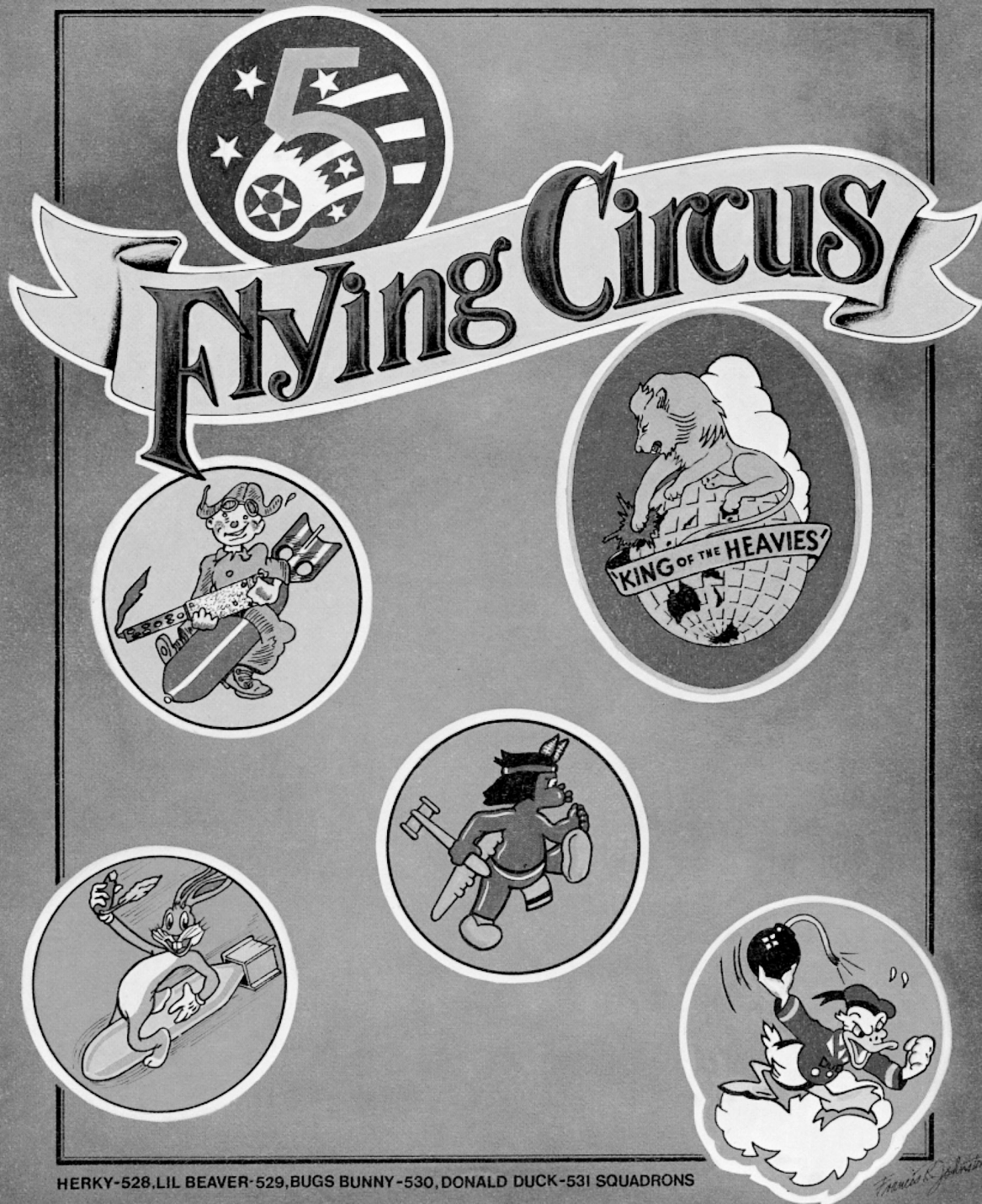


# 380<sup>TH</sup> BOMB GROUP



HERKY-528, LIL BEAVER-529, BUGS BUNNY-530, DONALD DUCK-531 SQUADRONS



## The 380th Bomb Group Association

5th AF -- RAAF

*Affectionately Known As*

# The Flying Circus

**NEWSLETTER #63**

**JUNE 2017**

### Contents of this Issue

This and That

Survey Results

Yankee Air Museum, Detroit, Michigan

2017 Reunion - Dayton, Ohio - September 7-10

Schedule, Hotel, Air & Ground Transport, About Dayton,  
Things to do in Dayton, National Museum of the Air Force,  
Event Registration Form

Donating to the National Museum of the Air Force

Mail Call

Radar Countermeasures Development in Australia (by Craig Bellamy,  
part 3)

Photos/Letters from Down Under

TAPS

Address Changes/New Members/Returned Newsletters

### HISTORIANS

Bob Alford  
Glenn R. Horton, Jr.  
Gary L. Horton

### HISTORY PROJECT NEWSLETTERS REUNION COORDINATOR WEBPAGES – FINANCIAL

Barbara J. Gotham

### LINKS

#### **Membership form:**

[http://380th.org/  
2017Member-form.pdf](http://380th.org/2017Member-form.pdf)

#### **Gear order form:**

<http://380th.org/Gear2016.pdf>

#### **Comments/TAPS notification:**

<http://380th.org/form.html>

### FACEBOOK

Search for the group *380th Bombardment Group (5th AF, WWII)* or go to  
[https://www.facebook.com/  
groups/380th/](https://www.facebook.com/groups/380th/)  
*In Memoriam page:* [https://  
www.facebook.com/  
groups/1686408651610839/](https://www.facebook.com/groups/1686408651610839/)

### 2017 REUNION

7-10 September, Dayton, Ohio  
[http://380th.org/  
REUNION/2017Reunion/Re-  
union.htm](http://380th.org/REUNION/2017Reunion/Reunion.htm)

### 380th Bomb Group Association

130 Colony Road

West Lafayette, IN 47906-1209 USA

<http://380th.org/>

Email: [380th.ww2@gmail.com](mailto:380th.ww2@gmail.com)

Phone: 765-463-5390

Cell (texting preferred): 765-412-5370 (Eastern time zone)

Please leave voicemail if no answer on cell or home phone



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## THIS AND THAT

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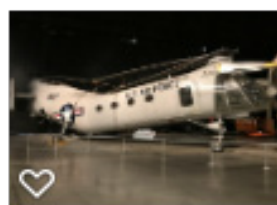
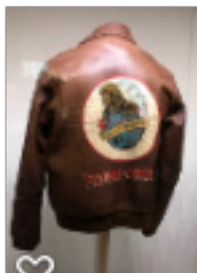
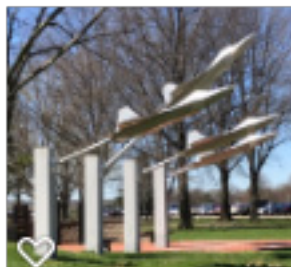
### PHOTO / RESEARCH REQUESTS

Ray Schell is looking for photos of his cousin, Eugene Schell, who flew on the Mulhollen Crew (530<sup>th</sup> Squadron).

Randolph Wells is looking for a photo of Robert F. Woody, Gunner on the Brennan Crew (531<sup>st</sup> Squadron).

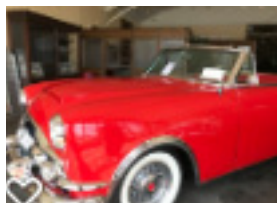
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Photos from the National Museum of the Air Force, Dayton, Ohio



American Packard Museum, Dayton, Ohio

Dayton, Ohio



Membership forms can be downloaded from the 380th website at:

<http://380th.org/2017Member-form.pdf>

To reduce printing and mailing costs, readers can now choose to receive a PDF copy of future newsletters by email (rather than receiving the hard copy in the mail).

If you are interested in this option, please send an email to  
[380th.ww2@gmail.com](mailto:380th.ww2@gmail.com)

Looking for a gift for that special someone? Please consider 380th gear!

