



# The Crow Flight

Twenty-third Newsletter of the 47<sup>th</sup> & 48<sup>th</sup> Bombardment Squadrons, 41<sup>st</sup> Bomb. Group (M), 7<sup>th</sup> AF, WWII, Issued February 2003

**BOB "PAPPY" BRANDT** sent the 48<sup>th</sup> Bomb Sq. Official Insignia shown below. Let's be honest now: Everyone in the 48<sup>th</sup> who knew this was their official insignia, raise your hand. See, not very many. Bob remembers wearing it as a patch on his flight jacket at Fresno, CA where the squadron was also known as "The Fighting Forty-eighth." Bob claims to have no knowledge of how it was earned, but the BX girls extended the name to "The F----- Fighting Forty-Eighth."



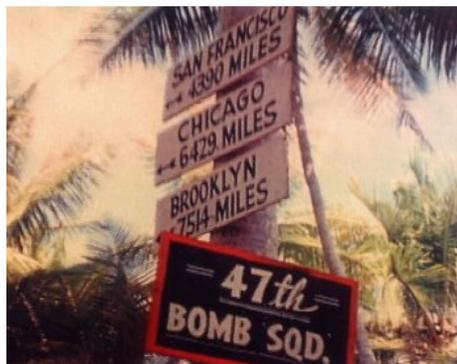
Moving right along with "Pappy" Brandt--this is an e-mail he relayed: "Dear Sir, Hello, my name is **Jim Botsford**. I am the oldest grandson of **H.B. Botsford**, tail-gunner of your B-25, the **Paper Doll**. It is

quite fortunate I found your website as I am searching for any information that I can find about his military service. Unfortunately, he passed a few years ago, or I would ask him myself. I have a few pictures of his I have attached to this email. Please sir, if you would not mind, could you tell me of your recollections regarding my Grandfather. Absolutely anything would be a treasure beyond value. Thank you, Jim Botsford." (Pappy's reply on page 2.)

Ed.'s Note: Anyone having information regarding **Herbert "Bernie" Botsford** may contact his grandson at: [botsfords@hotmail.com](mailto:botsfords@hotmail.com) or mail: Jim Botsford, 804 1/2 North "C" St., Ellensburg, WA 98926



**2<sup>nd</sup> PAPER DOLL crew:** Pilot **Jim Dorough** – Nav/Bomb/ Cannoneer **Rossirrio Vecchitto** – Co Pilot **E.J. Tracy** - Eng/Turret Gunner **Bill Lyons** (Dec) – Radio Oper/Waist Gunner **Al Pfeifer** – Tail Gunner **Herbert "Bernie" Botsford** (Dec). (**48<sup>th</sup> Bomb. Sq.**)



Above & below are 47<sup>th</sup> Bomb Sq. photos sent by Lars Andersen. Where were they taken & what is that object that looks like another wing sticking out of the front right side of the fuselage--- and apparently attracting a lot of attention?





1st "Doll" crew: Standing L-R: CP **Richard Monzingo**; P **Norman Klemushin** - N/Bomb. **Jeremiah Gardiner, Jr.** Kneeling: Radio Oper. **Robert Brandt** - Eng./Gunner **Ceaford Vickers** - Tail Gunner **George Roberts**

### "Pappy's" PAPER DOLL Story:

I have been racking my brain just trying to come up with some facts as I know them. I never did get to meet with the crew that took over the Paper Doll when we departed the squadron to return to the states on our 30 day R & R leave. Our orders were cut and we were to return to the squadron after the R & R was completed but during that time new orders were cut and we remained in the states as the part of the Rear Echelon

Our crew was assigned to B-25G tail number 42-64833 at Hammer Field in Fresno CA. The planes arrived and were bright and new to us. Never set foot in them until that morning and we got set to fly up to Hamilton Field. They asked permission to do hot take-offs. The plane ahead of us did a wing stand on take off and flew between the Control Tower and the Hanger. The Control Tower Operator never hit a step in the ladder exiting the tower. He must have hit the ground with one heck of a thump. Enough said, we took off normal.

At Hamilton, the planes had a 125 gallon gas tank installed in the radio compartment to be used on the flight from Hamilton to Hawaii. Planes, 3 per flight, flew at night on the 12 hour flight to Hawaii. It wasn't any thrill firing up the radio for pre planned messages. An arc from the antenna could have put us into orbit. Only bad part of flight was having the auto pilot malfunction and we were headed for the ocean. They got things back under control and we made it to Hawaii.

When we landed, ground crews rushed to the 3 planes and got the fuel tanks out of the radio compartments. Problem there with 833, the tank was still full of gas. I never got or ever heard instructions to turn the pumps on to transfer the gas. We were the only plane of the 3 that had lots of fuel. The other 2 were left with just a few minutes flying time left in the tanks. I have been pondering over that one for the past 60 some years. Guess most pilots loved that plane because she was a dream to fly.

