



The Crow Flight



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

The combat tour of CHARLES L. "CHARLIE" GLOWNIA, 48TH "Old Wolf," was cut short at 32 missions when he and his crew were forced to ditch after a strike on Ponape.

Article & Picture From 7th AAF *brief*, JUNE 27, 1944

This extract contains fragments extraneous to Charles' story, but they are interesting tidbits that might jog a memory or two.

The Saga of the Seventh 203

of the 41st Group began flying against the eastern Carolines late in March.

The medium bombers, which heretofore had confined their strikes to the Marshalls, began ranging out against Ponape. In four days they dropped more than twenty-five tons on Ponape's repair shops, airstrips and barracks areas. On March 26, escorted by Navy Corsairs, they encountered interception for the first time. Fifteen Jap fighters rose to the attack. Four of them were shot down, a fifth probably destroyed. None of our planes was lost.

Again, on March 27, twelve B-25's flew to Ponape with an escort of eighteen Corsairs, and again fifteen Jap fighters tried to intercept. This time the Army and Navy gunners did a thorough job. Nine of the Japs were shot down and three more were believed to have been destroyed. One of our bombers was lost.

Returning from one of these missions, a Mitchell developed engine trouble and was forced to land on the water, less than ^{two} twenty miles from Jap-held Ponape. One member of the crew was killed, another died soon after. Surviving were Lieutenants Henry M. Phillips of Greenville, North Carolina, the pilot; Warren W. Huffstutter, Kearney, Nebraska, co-pilot; Charles J. Glownia, New Britain, Connecticut, navigator-bombardier; and Staff Sergeant Eugene T. Doyle, Morris Plains, New Jersey, radio-gunner.

The four, all veterans of thirty or more missions, were in the water two days. For twenty hours, Mitchells from their squadron flew cover for them, ready to go to their aid in case their raft was attacked.

A Navy Catalina was sent after them, but the water was so rough the plane could not land. Finally a destroyer was summoned and picked them up under the very noses of the Ponape Japs.

Lieutenant Phillips had his twenty-sixth birthday while they were down, but the crew waited to celebrate until they had reached a Seventh AAF rest camp in Honolulu.

"You can't drum up much birthday enthusiasm while you're on a raft surrounded by hundreds of sharks," he said.

On a mission against Nauru another B-25 of the 41st, the *Ole Woman*, ran into trouble.

"We were flying out of Makin and went in to Nauru to hit gun emplacements," said Lieutenant Marvin B. Watts, pilot. "As



THESE FOUR SURVIVORS talk over their grim experiences: P Lt Henry Phillips, Greenville, N.C. – RO/Gun SSgt Eugene Doyle, Morris Plains, N.J. - N Lt Charles Glownia, New Britain, Conn. – CP Lt Warren Huffstutter, Kearney, Neb.

Charlie spent time in a Honolulu hospital for treatment of crash induced back injuries, then was sent home on leave before reporting to March Field, CA as a Bombardier Instructor.

Discharged on 29 Oct 45 at Lamoore Field, CA, Charlie returned to Conn. He worked for the State of Conn. Personnel Dept. and retired in 1988 as Personnel Director of the Rocky Hills Veterans Home & Hospital. Sometime way back there, **Charles and Margaret** wedded. They have a daughter, Kathleen. Charlie and Margaret now reside in a retirement home in Farmington, Conn.

Charlie added: My right Kidney was removed about 10 yrs ago. I felt it was because I swallowed a lot of sea water and high octane gasoline while in the water after ditching.

MILITARY RECORD AND REPORT OF SEPARATION
CERTIFICATE OF SERVICE

35639

1. LAST NAME - FIRST NAME - MIDDLE INITIAL GLOWNIA CHARLES J		2. ARMY SERIAL NUMBER [REDACTED]	3. ASS. GRADE 1st Lt	4. ARM OR SERVICE AC	5. COMPONENT AUS
6. ORGANIZATION 474 Army Air Forces Base Unit March Field Calif		7. DATE OF RELIEF FROM ACTIVE DUTY 29 Oct 45	8. PLACE OF SEPARATION Separation Center Fort Devens Mass		
9. PERMANENT ADDRESS FOR MAILING PURPOSES 57 City Ave New Britain Conn		10. DATE OF BIRTH [REDACTED]	11. PLACE OF BIRTH New Britain Conn		
12. ADDRESS FROM WHICH EMPLOYMENT WILL BE SOUGHT See #9		13. COLOR EYES blue	14. COLOR HAIR brown	15. HEIGHT 5'11"	16. WEIGHT 165 LBS.
17. NO. OF DEPENDENTS 0		18. RACE WHITE		19. MARITAL STATUS MARRIED	
20. U.S. CITIZEN YES		21. CIVILIAN OCCUPATION AND NO. Foreman			

Ed.: Couldn't resist those nostalgic pictures below and the "Military Records" form which is a "Bio" in itself. Note that Charlie was awarded the Distinguished Flying Cross, Air Medal with oak leaf cluster and the Purple Heart.

