



The Crow Flight

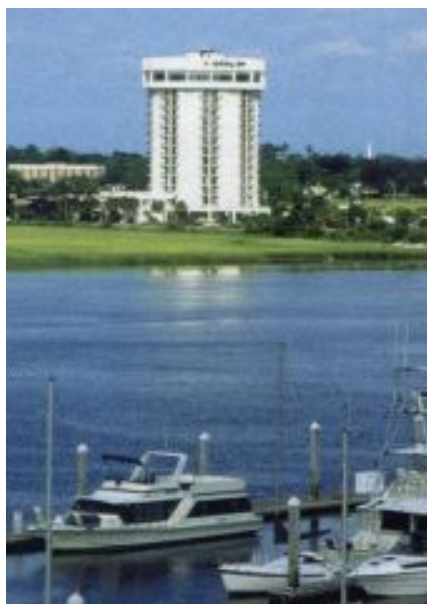


Forty-second Newsletter of the 47th, 48th, 396th & 820th Bombardment Squadrons, 41st Bombardment Group (M), 7th AF, WWII, Issued May 2008

Charleston, South Carolina

Has Cordially Invited the 41st Bombardment Group to Partake of and Experience Their Famed Southern Hospitality During the Dates of WEDNESDAY, 17 SEPTEMBER TO SUNDAY, 21 SEPTEMBER, 2008

PLEASE NOTE: OUR REUNION SCHEDULE IS MOVED BACK ONE DAY FROM THE PREVIOUSLY ANNOUNCED DATES. NOW, WEDNESDAY, 17 SEPTEMBER IS THE CHECK-IN DATE AND SUNDAY, 21 SEPTEMBER IS THE DEPARTURE DATE - THE BANQUET WILL BE HELD ON SATURDAY, 20 SEPTEMBER



GRACIOUS HOSPICE WILL BE PROVIDED BY THE HOLIDAY INN RIVERVIEW

PLEASE MAKE YOUR RESERVATION ASAP

**CALL 1-800-766-4451
AND TELL THEM YOU ARE
WITH THE ELITE 41ST
BOMB GROUP**

**OUR SPECIAL RATE IS \$89
+ TAX = \$100.13 FOR
SINGLE OR DOUBLE**

The Best Views of Charleston!

- ✳ Complimentary downtown shuttle
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- ✳ In-room coffee

A RIVERVIEW ROOM IS \$99 + TAX = \$111.38 - YOU WILL NEED A MAJOR CREDIT CARD TO SECURE THE FIRST NIGHT AND CANCELLATION WITHOUT PENALTY MAY BE MADE UP TO 48 HOURS PRIOR TO THAT NIGHT - OUR SPECIAL RATE APPLIES TWO DAYS PRIOR AND POST THE REUNION DATES WITH LIMITED AVAILABILITY

OUR SATURDAY NIGHT BANQUET AND FESTIVITIES WILL BE HELD IN THE ROOFTOP HARBORVIEW RESTAURANT - VOTED BEST VIEW IN CHARLESTON – FEATURED ARE SPECTACULAR VISTAS OF THE ASHLEY RIVER AND DOWNTOWN CHARLESTON AND, AS SCOUTED AND VERIFIED BY THE GRANDSTAFF FAMILY, GOOD SOUTHERN VICTUALS

CHARLESTON REUNION NEWS:

Rolf Grandstaff, as you have noted from developments reported on the cover page, has Baker-25 Tail No. 008 ready to roll and is now awaiting completion of your preflight duties.

Crew Preflight Checklist:

1. Call the HI Riverview (**1-800-766-4451**) and make your reservations.
2. Complete the Sq. Registration Form on P 3 of this newsletter and mail it with your check.
3. Make your travel plans to Charleston and, if required, your CHS/HI Inn shuttle arrangements.

The HI does **not** provide Airport/Hotel shuttle service, but does provide complimentary downtown shuttle service.

AIRPORT/HOTEL TRANSPORTATION:

Charleston Limo/Shuttle provides **Roundtrip** Airport/Holiday Inn Riverview service for \$34 per person.

Reservations may be made by calling 843-830-7673, by email at ride@chastaxi.com or by logging on to their website at www.chastaxi.com.

Pre-paid arrangements are guaranteed timely transportation. Transportation arrangements must be cancelled at least 24 hours in advance of pick-up time for a refund.

Taxi Vans which pull up just across the street from the exit area at baggage claim is an alternate mode of transportation. We recommend that you negotiate an agreed fare before using this option.

HOTEL BREAKFAST: Our HI room rate does not include complimentary breakfast; however, each **room** will receive three complimentary breakfast buffet coupons, redeemable any day of your stay. Rolf said the buffet and evening meal they had was very good.

TOURS: Rolf has been working on 3 tours...**and a possible block-buster extra!** As of this writing (Early June) a few tour details are not firm. There could be some minor changes but, as of now, the tour scenario is:

Charleston AFB Tour: Rolf has made arrangements with Charleston AFB for a tour of the base to include lunch. Possibly a walk-through tour of our USAF's latest transport plane, the C-17 Globemaster III can be arranged, but that is not certain at this writing. We depart our hotel at 09:00 am, return 3:00 pm. on Thursday, 18 Sept.

Charleston Harbor Tour - As you cruise through Charleston Harbor, view the lovely mansions along the Battery, watch the dolphins play alongside your boat; see Fort Sumter where the Civil War began,

and hear stories about the pirates who frequented the harbor in bygone days. Throughout the tour, a narrative is given about the many points of interest, including Castle Pinckney, Drum Island, and the Wando Terminal.

Historic Charleston Tour - One of the most beautiful and historic cities in the south. Possible sites we'll visit might be the College of Charleston, Harleston Village (one of the early suburbs of the city), the Citadel, the Military College of South Carolina, and the famous Battery with its elegant town houses built by planters and merchants in the 18th and 19th centuries.