Check out the order form on our website at:  
<http://380th.org/Gear2016.pdf>

PAST ISSUES OF THE NEWSLETTERS CAN BE FOUND on our website at:

<http://380th.org/NEWS/News.html#Newsletters>

Issues 1-58 are in HTML format (December 1999 - November 2015)

PDF versions are available (with the exception of #41) starting with the April 2007 issue (#30).

Apologies to the those on our list from Australia and elsewhere beyond the U.S. - you will be receiving Newsletters #62 (minus the survey insert) and #63 in one mailing. Just trying to keep mailing costs down.

If you'd like to receive your newsletters in email (PDF format), please send your request and email to: [380th.ww2@gmail.com](mailto:380th.ww2@gmail.com)

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## NEWSLETTER #62 SURVEY

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Thanks to all who took the time to take the survey presented in Newsletter #62. We had 40 returned by mail, and 24 respondents to our online version.

Here are the major results of the survey (because respondents could reply to as many answers as applied on some of the questions, there are more responses than number of respondents, and some respondents didn't answer all the questions):

Q1: Have you attended a 380th Reunion in the past five years? Yes - 31; No - 32

Q2: What are your reasons for not attending the reunions?

Veteran has passed and no longer interested - 14

Too far away - 9

Scheduling issues - 13

My age precludes me from traveling - 4

Health issues - 11

Too expensive - 2

Cannot travel alone/have no one to travel with - 4

Q3: When attending reunions, what's more important to you?

City/location - 15

Visiting/meeting 380th members - 37

Q4: Would you continue attending reunions when your veteran passes? Yes - 19; No - 6; Maybe - 8

Q5: How likely are you to continue attending reunions? Average of 7 on scale 0-10

Q6: How satisfied are you with the program and scheduling of reunions? Average of 8.5 on scale 0-10

Q7: What would you like changed or added to program?

More sharing of personal and military histories of the 380th veterans

Presentation of research results

Shorten the timeframe/condense the program

Q9: Would you prefer to receive a PDF copy of newsletter by email rather than the hard copy by USPS? Yes - 7

*Since there were so few respondents to this question, the hard copy will continue to be mailed to all on the mailing list until further notice.*

Q10: Sites for future reunions:

Dayton - 26

Denver - 23

Kansas City MO - 23

Colorado Springs - 23

Minneapolis - 12

Houston - 20

Detroit - 21

St Louis - 19

New Orleans - 30

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Although New Orleans came in with the most votes, there wouldn't have been enough time for Barb Gotham (reunion coordinator) to visit there and make arrangements for the fall 2017 reunion since the survey questionnaires weren't returned and analyzed until late February.

Therefore, site visits were made to Dayton (in second place) and also to Detroit (since Barb Gotham was visiting there the end of April for a family event).

***Dayton is the final choice for the 2017 reunion.***

Detroit is a strong contender for a future when the former Willow Run property, now the Yankee Air Museum, has completed renovations and updates, expected to be completed by the Spring of 2019.

*If we have a reunion in 2018, then New Orleans could be contacted for hotel bids after the 2017 Reunion and final decisions made by the first quarter 2018 for a fall reunion there.*

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## YANKEE AIR MUSEUM - DETROIT, MICHIGAN

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### **Location:**

Yankee Air Force, Inc.  
47884 D St., Belleville, MI  
At Willow Run Airport, Detroit Metro area  
<http://yankeearmuseum.org/>

### **Hours:**

The Museum is open year-round except for special holidays, and for some private events.

Tues-Sat. 10-4PM Sun. 11-4PM

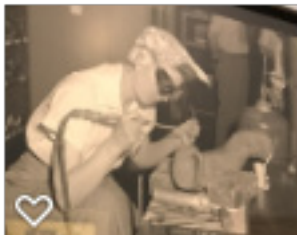
Pricing: <http://yankeearmuseum.org/pricing/>

### **Museum's Mission:**

The mission of the Yankee Air Museum is to educate and engage people about American aviation, aerospace technology, and Historic Willow Run. The organization offers a combination of educational programs, exhibits, and hands-on opportunities to interact with real aircraft, in order to reach audiences of all ages. The history and technology of American aviation are highlighted with emphasis on the fascinating technological advances in aviation manufacturing and operation that originated in Michigan between 1940 and today.

### **About the Museum:**

The Yankee Air Museum has been a great influence in the world of aviation throughout Southeast Michigan for decades. Founded in 1981, the Museum quickly grew when it acquired its flyable aircraft, B-17 Flying Fortress,



B-25 Mitchell Bomber, and C-47 Skytrain, offering the public the chance to fly in some of America's most iconic aircraft. The Museum was originally located on the very North-East side of the Willow Run Airport

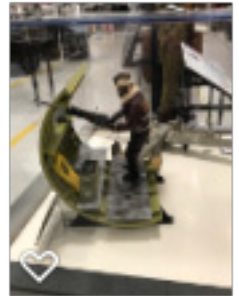
until it suffered a devastating fire in 2004. While most everything was destroyed, a few aircraft such as the B-17, C-47, B-25, and B-52, among others were moved to safety.

The Museum re-opened to the public in 2010 in a new location just yards away from the original. The Museum has 47,000 sq. ft. that houses its collection of permanent and



rotating aviation and historic displays as well as over 5,000 artifacts.

In 2011, negotiations began between RACER Trust, Michigan Aerospace Foundation, and Yankee Air Museum for acquiring part of the old Willow Run Bomber Plant that produced B-24 Bombers during World War Two for the Ford Motor Company. After nearly two years of negotiations, the Foundation's offer was accepted to save a portion of the Bomber Plant. The Save the Bomber Plant campaign [<http://www.savethebomberplant.org/>] raised \$8 million to acquire, enclose, and power the 144,000 square feet of the facility. This would create a new, permanent home for the Museum, its exhibits, educational programs as well as its flyable and static aircraft.



That was only the beginning. A new campaign has been launched to raise the funds to build the Museum and its exhibits within the Bomber Plant. The stories of "How Detroit Saved the World" and "Rosie the Riveter" will be told on the site where they happened some 70 years ago.

The additional space will allow the Museum to integrate STEM (Science, Technology, Engineering and Mathematics) into its exhibits and programs to inspire young people to pursue education and career opportunities in those fields. The building will also hold the Museum's growing collection of artifacts and documents in a state-of-the-art facility.

### **How You Can Support the Museum:**

When you support the Yankee Air Museum you help grow an institution that is attractive to people of all ages. The Yankee Air Museum is a collection of aviation themed exhibits on the major global conflicts of the 20th century. Many dynamic aircraft that shaped history are featured, as well as a local focus on the Willow Run B-24 Bomber Plant.

The Museum includes hands-on activities such as flight simulators and a KC-135 (air to air refueling tanker) open cockpit. Exploration Station helps children learn about engineering through the use of building blocks and magnets and the flight simulators allowed everyone the chance to learn how to fly an aircraft.

**For more info on donations and how you can support the Yankee Air Museum, go to:**

<http://yankeearmuseum.org/support/>

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## **2017 REUNION - DAYTON, OHIO - SEPTEMBER 7-10**

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Dayton, Ohio, home of the National Museum of the Air Force and the Wright Brothers, will be the host city for our 2017 reunion.

The Crowne Plaza, downtown Dayton, will be our venue. See the next page for hotel reservation information. The event registration form is also in this issue.

At the suggestion of some of our members (and survey results), the program has been condensed into mainly Friday and Saturday events, with limited group activities on Thursday. As you can see from the program below, the group dinners will be on Friday and Saturday evenings rather than the Thursday/Saturday evening pattern from past reunions.

The main group activity will be the visit to the National Museum of the Air Force on Friday. Note that we will arrive at the Museum an hour prior to the official opening time to allow our group to visit their B-24 (The Strawberry Bitch); due to the age of the aircraft, we won't be able to enter her, but the usual ropes around her will be removed so we can get up close, and she will be open for viewing and photo opportunities.

We will have a short outdoor memorial service in the Museum's Memorial Garden early Friday afternoon and the reading of the names and TAPS at the hotel prior to Friday's dinner.

