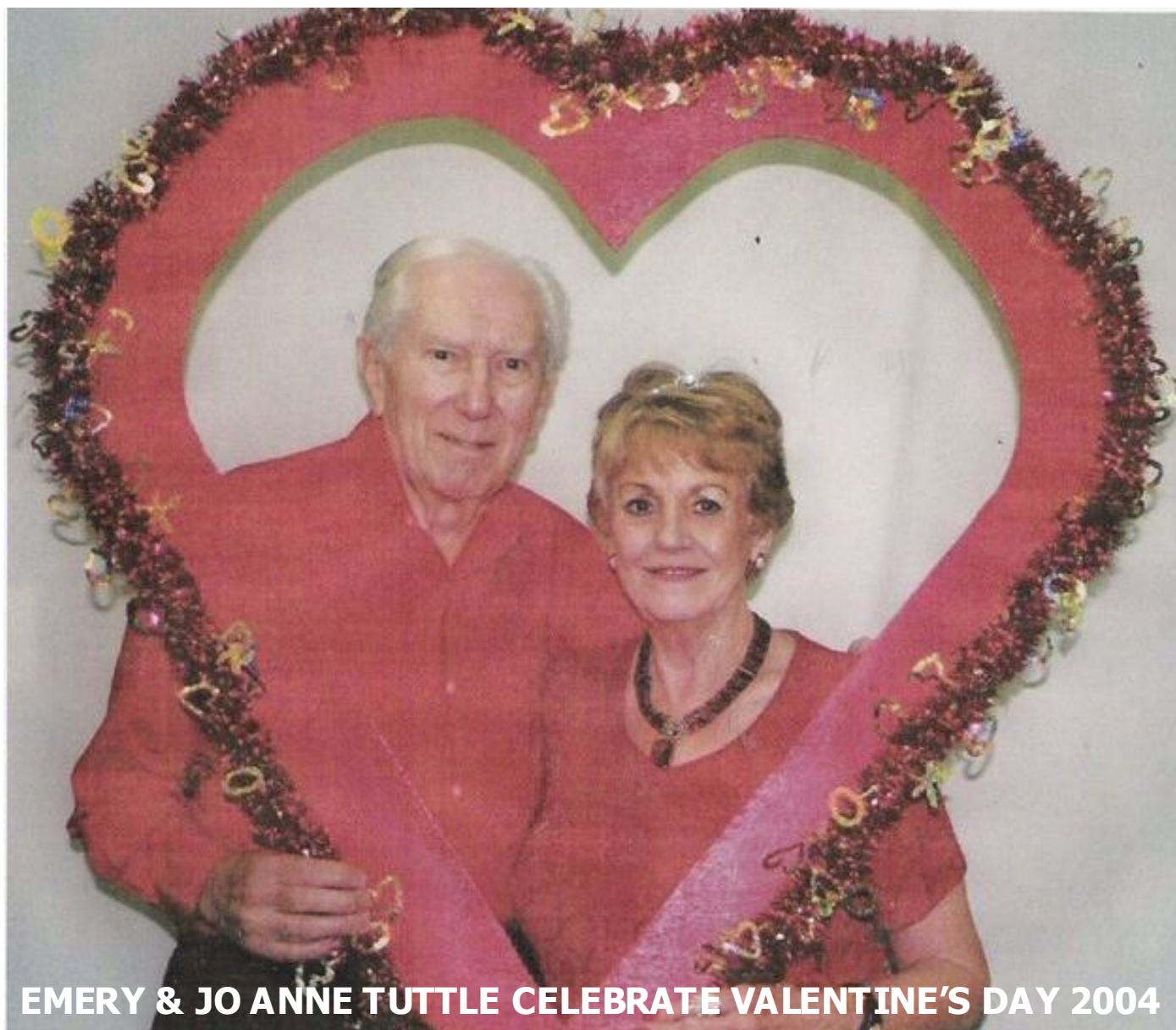




The Crow Flight



Thirty-fifth Newsletter of the 47th, 48th, 396th & 820th Bombardment Squadrons, 41st Bombardment Group (M), 7th AF, WWII, Issued February 2006



EMERY & JO ANNE TUTTLE CELEBRATE VALENTINE'S DAY 2004

The extended family of Emery, 820TH Bomb. Sq. and JoAnne consists of Emery's children Pam, Valerie and Claudia (twins) and Emery Winfield; also, JoAnne's children Don, Larry and David plus 17 grandchildren, 22 great grandchildren, and a great-great...soon! Secondary only to family love, Emery's other love is flying his RV6A, a low-wing, 2 pl. 200 MPH single engine built by a friend (R-Middle - at LFK). With the friend Emery helped build two RV8s. He also owned and flew a Cherokee 6 for 4 years. After that it was a Cessna 150, in which JoAnne checked out,

soloed and earned her private pilot license, making it the "Tuttle Flying Family." Emery has been into private flying since 1997; and, at age 85 he may be the oldest of our group still at the controls. As reported in TCF #34, "Skip" Thrune, 820th, still flies his Russian Yak 52, but Skip won't reveal his age. Joe Gardner, 47th, of Bay Harbor Island, FL owned and flew his own plane, but not sure of his current flight status; report in, Joe. Any other 41st Bombardment Group octogenarians out there still behind the stick? If so, please let us know; also, 41st progeny pilots report in.