The CHS Harbor & City tours will be combined on Friday, 19 Sept. and a box lunch is included. We depart our hotel at 10:00 am & return at 3:00 pm.

The Blockbuster Extra - From Rolf: "Katrina, Erika, and I went to the New River Marine Corps Air Station Open House and Air Show on Saturday (one of the benefits of living in NC is all the USMC bases nearby). Anyway, guess who we saw there? Panchito! It was like stumbling into a reunion there. Most all of the Panchito displays were about the 41st Bomb Group and when I told Larry Kelly, the owner and operator of the aircraft, who I was and about our reunion, he got really excited. He was like, 'Wow, oh I got to get Panchito down there for your reunion.' He wrote my name, number, email, etc. and of course I told him about the website." IF ALL WORKS WELL, WE HOPE TO SEE PANCHITO PARKED ALONGSIDE THE C-17.

THE BANQUET:

Happy Hour: Will be held in our Brobdingnagian [After *Brobdingnag*, a country in *Gulliver's Travels* by Jonathan Swift, where everything was enormous] Hospitality Room. Hors d'oeuvres, as well as libations, will be provided "on the house." Save room for:

The Meal: We'll have an entrée choice of Prime Rib, Red Snapper or Chicken Cordon Bleu, a choice of Rice Pilaf or Oven Browned Potatoes and a choice of Cherry Pie or German Chocolate Cake for dessert. Not sure at this time how we are to communicate all these choices to the kitchen staff, but I'm sure we'll find out.

Guest Speakers: Late breaking news! The Commander, 437th Airlift Wing, Charleston AFB, **Colonel John C "Red" Millander**, has agreed to speak at our banquet on Saturday.

Rolf will ask "**Panchito**" pilot **Larry Kelly** if he also might consider being a speaker at our reunion, perhaps at the base tour luncheon. "I thought Larry was extremely interesting to listen to. He really knows and appreciates the place that the Mitchell has in history and told me just story after story about them and their crews, including the 41st. He's a true believer."

CONGRATULATIONS TO ROLF GRAND-STAFF for making his first solo flight on April 13, '08. "I did 3 take offs and 3 landings flying the pattern. It was pretty exciting and the school took my picture afterwards and added it to their solo gallery on the wall in the classroom. It's been windy so I've only been able to fly one more time since then when I did 6 or 7 more take-offs and landings. Next time is this Tuesday, weather permitting of course, and I think I'll go out to the practice area NW of the airport and maybe practice some ground reference maneuvers. I'm definitely having fun. I'd like to buy an airplane sometime later this year, maybe an Ercoupe or Luscombe 8A or one of those Sky Jeeps, the Zenith CH 701. The aircraft I'm flying right now is an Allegro side by side 2 seater high wing w/ a 100hp water-cooled Rotax engine w/ your basic VFR instrumentation." **[ED.: There is no insinuated connection between this and the following article.]**

WWII AVIATION ACCIDENT STATISTICS:

This is an email message forwarded by my good friend, Col. Max Axelsen, USAF (Ret), a WWII Pacific theater 46 mission B-24 pilot. The message quotes Barrett Tillman, an aviation author of note who is researching WWII losses for a new book. Tillman also writes for Tailhook magazine.

For the new book I computed the AAF's average daily loss in combat for June '44: nearly 50 aircraft. Today, if we lost that many in a year we'd probably park our air forces!

A few of my acquaintances were wondering how 19 year olds mastered high performance fighters with little training during WWII. I looked into it and found some rather interesting figures.

This same question was brought up in the P-51 Torque Roll discussion. The short answer is they did what they needed to do and accepted the losses.

Unfortunately, it looks as if combat and accidents losses are usually combined when overseas. The information below sheds some light on the accident losses. The info is from the Army Air Force Statistical Digest WWII published in Dec 45. According to it, thousands of aircraft were lost due to accidents.

In the Continental US between 1942 and Aug 1945 there were 824 P-51 accidents, 131 of those fatal resulting in 137 fatalities and 358 aircraft wrecked. The P-47 was much worse with 3049 accidents, 404 of those fatal with 455 fatalities and a staggering 1125 airplanes wrecked.

This is just the beginning according to the table. If you add up all the accident losses on that table you get 47,462 accidents, 5533 of which were fatal resulting in 13,624 fatalities and 12,506 aircraft wrecked. Keep in mind this was just in the Continental US.

Also in the US looking at all AAF accidents from Dec 41 to Aug 45 there were 52,651 accidents, 6039 of those fatal resulting in 14,903 deaths and 13,873 aircraft wrecked.

Branching out overseas gets difficult. As I mentioned previously, I can not find combat losses verses accidents. I also can not find specific type losses. But if you look at Airplane Losses in US and overseas, you will see that page two breaks out the Continental US verses overseas.

There were a total of 43,581 losses overseas and 21,583 losses in the US. Keep in mind this includes combat losses but I can almost guarantee nearly all the 21,583 Continental US losses were accidents. The Continental US does not include AK and HI, the only places in North America that had direct combat with the Axis.

While en route from the US to the theater, 909 planes were lost.

Airplane losses on combat mission by theater states a total of 22,948 aircraft were lost during combat. If we subtract this from the 43,581 total overseas losses figure above, we get 20,633 aircraft lost not during combat.

I found these figures absolutely overwhelming and much more than I ever would have thought. Total losses due to accidents for WWII may never be known, or at least it is beyond my researching skills, but I do think it was in the thousands. Gives me even more appreciation for that generation.

