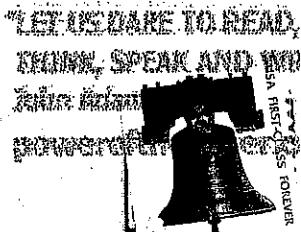




**7th FIGHTER SQUADRON
REUNION ORGANIZATION**

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MELROSE, FL 32866

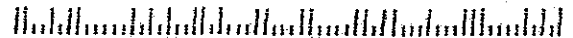
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June 08 Issue

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DENVER CO 80249

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THE SECRETARY'S REFLECTIONS

By the time you receive this issue, I will either be on my way, or in Finland. Al Meschino thought I was there already. Many of the stories in this issue are from Al, he keeps me informed on many areas. Thanks Al.

A check and note from Don Lee reminded me that he wants to continue for a while longer. A million thanks, we will try to use it wisely. Things are planned for next year. God willing.

A note from Denny Hamm tells me that his father died so you can scratch him off your roster. He wanted further information about our unit. I will mail it to him shortly. He may want to visit the 5th Organization.

Mrs. Browning wrote: With sadness, I must report that my husband, Chet E. Browning, passed away on May 4, 2008. We both enjoyed your newsletter...he looked forward to the news, I enjoyed the humor Chet was excited that your reunion was going to be in Seattle this year. Though he hasn't felt well for a while, he

was hoping to make it to at least some of the activities. Please take his name off your roster. Thanks for keeping him in touch with your organization in the past. Anna S. Browning

The post office returned the newsletter of Raymond Naus with a note that he had died. I don't have any particulars, and don't know much about his family. Please remove him from your roster.

Just as I am writing this, a check and a note came from James Keck. Thanks a million, we always do welcome checks, and notes cause palpitations. It is great to hear from you. I am glad so many have kind words, they are always appreciated.

The post office returned the newsletter of Kenneth Payne, Robert Jeffrey, Jack Wilding, Larry Waugh, Stuart McKendry, and James Costley. I wish I had more information, but I do not. Roberta Blier called to be taken off the list. In the meantime, everyone enjoy the great summer, and have fun, like I expect to in Finland. Ta Taa.

ORGANIZATION CONSISTS OF FORMER, PRESENT AND FUTURE MEMBERS OF: 7TH PURSUIT SQUADRON; 49TH FIGHTER GP
PRESIDENT: Kathleen Bush; 2223 Colfax; Flint, MI; VICE PRESIDENT: Eldon Breazier; 1130 North Pine; Kingman, KS 67068-1439 SECY/
TREAS: John Plosila 183 SWAN LAKE DR; MELROSE, FL 32666-3065 (352) 475-5680. e-mail-- jplosila@juno.com; Web Site: www.7fs.org with link to the 9th web

49th NEWS

The registration phone number for the Seattle Marriott Sea-Tac Airport Hotel, 3201 S. 176 St., Seattle, WA 98188 is 1-800-314-0925
Bill tells me that there will be more news in his next newsletter, such as directions etc..

CARDS LETTERS AND CALLS

Our vice President's letter and donation arrived too late for the last issue to be printed. Here is his letter, I hope he doesn't mind. I like to share my mail.

I did not respond to your request for statements of interest in continuing the newsletter last month because: I assumed that my past interest (including contributions was such that you would know that I support you, and, I have been so extremely busy making life bearable for my wife, Roya, who was placed in an Alzheimer's ward at the local care center that I really have no life of my own.

So I am pleased- to see the many positive responses you have received from others- to include a further contribution, and, to assure you of my further support in keeping the newsletter alive.

At the minimum I am away from home to be with Roya- 90 minutes every morning - we run around town doing daily errands, checking the geese in the park, etc. Three hours every afternoon roaming the countryside checking for wild animals, plants, etc. and drinking coffee in one of the area villages, and two hours after supper just to visit, check the bird display at the Center, have a Brownie snack party, and put her to bed.

At our home I am attempting to find enough time

to maintain the house, fix all my meals, maintain the yard and gardens, and move our miscellaneous belongings into possession of, or storage for our kids (a good bit of which goes to local agencies like the library, NU - 2 -U, etc. I have given up on my hobbies (electronics and photography) and sold off all my model airplane engines and now selling off her coin collection.

We will celebrate our 64th wedding anniversary April 21 and our 85th birthdays, September and November.

There is little chance that I will be able to make the Seattle reunion.

