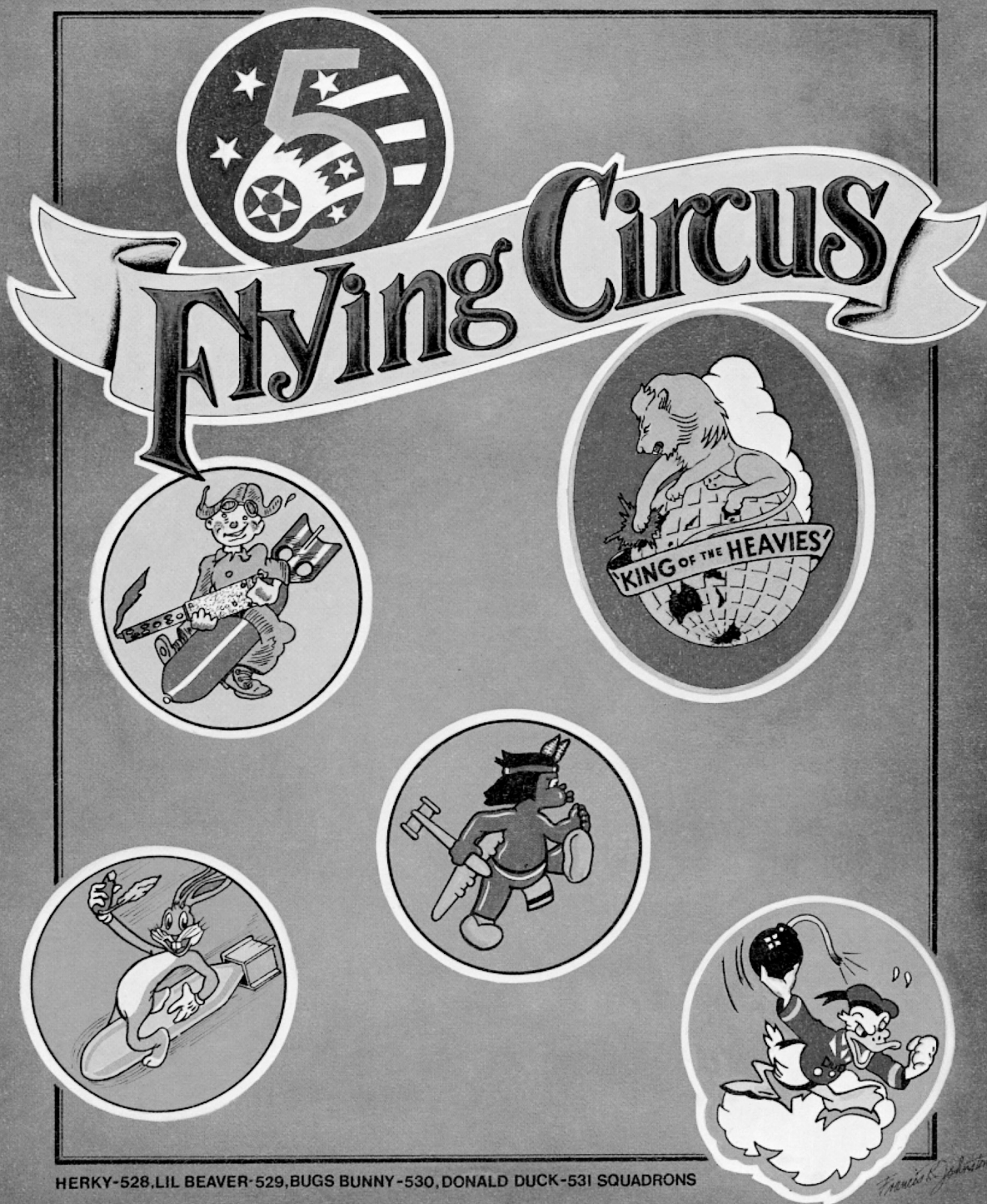


380TH BOMB GROUP



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 #64

NOVEMBER 2017

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

**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 Memorium page: [https://
www.facebook.com/
groups/1686408651610839/](https://www.facebook.com/groups/1686408651610839/)

2018 REUNION

1-4 November 2018, Tucson,
Arizona

380th Bomb Group Association

130 Colony Road

West Lafayette, IN 47906-1209 USA

<http://380th.org/>

Email: 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

DICK DAKEYNE'S RADAR GUNNER BOOK

Barb Gotham has 3 copies remaining of this book for sale. The cost per book is \$32 (includes shipping). *US sales only*; payments by cash, check, money order, cashier's check, payable to "380th Bomb Group Association" (*no credit cards*).