PROGENY PILOTS: Pictured here is Emery's "son" Richard. "He's my sister's son. I call him 'son' because he lived with me for six months just before he went into the Air Force and with my mother three years. He flew 192 missions over Viet Nam. Six he couldn't talk about because we never bombed North Viet Nam. 24 years in the Air Force. I was with him when he died at 53 of three kinds of cancer."



Another flying progeny we know of is **Kem's son, "Buzz" Sitterley**. He and spouse **Carol**, are both long time pilots for US Airways. "Buzz's" interest in flying was revved by his dad. Somewhere along the line after the war, Kem...as most of you know, our crew navigator in WWII...earned his FAA private, commercial, instrument and instructor pilot licenses. But that is part of another story, one that Kem will some day, hopefully soon, submit in his "Bio" for "The Crow Flight." **George Tolbert** is another who is proving difficult to move off his dead center re submitting his "Bio." Come on guys, the time is now!

NOW BACK TO EMERY TUTTLE. Upon receiving his wings he went through B 24 transition, had some short assignments then went through B 24 transition again with the 16th Anti Sub Sq., which became the 820th Bomb. Sq. then never flew a B 24 again. After combat he instructed in the B 25T at Douglas AZ. and towed targets at Daggett CA. in B-26s & A25s.



PRIMARY FLIGHT TRAINING AT MUSKOGEE, OK, 1942 IN THE FAIRCHILD PT19. L-R: TED WASZTYC, LUKE SONNER, R.B. DEITER, EMERY TUTTLE.

As an "Old Oop" in the Gilbert/Marshall campaigns, Emery racked up 51 missions, 20 low-level in G model 4264899, nicknamed "Blondie's Vengeance,"

so named before Emery got her, and 31 at medium altitude.

Top L – P Emery
Tuttle – CP
Victor
Armstrong -
N/Canon Gene
Lohse
Bottom L – (?) –
Radio/ Gnr
Charles Fort –(?)



Emery had two crew navigators. One, John "Tiger" Lyons, for some unknown reason, was circumcised while on Makin Is. Reacting like a tiger, after some innocent teasing by his nurses, "Tiger" tore his stitches (we best not go into more details here). Lacking 4 hours flying time for that month, he flew with a beer cooling/searchlight mission which crashed on takeoff at Makin. All were killed. The other navigator, Alvin Wong (R) was born in Cleveland, OH and reared for some time in Canton, China. He was a champion ping-pong player, said Emery. Sadly, after completing his combat tours, he was killed at Lackland AFB, TX in an aircraft training accident teaching bombardiering.



After assignments at Brooks Field, San Antonio, TX, Douglas, AZ and Daggett Field, CA. Emery was honorably discharged as a 1st Lt in Aug. 1945.

Three years later, Emery earned a BBA with a major in Industrial Mgt. from Southern Methodist U, TX. He parlayed that knowledge into a career as an industrial engineer with General Dynamics, and Convair in Ft. Worth, TX. Later, he owned two TV appliance stores in Arlington, TX. Then, after gaining knowledge of housing materials through three years of selling with Sears, Emery branched into buying, restoring, renting and selling residential properties.

Emery has written a book, "And the Angels sing. Subtitle: "Never Before Told Stories of a WWII Pilot." This literary endeavor has not as yet gone to print, but when it does *The Crow Flight* will relay the purchase information.



"Native Girl Dancing" is the title. It wasn't all work and no play on Makin.

Below: Brown crew with Jap flag. Brown with cigar; Wm. Shagner, N scratching neck. Emery: "I know those two because we lived in the same tent for 13 months, along with Doc Ovey & George Leggett. "



Below: Doc Ovey, Wayne Steineder, Native, Tuttle, John Crane, Wm. Gatlin [Is she? If so, who did it?]



"Blondies Revenge" was Emery's plane for about 44 missions. Six were in "Paper Doll" & one in a glass nose



North American B-25G "Mitchell"
USAF Museum Photo Archives

JOHN HELMER'S REPORT FOR THE 48TH

Beverly and I are looking forward to our reunion in Tucson. Weather will be just right. I am anxious to visit Tucson because I attended primary flying school at Ryan Field there. It was a contracted flying school run by Ryan of San Diego. You might remember...they built the Spirit of St. Louis.



I know we will have a big turn-out from the 48th. It will be wonderful to see our friends of long standing.

I have been busy planting western red cedars in my forest. Jan & Feb are the months to plant the seedlings. They are 2 - 1, meaning they have been growing in a nursery for 2 years and then transplanted to a new bed for a year, giving the seedlings more room to grow. Each tree costs 40 cents and is about 3 feet tall. After planting, I must put a paper blanket four feet square around the tree to keep the grass from growing and taking all the moisture. Next, I put a degradable mesh around the tree to protect them from the deer, who love to eat the new growth in the spring.

In terms of percent of fatalities per man-hours worked, logging is the second most dangerous...behind flying pilots. Oregon has 25 to 30 deaths a year from falling timber. I had my first accident about 2 months ago. I was falling a 20 inch diameter big leaf maple when it barbered-chaired, meaning the trunk split into 2 pieces. The bottom piece falls to the ground while the top piece shoots back like a bullet. The tree hit me on the left arm between the elbow and shoulder. The gash was five inches square and 1/4 inch deep. The blow threw me six feet and away from the falling log. Accidents will happen.

Next accident: I was piling logs with my grandson, Jordan. I had a log in the tongs on the front end loader. Moving forward, the front left wheel hit a soft spot and the tractor flipped on its side. I have a roll-over cage so it did not land on the top. It threw me out and I was not hurt.