I am uncertain as to your age/health- I DO NOT MEAN TO IMPLY THAT I SENSE ANY PROBLEM- but my experience with what has happened in the case of my very dear wife and of my own health in such a short time cause me to suggest that you undertake to begin locating some younger guys that might be in a position to take over your job when the time does come - and it will. Remember the first rule of management is, "If it can happen, it will." It will be a shame to close out all the work that you have done over the years to hold the gang together. You got a good response to your request for assistance and you have nothing to lose in asking others to assist in maintaining the future of our newsletter. Eldon (Thanks for your letter donation.)

To answer your questions, I am 90, and will be 91 on Pearl Harbor Day. At the moment I am in good health. My pastor tells me I do the work of two 45 year old's. Last Saturday I helped put a new roof on the parsonage- My cousin in Finland, at 94, did the same things I did at 84. So I am hopeful. However, I am seeking a replacement. Help anyone?

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Al Meschino tells me that Bob DeHaven is in full time nursing care. I am asking everyone to include him in your prayers. We have all too many in our membership that need our prayers. Please keep Roya and Eldon Breazier in your prayers also. Eldon is doing such a monumental job, he certainly wins my vote of approval. He mentioned airplane engines. It reminded me that my model engines went up in smoke with my house in 1985, as did the planes.

This month I am including the diary of a friend who was in the European Theater. Here it is:

Now, today, April 6, 1944 @ 9 am, 64 years have passed when 550 of us American soldiers were on the small passenger liner, Borinquen, converted to a troop carrier, pulled anchor in the New York harbor and we were slowly exiting the shore on our way to the unknown. Then slowly sailing past Bedloe Island where the Statue of Liberty is standing, now called Liberty Island since 1956 when it was officially named

Sailing by the Statue of Liberty was I believe it the first time any of us young men had ever witnessed it earlier, wondering if we shall ever see it again. The noises of the large city of New York was fading away, only the waves of the water splashing at the ships bow could be heard. Glancing ahead, far into the horizon, all we could see, was water. Then little by little other ships, of various kinds began appearing from different directions, a convoy of over 200 ships were formed. From far left, ahead, and to the far right, were troop ship, Cruisers, Destroyers, etc. Our ship, the Borinquen, was near the tail end of the large convoy. To our left, about a half mile away, was a U.S.S. Cruiser with a PBV aircraft, mounted on a catapult, midship, high above, ready to be catapulted into flight many times, when the German U-boats were sighted far ahead and directly behind us.

The PBV was flying far ahead and behind us, dropping depth charges, claiming they had hit a U-boat, because a oil slick appeared on the water. Upon the PBV's return to the cruiser, it taxied along side the cruiser, when a boom was lowered, hooked on to the PBV, and raised back to its catapult. This happened several times a day. During our 10 days crossing the Atlantic, we were continuously zig-zagging to help divert any torpedoes coming in our direction.

Showers were provided for the troops, but it was water directly from the cold Atlantic, salt water that would not lather, not very comfortable, nor did you feel clean. The ships crew had fresh water and temperature controlled in their showers.

At one instant, a mama, papa and baby whales were swimming to our left, some-one called: "WHALES"! Everyone rushed to the left side, to site their first whales. The ship was taking in water in the

first deck. The ship was ready to capsize. Excitedly, the Captain called on the loud speakers mounted over the ship: "Get back and level the ship, before we all will be swimming"! The excitement, seeing the whales, most soldiers didn't realize that the ship was ready to capsize.

Our ships destination was Scotland, called Caledonia in early history. Our group of 77 men aboard, were trained as combat infantry mechanics, to be sent to the South Pacific, New Caledonia, jungle fighting, instead we were sent to the European Theater in preparation for the upcoming D-Day of June 6, 1944.

Upon approaching the U.K., although we could not detect any land yet, we noticed that all the other ships had dispersed and gone to different directions. An interesting thing was the hundreds of seagulls that accompanied the ships crossing the Atlantic, they didn't need a passport, and received a free ride amongst the ships, eating the garbage whisked over board.

We entered the Clyde River in Scotland, slowly entering Glasgow. As we were going down the River Clyde, young Scottish men in swimming trunks were on the piers on the side. Soldiers were throwing Penney's in the murky waters, the young men dove for the penney's and came up holding the penney between their index finger and thumb. The women were waving white cloths from apartment windows. At Glasgow we unboarded the ship and sent to a waiting train. At this time we noticed the rail road tracks were narrow gauge and the journals between the coaches and engine was not like the trains in the States. Each coach was linked to others by a 3 link chain, with spring loaded bumpers at each corner of a coach, like wise on the engine. These bumpers were in continuous contact, therefore there was no sudden jerk upon stopping or starting, as we have in the States.