MILITARY HISTORY

22. REGISTERED YES	23. LOCAL S. S. BOARD NUMBER 6B	24. COUNTY AND STATE Hartford Conn	25. HOME ADDRESS AT TIME OF ENTRY ON ACTIVE DUTY See #9
26. DATE OF ENTRY ON ACTIVE DUTY 17 Apr 43		27. MILITARY OCCUPATIONAL SPECIALTY AND NO. Navigator Bombardier 1036	
28. BATTLES AND CAMPAIGNS Eastern Mandates GO 33 WD 45 Central Pacific GO 33 WD 45			
29. DECORATIONS AND CITATIONS Distinguished Flying Cross GO 72 7AF 44 Air Medal with 1 oak leaf cluster GO 72 7AF 44 Purple Heart			
30. WOUNDS RECEIVED IN ACTION 26 May 44 Central Pacific			
31. SERVICE SCHOOLS ATTENDED 7AF APO 953 Aerial Gunnery Feb 44 7AF APO 953 Cel Nav Jan 44		32. SERVICE OUTSIDE CONTINENTAL U. S. AND RETURN DATE OF DEPARTURE DESTINATION DATE OF ARRIVAL 25 Nov 43 Central Pacific 30 Nov 43 13 Aug 44 U S 20 Aug 44	
33. REASON AND AUTHORITY FOR SEPARATION Relief from Active Duty RRL-5 (Demobilization) par 9 SO 237 Hq Lemore AAF Lemore Calif 25 Aug 45			
34. CONTINENTAL SERVICE YEARS 1 MONTHS 8 DAYS 17		35. FOREIGN SERVICE YEARS 0 MONTHS 8 DAYS 26	
36. EDUCATION (YOGIS) GRAMMAR SCHOOL 9		37. HIGH SCHOOL 3	
38. COLLEGE 2			

Glownia & crew flew 31 missions at high altitude; the 32ND, last and fatal one was at low level. The "Old Wolves" had it rough down there.

You surely remember the AAF AIR CREW MEMBER PHYSICAL RECORD CARD shown below. This one records Charles' back injuries that still plague him to the extent he had to make the supreme sacrifice a few years ago...give up golf. They also earned him a 40% VA Disability Rating

INSURANCE NOTICE

IMPORTANT IF PREMIUM IS NOT PAID WHEN DUE OR WITHIN THIRTY-ONE DAYS THEREAFTER, INSURANCE WILL LAPSE. MAKE CHECKS OR MONEY ORDERS PAYABLE TO THE TREASURER OF THE U. S. AND FORWARD TO COLLECTIONS SUBDIVISION, VETERANS ADMINISTRATION, WASHINGTON 25, D. C.

36. KIND OF INSURANCE U.S. Govt. <input checked="" type="checkbox"/>	37. HOW PAID None <input type="checkbox"/> Allotment <input checked="" type="checkbox"/> Direct to V.A. <input type="checkbox"/>	38. Effective Date of Allotment Discontinuance 31 Oct 45	39. Date of Next Premium Due (one month after 38) 30 Nov 45	40. PREMIUM DUE EACH MONTH \$6.70	41. INTENTION OF VETERAN TO Continue <input checked="" type="checkbox"/> Continue only <input type="checkbox"/> Discontinue <input type="checkbox"/>
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42. 	43. REMARKS (This space for completion of above items or entry of other items specified in W. D. Directives) Lapel button issued Carbine Marksman Jul 43 ASR Score (12 May 45) 89	Document Presented in State of Connecticut - World War II Donor
44. SIGNATURE OF OFFICER BEING SEPARATED Charles J. Glownia	45. PERSONNEL OFFICER (Type name, grade and organization - signature) BARBARA C WINSLADE CAPTAIN WAC	

WD AGO FORM 53, 58
1 November 1944
This form supersedes all previous editions of
WD AGO Forms 53 and 280 for officers entitled



NAME → GLOWNIA Charles J.		1st Lt		AERONAUTICAL RATING →		PERSONNEL ORDERS (NO., NO., DATE)		FIB INT.	
DATE	STATION	RESULT	DEFECTS	HAZEL	PERSONNEL ORDERS (NO., NO., DATE)				
18 Aug '43	CAAB, Col. S.C.	Q	None	No					
29 JAN '45	Muroc, Calif.	Q	None	No					
8/9/45	LAAF BU, Calif.	C1.1	None	NO					
EXAMINATIONS FOR FLYING									
THEATER	DATE ENTRY	DATE DEPARTURE	HOURS FLOWN	ILLNESS OR INJURY		FLYING STATUS			
CP	30 Nov 43	Aug 44	123.5	Back injuries with compression fracture of L-1&L-2 and transverse process L3 following crash landing in Pacific.					
DATE	HQ.	RESTRICTION	DATE REMOVED	ALTITUDE INDICATION					
				DATE	STATION	TYPE			
				3 Mar '45	Muroc, Cal	3			
NIGHT VISION → DATE →		RATING →							



396th Bombardment Sq. News by Warren "Doc" Eyer



The most important news from the 396th is unfortunate and not provided by "Doc" but is about him. Lou Beisser informed that "Doc" was admitted to the hospital on 3 Feb. after suffering a heart attack. Last word from Lou (& Terry) is that "Doc" will have 3-way by-pass (or angioplasty) surgery on Feb. 23 when his surgeon returns from India. The lack of urgency for surgery can be taken as a good sign, one would think. Terry, as you know, is recovering from a stroke, so it would be an understatement to say they have had a rough go of it health-wise this past year. These are a couple of stalwart warriors, however, so recovery to good health by both is fully expected. I've made reservations for them at the Portland, OR Reunion. Your prayers would, I'm sure, be appreciated, and if you would like to send words of encouragement their way consult the "Masthead" herein (P 9) for addresses.

Back early Dec. "Doc" forwarded then available information, as follows.

A note with his dues from CARTER HORTON, 396TH. To: My armament and gunnery buddies in the 396th and 820th as well as flying officers who knew me. I only flew 5 missions (including Milli in Gilbert Is.) because my duties were mainly on the ground under Capt. Keck.

There was no time or interval to shed tears when we lost planes. I shed tears 15 years after in the office of a psychiatrist who helped me relieve myself of the inhibited emotions at the time.