I took safety lessons in timber falling and remember the instructor telling us that statistics show that timber fallers have 100 near misses before they have the big one. I still feel safer in the woods compared to my 35 minutes drive on the road to the woods.

As a result of the last accident, I decided to get a cell phone in case of another accident. Sorry to say I find a cell phone a big bother.

TUCSON, AZ REUNION: Coordinator "Doc" Eyer, 396th has firmed dates for our 2006 Reunion at Tucson as: 8 October (Arrival day) through 12 October (Departure day). He suggests that NOW would be a good time to mark and reserve as "must do" dates on your calendar.



We'll stay at the Double Tree Hotel, located close to downtown. The hotel provides free airport transportation and free hotel self-parking. Note the window mountain vista ...another

room view overlooks scantily-clad occupants of the outdoor pool with whirlpool. "Doc" has negotiated an attractive rate of \$94 (\$105.81 with taxes) single/double which includes, for two occupants, "Our All American Breakfast Buffet, consisting of eggs, bacon, sausage, potatoes, fresh fruit, pastries, yogurt, cereals, and other offerings." The rate also includes a \$1 housekeeping gratuity per night.

The other Reunion "musts" "Doc" is firming: 1) A trip to the Pima Air & Space Museum; and 2) A narrated bus tour through the Air Force "bone-yard" at Davis Monthan AFB. The Air & Space Museum is working hard to have a B-36 re-assembled for us; of course, they have the essential & our beloved WWII B-25 on display.



There will be more details, including all necessary reservation & Registration info and forms, included in the next "The Crow Flight" scheduled for the May 2006 publication. Give "Doc" a call at 1-520-881-7220 if you'd like to offer a suggestion re the Reunion planning...or perhaps, just chat with the delightful fellow.

- **396TH SILVER TAPS:** Bill Zingery forwarded the following message from Jama Green, former daughter-in-law of **LOWELL 'DOC' EDDY, 396th Bombardment Sq.**

"Lowell 'Doc' Eddy – Age 91, died on Dec, 15, 2005. He received his MD from Columbia U, NY in 1939. In 1942 he



enlisted in the Army Air force and served two years in the South Pacific as a flight surgeon and obtained the rank of Captain. He received the Bronze star for establishing the first training program to administer in flight first aid, pioneering blood plasma transfusions.

He also received the Soldiers Medal for heroism in appreciation for rescuing trapped soldiers from a plane crash. On August 8, 1943 he married the love of his life, Wynn Illsley, with whom he shared 55 adoring years. Living in Woodway, WA, they raised two sons Richard and



Bradley Eddy. Upon his homecoming from the war Doc Eddy returned to Seattle to become a well respected surgeon. He was appointed Chief of Staff at Ballard Hospital in 1958. Doc was an avid outdoorsman. His love and skill of Archery won him a vote into the exclusive "Pope and Young Club" restricted to bow hunters who have killed at least five record class trophies. After retirement from a long and rewarding career in 1982, doc became a surgical consultant for King County Medical Society, for the Washington State Medicaid program, was the physician representative for the "King County Task Force on Aging," and served as an advisor to the founding committee forming the "911" emergency service for Washington State. His faith and compassion for humanity led him to volunteer for the Christian non-denominational org., "World Concern" where he assisted in organizing medical equipment to be sent to needy countries. Doctor Lowell Eddy led an adventurous and passionate life. He is survived by his two sons, Ric and his wife Ann and Brad; former daughter-in-law, Jama Green; a brother, two grandchildren and one great grandchild. He leaves a legacy of love and compassion that touched many. Please visit and share his guestbook at www.legacy.com and type Lowell Eddy.



- **From Lt.Col. C.B. Williams 396TH Bomb. Sq.** Jan, 7, '06. Dear "Doc," I'm a bit late with my dues. 30th of this month I'll be 90, and I'm slowing down at times. Our two daughters are planning a small family gathering of relatives of convenient driving distance for a lunch/dinner at one of our local restaurants, with a private room, etc. Some of The Crow Flight guys may remember a Red Cross Rep stationed on Oahu. His office was next to mine at Kahoka air Base on the North Shore area. His name was **WALTER LIDDIARD** from New York State. I called him a few days ago as we had become great friends and had kept in touch to date, visits, etc. His wife answered and gave me the sad news that Walt had died last summer (August). He was 96 years old. He was so dedicated to his job during WWII. I admired him very much and will miss our long talks re the "pineapple war." I have unlimited LD phone. I must call you this year. I like Tucson, we have vacationed there. Have a Good Year. Fraternally, C.B.

- **From Jesse "Pancho" Rowe, 820th Bomb. Sq.** Troops, Ken Preston, Red's son, wrote 11-28-05 that his father, **J.E. "RED" PRESTON** died of pneumonia, pulmonary edema and congestive heart failure.