Of course we all were skeptical of the 3 link chains between each coach. The coaches were unusual compared to the ones in the States, like sitting in a Stage Coach, with an aisle on the side, then alternately to the other side. The ride was smooth, I believe we were traveling 90 miles an hour, estimating with my watch, timing the speed by the 17 telephone poles per mile.

We arrived in Yeoville, England, a small old British

military training camp. That first night there was an air raid by German bombers. They were bombing a British airfield about 3 miles away. This is when William Valentine, age 19 from Minneapolis, always being so macho in basic training, as if was not afraid of anything. When the bombs began dropping, it was night time. William began running as if his head was cut off, crying: "MAMA, MAMA"!

(To be continued, I should have done some editing.)

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Today I learned that my friend had passed away on May 15th. There may not be anymore issues of his diary, that is besides what I have in the computer.

His wife passed away last year and he was in poor health, however, it was unexpected. I have other material from him, I will review it to see if it has any interesting material. Last week seemed to be a week of deaths. My aunt Mildred passed away and a friend from church. We are at that age I guess.

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December 18, 1938, Germany..Otto Hahn splits the uranium atom, releasing energy. Although top officials were invited to an atomic weapons session, the agenda described the presentation as a technical nature and lower level individuals were assigned to attend. Little interest developed. Heavy water was recognized as a requirement. The actions to destroy the only facilities in Europe at that time in Norway, were well documented by the commando raid, Feb. 28, 1943, a bombing raid, Nov. 16, 1943, and the sabotage sinking of the ferry in Jan. 1944. However, Germany had given up on the bomb by mid-1943 although work continued at Haigerloch.

Jan. 1943 Japan.. Dr. Hideki Yukawa was awarded the Nobel Prize in Physics in 1949 for his extensive work with the atom begun in 1941. An atomic bomb project was launched by Prime Minister Tojo in Jan 1943. Former Colonel Toranosuke Kawashina was in charge. Design considerations were promising. All chance of success was destroyed when the submarine I-19 carrying a quantity of U-235 uranium oxide from Germany was sunk as it approached Japan days before they surrendered. (Our timing was perfect)

Recently we have read about the devastation from forest fires. So much of California, as well as in my state of Florida have been destroyed by fires. Some have been deliberately set. During WWII Japan had

ideas of doing the same to us. Thus this story.

Flying officer Nobuo Fujita of the Imperial Navy, the one enemy pilot to bomb American soil, dropped incendiary bombs on an Oregon forest in November 1942. Fujita flew a modified Zero equipped with pontoons, which were housed in a water tight compartment on I-25 submarine. His mission was to set fires on tinder dry forests, setting off a fire storm that would spread down the coast.

Fujita made two attacks, the first by day and the second by night. He flew over relatively uninhabited land, he noted a small town Brookings Harbor that was blacked out. He had no trouble navigating for the Cape Blanco lighthouse cast its beam out to the sea. Homing in on the light, Fujita flew inland and dropped his bombs, then managed to return to his sub. (Glad he didn't enjoy great success. Ed.)

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On Jan 4, 1951 Seoul falls to communist forces.

Jan 15 Communist offensive halted.

Jan 25 UN Forces begin counter-offensive.

Mar 18 Seoul retaken for second and last time.

Apr 11 Gen MacArthur is recalled.

Apr 22 CCF offensive launched

May 3 CCF offensive halted.

May 16 CCF offensive, fails 90 K communist dead.

May 21 UN launches counter-offensive. Drives enemy north of 38th parallel.

June 13 Action in Iron Triangle (Chorewon & Kumhwa).

June 23 Soviets propose truce.

July 10 Truce talks begin.

Nov 27 Truce talks resume at Panmunjon. Cease fire line agreed to, stalemate begins.

Dec 18 Prisoner lists exchanged by combatants.

This short revisit to Korea should stir a few, or not too few, memories for some of our group who did battle in Korea. We can still see the effects of these battles today, with the north still in the same, and sad position today. Add the facts of the nuclear problems and it's a wonder we aren't still there. Lies beget lies so why should we believe them? Every truce with them is uncertain.

CHAPLAINS COLUMN

A GRANDFATHER?

I've never forgotten the day. Yes, the day I became a grandfather! It was a great day. Daily when I read the Bible, I find that God calls himself our Father in heaven, but never our grandfather. God never has been and never will be anyone's grandfather. He only has His children, but not any grandchildren.