We did lots of testing while in Hawaii at Kapapa Field. When they fired the 75mm Cannon the planes would develop problems so they had to make lots of modifications that took time. We practiced low level, just a couple of feet from the ground, skip bombing. Fun seeing a bomb with a 15 second delay fuse coming back up after you.

After lots of training we finally loaded up and made the long flight to the Gilbert Islands. We were first stationed on Apamama. It was here that the Co-Pilot, Richard Monzingo, painted the nose art on Army 833 and we named her **PAPER DOLL**.



I flew most of my 50 combat missions in the Paper Doll and she brought me home or back to a safe landing each and every time. The one mission I remember clearly was when having a running gun battle with Jap Zeros. The Doll got hit in the right engine and the gas line was cut. I notified the Pilot, Norman Klemushin, of the damage and he shut off the gas and feathered the right engine. We settled down to what seemed like just inches from the water before getting leveled off and starting a slow climb. We moved nice and fast on that mission. Before even being instructed to get rid of everything we could, it was tossed out the windows: guns, camera and even things we should have left in place, including my Tommy gun.

Our wing men talked us to a landing at a Navy Base, can't remember which

island. I notified the pilot that he might not have a right tire so he held the right side up and when the right wheel finally touched ground we looped into the ocean. The plane stood in water with the nose buried. Opened the hatch to get out and that sure was a long drop down, but there seemed to be about 5,000 sailors down there so they said just drop out we will catch you and catch us they did. An officer instructed sailors to get some rope. They came back with the biggest rope I had ever seen and shot it up over the tail and there were so many sailors there that they just pulled the tail end down and dragged the Doll back up onto the shore.

The Doll was out of commission for a period of time while the Navy made repairs and when it was finally ready Klemushin and I were flown back to the island to fetch the Doll home. They still had the Doll on wing jacks playing with the wheels; they weren't working properly. Things weren't perfect but we made it safely; the Doll didn't let us down, even though it looked like she might, for we couldn't tell if her wheels were down and locked or not.

After our departure from the Islands for our trip home we lost all contact with the group. The story of the Paper Doll had to be continued by others and I guess your grandfather ( H.B. Botsford) has most of those memories with him. Jim Dorough can fill you in on "The Rest of the Story."

I did hear one final report. Someone told me at one of the Reunions that the Paper Doll was one of those "Great Planes" that received her final resting place when they shoved them off the cliffs of Okinawa, to their grave. I don't know if this is true or not.

Hope that this has given you some light on the Paper Doll and her very first crew. Bob (Pappy Brandt)



Probably Best Left Unidentified

**INFORMATION WANTED ON B-25 LOST IN MARSHALLS:**

Dear Mr. Gutting, Mr. Art Ferriera gave me your address. I am working on completing a database of all 41st BG losses during the Marshall's Campaign, with a story for each loss; Sort of my legacy out here. I found the 396th aircraft at Mili atoll last year, after about 12 years of searching. Also found 2 820th AC, 1 at Maloelap, and 1 at Jaluit. I am a long time USA resident of Majuro, and own a SCUBA business.

I have a question about the loss of an 820th B-25 (Galloway crew) over/near/on Wotje atoll. Do you have a group historian? Mission Report list of AC disintegrated upon crash/forced landing? I am trying to find out where the AC was when it went down: over ocean, reef, lagoon.

My database is from 15 years of research, so I have a lot of details which allow me to look for lost AC and complete their stories. I found the remains of a P-39 pilot at Mili in 1994, and was proud to get him home. Now, Department of Missing Personnel Office (OSD) wants my portion of Marshalls database to provide a definite list of all possible recoverable remains. Nobody has ever done this. Actually, believe it or not, no one in the USA is in charge of these records!! 2 or 3 different agencies have databases, all with different numbers. So, I am trying to get the Marshalls portion perfect, and I will seek more remains as my legacy out here. **MATT HOLLY**

**IF ANYONE HAS INFORMATION TO SHARE WITH MATT, HIS E-MAIL ADDRESS IS: [aquamar@ntamar.com](mailto:aquamar@ntamar.com) .**

**Matt also contacted Bob "Pappy" Brandt, who provided the following information:**

1) I can confirm from my diary entry for Jan 19, 1944 that the navigator on AC 776 was 2nd Lt. Joe Callopy. The crew was led by its regular pilot, Lt. Patton, and was rescued later, with the exception of Joe Callopy, whom I seem to remember hearing from one of the survivors, drowned while attempting to get to the life raft. I have no knowledge of the 47th that was maybe lost.