Hotel rate includes hot breakfast in our hospitality room, daily from 6:30-9:00 AM.

### **September 7 - Thursday**

Early arrivals, sightseeing on your own

3:00-10:00 PM Hospitality room will be open

6:00-8:00 PM Welcome Reception hosted by the hotel

### **September 8 - Friday**

7:30 AM Depart for the National Museum of the Air Force

8:00 AM B-24 Look-in (museum opens to the public at 9:00 AM)

9:00-10:00 AM Special tour of the WWII Gallery

10:00-1:30 PM Tour the museum on your own; lunch on your own in museum cafe

1:30-2:00 PM "Memorial" service in the Museum Garden at our 380th plaque and tree

2:00 PM Return to hotel

2:30-4:00 PM Hospitality room open

5:00 PM Memorial service (reading of names, TAPS) at hotel

6:00 PM BBQ buffet dinner at hotel

After dinner Hospitality room

### **September 9 - Saturday**

10:00-11:00 AM Member meeting/presentations at hotel

Noon-4:00 PM Hospitality room, sightseeing/other activities on your own

5:00 PM Group photos at hotel

6:00 PM Banquet at hotel (music provided by the Gem City Band)

### **September 10 - Sunday**

9:00 AM - Noon Hospitality room

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***Menus and other reunion information can be found on our Reunion website at:***

**<http://380th.org/REUNION/2017Reunion/Reunion.htm>**



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## 2017 REUNION - HOTEL INFORMATION

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### **Crowne Plaza Dayton**

33 East Fifth Street, Dayton, Ohio  
Hotel Front Desk: 937-224-0800  
Fax: 937-224-1231

### **Hotel website:**

<https://www.ihg.com/crowneplaza/dayton/>

### **Reunion Website:**

<http://380th.org/REUNION/2017Reunion/Reunion.htm>

### **RESERVATIONS:**

Call directly to the hotel reservation department (business hours: Mon-Fri 8:00 am – 5:00 pm) at 937-229-9835 or after business hour calls to Central Reservations at 800-689-5586. Please request the group rate for 380th Bomb Group (The Flying Circus). Any problems with reservations, please contact Barb Gotham at 765-412-5370 (cell - please leave voicemail if no answer) or by email at 380th.ww2@gmail.com for assistance.

### **Online Reservation Link:**

Please go to the reunion webpage to get the link to the online reservation system:  
<http://380th.org/REUNION/2017Reunion/Reunion.htm>

### **CUT OFF DATE: August 6, 2017**

All room reservations must be made by 12:01 a.m. on August 6, 2017. Any reservations requested after this date will be based on availability. Higher rates may apply and room type will not be guaranteed.

**RATES:** \$114 (king bed or 2 queen bed)  
Roll-away beds are \$10.00/night extra

These rates can apply three days pre and/or three days post reunion with advanced reservation notice, subject to availability. All rates quoted are subject to state and local taxes (13.25%). The rate includes hot breakfast for all guests per room per day over the official reunion dates 9/7-9/10, 2017. Those guests arriving or departing outside of the "official" program dates will receive coupons for breakfast in the hotel's restaurant. The rate also includes complimentary valet parking.

*Hot Breakfast* includes: Assorted Fruit Juice, Assorted Pastries & Muffins, Seasonal Fresh Fruit, Scrambled Eggs, Bacon/Sausage, Potatoes, and Coffee

### **TRANSPORTATION:**

The Crowne Plaza Dayton will provide complimentary shuttle service to/from Dayton International Airport. This is based on availability and should be scheduled

with the hotel's front desk in advance. The Crowne Plaza Dayton will also provide complimentary local transportation within a 5-mile radius of the hotel based on shuttle availability.

### **PARKING:**

Complimentary Daily Self-Parking is available  
Valet Parking is available at no charge for our group  
Attached by covered sky walk to Dayton Transportation Parking Center - complimentary for all guests

### **HOTEL LOCATION:**

Hotel is located in downtown Dayton  
*Airport:* Dayton International Airport (DAY) (15 minutes from downtown) - Airport Shuttle is available from DAY  
*Airport:* Cincinnati International Airport (CVG) is 66 miles south of Dayton

### **GUEST ROOM PAYMENT PROCEDURES:**

Reunion attendees will be responsible for making their own reservations and paying for their own guest rooms, tax and incidentals.

### **COMPLIMENTARY WELCOME RECEPTION:**

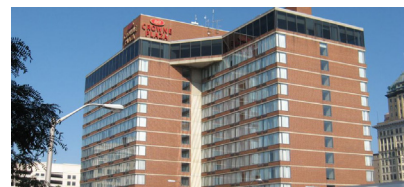
The Crowne Plaza Dayton is delighted to host a complimentary two-hour welcome reception in our honor on 9/7/17. This complimentary reception includes an Assorted Cheese & Fresh Fruit Display, Fresh Vegetable Display with Dip; Coffee & Fruit Punch. It will be held in our hospitality room.

### **HOTEL AMENITIES:**

Hotel amenities include free WIFI, free car park and free valet parking, on-site fitness facility, outdoor pool, and on-site restaurant and lounge on rooftop level.

Service animals permitted; pets (under 35 lbs.) are also allowed, with a \$75 deposit.  
No guest laundry on site – there is dry cleaning service available.

Mini fridges in all guestrooms; microwaves available upon request and availability.



For more info, go to our Reunion Website:  
<http://380th.org/REUNION/2017Reunion/Reunion.htm>

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## 2017 REUNION - AIRPORT/GROUND TRANSPORTATION / ABOUT DAYTON

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### **DAYTON INTERNATIONAL AIRPORT (DAY)**

<http://www.flydayton.com/>

**Cincinnati/Northern Kentucky (CVG)** Airport is 66 miles south of Dayton

<http://www.cvgairport.com/>

### **GROUND TRANSPORTATION OPTIONS:**

The Crowne Plaza Hotel provides airport shuttle service from the Dayton International Airport – Call the Hotel Front Desk at 937-224-0800

Uber and Lyft are permitted to operate at DAY. All pick-ups will take place under the TNC Commercial Ground Transportation pick-up Zone signs as marked at the first crosswalk entrance to the Terminal, near the booth.

Uber: [www.uber.com/cities/dayton/](http://www.uber.com/cities/dayton/)

Lyft: [www.lyft.com/cities/dayton/](http://www.lyft.com/cities/dayton/)

Taxi Starter service is available between 7 a.m. and midnight (or 30 minutes past the arrival time of the last flight, whichever is later) 365-days a year.

**Rental Cars:** Check-in offices for each rental car company are conveniently located within the Baggage Claim area of the Terminal Building. Please contact the individual rental car company for more information or link directly to their web site to make reservations.

### **OTHER TRANSPORTATION OPTIONS:**

#### **GREYHOUND BUS**

<http://locations.greyhound.com/us/ohio/dayton>

#### **AMTRAK**

<http://www.amtrak.com>

**The Greater Dayton Regional Transit Authority (RTA)** is the public transit agency that operates in Montgomery County and western Greene County (Dayton Area).

RTA is Ohio's greenest fleet, and operates diesel, hybrid diesel and electric trolley buses. There are over 3,300 stops on 31 routes throughout the region. All RTA buses include bike racks and are wheelchair accessible.  
<http://www.i-riderta.org/>

***More information available on our reunion website at:***  
***<http://380th.org/REUNION/2017Reunion/Reunion.htm>***

### **ABOUT DAYTON**

**Dayton** is the sixth-largest city in the U.S. state of Ohio and is the county seat of Montgomery County. Dayton is Ohio's fourth-largest metropolitan area, after Cleveland, Cincinnati, and Columbus and the 63rd-largest in the United States (2010 census).

Dayton is noted for its association with aviation; the city is home to the National Museum of the United States Air Force and is the birthplace of Orville Wright. Other well-known individuals born in the city include poet Paul Laurence Dunbar and entrepreneur John H. Patterson. Dayton is also known for its many patents, inventions, and inventors that have come from the area, most notably the Wright brothers' invention of powered flight.