This is an important fact, yes, it's actually eternally important in case you're one of those folks who is counting on the faith of their family to qualify them for heaven. Having a Christian mom or dad might help you know about Jesus, but it won't do a thing for you when it comes to knowing Jesus personally. Relationship is not an osmosis thing. Unless there's a personal transaction between you and Jesus to have your sins forgiven, your not born into God's family. You'll never see heaven. God has no grandchildren.

Jesus' essential qualification for heaven is: No one can see the kingdom of God unless he is born again (John 3:3). The Bible's description of that birthing is in John 1:12. Speaking of Jesus, it says, "To all who received Him, to those who believed in His name, He gave the right to become children of God."

What does "accept Christ" mean? It means to consciously open the door of your heart and to welcome Jesus. Have you done that? It also talks about "believing in His name." What's that about? When you check out "believe" in the original language of the New Testament, it's clear that it's a lot more than just agreeing with the facts about Jesus dying for your sin. It's about total trust in Jesus as your only hope. "His name" literally means, "Jehovah rescues." That's what He died for - to pay for our sin so we don't have to. Jesus, is the rescuer, desperately hold onto the one who had come to save folk.. Has there ever been a time when you did that with Jesus? If you don't know you have, you probably haven't. Grown up in a Christian home and a Christian environment? it's easy to feel like you must have picked up Jesus somewhere. Not unless you've been born again. That's when your sins are erased from God's records. That's when you're born into God's family.

From now on, it's your new birthday - your second birthday. The day you were born again, and God becomes your Father and Jesus as your Savior - your

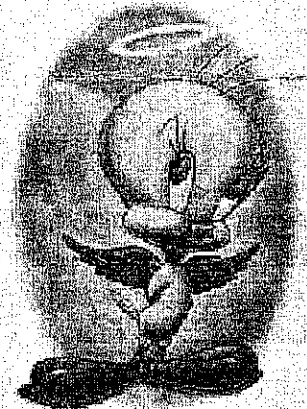
personal Savior!

Pray that my trip will be safe so I can continue to do this column. It's a long trip, but I will enjoy the visit and glad to see my cousins.

Sin in reality is despising God's Word, considering it unimportant. Our sin gives an excuse for evil people to excuse their own wrong and ridicule Christ.

Like a good parent, God always assures us of His great love, especially after He disciplines.

We have a responsibility to a suffering world Jesus died for. We are not here by accident but by divine appointment. May we accept and live out our great responsibility in giving, sharing, caring and loving. Jesus said: I'm talking to any faithful, sensible man whose master gives him the responsibility of feeding the other servants. If his master returns and finds that he has done a good job, there will be a reward.... His master will put him in charge of all he owns (Luke 12:42 - 44).



I want to thank you, Lord, for being close to me so far this day. With your help, I haven't been impatient, lost my temper, grumpy, judgmental, or envious of anyone. But, I will be getting out of bed in a minute, and I think I'll really need your help then.

Amen

I am a great Grandfather now, and very thankful

STORIES

Rock drawings from the Red Sea site of Wadi Hammamat, dated to around 4000 BC show that Egyptian boats were made from papyrus and reeds.

The world's earliest known plank-built ship, made from cedar and sycamore wood and dated to 2600 BC, was discovered next to the Great Pyramid in 1952.

The pilot with the most flying hours is American John Edward Long. From May 1933 to April 1977 he flew 62,654 hours, achieving a total of more than 7 years airborne.

Emily Dickinson, America's most famous female poet, published only seven poems in her lifetime; all were published anonymously and against her will. It wasn't until after her death, at 56, that her nearly 2000 poems were discovered.

The practice of trepanation, the surgical act of boring holes into the skull, began 7000 years ago and still continues today.

Bobby Orr of the Boston Bruins won the James Norris Memorial Trophy eight times, more than any hockey player in history.

Most people don't know that back in 1912, Best Food's mayonnaise was manufactured in England. In fact, the Titanic was carrying 12,000 jars of the condiment scheduled for delivery in Vera Cruz, Mexico, which was to be the next port of call for the great ship after its stop in New York.

This would have been the largest single shipment of mayonnaise ever delivered to Mexico. But as we know, the great ship did not make it to Mexico. It sank smashing into an iceberg. The people of Mexico, who were crazy about mayonnaise, and eagerly awaiting its delivery, were disconsolate at the loss. Their anguish was so great, that they declared a National Day of Mourning, which they still observe to this day.