2) The plane that was shot down was our sister plane B25G 42-64832. The plane was hit as we came off the coast of Ponape on 3/26/44. They crashed landed and the entire crew got out. The plane sank in about 17 seconds but the entire crew, as far as we could tell, got out and was in a rubber raft. We circled them for as long as we could and I called for the Navy Dumbo giving them all the information that I had. Dumbo never found them and we made trips back to the area and flew big grids in the hopes that we would locate them but we never did locate the crew. This flight has played on my mind for all these years. I wonder if I had done something wrong in my contact with Dumbo to cause them to fail in their mission. Col. Bywater told me that I did all I could and the rest was either Fate or the Will Of God. Maybe this is one of the planes that Matt Holly is searching for. I don't even know what picture he is referring to, some of my picture files got messed up.

\*\*\*\*\***NEW SUBJECTS**\*\*\*\*\*

**ED DANKO, 48<sup>TH</sup>** sent this crisp photo obtained from: google.com; select "images", type "B+25+bomber. Ed.: The turret position, nose & multiple stacks indicate late C or a D.  
(OK, airplane buffs: is that correct?)



Can you spot the topless native girl on the shoreline above?



Most of us are having a bit of trouble with our eye sight now, so at left is a blow-up to help you out. If you still can't see her, we extend our condolences & suggest you ask your mate to help you out. Pic L from (whom else?): B"P"B.

**A Note from GEORGE W. HARRISON, 47<sup>th</sup> Bomb Sq.**  
I had every intention of being in Biloxi. My wife, **Dorothy** had a fall shortly before the reunion and I was afraid to leave her so soon. I was looking forward to Biloxi/Gulfport. Following my service with the 47<sup>th</sup> I joined the Navy "SEABEES" and spent 25 years in that service, some of that time at the Gulfport CB base. I'm still in good health so maybe I can make Branson. I did attend the reunion at Orlando, but I got upset about plans for up-coming get-togethers not including any of the places we had been stationed (& we still haven't) -- Visalia - PORTLAND - Tucson - San Diego, etc. Ed.: George was a 47<sup>th</sup> charter member at Tucson in '41 and has promised to submit his "Bio" info. I'm looking forward to it.

**Had to slip this in somewhere:** In early e-mail exchanges with H. "Bernie" Botsford's grandson, Jim, (p1.) he asked if "Urban Gutting" was code for "bomb run." My reply: "It took me a moment to figure out what you meant; then I had one of the best laughs I've had in a long time. I don't know why, because it seems so obvious an association, but no one, not even I, had thought of it that way before." I like that: Urban (Bomb Run) Gutting.

Coming up is some information about our Sq. members taken from the "Bio" forms and notes they sent in. We've recently been including these "Bio" forms with rosters requested and the response has been positive. Anyone interested in having their "Bio" published in *The Crow Flight* need only to send your info. See Masthead (P9) on how to request the "guideline" form.



This is **Earl "Red" Grunewald**, 47<sup>th</sup> Bomb Sq., now residing with his spouse, **Lee** at 10117 Woodgrove, Dallas, TX 75218. They have a daughter, son and two grandchildren. This picture, taken in the Gilbert Islands in 1944, shows S/Sgt Red loading his 50 cal. tail gun on the "**Shrapnel Blues**," so named because this B-25 took flak and bullet holes on 50 out of the 51 low level missions they flew in it. Red has maintained contact with Pilot **Ned Burris**. Other crew members were Co-Pilot **Vassar McConnell** (Deceased), Radio/Gnr **Tony Grasso** & Arm/Gnr **Glen Doolin**. Red said he did enjoy his visit to Hawaii, but he thought seeing the blue Pacific at low level was a hard way to make a living; so, after separation he went back to the paper business with Champion Paper Co. and Texas Envelope Mfg Co. and retired in 1983. For some years now (he didn't say how many) Red and Lee have been raising Dog Show Yorkies, and so far have "finished" 64 champions.

**Ned Burris** 47<sup>th</sup> Bomb Sq. (See above) wrote in a note with his dues check: Will try to make the PDX (Haven't yet figured out what the heck that means--unless it's the Branson airport call letters?) reunion. Was in Switzerland for last reunion. We were on the plane to Switzerland on Sept 11, '01 so this was a make-up trip. My last acquaintance from the old 47<sup>th</sup>, Red G. isn't coming to any more reunions. He was my tail gunner from Jan. 43 to Oct. 43. See you in PDX. Ned Burris. Ed: In a telephone conversation with Red Grunewald prior to Biloxi, Red said he couldn't find anyone to feed and care for their Yorkies and therefore couldn't get away for reunions. Just by chance, anyone have any animal-loving relatives/friends living in the Dallas area that could be recruited to sit with Red's Yorkies for a few days?