On a lighter note, here are some other figures just for fun....9,707,109,000 gallons of gas used from Jan 42 to Aug 45; 459,750,000 round of ammo expended overseas from Jan 42 to Aug 45; 107,886,000 hours of flying time from Jan 43 to Aug 45; 7,952,020 bombs dropped overseas from 43 to 45; 2,057,244 tons of bombs dropped overseas from Dec 41 to Aug 45; 2,362,800 combat sorties from Dec 41 to Aug 45; 299,230 aircraft accepted from Jan 1940 to Aug 45; 808,471 aircraft engines delivered from Jan 40 to Aug 45; 799,972 propellers delivered from Jan 40 to Aug 45; 40,259 enemy aircraft destroyed Feb 42 to Aug 45

- Barrett Tillman

BIO: James L. McGrath, 47 Bomb Sq., and spouse Betty have done extensive traveling since his retirement after 39 years working in sales positions for the National Cylinder Gas Co; but now, with advancing age (Jim celebrated his 90th in Oct.'07) their travel is confined to trips between their homes in Illinois and Florida. Their world travels had taken them to Europe, China and Japan as well as many points throughout the United States. Jim and Betty recently celebrated their 64th wedding anniversary.



Their All-American family consists of their children James S. Jr., Thomas J. and Elizabeth K. Thomen and their spouses; grandchildren Gregory, Laura, Elizabeth, Scott and Kelly and great grandchildren Tyler, Rylee and Connor.

At age 23, while living at Villa Park, IL, Jim voluntarily enlisted in the aviation cadet program in order to select the branch of service he wanted.

He completed Primary training at Uvalde, TX, Basic at Randolph Field, TX and Advanced at Brooks Field, San Antonio, TX. He then flew O-52s training



Chinese officers. He transitioned to B-25s at Greenville, S.C. and was assigned to Eglin Field, FL for torpedo training with the 47th Bomb Sq.

His overseas combat experience began in operations off Makin Island in the Gilberts and it continued through the Okinawa campaign.

Jim was awarded the Air Medal with clusters and was discharged with the rank of Captain.

Jim's original aircraft assignment was B25J #43805 which he named "Luki-Bets" after his wife, Betty. The nose art is a "Petty Gal" rolling dice.

The crew was: Pilot – Jim McGrath; Co-pilot – George Siefert (Dec); N – Joe McCrum (Dec); Crew Chief – Childress (Unk); Eng/Gnr – LeGrand Frei (Dec); Radio/Gnr – Bob Luss (Unk); Tail Gnr – Lucius (Lou) Brown.

BIO: Harold L. Newlander, 396 Bomb Sq., and spouse Betty Lou found it very convenient to attend the '07 ABQ Reunion because they reside at 3113 Colorado NE, Albuquerque, NM 87110. Feel free to drop them a note sometime.



Harold and Betty Lou were married in May 1945 while he was still in the service. They were blessed with four children, C. David, H. Alan, Mark F. and C. Amanda...who in turn have presented three



more Newlanders, Dylan, Diana and Vicki, who in turn have presented five great grand children, Jacob, Jordon, Benjamin, Nevada and Carl Le Duc.

Harold began his service as a 20 year old draftee from Erie, PA. He attended Fighter Armament School IN Denver, CO and Gunnery School in Las Vegas, NV before being assigned to the 396th Bomb Sq.

He served as MOS 612 Armorer/Gnr with his original crew of P – Paul G. Jameson; CP – Reuben E. Mono; N - Rollin P. Laird; Eng/Gnr - John C. Smith and Radio/Gnr – Zeke Leake. They completed 50 missions in the Gilbert-Sullivan Islands campaign, seven low level and 43 medium altitude. Their aircraft was nicknamed "Greeces Fat Boy."

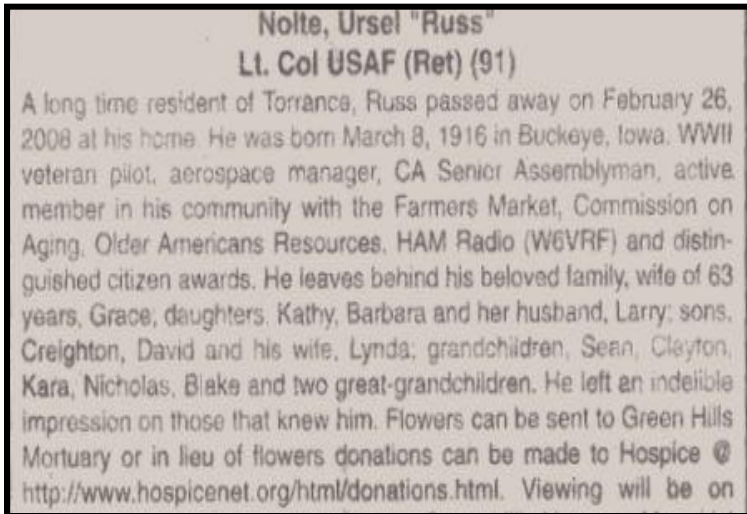
Harold was awarded the Air Medal with 5 Oak Leaf clusters, the Distinguished Flying Cross with 2 Oak Leaf clusters and the Purples Heart medal. He attended primary pilot training school at Lancaster, CA from April 18 to June 27, 1945 before being discharged in June, 1945 as a Staff Sergeant.

Harold then enrolled at Cornell University and graduated June 1949. He worked in the ice cream industry, retiring in 1984. He then consulted in the dairy industry until December, 2002.

NOTE FROM Audrey I. Kehoe, widow of Max L., 47th Bomb Sq: I still enjoy reading "The Crow Flight" even though I don't know anyone. I guess it's because my husband, Max, enjoyed it so much. However, there has been some changes and I have a new address.

Last July my son died of a massive heart attack. He was only 50. Because he is now gone, there was no reason to stay in Arizona. Also because of my own health issues, I can no longer live alone, so I have moved into an assisted living facility back in Iowa, where I lived most of my life. Since all 3 of my children are now gone, I have some very good friends who sort of look after my needs and take me to Dr. appointments, etc. **What would we do without friends?** Until next time, I remain---Sincerely, Audrey I. Kehoe

Sent by Glenn Penner, Hq. Sq., who said that according to their roster, "Russ" was a pilot in the 48th Bombardment Sq.