The National Day of Mourning occurs each year on May 5th and known, of course, as Sink o De Mayo! WHAT? Expected something educational from me?

Compendium of Puntifications

1. I wondered why the baseball was getting bigger. Then it hit me.
2. Police were called to a daycare where a three-year-

old was resisting a rest.

3. Did you hear about the guy whose whole left side was cut off? He's all right now.

4. The roundest knight at King Arthur's round table was Sir Cumference.

5. To write with a broken pencil is pointless.

6. When fish are in schools they sometimes take debate.

7. A thief who stole a calendar got twelve months.

8. A thief fell and broke his leg in wet concrete. He became a hardened criminal.

9. Thieves who steal corn from a garden could be charged with stalking.

10. We'll never run out of math teachers because they always multiply.

11. When the smog lifts in Los Angeles, UCLA.

12. The professor discovered that her theory of earthquakes was on shaky ground.

13. The dead batteries were given out free of charge

14. If you take a laptop computer for a run, you could jog your memory.

15. A dentist and a manicurist fought tooth and nail.

16. What's the definition of a will? (It's a dead giveaway.)

17. I didn't know where the sun went at night, so I stayed up thinking about it until it dawned on me.

I knew she was bulimic so I tried not to talk about food, but she kept bringing it up!

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This is a continuation from the May issue.

10. I tried to get a life once, but they're out of stock.

11. I went to school to become a wit, only got half way through.

12. It was all so different before everything changed.

13. Some days you're the dog, some days you're the hydrant.

14. Nostalgia isn't what it used to be.

15. Old programmers never die. They just terminate and stay resident.

16. A day without sunshine is like a day in Seattle.

17. I wish the buck stopped here. I could use a few...
18. Kids in the back seat cause accidents; accidents in the back seat cause kids.
19. It's not the pace of life that concerns me, it's the sudden stop at the end.
20. It's hard to make a comeback when you haven't been anywhere.
21. Living on Earth is expensive, but it does include a free trip around the sun.
22. The only time the world beats a path to your door is if you're in the bathroom.
23. If God wanted me to touch my toes, he would have put them on my knees.
24. Never knock on Death's door: ring the doorbell and run (he hates that).
25. Lead me not into temptation (I can find the way)
26. When you're finally holding all the cards, why does everyone else decide to play chess?
27. If you're living on the edge, make sure you're wearing your seat belt.
28. There are two kinds of pedestrians ... the quick and the dead.
29. An unbreakable toy is useful for breaking others.
30. A closed mouth gathers no feet.
31. Health is merely the slowest possible rate at which one can die.
32. It's not hard to meet expenses, they're every where.
33. Jury: Twelve people who determine which client has the better attorney.
34. The only difference between a rut and a grave is the depth.
35. Keep your friends close but your enemies closer.
36. Dream your dreams, but follow your heart.

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Did you know that lightning strikes somewhere on earth 100 times a second. And every time lightning strikes, it generates Ozone gas. This strengthens the Ozone Layer in the upper atmosphere. The Black Ironwood tree (*Olea laurifolia*) has wood so dense that it won't float on water. If you were to build a

ship you would be better off with a type of rock known as volcanic pumice rather than Ironwood. It is less dense than water, so it can float. While both humans and alligators depend on their teeth in order to chew food, humans only get two sets of natural teeth to last them a lifetime. Alligators get from 2,000 to 3,000 teeth during the course of their lifetime. If a tiger loses all his hair, he'll still be striped. Tiger stripes are like fingerprints, each individual cat's markings are unique. And they're not just hair, the stripes are in their skin. Seems to be a thing with cats, since your house cat's fur markings are also skin deep. The blue-ringed octopus is the most poisonous octopus in the world with venom that can kill an adult human in minutes. There is no known antidote.

Bernie, a middle-aged Jewish guy, is out to dinner with his wife to celebrate her fortieth birthday.

He says, "So what would you like, Julie? A Jaguar? A sable coat? A diamond necklace?"

Julie says, "Bernie, I want a divorce." He says, "I wasn't planning on spending that much."

On a train from London to Manchester, an American tourist was berating the Englishman sitting across from him in the compartment. "You English are too stuffy. You set yourselves apart too much. You think your stiff upper lips make you above the rest of us. Look at me ... I'm me, I have Italian blood, French blood, a little Indian blood and some Swedish blood. What do you say to that?" The Englishman replied, "Very sporting of your mother." ++++++

The yeast extract left over from the manufacture of beer is considered a delicacy in Australia. Tonya Harding was the first American ice skater to successfully land a triple axle in competition. If you have a 'Sister Joseph's Nodule,' you have been diagnosed with belly-button cancer.