Then **Capt. Joe F. Roop** (MOS 1052--he remembered!), 47<sup>th</sup> Bomb Sq., named his B-25H "**The Lola Mae**" after his then girlfriend, **Lola**, now his wife and best friend, who since has presented two daughters, Joe Ann Brickey and Elizabeth Austin. Subsequent to that, three grandchildren have appeared. Rounding out "The Lola Mae" crew that completed 50 low and medium level missions, were Co-Pilot **James Keener**, Nav/Bmb **Jack Bell**, Crew Chief **Norm Branch**, Eng/Gnr **H.D. Johnson** (Deceased), Rad/Gnr **A.H. Johnson** (Deceased), and Arm/Gnr **Pee Wee Morton**. Joe retired as an Insurance Executive after 35 years with Continental Ins. Co. and now resides at 15 Aldaya Lane, Hot Springs Village, AR 71909. In a note accompanying his dues check, Joe indicated he and Lola plan to attend the Branson Reunion.

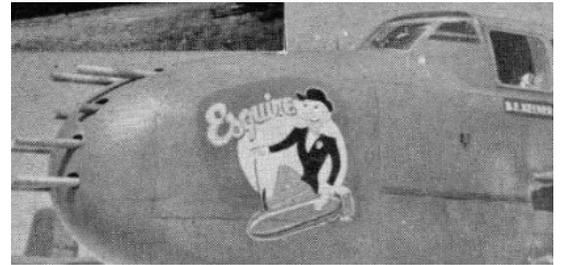
**Jack Bell**, 47 Bomb Sq., (see par. above) wrote in a note with his dues check: I've only been to one get-together (Ed.: It was Las Vegas, '00 and I remember very well meeting these nice folks there). I'm 85 years old--married 52 years (To **Ann**). The reason I haven't been to more parties, because none of my pals were there. Flew 54 bombing missions (he must have snuck in 4 when Joe Roop wasn't looking) in the Marshalls-Gilbert Islands. Can't remember all the places we bombed & used cannon on low level raids. Need to get in touch with **Norman Johnson, Joe Roop and Andy Johnson**. There are many more I'd love to--but if they are my age, they may not be around any more. Best Regards, Jack. Ed.: I replied to Jack in a note sent with the 47<sup>th</sup> Rosters, telling him about Joe Roop, (again, see par. above) and vice-versa. Surely hope they made contact and are planning on a grand get-together at Branson.

**Reginald A. Gauthier** 47<sup>th</sup> Bomb Sq. resides at 549 Osborn St., Fall River, MA 02724-3414. His spouse is deceased; they had five children, Louise, Daniel, Michelle, Charlotte and Christine, four grandchildren and one great-grandchild. Reginald's WWII chronology: Drafted July 1942; 15 days Basic at Miami Beach; 4 months ROM school at Sioux Falls; 5 weeks aerial gunnery at Harlingen; assigned to 47<sup>th</sup> Bomb Sq., 41<sup>st</sup> Gp. on 2-8-43 at Fresno, then to San Diego and Portland; flew their B-25H 530 to Hickam Field on 12-21-43; flew 50 low-level and medium altitude combat missions as ROM/WaistGnr and was furloughed on 9-5-44, ending up as a Morning Report Clerk "Perm" at Sioux Falls until discharge as a T/Sgt on 9-21-45. Reginald's planes were 530 and 945, nicknamed after the fiancée of Pilot Capt **Hewitt Henry** as "Betty Jane" and "Betty Jane II," respectively. Other crew members were Co-Pilot Lt **Elmer Koonce**, Nav Lt **William Early**, Eng/Gnr S/Sgt **Claude Massey** and Arm/Gnr **James Land**. Reginald had no contact with other Sq. people until receiving *The Crow Flight*. Reginald describes life since WWII as, "Routine: Married, raised 5 kids, worked as Registered Pharmacist @ retail pharmacy til 1951, then @ Hospital Pharmacy 31 years & retired 1982." Ed.: Isn't it remarkable how these "Old Crow" 50 combat mission folks recount four years or so of war service to their country so matter-of-factly, like: we had a job to do, did it, then went home to raise a family. God Bless 'Em All.

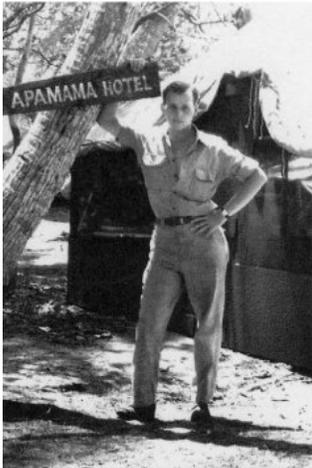


**Charlie Salts**, 47<sup>th</sup> Bomb Sq. looks mighty proud of this succulent Easter ham. My guess is that though Charlie "brought home the bacon," his wife of 56 years, **Prudence**, did all the preparation work. Perhaps, though, she got help from their three children, Priscill, Darlene and Paul, or even from their six grandchildren or three great-grandchildren.

Charlie enlisted from New Bedford, MA, was assigned to the 7<sup>th</sup> Army Air Forces and served as an Armorer/Mech with the 47<sup>th</sup> Bomb Sq. on Hawaii, Apamama, Makin and Okinawa. With 72 earned points, he was returned to the States for honorable discharge as a Corporal from Fort Devens, MA on Jan. 16, 1946. Two of the B-25s Charlie crewed were "Esquire" (right) & "Apache."