As we all knew, Red was one to let his opinions be known to one and all. And he was mostly right! A fine citizen, Red will be missed by all of us (the few of us that are left). Virginia, Red's wife, email address is -- virginiapreston@bellsouth.net

"BIO" OF PAUL HOPSON, 48TH BOMB.SQ.**TRAVEL RECORD WHILE IN THE ARMY AIR FORCE 1942-1945**

10-27-1942	Enlisted Army Air Force, March Field, California	4-23-1944	Moved to Makin Atoll
10-28-1942	Sent to Fort McArthur, San Pedro, California	5-18-1944	Flew to Engebi Atoll in the Marshall Islands
10-31-1942	Arrived Norton Air Base, San Bernardino, California for basic training	6-3-1944	Flew back to Makin
1-14-1943	Went to Lincoln, Nebraska to attend Lincoln Aeronautical Institute	7-10-1944	Left Makin on L.S.T.
5-28-1943	Sent to North American Aircraft Plant, Inglewood, California to attend B-25 school	7-13-1944	- 7-14-1944 Stopped at Majuro Atoll
7-7-1943	Stopped at Long Beach, California overnight	7-15-1944	Passed Kwajalein Atoll, Marshall Islands
7-8-1943	Flew to El Paso, Texas	7-16-1944	- 7-18-1944 Stopped at Eniwetok Atoll, Marshall Islands
7-9-1943	Arrived at Sheppard Field, Wichita Falls, Texas	7-23-1944	- 8-21-1944 On Saipan Island in the Mariana Islands
9-18-1943	Flew to Long Beach, California	8-30-1944	- 10-8-1944 Back at Makin Atoll
9-19-1943	Arrived at Hammer Air Field, Fresno, California Joined the 48th Bomb Squadron	10-14-1944	Arrived at Honolulu, Hawaii - Stationed at Wheeler Air Base
9-28-1943	Arrived at Camp Stoneman, Pittsburg, California before going overseas	5-20-1945	Left Honolulu again
10-12-1943	Boarded transport in San Francisco, California	5-26-1945	- 5-27-1945 Stopped at Eniwetok Atoll
10-13-1943	Left San Francisco for Hawaii	6-2-1945	- 6-3-1945 Stopped at Ulithi Lagoon in the Caroline Islands
10-20-1943	Arrived Honolulu, Hawaii	6-7-1945	- 9-4-1945 On the island of Okinawa in the Ryukyu Islands
12-2-1943	Left Honolulu on transport	9-4-1945	- 9-14-1945 Flew to the Island of Morotai in the Moluccas or Spice Islands, Indonesia
12-8-1943	Stopped at Canton Island in the Phoenix Atolls	9-14-1945	- 9-15-1945 Stopped overnight at Clark Field, north of Manila
12-14-1943-12-15-1943	Stopped at Funafuti in the Ellice Island	9-15-1945	- 10-18-1945 Back at Okinawa
12-16-1943 - 12-17-1943	Stopped at Tarawa Atoll in the Gilbert Islands	10-18-1945	- 10-22-1945 Stopped at Manila
12-18-1943 - 12-20-1943	Stopped at Makin Atoll	11-7-1945	Arrived at San Pedro
12-22-1943	Arrived at Apemama Atoll in the Gilbert Islands	11-8-1945	Stopped at Camp Anza overnight
		11-27-1945	Discharged, Fort McArthur, San Pedro, California

[These island and base names should bring back memories to many readers.]

"Hoppy" as he was known then, was a ground crew Airplane and Engine Mechanic who served with the 48th from the early Gilbert/Marshall Island campaigns through to Okinawa until the war's end. Unlike the aircrew 50 mission rotation stateside policy, ground crew personnel stayed through it all. Their only consolation was that they were most deservedly at the top of the list for the long awaited trip home when the war did end. "Hoppy" recalls that he was assigned, along with Crew Chief Warren Guy and Asst. Crew Chief F.E. Campbell, to work on P Capt. Tom Bruey's plane, "Ethel" named after the P's wife, until the plane was shot down over Ponapa and ditched about 20 miles off shore. Two crew members lost their lives.

Paul & Helen met in high school, but didn't get serious until after he joined the service. Paul enlisted at age 19 at March Field, CA & spent 37 months in the service; they were married about a month after he returned home. The Hopsons are now living at 6558 Merito Ave., San Bernardino, CA 92404. They have three children, Ron, Larry and Chuck and three grandchildren, Mark, Erin and Jessica. Paul said they spend their summers at Big Bear Lake high in the mountains to get out of the heat and smog.

Paul put his mechanical skills and knowledge to work, for nine years as an automotive machinist and then, after obtaining his teacher's credentials from UCLA, for 28 years as a vocational auto mechanics instructor in high school and junior college. He also spent 11 school vacation-time summers as an RV park host. Helen also worked as a teacher's aide.

After retiring at age 60, Paul and Helen were able to do a lot of traveling during the '70s, '80s, '90s and up to the present. They recently celebrated their 60th wedding anniversary on Nov. 30, 2005, with a 10 day trip (Cont'd on P 6)



Some Okinawa Typhoon Aftermath

- **OBITUARY - Arlene Huschle, widow of Raymond, 48th is a correspondence friend of Zella Shank. Arlene forwarded information that ZELLA'S spouse, HILLARD L. SHANK, 48TH Bomb. Sq., born August 6, 1922, suffered a cerebral hemorrhage on Oct. 27 and died peacefully in his sleep on November 1, 2005.**

Services were held at St. Peter's Lutheran Church and internment at St. Paul Cemetery, Spring, MD.

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(Hopson - Cont'd from P5) to Tahiti. All went romantically well except for a 5 day wait for their luggage to arrive home; but, better than having it lost on the 'going' end of the trip.



A couple of interesting photos sent by "Hoppy." Lis P-51 'Nose Art' used as a 'Dear John' response.

R is a Japanese surrender committee landing at (?). Painted white with green crosses, these envoy planes flew to several surrender sites.

