

# WWII BOMBER CRASH

*-Continued from PAGE ONE*  
and Allison agreed that, if the pilot had put down his landing gear, things might have gone much differently, as the plane probably would have flipped end-over-end. As it was, the Air Force decided to retrieve the plane and try to put it back in commission.

"They called me and said, 'We have a plane out there we need you to pick up,'" he remembered.

Bill Rietmann, a sophomore in lone at the time, didn't live on the farm on Rietmann Lane, but word spreads quickly in a small town.

"I don't think anyone at school knew except us kids. I don't even know how we knew," said Rietmann. "Like a bunch of kids, we ran out and jumped in someone's car and went to see it. We didn't get any closer than the road; there were people all over it already. It was a pretty secure place."

The crew of 12 Air Force personnel headed to lone to take the plane apart and transport it to the Air Force base in Portland.

They detached the wings and loaded the plane and the wings onto a flat-bed trailer. One person always stayed with the plane for security reasons, said Allison. For accommodations, part of the crew slept in the military truck and the others slept on the ground. They were so trail-worn by the time they returned to Portland, he said, that they went to the quartermaster and took out new GI clothing, and then threw what they were wearing in the trash.

Food was dished out in various ways, including Allison's own contribution. When he found out where they were headed, he said, he came prepared.

"I'd gotten a hunting license in Portland before I left and took my 12-gauge with me," said Allison. He said one day they took 12 pheasants to the restaurant in lone.

"I said to the man, 'We've got to feed these guys. Can you do something with these?'"

Allison said everyone was helpful, especially the Reitmann couple, who not only accommodated the

military men on their land, but also lent them their own horses to ride. Despite the heavy work of taking apart a seven- to eight-ton bomber, though, the real work was ahead of them.

Interstate 84 didn't exist in 1944. Even Highway 74, now a main route, wasn't commissioned until 1939. Instead, the men had to take the plane, on its trailer, across local roads in less-than-ideal conditions. The route they chose was Four Mile Road from Morgan to Arlington.

It was a rough, gravel road, full of hills and curves, and it gave even the military's equipment a run for its money.

"I can't even fathom how things would have been back then, how hard it would have been to pull a plane," said LaRue.

The trip to Arlington took "quite a long time." Allison said the crew had trouble with the curves, and the truck's engine overheated constantly under the weight of the plane.

"Once we got to Arlington, we had a few obstacles but, boy, it (the road to Arlington) was really tough," he said.

"Once we were on the highway, we had a siren," Allison said. There wasn't much traffic on Highway 30, he remembered, and the siren helped to move what traffic there was out of the way. "That wasn't so bad."

A day of travel took them to their next obstacle...a tunnel on Highway 30 some ways before Hood River.

"When we got to

that tunnel, we went to the highway department and they said, 'You've got four to six inches (of clearance),' said the vet. "We didn't realize it was really four to six inches."

It took the men nearly four hours of sweat and curses to get the trailer and plane through the tunnel. When they reached Hood River, their efforts were rewarded by a crowd of people lining the streets and waving flags. Also waiting, remembered Allison, was the Hood River commanding officer, who said he'd been prepared to throw the 2nd Lieutenant in the brig if he'd gotten the P-38 stuck in that tunnel.

After Hood River, the crew decided to take the "loop highway," Highway 35.

"That 35 is really narrow. I think it was a one-way road," said Allison.

"I'm sure it was for your vehicle!" quipped LaRue.

On 35, the men ran into what they were sure would be a show-stopper, a one-way bridge with metal trusses on either side.

"Once we got past Arlington, we thought we were home, until we got to that bridge," he said.

They thought at first that they were stuck, but then discovered that the trusses were perfectly spaced to run between the plane's body and the twin engines; the plane made it across the bridge with the engines riding outside the trusses in open air.