This helps me to understand the emotion of families affected by the tragedies in Iraq. We must "Just wing it" as Saint Peter put it!! Hang in there. C.H.

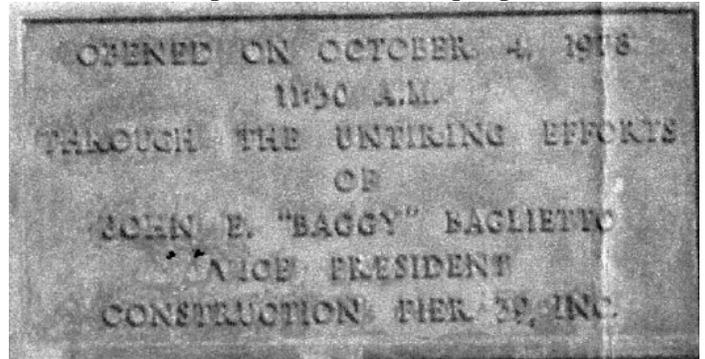
WALTER WINNER, 396TH said he enjoyed TCF #26 very much, especially "The Reunion" writing by Rachel Firth and the article about "Doc's" F-16 flight. "(you lucky dog!)," wrote Walt. "I'm blessed with fairly good health for an 84 year old. I walk daily, exercise, play golf twice a week, try to eat the proper foods, and keep a positive attitude. So maybe some of this is helping. P.S. My good friend Joyce Haddock [and I] and Keith and Laverne Ingstad, who live in Palm Springs, get together occasionally." (Ed.:MP's coming for you if you're all not at Portland Reunion)

SAN FRANCISCO – PIER 39: Does that ring a bell with any of you who have visited there since 1978? It

should. It is one of San Francisco's biggest tourist attractions, sprawling over 2000,000 square feet and housing 110 businesses. A 1989 study recorded an estimated 10 million visitors a year. The pier began as a vision of developer Warren Simmons.

Ending with "Love to you both, Baggy & Marjean," here is a letter to "Doc" & Terry Eyer from JOHN "BAGGY" BAGLIETTO: "I was in charge of construction for Warren Simmons on many restaurants across the country & this [the pier] was my last project. I retired in 1980 after we sold the pier but Warren & I remain close friends. We just came back from a quail hunt in Red bluff. CA."

"Here is a picture of a bronze plaque that was put at the front of the pier and that I am quit proud of."



Ellen Oliver, daughter of QUINLAN MARCEL & MARY JANE JOHNSON, 396TH wrote: Thank you for your recent Christmas card [TCF #26] that was forwarded to me. You don't know me but you knew my parents. I am sad to say they both passed away this past year within 10 months of each other. Dad died on Jan 26, '03. Mom passed away this Nov. 25. They were married over 59 years. We miss them both so much. Thank you for being friends of my parents. Mom and Dad are together again forever.

Ed.: Sure does look like "Doc" could use some help, at least temporarily, with the 396th's business affairs, i.e. accepting dues remittance. The 396th Roster is another opportunity. For some time I've annotated changes to an old 396th roster so that it is relatively current. A copy would be provided to any one who would take the time to retype it. Step forward ---someone--- you are needed.

LATE BULLITIN FROM LOU BEISSER (2-23-04) "TERRY WANTED YOU TO KNOW 'DOC' HAD HIS BY-PASS OPERATION TODAY. IS DOING FINE."



The 48th Bombardment Squadron Portland Reunion Coordinator John Helmer Reports



On to Portland, OR Sept. 19-20-21-22 (19TH is arrival & check-in day) for our 41st Bomb. Group Reunion. Portland is a tourist destination city. Many people come and take day trips while they headquarter in Portland. The city is also known for hosting many national corporate and club conventions.

Because of this demand, hotel rates are expensive, with most major hotel rates starting at \$120 with parking fees between \$12 and \$20 per day.

I am talking to the Mallory Hotel, a fine family hotel located a few blocks from the heart of the city. Mallory rates will be under \$100 with free guest parking. Our light rail line runs from the airport to a stop two short blocks from the hotel, an easy walk if not too loaded down with luggage; also, the hotel will reimburse cab fare from that stop.

In addition to the side trips suggested in TCF #26, here are more Portland activity options for early arrivers to consider: 1. A Sat. market for handicrafts. 2. A Sat. Farmer's Market 3. A very famous zoo with a large elephant herd. 4. River boat trips 5. Ride our light rail line from one end to the other, 45 miles long. 6. A large downtown shopping mall. 7. Visit Fort Vancouver, built in 1825 across the Columbia River from Portland. The fort was built by the Hudson Bay Co. to trade in beaver pelts for export to England.

The trip to St. Helens would be 10 hours long and cost \$90 a person. I have decided not to do this trip because of the time constraint; that's a long day.

So, in place of Mt. St. Helens we will do a Columbia Gorge trip that visits Bonneville Dam with its fish ladders and salmon counting room & then on to Multnomah Falls; about a 6 hour trip. The second planned trip to the Spruce Goose is 7 ½ hours with lunch and a winery tour included.

Another idea...if you want to visit Mt. St. Helens, (highly recommended) you could fly into Seattle and rent a car. Seattle is 200 miles from Portland and Mt. St. Helens is 100 miles south of Seattle on your way to Portland.

(Editor Note: THE REUNION SCHEDULE OF EVENTS, OTHER PARTICULARS AND THE SQ. REGISTRATION FORM WILL BE PUBLISHED IN THE MAY '04 ISSUE OF THE CROW FLIGHT.)