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Hi Urb, My Mom, **Arlene Huschle** said I should ask you...After Dad, Ray, died last winter, we found his survival maps from flying in WWII, silk or rayon of southeast Asia, Japan and China. They are really beautiful and wonderful keepsakes. I'm planning on having one of them framed and hung in our entry. I was wondering, as is the framer I've contacted, how rare they are, and so what care they deserve in displaying. I'm currently planning on mounting one in acrylic then between UV resistant glazing, showing both sides. Have you any experience with these maps or know a source of information about them? Thanks for you help, **Dana Huschle 1222 Cherry Dr, Bozeman, MT 406- 595-2244, cherrydr@imt.net**
Hello Dana, Most certainly agree with you that the survival maps will make great keepsakes, and you are to be commended for your unique idea of preserving and presenting them. All crew members in combat areas were issued those maps, but how many preserved them is anyone's guess; however, most anything from WWII is now highly valued and sought after. I still have my maps but have not given thought to their best survivability care. I keep them under acrylic cover in an album, along with other mementos and pictures.

I'm reasonably certain the material is silk, but not positive. Your planned preservation techniques appear sound, but I can't add any technical advice. If you have no objection, I'll include your message in the upcoming Feb. issue of "The Crow Flight," **and see if anyone can offer advice. Also, perhaps someone will know of a website that can give more information.** Best regards, Urb

DON HASKELL'S MEMORIAL WEB SITE: Rolf Grandstaff, the site curator, is now engaged in making additions and updates. Here is some resulting contact and dialogue.

Thanks so much for adding the history of the 41st Bomb Group to Mr. Haskell's website. I've been relying on memories of what my father, James Dorough, told me

about those years. It's nice to have a concise history to print out.

Would you happen to know of any personal records that may exist? I'd like to know more about Dad & what all went on during those years. Dad was with the 48th and flew 42-64833 - the "Paper Doll."

Thanks again, Bob Dorough

Bob, thanks for your note. Glad you found the 41st history useful. I just put it out there a little while ago from something that Urb Gutting had sent me. I'd like to get more personal history out there in the way of stories.

Hi again, Bob Dorough (Jim's son) here. I'm still in search of the history of the Paper Doll - just trying to find out if it still exists. I just received some info from the Air Force Historical Studies Office. They sent me the file on 42-64833. It's only 1 sheet of paper, but has the recorded history of the plane - you may have seen it before. The final line says "ACFT ASSGN B-25G 42-64833 FR:FEA TO:REC 13 JULY 49 A-R0003 REC COMP OVERSEAS." A hand-written note from the AFHS says "Far East Air (Force). Appears to have been declared surplus and then sold overseas." Any ideas on what this all means? I'm curious if the plane went into service with the 5th AF or if it was sold for private use somewhere in Asia. Dad always thought they rolled the planes off cliffs in Japan, but evidently that's not true. Do you have any thoughts on this? Bob

It is interesting that the report shows 833 was still in the inventory some 4 years after the war's end. I doubt that anyone of our group knows for sure what final disposition was made of our B-25s, other than that they were flown to Clark Field, PI. My guess is that some were used as "fat cats," but most were scavenged as scrap metal and perhaps a few sold or given to then friendly countries.

I'll publish this correspondence in the next TCF and ask if anyone can add any intelligence. Urb

The Crow Flight readers are encouraged to visit Don's web site. The URL (or just type 41st Bomb. Gp (M) in a search engine) and Rolf Grandstaff's contact addresses are included in the Masthead on P 10.

- The obituary below, found by his daughter in the San Jose, CA Mercury News, was forwarded by Jack Waters, 47th of Tonawanda, N.Y.

DONALD BETTISWORTH, 48th Bombardment Sq. Radio/Gnr. His crew: P Alfred Bissonnette, CP Zigmund Prusinski and Nav/Bmd Leo Downey.



During the 46 years that he lived in the area, Mr. Bettisworth participated in the transformation of the area from its agricultural roots to the world's center for technology. He was heavily involved in community organizations, including the Cupertino Chamber of Commerce, serving as president in the mid-1970's. One of his many accomplishments as the head of the Chamber of Commerce was spearheading the refurbishment of the Cupertino Senior Citizens Drop In Center, formerly located at McClellan Ranch. Mr. Bettisworth was also actively involved in the Cupertino Kiwanis club for over 30 years and was a member of the San Jose Masonic Temple. Through his association with the Chamber and local area service organizations, he was recognized in the community as someone that could be counted on to lend a hand or donate materials to support a worthy cause.

A true patriot, Mr. Bettisworth's lineage in the United States traces back to the American War for Independence. He is a descendent of Charles Bettisworth, a Revolutionary War Veteran who served under General George Washington at Valley Forge and witnessed the surrender of General Cornwallis at Yorktown.

Mr. Bettisworth proudly served his country during World War II as a member of the 7th Air Force, 41st Bomb Group. As an aircrew member, he flew 58 combat missions over the Central Pacific aboard a B-25, Mitchell. He was honorably discharged in 1945, having achieved the rank of Technical Sergeant.

In recognition for service to his country, he was awarded the American Theater Ribbon, Asiatic-Pacific Theater Ribbon with 3 Bronze Battle Stars, Overseas Service Bar, Service Stripe, Good Conduct Medal, Air Medal - 1st Silver Oak Leaf Cluster and the Distinguished Flying Cross - 1st Bronze Oak Leaf Cluster. Following the war he attended the University of Illinois, graduating in 1950 with a Bachelor of Science degree in Marketing.