Charlie first met Prudence, his wife to be, as a classmate in the sixth grade. Charlie is a fast worker. Note that his discharge date was 1-16-1946; on 2-16-1946 he and Prudence were married; on 12-7-1946 their first child (Priscill, I presume) was born. Let's see: 12-2=10; yeah, that works OK.



The Salts owned 4 homes while relocating from Newbedford, MA to PaloVerdes, CA to their present location at 1365 ZebraWood Ct., Florence, OR 97439. With all that moving, Charlie still managed to attend 3 night schools and one correspondence course and earned his retirement as an Associate Engineer with T.R.W. Systems. Since retirement they have cruised England, the Panama Canal and Alaska, with time out in 1980 for heart surgery. Pic at R taken at Old Town, Florence, OR. The Salts attend St. Mary's of the Dunes Catholic Church and Charlie's hobby is woodcraft (Intarsia).



Charlie had no contact with anyone in the Sqds. since WWII until Don Haskell, 47<sup>th</sup> "found" him on an internet search in July 2002. We are hoping Charlie & Prudence now make up for lost time, starting with attending the Branson Reunion. And if they don't show up at the Portland, OR Reunion, about 150 miles up the road a piece, we'll send a posse of MPs to pick 'em up. Charlie said, "Well, it's been a good life. I have never been out of work. Always had a job to go to before leaving one." To the question, What's Next? He replied, "Stay healthy - grow old(er) in peace." Our reply to that is: Amen.

There is a lot to like about Charlie. He's from the "old school"---worship God, marry your childhood sweetheart, apply you brain industriously, work hard, raise a wonderful family, enjoy a good ham and like an old soldier, just fade away peacefully. Won't touch though the picture at left that Charlie sent. Assume he had a good explanation to give Prudence---else he would have faded away long ago.

Enclosing pictures taken from my "T.V. watching chair." through window into my back yard in Torrance, CA. I don't walk much anymore. I have learned not to pet them. My Dr. said the scratches will heal but the finger will not grow back! I feed them dog food. Had as many as 5 in back yard at one time! **Bob Gollnitz 47<sup>th</sup> bomb Sq.**



**The Cat In The Hat On Aging**

I cannot see  
 I cannot pee  
 I cannot chew  
 I cannot screw  
 Oh, my God, what can I do?  
 My memory shrinks  
 My hearing stinks  
 No sense of smell  
 I look like hell  
 My mood is bad -- can you tell?  
 My body's drooping  
 Have trouble pooping  
 The Golden Years have come at last  
 The Golden Years can kiss my ass

**A Friendly Note:** Greetings to all members of the 47<sup>th</sup> Bomb Sq. Just a note to say I am doing fine with my stroke. Still get to drive my car so I can get around some. I go to an Adult Care Center three days a week. It helps time to go faster. I still have many memories of our time together; the good along with the bad. Enclosed is my check for dues of 2003. Always, **John (Bill) Anderson**

**There Was Pathos:** From **Glenn Penner** 41<sup>st</sup> Gp. HQ: "Received a letter from **Frank Rubesha**, a dental assistant to **Doc Willard Crapo**, the Gp. Dental Officer. Frank retired as the Chief of Police in some city in Indiana, perhaps Gary--not sure. Here's Frank's letter:" "Glen,



received your letter with *The Crow Flight* #16 issue with picture of the Makin Is. poster announcing showing of the movie 'Going My Way' with Bing Crosby.

Glen, I will never forget the picture. I have seen it at least 50 times in the past 50 years. That picture saved my life.

The night it was playing **Jim Leach** & I were going up in a B-25 so that ground crew could

practice locating the plane with search lights. We, instead of going up, went to see the picture. The plane crashed into the ocean and all 5 men aboard were killed."

**We Have Eccentric Members Too:** One of them is **Eldon Ray Ford, 47th**. Eccentric to this writer means someone who doesn't always march to the establishment's expectations but does try to live life with a moral and humorous insight. That's "Ecc" Eldon and that's good. "Ecc" said these may bring back memories to the gang.

**Memories from Makin**

1. Cooling beer with a fire extinguisher.
2. Checking out books from the mobile Red Cross Library, not to read, but to put between edge of mattress & mosquito net to hold away from body.
3. "Pee-dee Bo," the native who would climb a tree for the green coconuts containing the clear cool water.
4. The dependable "water guy" that never failed to keep the Lister bags full and the shower supplied.
5. The horizontal rain coming under the tent flaps.
6. Rapidly chewing gum to patch the holes in the tent over my bunk.
7. Atropine tablet put in a tent mate's shoe resulting in a very yellow foot.
8. The guy who peed too close to the tent.
9. That terrible "Vienna sausage."
10. The fine meal we got when we made a "Beer Run" to Majuro.
11. Drinking warm beer in shade under wing while the sailors loaded the beer.