From Thelma K. Wood, Widow of William A., 820th Bomb Sq. Dear Mr. Childs,

Over the years, Bill and I both enjoyed reading "The Crow Flight"...always looking for names he knew...and of events that others shared with your newsletter. Sadly, I am writing to report that Bill (William A. Wood) died in December 2006.

On Bill's 85th birthday ('06) he had written some notes to our children and I thought that some of you might enjoy reading some of his memories.

"Life on a farm, 5:30 a.m., 7 days a week, milking 7-10 cows, and then off to school or plowing endless rows of corn while looking at a horse's rear end. WWII Army life was 'a breeze' after farm life! My first ride in an airplane, any airplane, was as a student in the Army Air Force. After my first flight, I wanted to quit because 'Thunder' Tychman, our instructor, thought that all 'farm boys' should stay on the farm.

"I was one of the first pilots ever picked to go directly from flight school and into combat. My 5th ride, ever, in a B-25 was as a co-pilot to land on the island of Tarawa. The Marines were still fighting Japanese soldiers at one end of that island. No one told the Sea Bees that airplanes could not land on sand, so each plane had to be pulled from the sand on the runway with a bulldozer. We went to Tarawa with 16 B-25s. Only three of the original crews came back alive.

"I was chosen to be the lead crew to fly some of the residue from the Hydrogen bomb 'fallout' to New Mexico. Prior to the test, we sat around for a week and watched as dozens of donkeys, monkeys, goats, etc., were tied to posts at various points within circular rings on the target island. I was to fly the remains of some of those test animals back to New Mexico for studies of the effects of the bomb radiation. One BIG problem...after the bomb went off...there were not only no animals left...there was also none of the island either! Later, when we flew over that area...it was just a deep blue spot in the ocean.

"The most dangerous and yet some of the best flying I ever did was when the Marines were surrounded at Khe Sahn in Vietnam. My aircraft delivered both 100 Octane gas and ammunition while I flew the plane about 10 feet off the ground at 'stall' speed and while under enemy fire.

"I landed a C-47 on the Greenland Ice Cap to pick up an observer who had, supposedly, been attacked by a polar bear...but it turned out that he had just become lonely and he had lied about the bear. I once found a life raft in the Pacific Ocean and I was able to keep it in sight for 1½ hours and until the Air Sea Rescue got there." Bill concluded his notes by saying that he felt "All in all, life has been very good to me." He asked that his obituary read 'Started rough, Ended Heavenly'."

While I was not privileged to have shared any of Bill's USAF career years, I loved hearing him talk about them. If there are others who might remember Bill...would love to hear from anyone who might have memories or old photos to share with the family. Sincerely, "T.K."

Homecoming: Tell Rolf to tell them that there will be at least one coming to the reunion who was stationed at CAAFB in 1943 and is coming back home.

Emery Tuttle, 1 Corinthians 13

Ed: Now that I've read Emery's, "**And The Angels Sing**," I can personally & highly recommend that you get his book.

It is easy reading, at times piquant, amusing, reminiscent and thought-provoking...and always entertaining. See

TCF #41, P9 for ordering details or call Emery at 903-451-3029 [Elmer & JoAnne are 1st to sign up for CHS.]

From Bob Gollnitz, 47th Bomb Sq.: Jan. 5, 2008

Thanks for the No. 41. Couldn't remember if I had paid for '07, so check of April 20th said I did. I'll make it a little earlier this year.

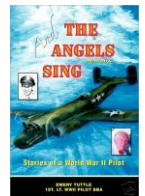
Sure looks like our roster is going down fast. Reading the reports of the 86's & 87's leaving us, I'm looking forward to hitting 88 next month, Opel 87, and celebrating our 66th together. The Dr., at my regular check-up yesterday, said every thing looked good, but said the slight rash I noticed on my left arm this week was the start of shingles. Can't win them all, I guess.

We have been pretty lucky, striving to complete our two mile a day walk, until the first week in Nov. when Opel got hit with vertigo. Had some pretty dizzy days but back on her feet now.

Her eyesight is much worse but is still a hell of a cook even if I have to measure everything for her.

Enjoy reading The Crow Flight even if I can't remember knowing any of the members attending the reunion. Keep up the good work. Sincerely, Bob G.

Multiple Congratulations to Skip and Rene Thurne: Their 61st anniversary was on Oct 2, '07 & they celebrated it with a game of golf on Oct 4, which date coincided with Skip's 86th birthday. Skip carded an 87, only one over his age. [For non-golfers, shooting one's age is considered a worthy feat.] Rene celebrated her 83rd birthday at the Albuquerque reunion. They sure don't act their ages.





ELMER L. LITTRELL, 820th Bomb Sq., age 84, of Lampasas, Texas and formerly of Mascoutah, Ill., was born Aug. 23, 1923 in Hunter, Mo., and died Jan. 21, 2008 at his residence from

complications of Renal Cell Carcinoma.

Mr. Littrell was a retired heavy equipment operator from International Union of Operating Engineers, Local 520 of Granite City, Ill., having worked with the union over 35 years. Twenty-two of those years were with Kilian Corporation of Mascoutah, Ill. He also farmed in the Shiloh Valley Township of St. Clair County, Ill. for a number of years. He was a member of the St. Clair Co. Farm Bureau until he moved to Texas in 1980. He was a current member of Lampasas County Farm Bureau. He loved talking about farming with mules when he was a boy.

Elmer served with the United States Army Air Corps as an armor gunner on Mitchell B-25s in the Pacific during World War II, witnessing the atomic bombing of Nagasaki, Japan. He enjoyed history and recounting the war during annual squadron reunions. He earned numerous medals while in the service, including Bronze Stars, American Campaign, Good Conduct, World War II Victory Medal, Carbine and the Honorable Service Award.

His hobbies included woodworking, art, gardening, reading, country western music, big band era music and cooking (especially baking cookies and cinnamon rolls). In his younger days, he won a blue ribbon at the St. Clair County Fair on his chocolate cake. He could make the best "Cast Iron Dutch Oven Pot Roast and/or stew." He strived for perfection in everything he did. He was a member of the Methodist Church until recently, when he moved to Lampasas, Texas and became a member of the first Presbyterian Church.