If you wish to pay with PayPal, please contact Barb Gotham for the details.

First come, first served! Questions or to claim your copy, contact Barbara Gotham by email at 380th.ww2@gmail.com or by telephone at 765/463-5390 (leave message), or text to 765/412-5370

Date _____

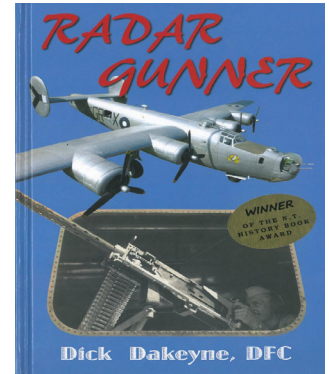
Name _____

Address _____

City, State, Zip _____

Phone Email _____

I would like _____ copies of RADAR GUNNER. Price is \$32/copy.



Mail form with payment to: 380th Bomb Group Association, c/o Barbara Gotham, 130 Colony Road, West Lafayette, IN 47906-1209

FOLD3

Todd Brewer, one of our members (his father was Courtney Brewer, 529th Squadron, Armorer), is the Product Manager for Fold3 (www.fold3.com) which is Ancestry's military records website. Several areas of the site are free, but to access most of the records you need a subscription.

Todd has generously offered our group a 50% discount to the subscription rate. Go to the link on the graphic here to sign up for your discounted membership!

One of the free areas allows users to create Memorials for soldiers. It is really easy to do, and you can add photos, stories, facts, and links to other sites. Here is the link to the one that Todd did for his father:

https://www.fold3.com/page/69868741_courtney_h_brewer/

Fold3 recently digitized THE FLYING CIRCUS book from 1946 from a copy that Todd's dad had (history of the 380th). Here is the link to that document:

<https://www.fold3.com/image/1/624157773>

To search for 380th members on Fold3, here's the link:

<https://www.fold3.com/title/1006/380th-bomb-group-records>



Some other links to free areas you might find interesting:

<https://www.fold3.com>

<https://www.fold3.com/wall/>

<https://go.fold3.com/thewall/>

https://go.fold3.com/arizona_memorial/

https://go.fold3.com/wwii_photos/

<https://go.fold3.com/holocaust/>

380th Bomb Group Reunion
SEPTEMBER 7-10, 2017 – DAYTON, OHIO



ATTENDEE LIST

Anderson, Marie
531st
Widow, Robert (Andy) Anderson, Pilot
Ricketson, Barb (daughter)

Baker, Peggy & Dean
528th
Daughter & Son-in-law, Bill Vance
Aircraft Commander, Vance Crew

Boatwright, Carroll & Pat
531st
Son and Daughter-in-law, Carroll Boatwright
Ground Staff, Supply

☆ **Brew, William**
528th
Bombardier, Tiffany Crew & Adjutant

Girod, Daphne
531st
Daughter, William R Wassner
Pilot, Magee Crew

Gotham, Barb & Doug
Honorary Members
Ted Williams, 531st, Navigator, Magee Crew

Kelker, Ellen
530th
Daughter, Richard B. Moore
Tail Gunner, Capone Crew
White, Kara and Adam (Ellen's
daughter/son-in-law)

☆ **O'Day, Russell**
528th
Pilot, Vance's Crew/Aircraft Commander,
O'Day's Crew
Curtis, Kathy (daughter)

Rackley, Spencer & Kathleen
529th
Friends, Al Busedu
Gunner, Deaner's Crew

Randall, Bill
528th
Son-in-law, Loyd Oakes
Bombardier, Synar Crew

Sauer, Jaye & Mary Lou
531st
Daughter and Daughter-in-law, John Sauer
Gunner, Zagrobski Crew

Stadler, Steve & Barb
530th
Son and Daughter-in-law, Eugene Stadler
Flight Engineer

Wells, Larry & Colleen
531st
Son and Daughter-in-law, Joseph H Wells
Asst Flt Eng, Gunner, Magee's Crew

Withorn, Bob & Julie
531st
Son and Daughter-in-law, Robert E. Withorn
Bombardier, Kay Crew

☆ **Wood, Dick**
528th
Gunner, Kunz/Duff Crews
Dublin OH

☆ = WWII VETERAN

380th Bomb Group Association
5th AF – RAAF, World War II

Memorial Service
Friday, September 8, 2017

1:30 PM

Memorial Garden, National Museum of the U.S. Air Force, Dayton, Ohio

Presentation of the Colors

National Anthem

Honor Guard

TSgt Cheryl Przytula (Bugler)

SrA Chris Hanson (Drummer)

Welcome & Greeting

Doug Gotham

Pledge of Allegiance

All

Reading of names of deceased

Doug Gotham

Moment of Silence

In Memorium

If anyone has anything thoughts or memories of any of those named that you'd like to share, you may do so now.