Dayton also plays a role in a nickname given to the state of Ohio: "Birthplace of Aviation." Dayton is the hometown of the Wright brothers, aviation pioneers who are credited with inventing and building the world's first successful airplane. After their first manned flights in Kitty Hawk, North Carolina, which they had chosen due to its ideal weather and climate conditions, the Wrights returned to Dayton and continued testing at nearby Huffman Prairie.

**Climate** -- Dayton's climate features hot, muggy summers and cold, dry winters. Dayton's climate features hot, muggy summers and cold, dry winters. Average highs in September in Dayton are near 80°F with lows around 55°F. Precipitation averages 41.1 inches annually, with total rainfall peaking in May. Average rainfall in number of days in September is 7 with 2.7" total rain.

Dayton is subject to severe weather typical of the Midwestern United States. Tornadoes are possible from the spring to the fall. Floods, blizzards, and severe thunderstorms can also occur from time to time.

General Information:

[https://en.wikipedia.org/wiki/Dayton,\\_Ohio](https://en.wikipedia.org/wiki/Dayton,_Ohio)

Weather Statistics: <http://www.currentresults.com/>



The 1905 Wright Flyer III in the "pit" in Wright Hall, Carillon Park



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## 2017 REUNION - THINGS TO DO IN DAYTON

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### Main Attractions

#### ***Oregon Historic District***

Home to an eclectic mix of coffee shops, restaurants, shops, art galleries, nightlife, and historic landmarks, this neighborhood is a must-see for visitors.

2-32 Hess St, Dayton, Ohio

[www.oregondistrict.com](http://www.oregondistrict.com)

#### ***Carillon Historical Park***

Carillon Historical Park celebrates how Dayton, Ohio, changed the world. The Gem City is home to the airplane, the automobile self-starter, the cash register, the first internationally-acclaimed African-American poet, the National Football League's inaugural game, and so much more. By the turn of the century, Dayton had more patents, per capita, than any U.S. city, and one-sixth of the nation's corporate executives had spent a portion of their career at legendary Dayton company National Cash Register (NCR). With a hand-carved carousel, 4-D theatre, trains, slides, living history experiences, over 30 historic structures, thousands of artifacts, brewing company/restaurant, and so much more, Carillon Historical Park brings Dayton's past to life!

1000 Carillon Blvd, Dayton, Ohio

<https://www.daytonhistory.org/>

#### ***America's Packard Museum***

The only restored Packard Dealership operating as a full-time museum. It houses the largest collection of Packard automobiles and memorabilia in the world.

420 South Ludlow Street, Dayton, Ohio

<http://www.americaspackardmuseum.org/>

#### ***Dayton Aviation Heritage National Historical Park***

Here you'll find an evolving story of two ingenious brothers (Orville and Wilbur Wright) and one America's greatest African-American poet (Paul Laurence Dunbar). But the stories don't begin and end with just these three amazing men. Their stories coalesce around the many people who supported and loved them and the places where the magic of these brilliant minds were showcased.

16 South Williams Street, Dayton, Ohio

<https://www.nps.gov/daav/index.htm>

#### ***University of Dayton***

This private catholic university is situated in the heart of downtown and offers over 70 different undergraduate academic programs, graduate programs and more.

300 College Park, Dayton, Ohio

[www.udayton.edu](http://www.udayton.edu)

#### ***The Greene Towne Center***

Enjoy shopping, dining, entertainment, wine tasting, and beautiful parks at this pedestrian friendly outdoor mall that's also an upscale mixed-use community.

51 Plum Street, Beavercreek, Ohio

[www.thegreene.com](http://www.thegreene.com)

#### ***Scene75 Entertainment Center***

This giant indoor entertainment center is 124,000 sq. feet of fun and games, for all ages, all year round. Scene75 features exciting indoor attractions such as: indoor electric go-karts, a two-story laser tag arena, 130+ arcade games, the largest inflatable area in Ohio, a restaurant, two full bars, & much more!

6196 Poe Avenue Dayton, Ohio

<https://www.scene75.com/dayton/>

#### ***Mileage is from the Crowne Plaza***

Dayton Metro Library - .4 miles

The Trolley Stop - .4 miles

International Peace Museum - .5 miles

Oregon Historic District - .5 miles

2nd Street Market - .5 miles

America's Packard Museum - .5 miles

Wright Cycle Company Complex - 1 mile

Dayton Art Institute - 1.5 miles

Boonshoft Museum of Discovery - 2.7 miles

Carillon Historical Park - 3 miles

Community Golf Course - 3.3 miles

National Aviation Hall of Fame - 5.3 miles

Kettering Aquatics & Water Park - 5.9 miles

National Museum of the United States Air Force - 7 mi

Riverscape Metropark - .7 miles

The Greene Towne Center - 7 miles

Hazards Miniature Golf - 7.2 miles

Wright Patterson Air Force Base - 9 miles

Scene 75 - 10 miles

Cincinnati - 54 miles

Wright Cycle & Wright Dunbar Interpretive Center - 2 mi

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## 2017 REUNION - MUSEUM INFORMATION

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### NATIONAL MUSEUM OF THE US AIR FORCE™

<http://www.nationalmuseum.af.mil/>

The National Museum of the United States Air Force is the oldest and largest military aviation museum in the world and is located at Wright-Patterson Air Force Base, near Dayton, Ohio.



#### **Museum Mission**

The Museum collects, researches, conserves, interprets and presents the Air Force's history, heritage and traditions, as well as today's mission to fly, fight and win in air, space and cyberspace to a global audience through engaging exhibits, educational outreach, special programs, and the stewardship of the national historic collection. These statutory duties delegated by the Secretary of the Air Force are accomplished on behalf of the American people.

#### **Exhibits/Galleries**

The Museum's galleries present military aviation history, boasting more than 360 aerospace vehicles and missiles on display -- many rare and one-of-a-kind -- along with thousands of historical items and powerful sensory exhibits that bring history to life and connect the Wright brothers' legacy with today's stealth and precision technology.

#### **Handicapped Access**

The facility offers exterior access ramps. The majority of museum exhibits are located on the ground floor, and access to the cafe and Air Force Museum Theatre is provided via elevators. Closed captioning is available on museum audiovisual exhibits.

**Note:** The museum's floor is concrete, and visitors are advised to wear comfortable shoes. Chairs and benches are located throughout the museum galleries.

#### **Wheelchair and Motorized Cart Availability**

There is a limited supply of wheelchairs and motorized carts available free of charge on a first-come, first-served basis (weight limit is 350 pounds). Because our group is arriving early for a special look-in at the B-24 on exhibit, we should have first chance for the chairs and carts. If desired, you can bring your own wheelchair.

#### **Aids for the Hearing Impaired**

Amplified neckloop headsets are available at the information desk for visitors using T-Coil Hearing Aids. Note: You must have a telecoil hearing aid to use the neckloop system, and you must switch your hearing aid to the "T" setting when using the system.

#### **Photography**

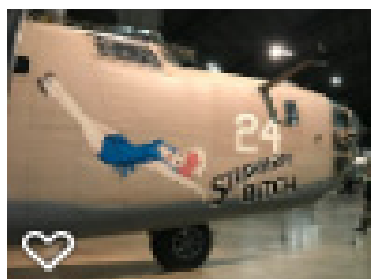
Individuals are permitted to take their own photographs or videos while they are at the museum.

#### **Tips for taking photographs at the museum:**

The museum's theatrical lighting may pose a challenge to some photographers. Here are a few hints that may help:

- Bring a tripod, if possible.
- Turn off the flash on your camera, especially if you're taking pictures of artifacts behind Plexiglass.
- If you are buying a disposable camera, choose one with 800 ASA or higher film.
- The Early Years, World War II and Cold War Galleries are lit mostly with incandescent lighting.
- The Korean War and Southeast Asia War Galleries use mercury vapor lighting, so visitors with digital cameras should adjust the white balance for fluorescent lights. Film users may want to try Tungsten film or an 80-b filter.