48TH SQ. MEMBER NOTES :

7-28-02. From **Warren L. Noe**. Enclosed find dues for 2 years. I don't type; don't own a computer and my recreation is ball-room dancing. I was crew chief on Homer Sleasman's plane & also crewed the plane George Kelly (CP) & his pilot nosed in on Makin. I worked for United Airlines for 27+ years. Your hats intrigue me. Tempted to fly up & look them over. Enjoy the paper each time. P.S. I was one of those who

came in drunk & woke the rest of the guys at Clark Field on our way down to Morati Island.

10-10-02. From **Wallace B. Johnson**. I look forward to the newsletter, and read it with interest. The last letter (#21) was of particular interest because of the story about the crew chiefs and their airplanes. Aircraft # J920 was one of those featured. I remember #J920 very well. On 9 July 45 # 920 was piloted by John O'Halla & Lowell Traweek and Tokuno Air Field, Kyushu, Kapan received a visit from us. Due to the lack of a proper and friendly welcoming committee we decided that it would not be in our best interest to land on their rough looking runways. I guess that it was the frag bombs that made them so unfriendly. On 28 July 920 took us to Kanoya Air Field on Kagashima Wan, Kyushu where we were again received in a most unfriendly fashion. Then on 8 Aug. 920 took us to the railroad marshalling yards at Nagasaki where several locomotives and freight cars got in the way of our 500 pounders that we were merrily skipping along for their entertainment. On Aug. 10 920 took us to Kumamoto to see what was going on at a factory there. Wasn't much in the way of manufacturing going on when we left. The last mission for the 48th was on the 12th of Aug. and old faithful 920 was right there with us aboard. This last mission was to Chiran Air Field and again the Japanese were some what unfriendly.

There are two things that I remember about J920. One---it was a tight and responsive aircraft. Two---it was a real fuel consumer. As navigator I spent considerable time and effort keeping up with our fuel use. I thought you might be interested in this bit of history regarding J920.

The last I heard of John O'Halla he was in the Chicago area and Traweek was in the Los Angles area. I had some letters from John then lost contact then lost contact. All three of our enlisted crew is deceased. Ivan Meshane (turret gunner) was the oldest of our team. He was a real stabilizer at all times and showed no signs of nervousness even when he had to chase off a green red balled airplane one sunny afternoon over northern Kyushu. Walter Millet was our radio and waist gunner and was real fun to be around. I think the fact that he was from south Louisiana helped to understand his approach to life in general. Luther C. Nash was our tail gunner and the youngest of our team. I remember when we were diving on the destroyers at Shanghia, up front we could see lots of lights blinking welcome but all Luther could see were shell bursts. Luther called John and asked if he could go some faster as the people were shooting at him and. getting closer John told him we were already red lined and to get ready to strafe when we pulled out. (Cont'd. P5)

(Wallace Johnson – Cont'd. from P 3)

We made several trips to friendly Japan in aircraft numbers G927, J150, J584 and J345. Incidentally, J345 came to a tragic end just off the runway on a Sunday afternoon after hostilities had ceased. As best I can remember we flew most of our aircraft to Clark Field, PI for use by the Dutch. Someone later told me that most of them were bulldozed and junked. This I cannot confirm.

I made one trip to Shanghai with **Chendauncy Kershaw** and **David Crane** on 17 July with the specific intent to permanently ground some Japanese aircraft and rip up the runways. This Chang Wan airfield that we hit was where my younger brother landed his airplane load of Chinese troops when the war ended. He said that the landing was a bit rough because the Japanese did not do very good maintenance. Later I told him that it was not entirely the fault of the Japanese maintenance workers.

I have been in contact with Kershaw and Crane and seen them at some of the reunions. I have a good photo of Kershaw and Crane with our pet monkey on Okinawa and one of David sitting inside an Okinawa burial monument. Regards, Wallace Johnson

CARL I. MORITZ and spouse **JUNE** of Lakewood, WA, have three children, Sandy, Robin and Craig and seven grandchildren. Carl submitted this with his dues back in Aug. 2000, so perhaps they have some great-grandchildren by now.

After the war Carl attended the U of WA to earn a degree in forestry. While employed by Pacific Northwest Bell he was recalled to active service with the 325th Fighter Sq. in Korea. Returning to the telephone company, Carl completed 36 years in communications to his retirement.

He has stayed in contact with **Tom Raybourn** in CA and **Mike Selep** in Chicago.



L-R Carl, Robin, June, Sandy and Craig.



Carl didn't say, but if this was his car it had to be his pride-and-joy. "Fresno" was the only note on back of the picture. (Wonder what year & make that beauty was. Note the split windshield.)

FRED EMMERT PAINTINGS.

Pictures on the un-numbered insert page are copies of original paintings by Fred Emmert, 48th whose article also appears on P 6. Fred noted the pictures as follows: **Top L – "Matty Maddox, My Navigator, Makin 1944."** **Top r – "Peeling Off, Makin 1944."** **Center L – "A Bomb Over Nagasaki."** **Center R – "Marine Fighter Under My Wing" during disastrous "Gamsey's" mission.** **Bottom L – "Dusk Landing, Makin 1944, Target Nahru," # 60 for this plane (a few were mine) and the last of the atolls before being pulled back to Hawaii.** **Bottom R – Dye marker bombs were hit over Kyushu coast, leaving a trail of gold dye mistaken for smoke. Kyushu 1945.**

7-25-02. From **TOM J. CARSON, 48th**. Enjoyed the article on "Lefty's Wolf Pack." I rode with "Lefty" several times when he flew to Group Hq. when I was his Sq. Adjutant on Apamama. Got so I could set the radio compass and pull the wheels up, as we were the only two on the plane.

Editor's Comment: I hope, and I believe, this catches up with the entire batch of 48th Bomb. Sq. communications I received in April 2003. Sorry about the delay.