Mr. Bettisworth is survived by his wife of 54 years, Joan; two sons, George of San Jose and Wade of Oak Park, CA; eight grandchildren and four great-grandchildren.

The family will hold a memorial service Sunday, October 16th at 2:30 p.m. at The Home Church, 1799 Winchester Blvd., Campbell. In lieu of flowers, donations can be made in his memory to the Veterans of Foreign Wars, Department of California Foundation, 1510 J Street, Suite 110, Sacramento, CA, 95814 or at www.vfw.org.

FROM ROBERT "PAPPY" BRANDT, 48TH BOMB. SQ: This is a nostalgic wartime bitter-sweet romance reminiscence of the beginning of his and Jo's married life together. Pappy wrote the stories for his family back in 1997 on the anniversary of their wedding date, September 26, 1944. Jo temporarily left Bob to be with God on 9 Sept. 2004.

Sept. 25, 1997. Sept. 27, 1944 found Jo and me really in a big dither. It wasn't a pleasant day for me and I'm sure Jo had feelings of her own that only she can express.

Being in the Army and on a 30 day furlough for rest and relaxation, the end had come. Travel in those days really took some time on the train, two nights and most of three days. There were no extensions, just be there when told to. Let's go back to the beginning of this rest and relaxation period. I flew



from the Islands [Gilbert/Marshals] to Hawaii via our own squadron planes. I had ruined my ears on one of my last missions so I went to the hospital at Hickham Field for treatment. The doctor there said he was going to ground me, but I told him that no way in hell was I going to return to the states via a boat. He finally said OK but I was to seek treatment in the states. I flew to the states in the bomb bay of a B24, not a fun ride. Back in the states I went directly to the flight line and got a plane to go home to Pa. but after a short ride, we landed and were kicked off the plane for Big Brass. After checking in my parachute and taking a bus to Los Angeles, I caught a train and had a slow ride home, using up my valuable time. This trip is a story in itself.

When I arrived home everyone was so excited. I wanted to get over to see Jo just as soon as possible. Hell, I didn't even have any privacy in the bath tub; they were all in there asking question after question.

(Pappy Cont'd from P7) Jo and I spent all the time we could together. She had to go to work as Chief Clerk for the Navy Inspection Office in the Tube Mill. I wanted to get married but she must have been scared for she wanted to wait until I got home for good. That was that, until Sept. 25 when she said, let's do get married.

Now back to Sept. 27. We went back to Pittsburg and I had to board a train to Los Angeles, CA. I wanted to 'jump ship'! I didn't want to let go of her, it was so good to be holding her close. But, go I must.

I don't think that I ate or slept on that trip west. I hated the thought of going back to the war in the Pacific. I hated those friggin' Japs. But, Good news! After meeting up with the rest of our crew members, and reporting to the base at March Field, they had cut new orders for our group and we were sent to Muroc Army Air Base in the Mojave Desert. Boy what a relief! Now the work started so that Jo, my young bride, could come out to me. I had to find a place for us and a job for her. She could only live in the Dorm at the Base, if she got a job. I finally got her a job in the PX and on the waiting list for the Dorm, an old construction barracks. As soon as I got word that she had a room, I called her, and she came to me on the fastest train of that day. She lived at the Dorm and I lived at the base, except when I snuck into the Dorm and spent the night with her. (You could hear lots of Army belt buckles early in the morning when us guys snuck back out.) We celebrated our first Brandt Christmas in the waiting room of the Dorm.

We were together at Muroc, finally in a room of our own until we were shipped to Riverside, CA. After a time there I had to send Mom home to Ellwood because I was being sent to Euphrata, WA – no wives allowed. It was great having Jo there with me and I think we had some good experiences and fun.

The story can go on and on but would take so long to tell of all the good and bad, the happiness, the heartaches and the love that has filled these past 53 glorious years. There is lots to remember and little that I want to forget. I just thank God that he made Jo just for me! Love to all, Dad (Pappy) P.S. I never did go get those ears checked in this U.S. of A.

The account below is a sequel to the above, written to his family on Sept. 26, 1997.

It was a very nice Fall Day on September 26, 1944. Josephine Dorothy Gall and Tech/Sgt. Robert E. Brandt set out to make those two names into one. Believe me that wasn't an easy task, although it was probably the most pleasant one.

It all started the night before when Jo finally said, "Let's get married before you return to the service." We didn't have a marriage license or blood test and there

was a three day waiting period law in the state of Pennsylvania. So, early that lovely Fall Day we went to the Court House in New Castle to apply for the license, only to be told that we would have to have a waiver from the court. Off to find a judge. We found Judge Chambers in his office and he listened to our story, He asked thousands, so it seemed, of questions. How long did you know each other? How long have you been engaged? Why the hurry now, etc., etc., etc.? 'Your honor, the hurry is that I have to leave tomorrow to go back over seas and we do want to get married before I go.' The Judge pondered for a second and signed the waiver. We were very happy and relieved and headed back to Ellwood City. We knocked on the door of Reverend Minter and asked him to perform the ceremony for us. Mrs. Minter stood as witness and the Knot was tied. No more Josephine Gall, it was now Josephine Dorothy Brandt.

When the Brandt family heard the news, they got their heads together and threw a quick shower. We received so many PLASTIC gifts, but it was well worth it.