The lighting seems brighter in the fourth building than the rest of the museum. Why is there such a difference? The museum's exhibit lighting is made up of three major subsets: theatrical overhead lighting, artifact case lighting and wall lights for illumination of exhibit text panels. Previously the museum relied on lighting fixtures that gave off ultraviolet radiation and were harmful to many of the artifacts. LED technology was identified as the best solution to preserve the museum's collection, adequately light their artifacts and provide energy savings, and they began using LED lighting in all new exhibits.



**380<sup>TH</sup> BOMB GROUP ASSOCIATION – 2017 REUNION****September 7-10 – Crowne Plaza Dayton, Ohio****EVENT REGISTRATION FORM**

Registration fees are collected from all attending, to defray miscellaneous costs of Reunion (like registration packets, name badges, entertainment, room rental and setup fees, etc.)

**Registration Fees:** Adults \$25.00 per person x \_\_\_\_\_ = \$ \_\_\_\_\_  
Children 6-18 \$10.00 per person x \_\_\_\_\_ = \$ \_\_\_\_\_

**Hospitality Expense Fund:** Optional – Suggested \$10-\$15 per person x \_\_\_\_\_ = \$ \_\_\_\_\_

This is to help pay for additional snacks, refreshments, and drinks in the hospitality room during the reunion.

Sign up for events below - pick and choose what works best for your schedule, interests, and budget!

**September 7 – THURSDAY**

– No planned activities – Hospitality Room (Wilbur room on rooftop level) open 3:00 PM – 10:00 PM

**Complimentary Hotel Welcome Reception** from 6:00 PM – 8:00 PM (Hospitality Room)

**September 8 – FRIDAY**

– **Bus transportation to and from the National Museum of the Air Force** (Museum is free!)

All Ages \$23.00 pp x \_\_\_\_\_ = \$ \_\_\_\_\_

– **Welcome Buffet:** Crowne Plaza (5:00pm-8:00pm) (BBQ Buffet)

Adults \$40.00 pp x \_\_\_\_\_ = \$ \_\_\_\_\_

Children (5-12) \$20.00 pp x \_\_\_\_\_ = \$ \_\_\_\_\_

\_\_\_\_\_ I require a vegan/vegetarian meal \_\_\_\_\_ I require a gluten-free meal \_\_\_\_\_ I have other dietary restrictions

**September 9 - SATURDAY**

– **Banquet:** Crowne Plaza (5:30pm-9:00pm)

\_\_\_\_\_ Prime Rib \$ 40.00 x \_\_\_\_\_ \_\_\_\_\_ Grilled Salmon \$ 36.00 x \_\_\_\_\_  
\_\_\_\_\_ Grilled Chicken \$ 33.00 x \_\_\_\_\_ \_\_\_\_\_ Children (5-12) \$ 17.00 x \_\_\_\_\_

(Child's meal: chicken tenders, fries, fruit cup, drink)

TOTAL = \$ \_\_\_\_\_

\_\_\_\_\_ I require a vegan/vegetarian meal \_\_\_\_\_ I require a gluten-free meal \_\_\_\_\_ I have other dietary restrictions

**TOTAL DUE FOR ALL EVENTS:** = \$ \_\_\_\_\_

PRINT NAMES FOR NAME BADGES ON THE LINES BELOW (if needed, write additional names on back or on a separate sheet):

Squadron Number \_\_\_\_\_

If family member, give name of veteran & your association with him (son, daughter, widow, etc.) \_\_\_\_\_

**Refunds:** No refunds will be made if cancellation occurs **after 5:00 PM EDT, Friday, August 25, 2017**

Please make checks payable to: **380<sup>th</sup> Bomb Group Association**

Mail form with payment to: Barbara Gotham, 130 Colony Road, West Lafayette IN 47906-1209

**Payment can only be made by check, money order, cashier's check, or cash – sorry, no credit cards.**

Confused or have a question? Call Barb Gotham at 765/463-5390 (home) or call/text 765/412-5370 (cell) (EST)  
or send email to 380th.ww2@gmail.com



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## DONATING TO THE NATIONAL MUSEUM OF THE AIR FORCE

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### **How to Donate an Item to the National Museum of the Air Force**

If you would like to donate an item(s) to the museum, we ask that you please send an email to [nationalmuseum.donations@us.af.mil](mailto:nationalmuseum.donations@us.af.mil) or send a letter to:

National Museum of the USAF  
Collection Management Division  
Attn: Donation Offers  
1100 Spaatz Street  
Wright-Patterson AFB, OH 45433

### ***Can't I just mail or drop off a donation to the museum?***

No, the museum does not accept unsolicited donations. Once a donation offer has been accepted by the Collection Committee, you will be given instructions on how to mail/ship the donation to us. Donations can only be dropped off at the museum front desk after written coordination/confirmation with a museum curator or registrar.

### ***What kind of items does the museum look for?***

The museum looks for items that help broaden and enrich the history of the United States Air Force. These items can be in the form of uniform items, memorabilia, equipment, photographs, personal papers, etc. We look at every donation individually to see if it meets our collection needs and fits our mission to tell the story of the Air Force. In addition, we have a donation wish list (looking for specific items) on our website that is updated regularly.

<http://www.nationalmuseum.af.mil/Collections/Donation-Wish-List/>

### ***Does the museum accept long term loans?***

It is against policy to accept personal loans of historical property. Such loans impose a significant administrative burden on the museum as well as other responsibilities and are contrary to best practices as advocated by the American Alliance of Museums.

### ***Does the museum accept artwork?***

The National Museum of the U.S. Air Force normally does not collect art. We refer donors to the United States Air Force Art Program that is better suited to accept this kind of donation. The Art Program presents the story of the Air Force and its rich aviation history to both the military and the public through art.

<http://www.afapo.hq.af.mil/Presentation/main/Index.cfm>

### ***Who reviews donation offers?***

All donations are reviewed by the National Museum of the U.S. Air Force Collection Committee prior to acceptance. The Collection Committee consists of the senior curator along with members representing multiple museum divisions.

### ***Why is the museum so picky in what it accepts?***

The National Museum of the U.S. Air Force collection contains more than 135,000 items, including over 2,700 aerospace vehicles and missiles along with more than 400,000 photographs, nearly 9 million documents, and over 5,000 books. While we wish we could accept any and all offers, we have neither the storage capability nor the staff and budget resources to maintain such an enormous undertaking.

### ***What is the process once I donate something to NMUSAF?***

Once an item is received by either the Collection Management or Research Division, you will be notified. The accessioning process, in which the item(s) are catalogued into the collection, will then begin. The accessioning process includes identification, research, cataloging, photographing, tagging and storage. Once this is completed, usually in about 45 days, you will receive an acknowledgement letter and gift list for your records.

### ***Will my items be exhibited?***

The National Museum of the U.S. Air Force cannot guarantee that any donated item will ever be placed on exhibit. Exhibits are subject to both budget concerns and changing planning needs. Like most other museums only a small percentage of our collection (about 8%) is on exhibit. The rest is in secure storage and is used for research, future exhibit needs and as a historical study collection.

### ***Can the museum do an appraisal of my donation?***

The National Museum of the U.S. Air Force cannot provide monetary appraisals to individuals on their donated items. However, there are professional appraisers that will perform this service for a fee. You can contact one of these organizations for appraisers in your area:

American Society of Appraisers -  
[www.appraisers.org](http://www.appraisers.org)  
International Society of Appraisers -  
[www.ise-appraisers.org](http://www.ise-appraisers.org)  
Appraisers Association of America -  
[www.appraisersassoc.org](http://www.appraisersassoc.org)

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## MAIL CALL

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Tony Wiser, long-time friend of Ed Jaeschke, sent info in April 2017 about Ed. Here is his message:

Ed passed away peacefully on February 21, 2016, in San Diego and is buried there. [Ed was on Bever's crew as Flight Engineer.]

Ed said he was in Tucson for a bit working on the B-24s (Ed went to Tucson High School). He said there were four lines of B-24s. Each line was for a particular theater of operation and was equipped as such for that theater. He then was stationed in the west central part of Australia. He said as the war progressed they were re-stationed to Darwin which was even closer to the action.