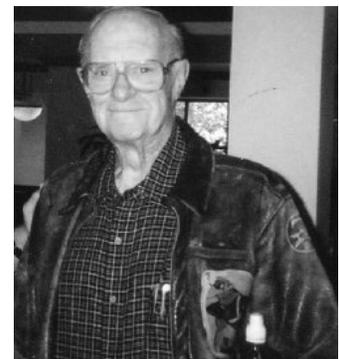
GREAT BRANSON PICTURES FROM KEMARY

(Received Too Late For TCF #26)



🎵 Sing Hallelujah! Sing Hallelujah! Throw a nickel on the drum and you'll be saved! Brother Louie heard the call. Brother Louie

heard the call. And he was saved---damned near! 🎵 **Padre Arnold Sayer**, our 47th martini anointed chaplain bestows his blessing and absolution upon a receptive **Arlene Huschle, 48th** and a repentant **Lou Beisser, 396th**. **Mary Zachok, 47th**, departing with serene countenance, has already been saved.



How many of us had the foresight to preserve our Leather crew flight jacket as did **Kem Sitterley, 47TH**? It was wonderful having my old pal & navigator and his daughter, **Kemary** back with us. Kem has been having health problems & missed Biloxi, but being at Branson swas good medicine for him, said Kemary.

From Norm Geril: Sad news. My reunion partner **Mike Siciliano (B/N) 820th** passed away on 02-16-2004. He is survived by his wife Philma, daughters and their families

My View



FRED EMMERT

Like the galaxies in space, the memories of World War II and of those who served recede with time at an ever-increasing pace. James Michener was right when he wrote, "In time they like the men of the Confederacy will become strangers. Longer and longer shadows will obscure them, until their Guadalcanal sounds distant on the ears, like Shiloh and Valley Forge."

It is now some 50 years from those days, and surely my memories have dimmed. Details are seen with less clarity now. A time-driven fog has settled. Yet some memories linger ever bright, and I suppose they will to the end. Matty, my navigator, filled with Boston Irish cockiness and wit; ever-reliable Haddock and Smitty; Hogan, my copilot, who (bless him) was a teetotaler and thus assured me of a second shot of whiskey handed out by our flight surgeon after each mission. And of course there were others. One does not easily forget those times on the Pacific tolls with them. Memory is also jogged by writers like John Muirhead and Samuel Hynes who describe eloquently that it is like to do battle in God's high heaven.

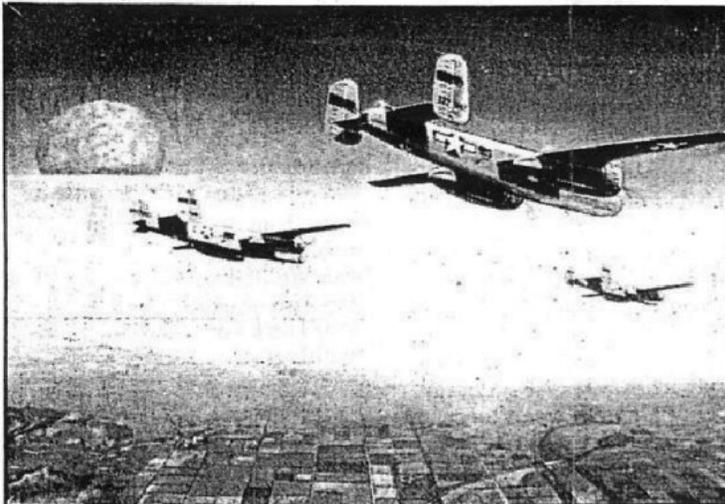
Everyone, so they say, has a look in him. If I were com-

pelled to undertake the challenge, I imagine it would revolve around those years. Each mission held a tale. And I would undoubtedly dwell a bit on one particular day when I saw history stagger and start down a new and dimly defined corridor.

It all happened near the end of the war. With each campaign our B-25 bombers moved steadily westward across the Pacific expanses, atoll by atoll, until we finally reached Okinawa. From there we flew mis-

abruptly changed. Our primary target for that day was canceled without explanation and a secondary target was assigned in its place. Instructions were further given that under no circumstance were we to fly near or approach what had been our original target.

We lumbered north at 8,000 feet that morning, my solid-nose straffer B-25 latched to the wing of Dennison's glass-nose ship, with Hibler on the



This Fred Emmert painting shows an atomic bomb cloud rising over Nagasaki, Japan, in August 1945 — as he remembers seeing it from 60 miles away.

sions over China and over the home islands of Japan itself.

Briefings on this one particular mission followed a pattern which had long ago become routine. Those for the full crew were held the evening before the mission, and a second briefing for the pilots and navigators was held the morning of the mission. All this was done in a very mechanical and well-worn cadence. Yet during the final briefing on this one August morning the pattern

other wing. This was our regular flight formation — a V in a larger formation of V's. We had flown this pattern many times under many circumstances, and a great trust had developed between us. The weather was clear that morning with a normal scattering of cumulus clouds. The patchwork of rural Japan moved steadily below us as if it were on a conveyer belt and we were suspended motionless above. The formation was loose to conserve fuel. No

enemy fighters were expected, but if they did appear we would close ranks fast. Flak was not anticipated until later over the target. All seemed normal and in order. But the events of that morning were hardly normal.

I did not see the flash which must have occurred in the sky some 60 miles to our north-west. But what I did see was impressive enough. A dirty gray eruption spewed forth into the sky, and as I watched, it grew ever larger, gaining rapidly in breadth and ascending straight upwards until it spilled into the stratosphere. Churning and writhing, it was awesome in its size.