Mom wore a gold suit and I wore my uniform (in those days you HAD to be in uniform...no ifs, ands or buts). It was a very enjoyable day, one that I've never forgotten, because I had to live it over and over for many days to come. It is true; I did have to leave the very next day

for California, a very long and lonely trip.

We would not see each other again for about TWO MONTHS, when she abruptly left her job with the Navy and jumped aboard the El Capitan for a fast train ride to Muroc in the Mojave Desert

This is how the little Bob Brandt Family got its start, the rest is history. We were alone back then and 53 years later we are alone again! Love all of You, Dad (Pappy) and Mom (Grandma)

The above recount was stimulated by an e-mail to Pappy from Diane Lassitter, daughter of MIA Merritt Miller, 48th Bomb. Sq. Here is another from Diane: Hi Pappy & Urb, Thought you fellows would find this interesting. I was on Amazon.com today doing some research on publishers of books for a project I am doing for Colonial Williamsburg. I typed in the title to Gen. Bywater's book just to see if it might be there. Well, it surely is. His book, "B-25s Target Kyushu," is for sale there. Would you believe...prices range from \$185.56 to \$219.90. Take a look. I truly treasure his book...it is "priceless" to me. Love, Diane

CUSHING FOB CELEBRATES 50TH ANNIVERSARY

The Cushing Fraternal Order of Police will recognize the 50 year anniversary of the local organization, and a celebration is planned at 7 p.m. Tuesday, July 12, 2005 for all former and current police officers of Cushing. The event will be held at the FOP headquarters, 102 N. Harrison.

The original FOP was established in 1915, mainly for benefits, as a union for the police; they helped officers with health and life benefits and wage increases.

John Widener has been the longest continuous member. Widener was an officer for more than 20 years, and has been a member in good standing with the FOP for 42 years. Thompson said Widener, earlier Police Chief Floyd Stroup, and Calvin Wright were the first retired officers who helped Cushing police get better wages.

Widener said he remembered working with about seven other officers, especially Major Terry Brannon's grandfather, who was also a Cushing police officer. "He was the nicest, most polite man I ever met on the police force," Widener said. One humorous incident he recalled: One couple was always drinking and fighting, so I told them that if they both put their hands on my badge, that I had the authority to give them a divorce. They did it, and I told them they were divorced and could no longer live together, so they went separate ways, and we had no further trouble with them. One day while the Police Chief and I were leading a funeral slowly down the street, a lady ran a stop sign. The chief was driving and he took off at full speed after the lady. He looked in the mirror and realized he was also leading a funeral. I suggested he slow down, as we knew the lady and could catch her later. So, he returned to slowly leading the procession to the edge of town. Widener joined the Cushing police department in 1963, after serving in the U. S. Air Force for 21 years.

Johnny Widener entered the Army Air Corp 18 Sept 1941. He was a gunnery instructor and in late 1944 became part of the 7th AF 41st Bomb Group, 47th "Old Crow" Sq and was a tail gunner on a B-25 on Okinawa with Pilot Jim Crump; Copilot Logan Kissire; Nav/Bomb. Walter Fletcher, Radio Operator/Gunner John D Baker & Eng/Gunner James D Smith. His plane was the lead plane on the first flight of B-25s to fly over Japan after Jimmie Doolittle's group, early in the war. John recalls sending glider torpedoes into the Nagasaki harbor and hitting a cruiser. Also, he saw the mushroom from the 2nd atomic bomb about 20 miles away. He left the Air Force in Jan 1946, until July 1946, when he re-enlisted. After re-enlisting he married MARY RUTH SHANKS on Sept. 11, 1946, at the First Christian Church in Cushing, OK.

In 1947 John went to the 10th Air Sea Rescue as a helicopter crew chief at Elmendorf AFB, Anchorage, Alaska; then to McDill AFB, at Tampa, FL for a time.

At Elmendorf Air Base, while living in a Quonset hut in base housing, the couple had their first son, a boy, who lived only two days

Returning to Cushing, Okla., he tried for a few months to attend Okla. State University, taking Aircraft engineering. The course was not what he had really thought, so in Oct. 1949, he re-enlisted in the Air Force, sent first to Lackland AFB, Texas then assigned to Sheppard AFB, Wichita Falls, Tex. There he was an instructor on Engine Build-up, and set up a night course when the Korean War caused the service to speed up the training process.

In January 1950, he started teaching B-29 maintenance at Sheppard AFB, Wichita Falls, Texas, until the spring of 1952. While there, their daughter, Sheryl Lee, a true Texan, was born April 12, 1951. In July 1954, Johnny was transferred to White Sands AFB, Alamogordo, N.Mex. There only 4 months, he managed to get back to Sheppard AFB, Wichita Falls, Tex. to instruct in the Mechanics course.

He and some instructors volunteered for a year's duty in Saudi Arabia, in their same career fields, with the 53rd Weather Squadron. After 8 months they were sent to Kindley AFB in Bermuda and became the 53rd Hurricane Hunters. His wife and daughter joined him there. It was quite a shock, seeing his daughter after 8 months, though having seen photos, how she had grown. While in Bermuda, the family of three became a family of four, having Lance Widener, Oct. 14, 1953. Lance had more birth certificates than most pedigree dogs.

John was sent to Holloman AFB in Alamogordo, NM, but wanting to return to the instructing field, was able to return to Sheppard AFB where he remained in the instructing field until June, 1957.