Later in life he was a supervisor at General Dynamics Convair and then briefly as the supervisor in the same position but for the newly formed General Dynamics Space Division. Ed retired in 1989. Ed was my supervisor and a good one at that. I started working for Ed starting in 1981 at General Dynamics Convair Division (Building 5) in Kearny Mesa (San Diego), California. We were officially Dept. 031 Mock Up. Or unofficially, the Experimental Department. We worked on the different cruise missile weapons delivery configurations, shuttle centaur, sea launch cruise missile launch system (SLCM), B-52 cruise missile delivery system (ALCM), amongst other things. Right around 1986 General Dynamics created another division called Space Systems. Building 5 was separated within to make room for the new Space Systems and Ed went over to the other side of the building to head up Space Systems Department around the early part of 1987.

After I got laid off from Convair in late 1987, Ed called me up and asked if I wanted to work for him in Space Systems so in early February 1988 I started to work for Ed. This time we were working on the new Titan/Centaur. Mainly adapting the Centaur onto the Titan after the Challenger accident. Thus Titan/Centaur was born. Ed retired in 1989 at 65 and that's the last time I saw him.

Out of curiosity, I looked him up in the online phone book and called him several times a few years ago and talked about work and his military days. He sounded just like the Ed that I knew. Didn't sound old at all! I will have to say that Ed was one of the best guys I have known.

Regards,  
Tony Wiser  
Victory Aircraft Service  
Photo from Ed's obituary (<http://obits.dignitymemorial.com/>)



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Paul Donaldson sent in these photos of his father, William T. Donaldson, who passed away on December 5, 2015. TSgt Donaldson was the radio operator on the Fleming Crew (528th Squadron)



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## ***RADAR COUNTERMEASURES DEVELOPMENT IN AUSTRALIA: A CASE STUDY OF MULTINATIONAL CO-OPERATION IN WWII***

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**Craig Bellamy** has completed his Honours Thesis at Charles Darwin University, Darwin, Australia. The thesis is titled: ***Radar countermeasures development in Australia: A case study of multinational co-operation in World War II at Fenton, Northern Territory.*** It is now available online at: <https://espace.cdu.edu.au/view/cdu:56205>

Feel free to download it if you are interested. We will be reproducing Section 6-“380th BG Operations from Fenton” in these newsletters, starting with Issue #61. This is the third installment in the series.

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### ***Initiation with USAAF Crews***

A number of former Section 22 RCM operators recalled being the victim of what was seemingly a common joke amongst the USAAF aircrew for new crew members. It took the form of a dangerous form of initiation, with the individual having to negotiate while in flight the narrow catwalk in the middle of the bomb bay between the rear of the B-24 and the flight deck. As each victim was negotiating the catwalk between the bomb racks someone on the flight deck would open the bomb bay doors. Money remembers on his first RCM mission being asked by the pilot over the intercom if he would like some coffee up on the flight deck. He recalls the horror of leaving the rear of the aircraft and crossing the narrow and draughty catwalk and looking through the void thousands of feet below.

Dakeyne similarly recalls being called to the flight deck and the bomb bay doors being opened as he crossed the catwalk. When he arrived on the flight deck he was simply asked “how did you like it?!”

### ***Flying with the USAAF Crews***

Money recalls that “the air crews were tighter knit – they were friendly enough but we were outsiders in terms that they had trained together”. Yet Dakeyne felt well accepted, probably because he flew as a regular crew member first with the John Dennis then the Edwin Harkins crews. He remembers “we got on well ... I felt they were very like Aussies, carefree and lackadaisical”. Money similarly remembers being merely accepted as another crew member and “a really handy mule to lug ammunition boxes when close enough to the ground to strafe”.

As a crew member, there was a presumption that the RCM operator knew all the drills. Money discovered this on one mission when they were nearly out of fuel and a bit lost and were ordered to bail out. He states “nobody had instructed me on parachute drill but I knew how to put it on. Fortunately, a recognisable landmark was located and I was not put to the test”.

It would perhaps be expected that the two earliest RCM trained people posted to Fenton (Graham and Hardacre) got on particularly well with the Americans as they were most probably the only Australian aircrew at Fenton at the time. Dick Dakeyne observed that “we hardly saw Johnny Graham as he was always knocking about with his American mates”.

However, it is apparent that some of the RCM operators in Field Unit 6 were not happy with their posting to the American 380th BG. Dakeyne remembers that Joe Holohan was not happy at Fenton and describes him as “anti-American” further stating that “he never really adapted to the Yanks” and was reluctant to find a regular USAAF crew to fly with. Dakeyne by this time was flying regularly with Dennis’ crew. Dakeyne feels that Holohan wanted to be serving with a regular RAAF crew on Hudsons and not as an ‘odd-bod’ on various USAAF crews. Dakeyne also recalls that “Ian Hamilton didn’t like the Yanks”.

Similarly, Cameron states that Harry Bennett did not want to be an RCM Operator with the Americans – he wanted to fly as a navigator with the RAAF. Charles Oakley was also “dissatisfied with my life with the 380th ... [flying] with a different crew each time, living with men who, whilst sharing a common purpose and speaking a similar language, were different to Australians ... not what I had expected and was not what I had been trained for”. [There were perhaps other reasons for Oakley’s unhappiness with the 380th BG as on 8-9 February 1944 he had two near death experiences whilst flying with Lt George Taylor’s crew on a bombing mission on Lautem, Timor.]

RCM operator John Carroll, who joined the 529th BS in August 1944, was also unhappy with his assignment with the USAAF but for other reasons. He evidently was showing some degree of battle fatigue having already completed a harrowing tour as a navigator with the RAAF’s 30 Squadron in New Guinea flying Beaufighters. In his own words “to say that I was not happy would be a colossal understatement. I was very disappointed, as I really did not want to fly on any type of combat mission again. And especially not in high flying bombers”.



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## ***RADAR COUNTERMEASURES DEVELOPMENT IN AUSTRALIA (continued)***

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### ***Language***

In regards to language, Money recalls that the Americans had regional dialects that he occasionally noticed but he found the Americans to be easily understandable and good humoured.

Likewise, Ron Cocks a RAAF co-pilot with the 529th BS recalls that he "had no troubles talking to [Americans] ... they were a good bunch. We had our jokes, like they would get me to spell Woolloomooloo all the time. And the feeling was evidently mutual, with Texan Jim Wright stating "maybe I identified with the Aussies because they seemed so much like Texans with a funny accent". The youth of those present at Fenton was no doubt a factor in being able to share a joke across nationalities.

### ***Eating and Drinking at Fenton***

Food at Fenton was considered by veterans to be generally very good. Carroll felt that "the Yankee food was ... better and of far more variety than the Aussie standard issue of Bully Beef and Spam". Money recalls the American food as being good but he "tired of eating chilli con carne". Da-keyne also states that chilli con carne was the one dish he could not eat. Swan remembers that "the food was very good although we had to readjust our tastebuds".

RAAF personnel seem to especially recall the luxuries. For instance, John Cush (a RAAF gunner who served with the 530th BS) recalls "each Sunday we ... [had] ice cream ... The Americans would send a Lib down to Adelaide and it would return with ice cream, cream, peaches and other goodies". Even on the long combat missions the crews ate well with ex-servicemen recalling sandwiches, tinned fruits, coffee and tomato juice.

Two Australians remember hotcakes with maple syrup being "monotonously repeated" as the "every day brekky". American Wright also recalls the breakfast flapjacks, stating that "the chefs, after a few months, were well experienced in mixing pancake batter. It seemed that was their primary breakfast skill". Trethewey remembers with dislike flapjacks and maple syrup for breakfast. Swan similarly remembers small diameter thick pancakes called flapjacks - "a regular morning item ... popular with real bacon, eggs and potato available, not the dehydrated version of Australian messes".