Radio silence was no longer required on the return leg to our base, but we flew in silence. We had witnessed something incomprehensible and were lost in our private thoughts.

The date was Aug. 10 (on that side of the date line). The answer to it all was not long in coming. During debriefing we learned that a new device (an "atomic" device) was dropped on our primary target of that morning. Much of Nagasaki no longer existed.

Fred Emmert of Storrs is a research professor emeritus at the University of Connecticut. His work centered on the biological aspects of nuclear fallout. During World War II he served as a combat pilot in the 48th Squadron, 41st Bomb Group, 7th Air Force, in the Central Pacific Theater of operations. Emmert submitted a wartime photo to be used for his My View portrait.

CITY FLIERS SEE NAGASAKI BLAST

From 70 and 250 Miles
Away They Watch Flame

Two Cleveland airmen, one flying over Yaku Island, 250 miles away, saw the Nagasaki atom bomb blast, the United Press reported from Okinawa yesterday.

Lieut. Col. Edward F. Roddy, 26-year-old ace of 9117 Connecticut Avenue S. E., was among Mustang pilots over Yaku. He told Richard Harris, United Press correspondent, that he saw a great ball of yellow-orange fire shoot 8,000 feet into the air over Nagasaki, followed by billowing clouds of smoke.

Closer to the annihilating explosion was Staff Sergt. Michael Haddock, 919 E. 232d Street, Euclid. He was 70 miles away, a radio operator and gunner on a Seventh Air Force B-25 attacking Kanoya Air-drome.

Sergt. Haddock said a column of smoke rose 20,000 feet from the blast and flame.

"I could still see the smoke when we were 100 miles away, heading for home," he said.

Mothers of the two fliers last night said their sons had been expecting the war to terminate about the end of the year.

Col. Roddy had written: "It should be over in about six months, but don't expect me home before next July."

LYNN L.SWEETLAND, nickname "Larry," 47th Bomb. Sq. and his spouse of 56 years, **BETTY K.** now reside at 925 Bayford Blvd., Endwell, NY, 13760. They have a son, Robert LaRue and daughter, Mary Lynn and four grandchildren.



After completing 48 mostly low level combat missions in the G model, Larry was assigned for a year as a B-25 cadet flight instructor at Enid, OK. When he left the service as a First Lt., Larry applied for a Multi-engine Commercial Pilot License with instrument rating. With this in hand he went to New York City to see if he could get a pilot job and remain in flying. Said Larry, "TWA did hire me but the next morning a B-25 came flying down 5th Ave., woke me up and crashed into the Empire State Building. I got dressed, went down and watched them fight the fire and get people out of the building. Then I went back to the hotel, packed my bag and came back to Binghamton and took a job at New York State Electric and Gas." There Larry started in sales and after 43 years retired as a vice-president and officer. After retirement he did consulting work for nine

years. "All work is volunteer now." Crew L-R Top : Lynn L. Sweetland – Gus Fisher – James Henderson. Front: Pete Bednar – Max Kehoe – Tom Tobin. Our 47th rosters carry Henderson, Kehoe & Bednar deceased and Fisher & Tobin as unknown. Lynn has kept in touch with **Dale and Arlene Storms, 47th Bomb. Sq.**

FRANCIS "Frank" Jr. son of FRANCIS LISAK, SR. 47th sends me his very well written and very welcomed periodic personal newsletter. Frank has attended every reunion beginning with Manchester. Some excerpts from his Jan. newsletter: ...visited the brand new Air & Space Museum, built by a contribution of \$63 million by George Tolbert, 47th. All sorts of aircraft are displayed. From Frank's Dec. '03 newsletter: On 16 Nov. I received a scare: my father suffered a "congested heart failure." I drove the 11 hour trip to be with my father. He remained in the hospital for a few days treatment, made a full recovery, and was released. He felt so healthy that the day after Thanksgiving he returned to his job as a bartender at a local tavern. And guess what? The following night some misguided individual tried to rob him and the patrons at the tavern! Huh? After snatching the wallets of two patrons, the robber reached over the bar and grabbed after the wallet in Father's shirt. Father struggled in return and his wallet flopped out of his pocket and onto the floor. Next, the culprit tried, unsuccessfully, to pry open the cash register. Finally, after all this, the robber was scared off into the night. Whew! Now that's enough to give anyone a heart attack!! Ed.: Now, come on, you didn't really believe that stuff about George Tolbert contributing \$63 million, did you? George could have but, really, it was some guy named Udvar-Hazy. At any rate, **Francis, Sr.** has once again proved his mettle, and I'm sure we'll see him and Jr. in Portland

Also, Francis, Sr.'s daughter, Kathaleen Pridemore of the Seattle area is arranging vacation time to be there. Now, if we can get Mom Evelyn feeling well enough to travel I'd bet daughter Jeannette & husband Mike & son Mark would make it a total family reunion.

<<<<>>>>



Congratulations, Bill & Wishes for Many More

<<<<◇>>>>

BOB "PAPPY" BRANDT suggests that all of you who remember and appreciated the well-formed **Rita Hayworth** go to this website. <http://claudia79.tri pod.com/ywnl pix.html>

SQUADRON NOTES: 2-24, GEORGE KELLY, 48th died recently; details in May '04 newsletter.

LUCILE, widow of **JOHN P. "CHRIS" CHRISTOPHER,** 47th is the first spouse to submit a "Bio" form in remembrance of her husband. "Chris" died 5-19-93. Because of his dedication to good workmanship he was a much in demand house builder in Columbus, N.C., said Lucile. They raised a family of four boys, three of them Lucile's from a previous marriage, and have seven grandchildren. "Chris" has been listed on the 47th's Known Deceased Roster and is in "Doc" LaVigne's "The Crow Flight" Directory with a home town listing of Campobello, S.C.