John was then sent to Hickam AFB, Honolulu, Hawaii, to work for MATS on C-124 Globemasters in the dock, until June of 1960. Then he was sent to Westover AFB, Mass, working in the Alert Facilities for the aircrews, where he spent the last two years of his military life, retiring August 31, 1962. The children were getting older and the family wanted to settle down.

They returned to Cushing, his and Mary's hometown. The children were 4th and 6th grade, so this became their hometown, later graduating from the local high school. Johnny went to work in May 1963 for the Cushing Police Dept. in the same building that in 1941 he had joined the Army Air Corp, having lied about his age, a detail that had been corrected prior to retiring and also, when he became eligible for Social Security.

After 21 years on the local Police Department, Johnny retired May 5, 1984.

"In the past 12 years, I've worked on various home projects, gone to Old Crow Sq reunions at Las Vegas in 1986, 1990 to Kansas City; 1992 to Riverside, CA where the 41st Gp. was awarded the Presidential Unit Citation. [And Hot Springs, AR in 2005.]

In 1984, Johnny became active with the local VFW, also, for a time participated in the Retirees Office at Tinker AFB, Okla. City.





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YOU MUST PROVIDE materials for publication. Requests for your "Bio" form should be sent to your Sq. Rep. or Urban A. Gutting, postal, tel. & e-mail addresses below.

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DUES NEWS: 2006 CALENDAR YEAR DUES FOR THE 47TH & 48TH IS \$5, INCLUDING A ROSTER; 396TH DUES IS \$15 + \$3 FOR A ROSTER AND THE 820TH DUES IS \$10.

MAKE CHECKS PAYABLE & SEND TO: EMERY TUTTLE, 820TH, WARREN EYER, 396TH, JOHN HELMER, 48TH & URBAN A. GUTTING, 47TH. ADDRESSES ABOVE.

\$\$ FINANCIAL REPORTS \$\$

47TH BOMB. SQ. Good Guys and Gals dues and gift contributors SLR (since last report) are: **John & Madeleine Waters** (last Crow for 2005) - **Herb & Fritzie Locke** (first Crow for 2006) - **Leroy & Mary Julian** - **Reginald Gauthier** - **Robert & Ople Gollnitz** - **Urban Gutting** - **Suzanne Powers (Daut)** - **Steve Gutting** - **Gus & Enid Anderson, 820th** (Special donation). Our dues, gifts & account interest for 2005 totaled \$1108.75; expenses were \$872.23. The 47th bank balance as of 02-03-2006 was \$2683.66.

48TH BOMB. SQ. - John Helmer reports dues and gifts SLR from **Diane Merritt (In memory of her father, Merritt Miller)**. Our Savings Balance stands at \$2389.54 after payment of \$202.76 for TCF #34, a great newsletter.

396TH BOMB. SQ. - "Doc" Eyer reports dues & gifts SLR from **Keith Ingstad** - **Gwen Moody** - **C.B. Williams** - **William Miller** - **Warren Eyer**. Our Jan. ending statement shows a balance of \$1,029.80. **2006 dues are now due!**

820th BOMB. SQ. See masthead left for "dues news."

TCF #34: Correction - P10, "At 'monthly' \$12 dues..." should be, of course, 'annual.'

Concerning "Crow Caws" as a proposed newsletter name change (P10), there was only one vote, that being solicited and it was a definite negative. Because the vote was from **Kem Sitterley**, it was weighted at 100 to 1, so the motion carried...no change.

There was, in fact, some question as to what the hell is "Caws." Even this "Urban Cowboy" knew, and so it was assumed everyone knew, that "caw" is, "a harsh, strident sound that a crow makes."

AND ALL THAT JAZZY COLOR! There is a story behind all that beautiful TCF #34 color: Most of "The Crow Flight" newsletters beginning with #18 have been printed by the "Media Production Services" of a prestigious research institute here in San Antonio. It has always been done at a very generous discount, but one that has varied. Using precaution, an estimate was requested from the "back room guys" for a four color, eight black ink pages printing of #34: it was just under \$900...well beyond our budget. Our estimator friend suggested consultation with the "boss," which went something like, "because you're you we'll use the over 10000 page volume rate, etc," until the total was pared to something just over \$400!!!

Wait, the story is not over. My son, Steve, picked up the finished product and brought it to my home. (I had a TURP procedure or, in flight-line lingo, a "Roto-Rooter" job done that morning...no lifting.) Immediate inspection revealed the gloss print and color production throughout. Son Steve said, "They forgot to reset for the black print pages, but you will not be charged for the extra color pages."

My suspicion is that they may have made a mistake on purpose...sort of a "Merry Christmas to the Old Geezer Warriors" mistake.

+++++

Hello. My name is Marianne Yheaulon-Price. My dad **Raymond** was part of the 47th. He was with Rick Rondinelli and someone named Dutch. I still have his old crow book but I'm sure you already have that. I was wondering if Rick Rondinelli is still alive. I would love to contact him. My dad died from lung cancer Dec 1978. He was very proud of his service to the USA as I am. I had a Tee Shirt air-brushed with the Tricky Likk on it...taken from the old crow book. **I was very happy to see the web site [Don Haskell's].** Thank you, Marianne

My reply: Yes, Rick Rondinelli and his wife Marilyn are very much alive. They've been attending all our yearly Reunions, the last being in Sept. in Hot springs, AR. Their phone is 731-664-9353 and mail address is 175 Bascom Rd., Jackson, TN 38305.