**We Are In Charge Of Our Attitudes.** **Bob Gollnitz** 47<sup>th</sup> B.S. wrote: We are both hanging in there even though the macular degeneration has left **Ople** blind in one eye and only 20/80 in the other. She can't see and I can't hear well even with a couple of thousand dollars in my ears. **We make a good pair!** We are bowling with a group of retirees each week now that golf season is over up here (NY). We try to walk our two miles a day but haven't done so lately with the lousy weather. Had to have a couple of bad gashes in my left hand sewn up in ER after a slip and hard fall on some ice. **Lucky I'm right handed.** Keep up the good work! I enjoy reading the C.F. even though the pictures and names don't ring a bell as being part of our original crews heading for the Gilberts.

Bob also sent 12 original pictures of early Gilbert Is. crews; will try to publish one or two in each issue. Some personnel are identified, many not. Bob doesn't want the pictures back, so if you find yourself or a good buddy in one it is yours for the asking. Below L - R are **Naylor, Jackson, Doebele, Dawson** and **Gollnitz**, the remaining crew after **Pilot Ray Cramer** received a severe bullet wound to his right leg (p5 NL #20). Bob said the black spot in front of the Gal's hip was where the bullet entered the aircraft.



Bob identified the top middle man in the picture below as **Warren Fenno** who was lost in battle. The others are?





# The 48<sup>th</sup> Bombardment Squadron

## John Helmer Reports



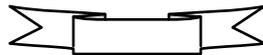
See you in Branson. Everyone I talk to that has visited Branson says that it was a wonderful, exciting experience. And that will be true for us at our reunion.

Beverly and I are taking a three week trip to Japan. We will spend two weeks with a forest tour of Oregonians visiting mills, national and private forests and wooden buildings over 400 years old. We will visit unloading dock facilities for Douglas fir logs that we ship from Oregon. Japan buys the best of our fir trees and pays a premium price. You might remember Beverly and I have a 42 acre forest with 80% of the trees ninety years old. I cut 2 or 3 truck loads a year.

We will spend a week with my old interpreter, Mr. Hawata. He is 93 years old. Mr. Hawata has been a guest in our home on three occasions. My duty on occupation in Japan was as Motor Maint. O. with about 15 American and 20 Japanese machine mechanics. Luther Hart, a fellow 48<sup>th</sup> Sq. pilot was C.O. of this unit at Johnson Air Base at Irumagowa, Japan, with Mr. HAWATA our interpreter.

I want all of you to be thinking about our reunion, 2004 in Portland, Oregon. We are going to have a wonderful time in Portland.

I have received dues and gifts from the following people: **Paul Hopson - Homer Slesman - Hillard L. Shank - Alvin Gazda - Alex Bonchuck - Felix Galyean - Tom Carson - George Knight - E.J. Tracy - Doc Eyer - Eugene Olsen - John Helmer.** A total of \$336 dues received. Our Bank Balance as of Feb. 18, 2003 is \$2,973.08.



**Editor's Comment:** (Also know as space utilization.) You've probably noticed that this issue of *The Crow Flight* is mainly devoted to the "Old Crows & Old Wolves." I surely hope our senior 47<sup>th</sup> & 48<sup>th</sup> members are pleased---and are inspired---so as to help keep up a flow of info such as used in this issue, thanks to contributions by "Pappy" Bryant, "Red" Grunewald, Jack Bell, Ned Burris, Joe Roop, Reginald Gauthier, Charlie Salts, Glenn Penner, Bob Gollnitz, Eldon Ray "Ecc" Ford and George W. Harrison.

While in this vein of thought, I'd like to point out that Branson could be considered a Reunion made-to-order for our older members who might be "mobility disadvantaged;" interpretation: those of us who can't walk long distances, or at least hurt a lot when attempting to do so. All prior Reunions featured tours that required at least a fair amount of walking. Not so Branson. The entertainment packages set up by Lou Beisser require only getting on/off the bus and into/out of the theaters, making this the most gimpy-friendly Reunion we'll ever have. Seriously, if physical mobility limitations have held you back from attending past Reunions, this is the opportunity you've been waiting for. Consider inviting offspring to enjoy it with you and perhaps help with the travel. Go for it!

## **Lou Beisser 396<sup>th</sup> Reports on Branson:**

Well, matter-of-fact, Lou doesn't have anything to report---everything as he briefed at Biloxi and as reported to you in the last *The Crow Flight* remained the same for now.

There are, however, a few loose ends Lou is working on. First, there could be a conflict of schedule, especially for those flying in on Monday, Sept. 15, '03. The bus to the Yakov Smirnoff show leaves the Welk Resort at 3:00 p.m. Monday and many folks may not arrive in time to make that.