Despite the obstacles, the crew returned to the Portland base with the



Bill Allison with his crew of Air Force personnel during their trip to lone to retrieve the plane. Allison stands second from the left in front. -Contributed photo

plane, after nine days and around 1,000 miles on their military jeep. They took the plane to the base's maintenance shop.

"The guy told me it was remarkable, the shape it was in," Allison said.

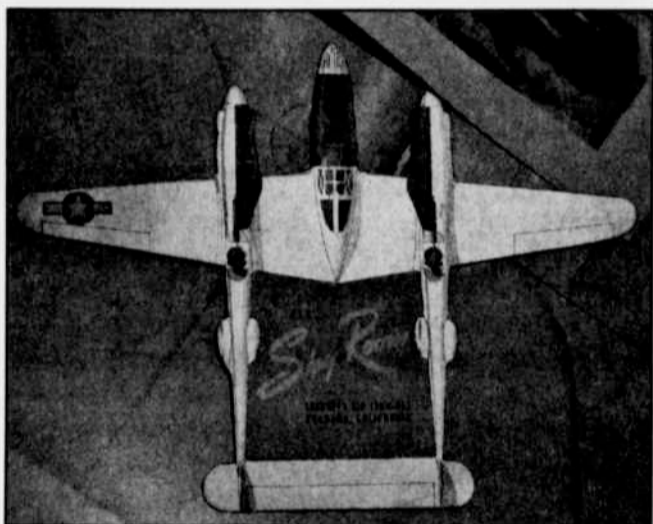
When asked, Allison said he didn't receive any commendations for his work.

"They didn't put me in prison; that was the main

thing," he joked. Actually, though, he did get a good performance rating for that job, he said, the best of his career.

"The only superior rating I ever got was for bringing that plane in," said Allison. "We had so many close shaves."

"It was a great little journey and lots of fun," said Allison.



A paper model of the P-38 bomber.



The retrieval crew around the downed P-38 bomber. -Contributed photo

## CREZ CONSIDERS HOUSING GRANTS

*-Continued from PAGE ONE*  
The grant would apparently be available to anyone moving into anywhere in the county but with the stipulation the buyers would own the home for a period of time, probably five years. Neither would they have to work for one of the businesses at the Port of Morrow where the CREZ is located.

The final details of the plan have not been worked out, but money for the program would come from fees in lieu of taxes that new businesses locating in the enterprise zone are now starting to pay

to the CREZ. The program would be administered by Greater Eastern Oregon Development Corporation (GEODC).

In a related matter, the CREZ also discussed starting a low-interest loan program to provide gap financing for investors developing rental properties in Morrow County. This program would be similar to one the City of Boardman already has up and running.

According to city guidelines, "The purpose of the fund is to provide funding for gap lending to aid in building single family residences, duplex,

triplex and four plex units in Boardman."

The rental development plan was funded with a \$100,000 grant already received by the city from the CREZ.

"We have an over-abundance of low-income housing in Boardman and all of Morrow County," CREZ board member Don Russell said. "There is, however, a lack of rental housing and once PGE construction (a new gas plant being built near Boardman) starts, it will not get any better for the next couple of years."

"If there is more rental

housing there will be more people," he added.

Under Boardman's plan the loans will be made to developers at three percent interest and used to fill a gap up to 40 percent of the project total between bank lending and the construction cost of the rental project. The CREZ program would be available county-wide, so if an investor wants to construct rental housing in lone, Lexington, Heppner or Irrigon, funds would be available. Funds for the housing development fund would also come from fees CREZ will receive in the future.

## Marriage Licenses

The Morrow County Clerk's office has released the following report of marriage licenses:

August 29, 2013: -Jose Alonso Cambero

Boardman and Maura Aguilar Flores, 38, of Boardman.

-Timothy Roy Parker, 49, of Boardman and Jill Marie Pambrun, 39, of Boardman.