'Organization Day' was held on 27 November 1943 - this was a celebration held one year after the founding of the 380th BG. The entire Group was stood down from missions for the day. The officers and enlisted men swapped roles for

the day and generally drank, ate and played softball and other games.



Figure 25: 'Organization Day' barbeque on a spit at Fenton, 1943 (Dakeyne Collection)

There was also a memorial service remembering the Group's 154 men killed or missing in the previous year.

Dakeyne recalls that on Organization Day personnel at Fenton enjoyed a barbequed 'killer' (bullock) on a spit provided by the local Tipperary Station.

Australians expressed shock at American extravagance and wastage at Fenton given "the effect rationing was having on our families down south". This included "milk cans full of tinned fruit, ... peaches, ... apricots or pineapple ... [which] were ladled out by the individual to his own choice ... Australians consumed large quantities ... while the Yanks gave them the miss and large amounts were thrown away".

Swan recalls that the tea in the US mess at Fenton was "hardly drinkable" but found the coffee "very good". Da-keyne also remembers the "really nice brewed coffee - a lovely taste from a large urn in the 'rec' hut where it was available any time of the day or night". Dakeyne thinks that he must have gone without a cup of tea for months - until the Aussies crews came to Fenton in 1944 and then he would visit their tents where they would make it over a 'choffa' stove.

Keeney recalls "The Aussies taught me to drink tea and that stuck. My wife still thinks I shouldn't be drinking tea in the morning". Swan elaborated on this Australian tea ritual at Fenton, "we boiled the billy in the traditional way [and were] ... friendly with a group of Americans who had their tent about 40 yards away ... The tradition for morning tea was that on alternate days the occupants of the two tents would visit each other. The Americans had seemingly inexhaustible supplies of champagne ... in return we boiled the billy and the visitors claimed they had never known tea to taste so fine, honour was satisfied all round [and] ... did much for the spirit of co-operation between the two services".

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## RADAR COUNTERMEASURES DEVELOPMENT IN AUSTRALIA (continued)

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Figure 26: Informal group photo of 380th BG Yanks and Aussies with bottles of beer (Wright Collection)

American Wright recalls enjoying “sipping beer and ... other social events” with the Australians at Fenton. Swan states that Australians were rationed to two bottles of beer and two bottles of soft drink (‘lolly water’) each per week. “It was an accepted exchange to swap a lolly water for a beer with the non-drinkers. There was no refrigeration in our ... tent so [we kept the] ... bottles in a wet sock”.

Carroll recalls that it was special being able to “get our Dixie (drinking mug) filled from the Coke machine ... a novelty to us Aussies, but to the Americans it was part of their daily lives. This was one aspect of the American life-style which we Aussies really grew to like”. Cameron recalls that the Coke machines were installed in all four squadron areas and new crews arriving from the States were told “it was rough before the Coke machine!”



Figure 27: RAAF and USAAF aircrew enjoy a coffee outside the American Red Cross canteen at Fenton after a bombing mission on Laha (Ambon) in the NEI in April 1944 (AHSNT Collection)

It was standard practice for a USAAF doctor and ambulance to meet returning bomber crews after each mission. The doctor would carry a bottle of bourbon whiskey, with the “usual ration to aircrew ... [being] three nips”. Carroll remembers that some Aussies did not drink so some Yanks got second helpings. “I guess in some way this helped to cement Aussie and Yankee relationships”. Several American women nurses manned a small Red Cross canteen hut at Fenton where personnel could get coffee, donuts and a chat. The women would also meet returned aircrew with coffee and donuts. The Red Cross women lived under armed guard on HQ Hill at Fenton and provided a female touch to the base.

### ***Ablutions and Water***

Toilet facilities at Fenton were basic bush camp style with ‘pissaphone’ (a simple funnel and pipe system) urinals scattered about the base and pit toilets. The toilets were timber and metal structures built over large excavated pits, each of which had ten seats. Dakeyne recalls there was no privacy and these structures were the origin of more than a few ‘latrinograms’ (rumours). Cameron remembers the pits being frequently fired (by dropping fuel into the pit to burn off the waste to prevent fly infestation). He recalls having to “time your visits to avoid a burnt and blackened bum”.

The two camps at Fenton were also serviced with ample bore water from local wells. Wright describes how there was “hot and cold running water – depending on the time of day” with the water being cold in the morning until the sun warmed up the pipes.

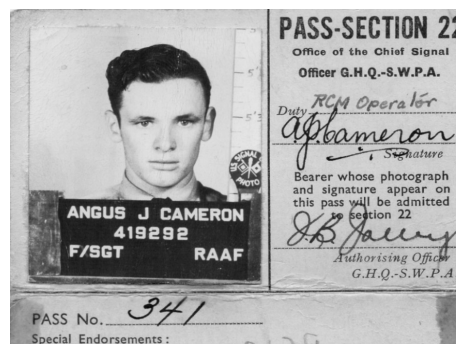


Figure 28: Security Pass for a Field Unit 6 Section 22 RCM Operator (Cameron Collection)

TO BE CONTINUED IN THE NEXT NEWSLETTER



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## PHOTOS AND LETTERS FROM DOWN UNDER

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In newsletter #62 Barb Gotham mentioned a packet of photos and letters from David Raymond, Post Commander of American Legion Post AU01 in Sydney, Australia. These letters and photos were passed on to Mr. Raymond to see if he could contact either of the members who may still be alive or their families. The list of names is:

*(All were from the 529th Squadron, except for Miller from the 530th)*

Sgt Walter (Wally) Nowakowski 37329094 (11 letters, 4/23/44-7/4/45)

M/Sgt Francis (Benny) Delaney 37074454 (16 letters, 1/22/44 - 8/22/45)

Sgt Atlee Miller 35403818 (of Baltic, OH) (8 letters, 11/4/44 - 9/4/45)

Sgt. E.H.S. (Zeke) Keller 35378618 (7 letters, 9/25/44 - 8/12/45)

Cpl. Frank Horvath 33312397 (Pottstown, PA) (9 letters, 3/7/44 - 9/5/45)

M/Sgt Robert N. Reagor 16018063 (Galesburg, IL) (7 letters, 10/13/44 - 7/17/45)



The photos and letters in the packet were given to Mr. Raymond by Robert Graham Hunt of Bellevue Heights, South Australia. They were addressed to his father, Phillip Sidney Hunt, who was a salesman who sold furniture on one of the main streets in Adelaide during the war. Many American airmen visited Adelaide and made Mr. Hunt's acquaintance and corresponded with him in 1944 and 1945 (the dates on the letters) while they were stationed with the 380th and also some after they returned to the States.

On back of photo above:  
P. Hunt, Frank Willis, George Bryant, Paddy Quinn (Kalyra Belair)

Phil Hunt died in 1963 (age 62) and his wife died in 1985 (age 83). Their oldest son had collected a lot of stuff from their mother's home, and when he died in 2003, the collection was passed to Mr. Robert Hunt (who is now 79) (he would have been 7-8 years old during the war). Robert Hunt then asked Mr. Raymond to do what he could to locate the families, who then sent them to Barb Gotham!

***If any of our members has any information about any of these men or their families, please contact Barb Gotham so she can pass along the appropriate letters to them.***



Sgt W. Nowakowski, taken close to Darwin in 1943, manning a 50 caliber machine gun



Kenneth G. Grabow taken in June when first returned home, Rockford IL

One of the names mentioned in the letters was Sgt Atlee Miller 35403818 (of Baltic, Ohio). Anne Parchert (widow of Henry A. Parchert, 530th Squadron, airplane electrical mechanic) sent Barb the photo of Atlee and Thelma Miller from the 1990 Colorado Springs Reunion. Atlee died in 2004, and Thelma in 2013. Atlee was an aircraft and engine mechanic in the 530th.

Here also is a photo of Sgt Miller from the packet, as well as one of him and his wife with their "new" car!



