING TO THE NUMBER OF NEWSLETTER COPIES SENT TO EACH SQ UADRON'S MEMBERS.

FOLDING, STUFFING, STAMPING & APPLYING RETURN & TO ADDRESSES IS A JOB ACCOMPLISHED BY MY FAMILY AT COST ONLY TO ME FOR A PLEASURABLE FAMILY DINNER TREAT.

ON RARE OCCASSIONS, DUES FUNDS ARE USED FOR OTHER THAN NEWSLETTER EXPENSES, AS WHEN SQ. DONATIONS WERE MADE TOWARD CONSTRUCTION COSTS OF THE 41<sup>ST</sup> BOMB. GROUP MEMORIAL AT THE RIVERSIDE AIR FORCE MUSEUM.

## \$\$ FINANCIAL REPORTS \$\$

47<sup>TH</sup> BOMB. SQ. Good Guys and Gals dues contributors since last report are: Jack & Annie Bell – Earl & Lee Grunewald – James Bain – Joe & Lola Roop – Earl & Ila Willis – Charles & Carmen Reddig – Harry Courser – Johnny & Mary Widener – George Tolbert & Bev – John Hyde; Diane Hyde Davidson (Daut); Deborah H. Ellis (Daut) – Herb & Fritzie Locke – Reggie & Louise Gauthier – Leroy & Mary Julian – Urban Gutting & Carolyn; Steve Gutting; Suzanne St. Germain (Daut) – Claude Massey - Vera Naylor & Sons Barry & Garry (Memory of Ed). \$956 dues received in '04 & we spent \$922.32. \$211 received so far in 2005. The 47<sup>th</sup> bank balance as of 1-31-05 was \$2561.22.

48<sup>TH</sup> BOMB. SQ. – John Helmer reports dues and gifts since the last report from the following people: Warren Noe – Fred Deutsch – Grace Chamides (Memory of Joe) – Marian Calbreath – Anna Smith (Memory of Charles Colletti) For a total of \$220. Thank you very much. Our bank balance as of 01-18-'05 was \$2425.87. Expenses for the last newsletter were \$220.71.

396<sup>TH</sup> BOMB. SQ. – "Doc" Eyer reports: The 396<sup>th</sup> has a Jan.15 bank balance of \$988.43 with no outstanding debts. The following members paid dues since the last report: Harry Bokmann – Fred Higginbotham – Cecil B. Williams. Remember, 2005 dues are now due.

**AMENDMENT TO *The Crow Flight* #30:** On P3, under "OTHER NOTABLES MISSED" at the Portland Reunion, the names **Jess C. & Jerry Ramaker** should definitely have been included; they had been paid up registrants when forced to cancel for health reasons. I assure you, Jess & Jerry, it was an inadvertent omission---a slip of the brain gears. But you have got to overlook my senility because I reached that magic 80th birthday this past June and, according to Geo Tolbert, that qualifies me henceforth for exclusion from responsibility for all mental lapses.

**COMING UP – HOPEFULLY NEXT *THE CROW FLIGHT* ISSUE:** Jess Ramaker's and Kem Sitterley's recollections of their WWII service. Jess' recollections were prompted as preparation for his interview for the "Veterans History Project." A copy sent to Kem prompted him to compile his history. Together they make a rather lengthy package, but guaranteed interesting reading. [Ed: Hang in there, guys; your input is great.]