He was preceded in death by his parents, Harry Turley and Selina Marie, nee Harding, Littrell; his former spouse and mother of his children, Patsy Ann, nee Turman, Schrage; three brothers and four sisters.

He is survived by his wife, Joanna Pauline "Polly" nee Nuckles, Littrell, whom he married April 20, 1983, in San Marcos, Texas; three children, Robert (Lori) Littrell, Betty (Clyde) Crouse and Steve Littrell; nine grandchildren; a great-grandson; a sister, Julia Burgard; and numerous other relatives.

Honorary 820th Sq. Pallbearers: John Thrune - Bill Norling - Everett Drummond - Gus Anderson - Bill Childs - Morgan Malloy - Richard Rarey - Harold Moody - Jesse Rowe - Paul Brooks - John Conway - Tom McGuire - Craig Norton - Marvin Luzier - Jack Audiss - Herman Bader - Felix Dreyfus - Norm Geril - Emery Tuttle - Art Love - Wallace Johnson - Richard Giachino - Warren Lowell. Everett and Geraldine Drummond attended the Funeral in IL.



Lt Col. WILLIAM KINGSLEY PFINGST, USAF (Ret), born on October 28, 1916, in Syracuse, Ind., died on February 18, 2008, in Citrus Heights, Calif., following a short illness. He was preceded in death by his parents Alta Arnold Pfingst and Laura Birdella Kingsley, his wife Miriam, and son Douglas. He is survived by daughter Vicki Pfingst (Sue Fast) of Sacramento, step-daughter Sandi Boydstone (James) of Hickory, N.C., five grandchildren, and nine great-grandchildren.



He was a premed student at Indiana University and Ohio State. During World War II, Pfingst served as Commander of Lefty's Wolf Pack, a U.S. Air Force B-25 flying squadron based in the Marianas. They were the first to make an aerial assault against the enemy positions on Tinian. Described as "a legend in his own time," he was fondly known as "Lefty." He was the first person to fly into Japan with General Douglas McArthur's staff. His medals include the Asiatic Pacific campaign, American Defense and Campaign, WWII Victory, Distinguished Flying Cross and one cluster, Air Medal with four clusters, American Occupation of Germany and Japan, National Defense Service and two unit citations. After WWII he was stationed in New Mexico, Germany, Texas, and California. He retired at Mather Air Force Base in 1961. He enjoyed a successful 20-year career as a realtor with Pfingst Realty. He was a member of Retired Officers Assoc., Daedallions, Solos, Sacramento and California Real Estate Assoc., to name a few."

"My father was an outstanding leader, a kind person, and a gentleman. He was grateful for his many blessings. He loved the Sacramento Monarchs and the Sacramento Kings basketball and went to every home game. He loved everyone he met, and they loved him, too. He will be missed."

STEPHEN KISH JR. sdk1395@yahoo.com of Chambersburg, PA posted this message on our 41st Bomb Group Don Haskell Memorial Website: "I finally found a place to let other 396th Bomb Sq. people know that my father passed away 1/03/04. I think he was with the group from Sacramento, thru Fresno, and though most of the island hopping." View a 396th Photo Show in honor of his father: <http://photoshow.comcast.net/watch/Ec5rE4PX>

It is with profound sadness that we report the passing of the 820th Bomb Sq's Gus Anderson. Said comrade Skip Thruene: "He attended all our reunions and brought with him that smile which warmed the room and made everyone feel happy in his presence. He was never without his camera, catching us in our awkward moments, as well as in laughter."



Gus Fred Anderson



Gus Fred Anderson, 85, of Winters passed away on February 23, 2008, at his home. He was born September 25, 1922, in Galveston, Texas. He served in the United States Army Air Corp during World War II with the 41st Bombardment Group, which received the Presidential Unit Citation for actions executed from bases on Tarawa, Makin and Okinawa. He earned the decorations relative to the American Theater Campaign, the Central Pacific Campaign and the Asiatic Pacific Theater Campaign for which he received 4 overseas service bars. He married Enid Spill on January 14, 1950, in Winters. They lived in Galveston where he worked for Amoco Oil as an electrician, returning to Winters in 1994. He was a member of St. John's Lutheran Church.

Survivors are his wife of 58 years, Enid Anderson of

Winters; two sons, Kendall Warren Anderson of Houston and Troy D. Anderson of Biloxi, Mississippi; daughter Linda Gayle Anderson Jones and husband David of Wimberley; sister Ruth Lacquement and husband Robert of Texas City, Texas; grandson Ryan A. Anderson of Houston.

Family visitation will be from 4:00 p.m. until 7:00 p.m. Wednesday at the Winters Funeral Home. Services will be held at 2:00 p.m. Thursday at St. John's Lutheran Church with Pastor JoAnne Swehosky officiating. Burial will be in the Lutheran Cemetery under the direction of the Winters Funeral Home.



The family requests that in lieu of flowers, memorials can be made to St. John's Lutheran church. Pallbearers are Rudy Wallace, Ryan Anderson, Van Spill, Butch Spill, Kendall Anderson, Paule Stoecker. Honorary pallbearers are George Kuykendall and Robert Lacquement.

Mr. Grandstaff,

Got your email address from the 41st Bomber Group website. I am the granddaughter of Richard "Dic" Yaple. While sitting at Christmas dinner last night, my mom began talking to the host of the dinner about how to find out about jacket patches from WWII. This morning, based on her description, I found "the crow flight." And after finding the 2004 newsletter about the Reunion, found the only reference to my granddad's flight career after scouring the internet for six hours. My grandparents were divorced and very estranged before I was born so we never had an opportunity to hear any stories, so finding that one reference was incredible. Apparently, according to my mother, RJY didn't talk about his time in the service once he got home, so these details are much appreciated.