The Yakov show ticket price is a stand-alone \$32. In other words, it is not included in the hotel contract fee, but is included in the \$427 per person Reunion Package Fee. If Lou can arrange for the Yakov show to be an optional purchase, that would reduce the fee by \$32 per ticket for those not able to make the show.

However, in my opinion the best solution, and one already an available option, is to arrive on Sunday 14 Sept. at an additional cost of \$83.41, including tax, for the hotel room. Most of our reunions have run four nights and this also allows for a leisurely arrival day and mixing in the Hospitality Room on Sunday. I've seen that Yakov show and believe me, if you could use some belly laughs this show is for you. Whichever day you choose to arrive, rest assured that for a wonderfully nostalgic, entertaining time Branson, MO is the place you will want to be come Sept. '03 Reunion Time.

There are two more *The Crow Flights* planned for publication before the Branson Reunion, so look for registration forms and more details to come, including information Lou has gathered re ground transportation from Springfield, MO to Branson.

**Just-In Mail from George Harrison, 47<sup>th</sup>:** With 30 inches of snow now in the yard, what else do you do but look at stuff, some of it being the "Crow info"---makes good reading and brings back lots of memories.

Three of my former tent mates aren't on any of your lists and I wanted to get their names in the records: **Paul Concovich**---I know he's deceased. He lived in Philadelphia and was in charge of their Fire Dept. radio shop. Paul was the 47<sup>th</sup>'s first real hero---a tail gunner on **Lt. Henry's** "Betty Jane" #1, he shot down two Jap's on his

very first mission and was awarded the DFC. **Mike Mallaley**, originally from Cincinnati, was in charge of the gas trucks. I tried on and off to find him, without luck---maybe Don Haskell can do a search on him. **Henry (Pop) Arndt** is not on any of your lists, but I do know he's deceased as his sister wrote me when he died.

**Frank Wagner** is on the "unknown" list. Frank died a few years back. He and **Ernie Jacobson** kept in touch with each other in the Chicago area and Ernie told about his passing. Frank left lots of memories for us all---he was our sign painter and besides all the signs you saw, many-many of the names and designs you saw on the planes were his art work. Then there's **Larry Ford** who was in charge of the Photo section. I saw him in Portland following our return in '45. Maybe Don could do some hunting on him also.

Enclosed picture---just for kicks---(L-R **Sal Sciascia - Myself - Lt. McKeon**). That's baby octopus that we are holding. I thought they were crazy when it was offered, but Sal insisted they tasted like lobster---and damn if he wasn't right. Note: Sciascia name doesn't show on any of the lists either. Snow's not melting too good--but we set a new record, like we needed it. Regards, George (Baltimore, MD)



**Ed.'s Comment:** Thanks George for the updates, interesting information and a lead-in for a subject I have wanted to address: Namely, the huge gap of information available regarding names of the early "Old Crow" 47<sup>th</sup> crew members and other Sq. personnel who deployed to the Gilbert/Marshall Is. Kem Sitterley & Don Haskell initiated the rosters currently in use, their main source being *The Crow Flight* published by "Doc" Richard LaVigne and his staff. That book contains an extensive "Squadron Postwar Directory" and lists 14 "The Old Crows" crews but there are still many of the 47<sup>th</sup> people of the Gilbert/Marshall (and prior) era unaccounted for. If anyone can help out with this so that we can correct & update our rosters, it would be greatly appreciated. Use information in the Masthead (P 9) to contact Urban Gutting, the Roster Guy.



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

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**DUES NEWS: CALENDAR YEAR DUES FOR THE 47<sup>TH</sup> IS \$12. THE 48<sup>TH</sup> SQUADRON DUES IS \$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> OR JOHN HELMER FOR THE 48<sup>TH</sup> (ADDRESS ↑↑)**

**\*REQUEST A FORM\* - TO FILL OUT & RETURN FOR PUBLICATION OF YOUR SERVICE & LIFE SINCE DEACTIVATION HIGHLIGHTS. WE REALLY!! ARE INTERESTED. 47<sup>TH</sup> OR 48<sup>TH</sup> CONTACT URBAN A. GUTTING, ADDRESS ABOVE.**

### \$\$ 47<sup>TH</sup> BOMB. SQ. FINANCIAL REPORT \$\$

*The Crow Flight's* Tail Winders since last report and winding up 2002 are: Josephine Kinney (Memory of Col. George) – Arnold & Doris Sayer – LaVerne Crandal (Memory of William) – Doc & Terry Eyer, 396<sup>th</sup> – Ross & Edith Rosebrook – James & Lilian Land.