## DA's Report

Morrow County District Attorney Justin Nelson has released the following report:

-Mario Garcilazo, 18, was convicted of Attempt to Commit a Class C/ Unclassified Felony - Rape 3, a Class A Misdemeanor. Of the sentence of 180 days jail time, 170 days was suspended and the defendant was given 10 days jail time and 24 months bench probation, to include 60 hours community service and no contact with the victim. Fines, fees and assessments totaled \$600.

-Manuel Torres Reyes, 54, was convicted of Criminal trespass in the first degree, a Class A Misdemeanor; sentence of 180 days jail time was suspended and the defendant sentenced to 24 months bench probation, to include 20 hours of community service, mental health evaluation, no contact with the victims except to get defendant's belongings, and vacating victims' property within one week of judgment. Fines, fees and assessments totaled \$200.

-Manuel Torres Reyes, 54, was further convicted of disorderly conduct in the second degree, a Class B Misdemeanor. Sentence of 90 days jail time was suspended and the defendant sentenced to 24 months bench probation, to include mental health evaluation, no contact with the victims except to get defendant's belongings, no contact with "The Barn" restaurant in Lexington, and vacating victims' property within one week of judgment. Fines, fees and assessments totaled \$480.

-Misti Dawn Stefani, 33, was convicted of four counts of tampering with drug records, a class C Felony. Defendant was sentenced to 18 months supervised probation on each count, each subject to 90 sanction units with 30 jail units. Conditions of probation on each count include substance abuse evaluation, mental health evaluation, 30 hours community service, and a written letter of apology to the victim. Fines, fees and assessments totaled \$400.

## Art About Agriculture travels to Pendleton, Moro

CORVALLIS, Ore.—Art celebrating the Columbia Basin's heritage of dryland wheat farming will make special appearances in Pendleton and Moro over the next two months.

Oregon State University's College of Agricultural Sciences is displaying 10 works of art from its Art About Agriculture permanent collection through Sept. 24 at the Sherman Junior/

Senior High School Library in Moro. Ten additional works of art will join the traveling show when it moves to the Blue Mountain Community College's Betty Feves Memorial Gallery located in Pendleton. That

show will be on display Sept. 25-Oct. 30.

The art exhibit's visit to Moro will include a free reception from 4-6 p.m. Saturday, Sept. 21, at 65912 High School Loop in Moro.

### MORROW COUNTY HEALTH DISTRICT SEEKS INTERESTED BOARD OF DIRECTOR CANDIDATES

Morrow County Health District is seeking to identify individuals who are interested in serving on the Morrow County Health District Board. The individual selected will serve out the remainder of an existing term and will be eligible for re-election in 2015. Potential candidates must be residents of Morrow County and should send a letter indicating desire to serve along with a statement describing background and qualifications. Questions can be directed to Dan Grigg at (541) 676-2915 and letters of interest sent to the attention of Tonia Adams, Morrow County Health District, P.O. Box 9, Heppner, Oregon, 97836.



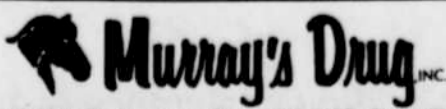
MORROW COUNTY HEALTH DISTRICT  
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### Wedding Tables

Tayllor Gould & William Brannon  
September 13, 2013

Kelsey Greenup & Justin Fennern  
September 21, 2013

Murray's Drug is now accepting application for a full time (32-40 hrs) position. Applicant must be willing to learn all departments. Schedule will be Tuesday-Saturday. Motivated with an outgoing personality is a must. Applications may be picked up at Murray's at the front counter. Please call Ann Murray at 541-676-9158 for any questions.



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## Community lunch menu

Willow Creek Baptist and Elohim Covenant church volunteers will serve lunch on Wednesday, Sept. 11, at St. Patrick's Senior Center.

The meal will include Italian beef tortillas in

tomato basil tortillas, broccoli slaw, green salad, and dessert pizza. Milk is served at each meal.

Suggested donation is \$3.50 per meal. Menu is subject to change.

ALL NEWS AND ADVERTISEMENT DEADLINE:  
MONDAYS AT 5:00 P.M.