I know from the newsletter he served with Dick Anderson. Jane Anderson mentioned him; "...Over the years we visited several members of Dick's crew (no longer living)" and that's all we've got to work with.

Grandpa died several years ago so if there is an updated list swirling around, please post that update. He was a lifelong resident of Erie PA and retired as an engineer with Hammer mill Paper Company. He remarried in the 1960's. His second wife's name is/was Margaret. She is still living in Erie, I believe.

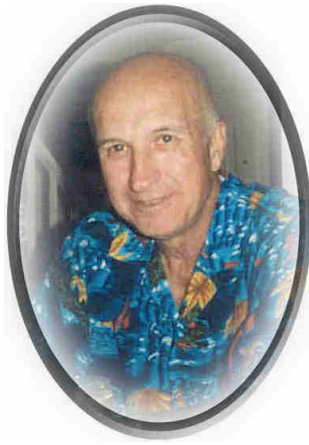
I would like to touch base with anyone who may have known him or may have a copy of a picture they could share with us. It would mean so much. Also, I am searching for a copy of "the old crow" patch that I could give to my mom.

Any help anyone could provide would be greatly appreciated. Sincerely, Melissa Wallace, Greensboro, NC <ndgo@triad.rr.com>



P—Lt. R. J. Yaple
CP—Lt. C. H. Love
BN—Lt. R. R. Anderson
RG—Cpl. D. D. Martin
EG—Cpl. G. M. McKee
AG—Cpl. R. J. Bronson

5-24-08. Received word that MARVIN LUZIER & HAROLD "MOOSE" MOODY, 820th Bomb Sq., recently died. Obituaries will appear in the next TCF issue.



Thomas J. Zachok, 47th Bomb Squadron.

Thom Zachok, age 86 of Wayne, New Jersey, died on Friday, January 11, 2008 at the Chilton Hospital in Pequannock. His passing was quit and peaceful.

Born in Passaic, Thom moved to Clifton at age three. He graduated from Clifton High with the class of 1940. He began working for the Leslie Company in Lyndhurst, NJ, which was a major supplier of steam equipment, such as train and ship whistles. Except for the time he spent in the service, he spent 35 years with Leslie until his retirement in 1985.

Shortly after the bombing of Pearl Harbor, Thom enlisted in the Army Air Corp. He was later assigned to the 41st Bombardment Group of the 7th Air Force. He was in the 47th Squadron, also known as "The Crow Flight". He was trained as a bombardier navigator, but functioned only as a navigator in combat. He served throughout the Pacific theatre, based in the Marshall Islands, Okinawa and the Macon Islands, just to name a few. He was witness to the dropping of both atomic bombs on Japan from his



B-25 Mitchell named "Weezie". He was awarded the Air Medal, the American Campaign Medal, the Asiatic Pacific Campaign Medal, and the World War II Victory Medal. One story he would tell was about a time that his squadron was in the San Francisco Bay area. Upon their departure, the squadron pilots all agreed to fly under the Golden Gate Bridge on their way out of the bay.

Thom's pilot was reluctant, but his crew persuaded him. At the last moment, all the other pilots chickened out and flew over the bridge, and Thom's plane was the only one to fly under it! He never spoke of his military service as anything but ordinary and often said the soldiers on the ground were the ones that saw the real war, he did not think of himself as a hero but

he was to his family and they are proud of his service to his country.

His interests were numerous, including reading, riddles, and mathematics, to name a few. He had no formal education in mathematics, but was absolutely brilliant when it came to solving mathematical problems and especially mathematical riddles. Having been a young boy in the depression era, he was also very self-sufficient. He would do everything himself; even electrical, plumbing, home repair, etc., and he taught his sons these skills too. He also loved his garden and would spend 8 hours a day or more there. He made his own compost, sifted the soil, and commissioned his sons to help collect leaves and manure to mix into the soil – a task they not-so-fondly remember. It all paid off however, as his garden did produce beautiful flowers & vegetables, he even tried corn once; planting a large circle of it in the center of his front lawn, where the best sunlight was.

His family recalls his dry sense of humor, sarcasm, and how he loved to argue – often just for the sake of arguing. He really knew how to push-your-buttons too, if he wanted, but never in a way to be mean – it was just who he was.

Thom met his wife, Mary, at the Sagamore Resort in the Pocono's. He was a great tennis player and often spent the weekends at Sagamore. Mary visited there, with a friend, one summer and met Thom. They courted for 3 years before marrying in 1959. They moved to Wayne in 1964 to raise their family.

Thom is survived by his wife Mary of 48 years, two sons; Timothy and his wife Lisa of Sparta, New Jersey, and Matthew and his wife Lois of Randolph, New Jersey, two grandsons; Jonathan and Christopher of Sparta, two sisters; Olga Zawada of Clifton, New Jersey and Ann Biondi of Toms River, New Jersey, and one brother; Steve, of Florida. He was tragically predeceased by his son Douglas in 1967, two sisters; Sophie Susidko in 1997 and Helen Lisinsky in 2003, two brothers; Peter in 1986 and John in 1998.

Those planning an expression of sympathy in Thom's name are asked to consider donating to: Arthritis Foundation, P.O. Box 96280, Washington, DC 20077.

A note from the children of **Raymond & Arlene Huschle, 48th Bomb Sq.** informed that Arlene died on 9-12-07; she had been predeceased by Raymond on 3-5-05. The Huschles had been frequent attendees at past reunions.