Hummingbirds live an average of 5 years. They are hatched from eggs that are so small that a penny would cover three of them. Hummingbirds are usually hatched in pairs in nests that average 1.5 inches in diameter.

The average age of a French oak tree harvested to make wine barrels is 170 years old. This is because the older oak tends to be denser. This is good for adding flavor to wine.

I stole this story from the web site, there are about 11 pages. I don't know how exciting all of the story is, but I will use some of it in our next few editions.

IN the year 2001 the unmistakable twin-boom wreckage of a Lockheed Lightning fighter still lies near-complete in the jungle of a section of the Markham Valley. Between the booms and through the left-hand wing grow sago trees. Why is it there, and how has it laid so remote for all these years ?

Captain Charles P. O'Sullivan's fighter, like nearly all others in the 39th Fighter Squadron, was decorated with garish red and white shark's teeth markings. Like most of its squadron contemporaries, it also had a name – MAREELEE II, named after Sullivan's wife. Unlike some, it sported four Japanese 'kill' markings. Sullivan was one victory short of becoming an ace. It was 20th September 1943. Sullivan would not become an ace today, an eventful day which instead marked this particular fighter's last flight. After force-landing the aircraft would remain intact and undiscovered for nearly fifty years to the day, mainly as the jungle had grown around and over it. When informed of its loss, the US military thought they had discovered an MIA case, but our President told them otherwise, and in fact offered to put them in direct contact with the still-living pilot !

How it came to be there is best told in the exact words of the pilot who put it there, in a compilation made from his log-book, his own diary, official records and his memory. It is a remarkable story. Charlie's account is a long one, but we have chosen not to cut one word from it. This account is worth printing off and taking away for bedtime reading.

The image in the rearview mirror of my Lightning was unmistakable. It was a Japanese fighter plane in firing position, so close I did not bother to look over my shoulder. I had no time to be afraid. Instinctively, I shoved the plane into a violent dive, dropping my auxiliary wing tanks. It was then that I felt the shudder of bullets hitting my plane. He had hit the left engine, and the spraying oil caused the engine to catch fire and smoke. I raced for the clouds below, reaching speeds of 500 miles per hour, with the plane shuddering and shaking at the strain. I looked back and saw that I was pulling away from him in my dive, but he was still stalking me. Oil began to spray on my windshield. It began to obscure my

vision, and I thought about parachuting right then. I cut off the damaged engine and feathered the propeller, stopping it and turning the blades so they cut through the air. The fire went out on my left engine, and my windshield cleared, but the stalker was still with me. At about 3,000 feet, I entered fleecy clouds, only the clouds were not continuous. I sailed through the first then entered the clear. The stalker was still with me. I sailed through a second cloud, the stalker on my tail. I was beginning to lose my precious dive speed, now that I was on one engine. As the third cloud loomed, I decided to vary my program, or he would nail me. In the third cloud, I put my plane in a spiral, came out under the cloud, and flew beneath it for some time. When I came into the clear, my pursuer was nowhere in sight. I had eluded him. Perhaps he was low on gas. While I was in the third cloud, I thought how clever it would be if I circled behind him and shot him down. Wisdom intervened. I thought to myself, what if you miscalculate and come out in front of him? I quickly dismissed the idea. I radioed my squadron to report that I was hit and on fire in the left engine, but the fire had gone out, and I was still at 3,000 feet, bound on a course for Port Moresby.

Complications! Since my left engine was no longer functioning, I had lost my generator from that side. Gradually the batteries gave out, and I lost radio contact. I berated Lockheed and the Air Force for not having spent a little more and putting a generator in the right engine too – 'For want of a nail, the shoe was lost, etc'. Having eluded the enemy, I began thinking of the long flight home, at least two more hours, and the necessity of climbing to at least 7,000 feet to get through a pass in the mountains. But it was not to be! The right engine began heating up; it was trailing white smoke - likely a coolant leak in the radiator. I decided to try the left engine again. Somehow I got it cranked up and running. Meanwhile, I feathered the right engine and shut it down. I flew this way for about five minutes. The left engine began to smoke again. So, with black smoke coming out of the left engine, and white smoke from the right, I decided either to make a forced-landing or to bail out. Both engines were dead, their props

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Remember: God calls people who are able to His work, as well as those who are willing.