For 2003: Bill & Ellie Telega – Herb & Fritzie Locke – Bob & Ople Gollnitz – Eldon Ford – Ross & Edith Rosebrook – Edwin & Josephine Sobiegray – Leroy & Mary Julian – Joe & Lola Rupp – Jack & Ann Bell – John W. Anderson – Reginald Gauthier – John Hyde – Diane Davidson (Hyde Daughter) – Nedry & Virginia Burris – Bobbie Holliday (Memory of Gilbert) – George Harrison – Lars Andersen (Friend) – Urban Gutting – Stephen Gutting (Son) – Suzanne St. Germain ( “ Daut.)

For 2002, 60 members and friends contributed \$1183, an average just under \$20. Traditionally, we do not publish individual \$ amounts given, but obviously there were many who gave generously, some extraordinarily so.

For 2003 to date, 21 members and friends have contributed \$359. Again, thanks to all who have support *The Crow Flight*. Others desiring to contribute see “DUES NEWS” in the masthead above.

**USAA Accounts Balance as of 2-24-03:** \$3285.02. Kem's print & mail expenses for NL # 22 (est. \$450) not yet received.

**Newsletter Mailing Glitch:** Kem Sitterley and I have a neat arrangement (for him) whereby I now do the writing and Kem rouses from his naps long enough to have *The Crow Flight* printed and mailed. Somehow, the “professional” mailing service failed to use any sealing stickers on the last (#22) newsletter. About ten of them, which I know of, arrived mangled or with only the address page; those have been replaced. **Anyone who had this problem and has not notified me (Gutting) please do so using contact info in the masthead.**

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**The following safety tips from the Daedalian Foundation are excerpts from a Royal Flying Corps monthly safety report. The report was signed C. St. John-Culbertson, Royal Flying Corps, Colonel, and was dated 21 December 1917.**

**Avoidable accidents:** A Longhorn pilot lost control and crashed in a bog near Chipping-Sedbury. An error of skill on the part of the pilot in not being able to control a machine with a wide speed band of 10 MPH between top speed and stalling speed.

**Unavoidable accidents:** Pigeons destroyed a Camel and 2 Longhorns after mid-air strikes.

**COST OF ACCIDENTS:** Accidents during the last three months of 1917 cost 317 pounds, 10 shillings sixpence, money down the drain and sufficient to buy new gaiters and spurs for each and every pilot and observer in the Service.

Brief No. 912 Squadron 3 December 1917 Aircraft type B.E. 2C, No. XY 678, Total solo - - 4.20 Pilot Lt. J. Smyth-Worthington, Solo in type 1.10 The pilot of this flying machine attempted to maintain his altitude in a turn at 2,500 feet. This resulted in the aeroplane entering an unprecedented maneuver, entailing a considerable loss of height. Even with full power applied and the control column fully back, the pilot was unable to regain control. However, upon climbing from the cockpit onto the lower mainplane, the pilot managed to correct the machine's altitude, and by skillful manipulation of the flying wires successfully side-slipped into a nearby meadow. Remarks: Although, through inexperience, this pilot allowed his aeroplane to enter an unusual attitude, his resourcefulness in eventually landing without damage has earned him a unit citation. R.F.C. Lundsford-Magnus is investigating the strange behaviour of this aircraft. Ed: WOW! That is skilled, innovative aeromanship.

**Horizontal turns.** To take a turn the pilot should always remember to sit upright, otherwise he will increase the banking of the aeroplane. He should NEVER lean over.

Ed: If I don't forget, and don't lean over too far, there will be more of this in the next newsletter. Gotta go. I hear the nurse coming.

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## *REUNION CALENDAR*

**820<sup>th</sup> Bomb Sq. at New Orleans, LA.**  
May 8 – 11, 2003. Contact Bill  
Childs, Tel 804-275-6012.

**47<sup>TH</sup>, 48<sup>TH</sup> & 396<sup>TH</sup> Bomb Sqdns.**  
at Branson, MO. Sept. 15 – 17,  
2003. Lou & Corinne Beisser 396<sup>th</sup>,  
Reunion Planners. 480-807-2012;  
E-mail: Theeowls@wmconnect.com

**47<sup>th</sup>, 48<sup>th</sup>, 396<sup>th</sup>, 820<sup>th</sup> (?) Bomb  
Sqdns. at Portland, OR, probably  
late Sept. 2004. John & Beverly  
Helmer, Reunion Planners.**

**Quad-Squad. At George Tolbert &  
Bev's ranch near Bristow, OK, late  
Sept. 2005. George Tolbert & Bev,  
Reunion Planners. (Don't take this  
seriously---yet.) Hey! No Rebuttal as of 2-28-  
03!**

### *The Crow Flight*

47<sup>th</sup> & 48<sup>th</sup> Bomb. Sqds., WWII  
Urban (Bomb Run) Gutting  
7047 Autumn Chase  
San Antonio, TX 78238-2118

**NOTE: WE NEED IDEAS FOR A  
MEMENTO FOR THE BRANSON  
REUNION. CALL OR E-MAIL  
LOU BEISSER – SEE ABOVE R.**

Keep cost up to about \$5 each