Anyone wishing to contact the family may email Gary Huschle at honkerharmony@wiktel.com "If you wish to contact Mom directly, please use knee-mail." With love, The Children of Arlene

SQUADRON NOTES:

From Tim, Son of George Harrison 47TH Bomb Sq:

Thanks for including me on The Crow Flight distribution list since my father (George) died. I enjoy reading it. My wife and I have been doing a lot of work on our respective family trees. I am currently interested in getting as much information about my father's WWII activities as I can. Are you aware of any of the guys in the group that had a close relationship with my father, and who might be willing to share their memories with me? Also, as you probably know, my father was a photographer during the war. In going through his belongings, I came across 3 WWII scrapbooks filled with pictures of the guys and planes from the 41st, along with pictures of the entertainers (Bob Hope, Jack Benny, and others). Are these pictures that you and the other guys would like to see? If so, I would be happy to share them. However, if you each have your own collections of similar pictures, I will not bother. Let me know. Thanks! Tim Harrison

Ed.: My reply, in part: "As you read in *The Crow Flight*, our next reunion will be in Charleston, S.C., which is 'sort of' in your neighborhood. You might consider attending that and become acquainted with some of the men your father served with. Perhaps, even, there might be someone attending who knew your father. It would also afford an opportunity for you to bring your father's scrapbooks. I can heartily assure you that we would be **most** delighted to see them."

If anyone has information to share re Tim's father, contact him at: tharrison@cathedral.org

Hello, My father, **Edward Morgan [48th Bomb Sq.]** passed away on June 11, 2007. My mother, Marion, passed away 6 years ago. Please discontinue sending The Crow Flight.

Sincerely, Michele Morgan-Brown



From Jim, son of Jean Belair, 47 Bomb Sq:

Gutts, I'm glad you got them OK. A small token of appreciation for all you've done for me. I sent two to all the people who helped me on my quest to remake the patches (it's been quite a

journey). One of them is for you and one to pass on to whomever you want.

I got the patches made at Patch Supply in San Juan Capistrano, CA. Now that they've been made once, they have the item # and that will get you exactly the same patch as your holding now. They do have a minimum order, I think it's fifty.



47TH Bomb Sq. Engineering. Front Row Center, With the Grin and the Moustache is my Dad, Jean Belair.

[Myrtle Schiller, whose late husband, Leo (In Pith Helmet) to Jean's R, also sent this pic & it appeared in TCF #24 on P7.]

As for the picture I sent you. I still have my Dad's squadron book. It's tan with the crow on the front. I scanned then printed the picture from that book. The pic you sent was helpful insofar as it gave me an idea as to what to look for. The link is from Frank Bayer (who's Dad was also in the 47th). http://toonsatwar.blogspot.com/2006_09_01_archive.html He also got two patches. I took the picture to Madeira, USA. They are one of the world's largest suppliers of embroidery thread. There they matched the colors of the patch with the colors of the thread that they sell, literally thousands of colors. I'm their mailman! (Didn't know that did you) I specified the exact thread #'s to use to the embroidery company and there you have it.

Anyway, it's been a long road and what's made it worth it to me is to read about your excitement and to see that someone else gets as excited as I am about this. I look forward with eagerness to be included in the mailings, I appreciate that.

YOU ARE MORE THAN WELCOME, Jim Belair

Ed.: Jim would like to hear from anyone who knew or remembers his father, Jean. Call (603) 528-1922 or email: nancysworld14@verizon.net

Ed.: Too bad this issue is not in color print, so as to do full justice to the beautiful art work of the 47th's Crow Patch shown left (actual size 4 1/2"); however, as with all *The Crow Flight* issues, this one may be viewed in full color on the 41st Bomb Group website after Rolf gets it posted.

There has been several inquiries as to availability of our 47th Patch (The latest being Melissa Yapple-Wallace, see P8), so a command decision has been made to place an order for the "Jim Belair" Crow Flight Patches. Details as to how to obtain them will be published in the next newsletter.

Ed. Comment: Anyone who sticks their neck into an endeavor such as writing this newsletter must expect to have to eat humble pie from time to time. Usually, for me, the cause lies somewhere in the piles of my unsophisticated filing system. Stacking seemed to work fine for years, but as the piles grow larger and my memory grows shorter, the situation grows worse. And so it is that I must again issue a mea culpa, this time to Baggy Baglietto.

Bear in mind as you read his Bio that time-related information may no longer be accurate. The envelope containing Baggy's material is postmarked 11 March 2004. Zounds!

BAGGY'S BIO: John E., 396th Bomb Sq., and Marjean Baglietto, now reside at 114 Alexander Ave., Larkspur, CA 94939. Their offspring, Nicole (Pearce) and Jack have rewarded them with eight grandchildren and 9 great grandchildren. Back in '04 John & Marjean celebrated their 60th wedding anniversary with all the family attending. "We still have 5 generations going as Marjean's mother is still with us at 96," said John.



Baggy's only mention re his military days is that his crew consisted of him as P; 1st Lt. Thomas Shea, CP; 1st Lt. Donald Riddle, N; Sgt. James Rush, Eng/Gnr; Sgt. Richard Heckel, Radio/Gnr; and Sgt James Cowan, Armorer/Gnr.

After his discharge as a 1st Lt, Baggy entered the construction business. He built many homes and restaurants across the U.S., culminating his career with construction of Pier 39 in San Francisco, CA. [See TCF #27, P3]

Retirement in 1982 afforded Baggy ample opportunity to pursue his love of outdoor sports activities, such as bird hunting in England, Denmark, Africa, South America and Mexico, as well as deer and duck hunting and salmon fishing. In a recent note Baggy said, "I'm still at it at 87; I got my limit of 7, mostly Teal, hunting at the Duck Club in Gustine, CA."



"Bagger" & "Baggy"

BAGGY'S STORY: "REMEMBER"

A Learning Experience Comes In Handy Later On

When we were stationed at Wheeler Field on Oahu, prior to going to Okinawa, someone came up with the idea of hanging a full size Navy torpedo under the belly of a B-25, taking it up to 6-8000 ft. & dropping it in some large bay or seaport that had ships in the harbor..

The torpedo was equipped with short stubby wings that allowed it to act like a glider. In its dive toward the water the wings would flatten out the dive & the torpedo would be flying more or less parallel with the top of the water.

Attached to the torpedo was an 8-10 ft. cable that hung down below the unit. On the end of the cable was a detonator & when the torpedo was close to the water & fairly level the detonator, on hitting the water would blow the wings off & start the electric motor that propelled the torpedo through the water. The unit also had a rudder that was set to cause the torpedo to go in ever widening circles until it finally hit something & detonated.