Francis B. Delaney, March 1949, Akron



Mr & Mrs W. J. McCurdy, June 1945



Unidentified fellow w Koala







- 528<sup>th</sup> – Banks, Jack Ralph, Aircraft Commander, Banks Crew (3), Squadron Operations Officer, Squadron Engineering Officer, Commanding Officer, DOD June 3, 2017, Corvallis, Oregon, reported by Mark Fern
- 528<sup>th</sup> - Bornemann, William E., Navigator, Hornibrook's Crew (NL), reported by his daughter, Karen Spies
- 528<sup>th</sup> – Cornwell, Hugh W., Ground Crew, Airplane Armorer, DOD August 1, 2016, Hartwell, Georgia, reported by his son, Wayne Cornwell
- 528<sup>th</sup> – Donaldson, William T., Radio Operator, Fleming Crew (9), DOD December 5, 2015, Sandy Springs, Georgia, reported by his son, Paul Donaldson
- 528<sup>th</sup> – Shipley, William Duane, Ground Crew, Armament, DOD November 28, 2008, Sacramento, California, reported by his son, Brent Shipley
- 529<sup>th</sup> – Euton, Norris O., Ground Crew, Power Turret & Gunsight Mechanic, DOD July 25, 1980, College Park, Georgia, reported by his son, Larry Euton
- 529<sup>th</sup> – Sagan, Robert A., Gunner, Fjare Crew (NL), DOD June 18, 2013, Summit, New Jersey, returned newsletter
- 530<sup>th</sup> – Jaeschke, Edward J., Flight Engineer, Bever Crew (52), DOD February 21, 2016, San Diego, California, reported by his friend, Tony Wiser
- 530<sup>th</sup> – Martinez, Conrado H., Asst Radio Opr/Gunner, Ross/Handorf Crew (57), Connery's Crew (25), Gardner's Crew (78), DOD March 4, 2006, San Antonio, Texas, returned newsletter
- 531<sup>st</sup> – Allen, Gloria, Widow of Walter H. Allen, DOD September 10, 2016, Delray Beach, Florida, reported by her nephew, Bruce Allen
- 531<sup>st</sup> – Allen, Walter H. ("Hack"), Aircraft Commander, Allen Crew (NL), DOD November 24, 2016, Delray Beach, Florida, reported by his nephew, Bruce Allen
- 531<sup>st</sup> – Burdi, Carlo J., Nose Gunner and Assistant Flight Engineer, Sears' Crew (85), DOD December 31, 2015, Staten Island, New York, reported by his widow, Nettie Burdi
- 531<sup>st</sup> – Dukich, Peter, Gunner/Photographer, DOD August 18, 2016, Center Township, Pennsylvania, reported by his daughter, Diane Dukich-Schober
- 531<sup>st</sup> – Smolek, Dorothy A., Wife of Emil Smolek, DOD September 23, 2016, Winamac, Indiana, reported by her husband, Emil Smolek
- 531<sup>st</sup> – Swanson, Betty P., Widow of Ralph E. Swanson, DOD March 2, 2017, Portland, Oregon, reported by her daughter, Linda Donaldson
- OTHER – Dellinger, Johnie Bruce, Brother of Walter H. Dellinger (528<sup>th</sup>), DOD December 8, 2016, Pontotoc, Mississippi, returned newsletter

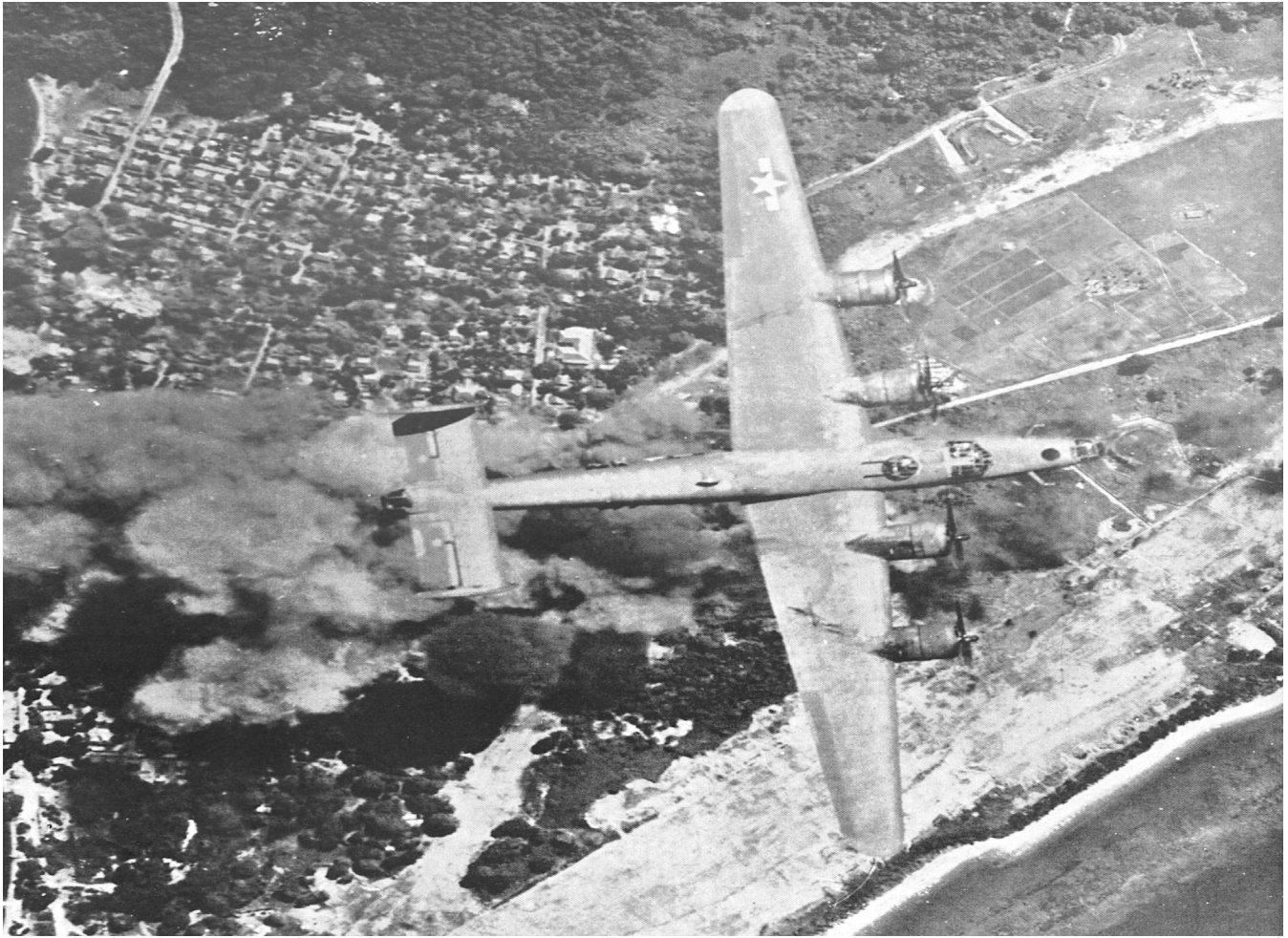
**HOW TO REPORT TAPS**

*Please write to:*

Barbara Gotham  
380th Bomb Group Association  
130 Colony Road  
West Lafayette IN 47906-1209 USA

Or send email to: 380th.ww2@gmail.com

Or go to this web link and submit the form: <http://380th.org/form.html>



*This Newsletter is Dedicated to All the Men of the  
380th Bombardment Group (H) in World War II*

*with special thanks to*

*Forrest E. (Tommy) Thompson, Lt. Col. USAF (Ret.) and Helen H. Thompson  
who had the foresight, perseverance, and love of the 380th Bombardment Group (H) and its history,  
traditions, and personnel to organize, succor, and guide the  
380th Bombardment Group Association, Inc. (our predecessor organization, from 1982-1999)*

*and to Theodore (Ted) J. Williams*

*for his dedication to preserving the 380th's history and for continuing the work of the  
Thompsons in guiding our current organization from 1999-2006*

*and to Thomas (Tom) M. Hunt*

*for his support, guidance and commitment to the 380th Bomb Group Association during his lifetime.*

*Our everlasting thanks and love go out to them all.*