Lucile closed with this generous invitation: "If anyone ever happens to be in or near Columbus, N.C. I would like to meet them. I have a big home with plenty of space for visitors. Sincerely, Lucy Christopher." Address is P.O. Box 454, Zip 28722.



JOHN & HAZY BEDDALL, 48th sent a card with this pictured pair. John said, "Christmas has passed and as you

can see we are resting very comfortably."

John recalled a low-level mission, their fourth or fifth he guessed, against Ponape in which his crew flew in wing formation with a B-25 piloted by the 48th Sq.'s lead pilot, Lionel D. Colley of San Antonio, TX. Colley's plane was hit leaving Ponape and was forced to ditch quite close to the shore. Beddall's plane, piloted by "Bus" Knight, and several others, circled the downed plane and witnessed four men get out. They were forced to leave because of low fuel and after refueling at Eniwetok returned to their home base at Makin.

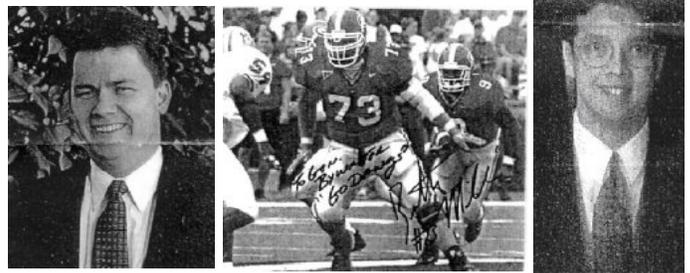
"Bus" Knight was subsequently designated 48th Sq. lead pilot and they completed 50 missions together. P.S."I donated the flag [The "Old Glory Throw" that John won at Branson] to our Commemorative AF at Mesa. It sure is a beauty."

SUCCESSFUL GRANDSONS: SUBMITTED BY 41ST COMMANDER, MURRAY BYWATER:

RUSS BOGH, grandson of **VINCE CASEY.** Has been elected to a second term in the State of Calif. State Legislature.

BARTLEY MILLER, grandson of **JOHNNY MILLER.** As a sophomore, is the 'Offensive Tackle' for the Georgia 'Bulldogs' Football team.

CHRIS MILTON. Grandson of General Murray Bywater. A master of the Cambodian language at which he became proficient during his Mission for the Church of Jesus Christ of Latter-day Saints, he was selected to interpret the message of the Mormon Church President to be broadcast to the entire world.



My turn: L - Grandson Judo Black Belt holder GMSR Frank Ryan Gutting, currently serves aboard the missile cruiser USS San Jacinto, a participant in Gulf War II. **R - Matthew Urban,** recently wed to Anna Lisa and the computer nerd responsible for much guidance in producing this newsletter. (Writer's perk picture.)

ED NAYLOR, 47TH wrote: Just a few lines to say hello & get a check to you for The Crow Flight. I sure enjoy getting the news about the 41stst Bomb. Gp. & all the men in it. Looking forward to seeing you in Portland. I keep in touch with Ray Cramer's daughter, Donna R. Norman.

From **ELDON FORD,** 47TH. Thank you for the placemat & rosters. The roster of those who have passed on is getting longer and includes some who were good friends of mine at the time we were "over there." Eldon sent this key chain (5.5 x 1") as a suggested memento for Portland. I sure like it, but Coordinator J. Helmer also has some ideas & will have the final say. Eldon just "threw it in the well to see if it splashed." (Color is red)



Send us your information for use in *The Crow Flight*

47th , 48th and 396th Alumni - 60 some years later

(This form intended as a guide only---add, alter, or ignore as you desire)

NAME _____ SPOUSE _____

ADDRESS _____

CHILDREN'S NAMES _____

GRANDCHILDREN _____

GREAT GRANDCHILDREN _____ GREAT-GREAT _____

HIGHLIGHTS OF YOUR WWII SERVICE - HOMETOWN - ASSIGNMENTS - WHATEVER _____

OCCUPATION AFTER WWII _____

LIFE SINCE WWII SERVICE _____

CONTACT WITH OTHER SQUADRON PEOPLE _____

ANYTHING ELSE OF INTEREST TO "THE CROW FLIGHT" READERS _____

WHAT'S NEXT? _____

AND SEND: PICTURES - OLD PHOTOS - PERHAPS IN YOUR SERVICE UNIFORM - PERHAPS WITH A HOT ISLAND BABE! NEW PHOTOS - PERHAPS WITH WIFE, KIDS OR GRANDKIDS - PERHAPS WITH YOUR GIRL FRIEND; NEWS CLIPPINGS (Note: All such items will be returned unless you state otherwise. Please be sure these items contain identity, as my paper work sometimes gets shuffled.)

USE ADDITIONAL SHEETS IF NECESSARY

Send to: *The Crow Flight* % Urban Gutting, 7047 Autumn Chase, San Antonio TX 78238-2118

Additional
WWII Service Information

Nickname _____ Position / MOS _____

Rank at end of WWII _____ Squadron _____

Assignments: _____

If flight or ground crew, identity of Aircraft assigned:

Model / Series (e.g. B-25H) _____ Serial # or "last three" _____

A/P Nickname or nose art description _____

Reason for A/P nickname, if known _____

Your crew:

Pilot _____ Engineer / Gnr _____

Co-Pilot _____ Radioman / Gnr _____

Navigator _____ Armorer / Gnr _____

Crew Chief _____ Asst. Crew Chief _____

Armorer / Mech _____ Combat Missions Flown _____

Type of Missions _____

Additional comments and highlights _____



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

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DON HASKELL'S MEMORIAL WEBSITES:

Don's: <http://www.softcom.net/users/dhaskell/>

41st Gp. <http://www.softcom.net/users/dhaskell/bombgroup41/>

"THE CROW FLIGHT" WEBSITE:

<http://www.thecrowflight.org>

48TH CORRESPONDENTS: **JOHN HELMER** 2122 SW Vista Ave. Portland, OR 97201, (503) 222-4614 and **JESS (RAY) RAMAKER** 17217 N.E. 7th Pl., Bellevue, WA 98008-4134 (425) 747-2306 e-mail ramaess@msn.com

396TH CONTACT: **DOC EYER** 3733 Calle Guaymas, Tucson, AZ 857156 (520)-881-7228 E-mail docterr@mindspring.com

CHANGE OF ADDRESS: Contact Urban A. Gutting, address above

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

REQUEST A "BIO" FORM* - TO FILL OUT & RETURN FOR PUBLICATION OF HIGHLIGHTS OF YOUR SERVICE & LIFE SINCE DEACTIVATION. WE REALLY!! ARE INTERESTED. 47TH OR 48TH OR 397TH CONTACT URBAN A. GUTTING. ADDRESS ABOVE. (Form in this NL P 9 & 10) ****

\$\$ FINANCIAL REPORTS \$\$

47TH BOMB. SQ. – Fifty-eight Good Guys and Gals contributed \$1059 for 2003. Starting out 2004 right were **Eldon Ford, Edwin & Jo Sobiegray, Dorothy Grobe, Charles & Prudence Salts, Reginald Gauthier, Nedry & Ginny Burris, Naylor, Ed & Vera Naylor, Urban Gutting & Carolyn, Suzanne St. Germain (Gutts' Dau.), Steve Gutting & Leroy & Mary Julian.** Accounts balance as of 02-15-'04 was \$2409.03, including \$239.38 Accounts Receivable.

48TH BOMB. SQ. – John Helmer reports dues and gifts from **Warren Noe, Charles Glownia, Diane Lassitter (in memory of her father Merritt Miller), Brian A. Lassitter, Fred Emmert & Jess Ramaker,** for a total of \$140. Our cost portion for TCF #26 was \$273. Our balance on 02-03-'04 was \$2406.57.

Keep dues for 2004 on your "must do" list.

396TH BOMB. SQ. – Due to "Doc" Eyer's health problems, the 396th finance report will be delayed.

TCF #26 CORRECTIONS & COMMENTS: p.5 – John Helmer says he wasn't there in 1080, but he did witness Mt. St. Helens' eruption in the year 1980. Also p.5 – Apologies to Ruth: correct spelling of her last name is **Sleasman**. p.10 – I keep trying to get a rise out of George by raising the acreage of the **Tolbert** OK. estate-ranch on Old Rt. 66. At Branson it was 200 acres; on p.10 it was 2000. Before the tax man calls, I'll set the record straight: it is 20 acres, but, no matter the size of his land holding, George's heart is genuinely big and the visit invitation is for real.

MEMENTO PLACEMATS: There is still available for your purchase and pleasure the 12" X 18" heavy laminates 41st Bombardment Gp. Placemats (Pictured on the address p. of TCF #26). If you don't have at least two of this beautiful pictorial, historical remembrance, you owe it to yourself to take corrective action by contacting me, Gutting-Addr. left. (\$5 ea. Incl. P & H.) Here is a novel idea: "Doc" Eyer, 396th ordered 4 new ones; he plans to have his personal WWII pictures laminated to the back of his original placemats, issued at the 1998 San Antonio Reunion.

The Crow Flight Printed in Black Only vs. Color: Refer to the "Very Important News" article on P 9 of *The Crow Flight* #26. Briefly, that article presented a proposal to **print** future newsletters in black ink only, with access to a **color version on a web site.** Reader response as to how you thought it would work for you were asked for. Response thus far has been meager; however, with access to the newly established "The Crow Flight" web page, *you will now be able to review "The Crow Flight" #27 in color and then express your reaction---how you think it will work for you---right on the web page.* Specifically, let me know that you could open it and whether you can **download and print it.** Many of you will soon be sending in your 2004 dues, so if you do not have ready website access, please include a note with your dues, or, preferably, drop me (Gutting-see Masthead addresses) a snail mail or telephone response. **Thanks**

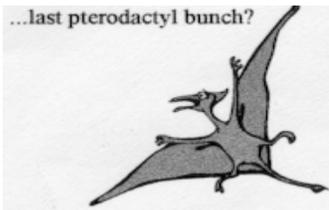
The "The Crow Flight" website address for full-color newsletter download or print access is:
<http://www.thecrowflight.org>

The Crow Caws For The
47th, 48, & 396th Bomb. Sqds.
41st Bombardment Gp. (M) 7th AF WWII

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7047 Autumn Chase
San Antonio, TX 78238-2118



47th Bomb Squadron (M)
The Crow Flight



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REUNION SCHEDULE

820th Bomb Sq. At Wash. DC May 28 thru 31, 2004. Contact Norm Geril: email Ngeril@earthlinl.net; 1-203-262-1860. Norm says this is now a definite "go", so contact Norm if you are interested.

47th, 48th & 396th Bomb. Sqds. At Portland, OR on Sept. 20, 21 & 22, 2004. Coordinators are John and Beverly Helmer, 48th at 2122 SW Vista Ave., Portland, OR, or phone 1-503-222-4614. (No e-mail)

47th, 48th & 396th Bomb. Sqds. At Hot Springs, Arkansas in late Sept. 2005. This is a project in the works with Joe and Lola Roop, 47th the Coordinators.