The unit was never launched directly at a ship as far as I know. It was a very secret weapon & very few people were aware it even existed.

We took two B-25s to the Keneo Air Station on the eastern side of Oahu & the torpedo was mounted on one & I flew the other with a North American Rep. in the right seat, along with a group of camera men & observers. My job was to follow the released torpedo down to the water so they could see how the wings & detonator worked & how the torpedo acted after hitting the water.

We climbed to about 8000 feet & when they dropped the torpedo it went straight down like a streamlined crowbar. I put on full power & dove after it. By the time we caught up the wings started to level it out & we were going to go right on past with the momentum we had acquired in my dive. I throttled back earlier but we were still catching up too fast. The North American Rep. seeing my problem, pushed the prop controls full forward & we actually started to slow up. What takes place is, the props are turned flat into the wind & give you the resistance of the six blade surfaces as a braking affect to help you slow the aircraft down.

This little trick helped me keep in line with the torpedo & we were able to follow it down to the surface of the ocean. We watched the detonator blow the wings off & the torpedo splash into the water at a very nearly level flight.

I as quite impressed with my lesson on aircraft control & used it on other occasions. Like when you are trying to catch up to the lead ship in a formation & find yourself with too much momentum & you're going right on by your position. You find out in a hurry the foot brakes don't help much.

When we started flying missions off of Okinawa to Japan, I flew on two missions with the torpedo & both unfortunately were aborted because our target was under heavy cloud cover.

The first mission we returned to Kadena with the torpedoes still in the racks & you can imagine landing a B-25 with a live torpedo under its belly; it was rather a heart pounding experience. In fact one of the torpedo propellers started spinning wildly after a rough landing started its engine. A very alert ground crewman jammed a piece of wood into the prop & stopped its spinning. (Cont'd on P 12.)



THE CROW FLIGHT is a publication of the 47TH, 48TH, 396TH & 820TH
B-25 Billy Mitchell Bombardment Squadrons, 41st Bomb. Group, (M)
7th 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: 2008 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, LOU BEISSER 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: **Reginald Gauthier - Bob & Ople Gollnitz - John & Lois Welfare - Rick & Marilyn Rondinelli - Urb Gutting - Steve Gutting - Suzanne (Gutting) Powers.** The 47th bank balance is \$2423.47.

48TH BOMB. SQ. - John Helmer reports dues and gifts received SLR from **Joseph Carrion.** Our bank balance is \$1918.98.

396TH BOMB. SQ. - Lou Beisser reports a bank balance of \$1157.87. The following were heard from SLR with dues: - **Bill MacMinn - Rich Hickel - Nathan Mitchell - Harold Newlander - Lou Beisser - Bruce Hanson - Albert Hettig - John "Baggy" Baglietto - Warren "Doc" Eyer - Louis Cochran - Frank Hanley - Cecil Williams - Nick Karukas.**

820th BOMB. SQ. - Emery Tuttle reports: **Starting bank balance 9-1-07 was \$1946.74. Income: \$243.52 from Dues & Donations & \$26.54 Interest Earned. Expense Paid; \$147.63 for #41 TCF Newsletter. Balance as of**

2-10-08 is \$2069.17. Dues & donations since 8-28-07 received from: **Robert Karnes - Gus & Enid Anderson - Thelma K. Wood (Memory of William A.) - Skip Thrune - James Meehan Richard Rarey - Arthur Love - Jim Van Epps - Craig Norton - Morgan Molloy - Joseph Strelez - Norm Geril - Felix Dreyfus - Bill Childs.**



"Doc" Eyer's Intarsia Flag Tucson Prize as it is Proudly & Prominently Displayed by Craig & Betty Ann Norton, 820th, at Their Oxnard, CA Residence. "Doc" Said He is Making Another to be Awarded at Charleston.

Doc added: "I have received my orders...Terry says we are going to S.C. come hell or high water."

(Cont'd from P. 11.) **EXPERIENCE PAYS OFF**

Very fortunately for all concerned as the explosive charge was set to go off after so many rpm's of the propeller.

Our next mission was also aborted because of bad weather conditions & if I remember correctly we dropped the torpedoes over some large city rather than take risk of another landing with them under our belly

We were scheduled to fly a mission against an airfield near Shanghai, China. A group of Japanese planes were supposed to be on the ground refueling at a certain point & time. Our job was to arrive at the airfield at a time they would be the most vulnerable, all shut down for the refueling process. We were hopefully going to put a dent in the Japanese air force.

When we arrived over China, our target area was completely covered by heavy clouds. Our Squadron was broken into 4 flights of 4 planes each & we went after targets of opportunity. I was flying the slot position in a 4-plane formation. We found the Yangtze River fairly open & flew south down the river at about 8000 feet.

Our flight leader spotted a fuel processing plant off to our right, (I remember seeing Shell Oil of Great Britain signs). He decided to make a run. We were using the glide angle attachment on the bombsight so he made a diving turn to the right as the target showed up through the clouds.

We were in a pretty tight formation & I had advanced my throttles to stay in as close as possible. The lead ship started to over shoot the target & he chopped his power rather abruptly. Before I could react, I found myself right under his bomb bay; we were looking up at his belly when the bomb bay doors opened giving us a great view of his bomb load. I had already throttled back to no avail as we were in a dive so I immediately pushed the prop controls fully forward & we slowly backed out of our predicament. It was not a second too soon as he let his bombs go just ahead of our nose.

The lead plane had no idea we were in trouble as he couldn't see us & I couldn't go either right or left because of the other planes in the formation.

Those of you who have flown slot in a tight formation know what our predicament was. You are diving, so you can't go down, you can't go right or left because of the wing men, you have to some how slow down to let the other plane get ahead of you.

Thank you North American Aircraft for sending such a knowledgeable young man to our group.