Taps TSgt Cheryl Przytula

Honor Guard: Wright Patterson AFB Honor Guard

Bugler/Drummer: Air Force Band of Flight

Special thanks to Jane Leach, Events Coordinator, National Museum of the Air Force, for her assistance with the arrangements for this service.

TAPS

Those who have left us (reported 2016-2017)

528th Squadron

Jack R. Banks, June 3, 2017
William Edward Bornemann, March 16, 1989
Hugh W. Cornwell, August 1, 2016
William T. Donaldson, December 5, 2015
Thomas W. Ellison, December 26, 1989
Robert J. Fogarty, July 23, 2009
Edmund A. Laurent, July 18, 2017
Mildred McLean, March 11, 1997
Merton H. Shaffer, June 13, 2017
William Duane Shipley, November 28, 2008

529th Squadron

Herbert A. Darling, March 9, 2017
Norris O. Euton, July 25, 1980
Nicholas Magolske, May 3, 1990
John M. Poplin, May 1969
Robert A. Sagan, June 18, 2013
Charles Frederick Smith, September 18, 2010

530th Squadron

Edward J. Jaeschke, February 21, 2016
Conrado H. Martinez, March 4, 2006

531st Squadron

Gloria Allen, September 10, 2016
Walter H. Allen, November 24, 2016
Antonio Louis Bonavita, January 10, 2015
Carlo J. Burdi, December 31, 2015
Peter Dukich, August 18, 2016
Betty Farrington, February 10, 2016
Dorothy A. Smolek, September 23, 2016
Betty P. Swanson, March 2, 2017
William Wesley Taylor, October 23, 1992
Amelia D. Wassner, November 26, 2016



2017 REUNION - PHOTOS



Ready to go to the National Museum of the Air Force!



The three attending WWII vets:
Russ O'Day, Dick Wood, Bill Brew



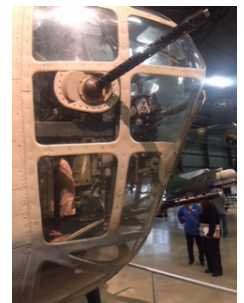
Spencer Rackley



Mary Lou & Jaye Sauer



Russ
O'Day



2017 REUNION - PHOTOS

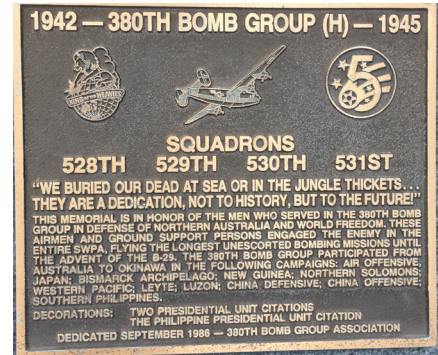


Steven &
Rosalyn
Kin

Kathy Curtis,
Russ O'Day,
Peggy Baker



380th
Plaque in
the
Memorial
Garden



380th Memorial Service
Memorial Garden
National Museum of the Air Force
Friday, September 8, 2017



National Anthem
TSgt Cheryl Przytula (bugler)
& SrA Chris Hanson (drummer)
Air Force Band of Flight



Wright Patterson
AFB Honor Guard

TAPS
TSgt Cheryl Przytula



Reading of
the names by
Doug Gotham



2017 REUNION - PHOTOS

Members' Meeting



Hospitality Room



Barb & Doug Gotham



Marie Anderson & Barb Ricketson



Bill Randall



Kara White, Ellen Kelker, Adam White



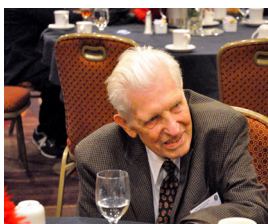
Carroll & Pat Boatwright



Kathy Curtis & Russ O'Day



Larry & Colleen Wells



Bill Brew



Dean & Peggy Baker



Bill Brew, Julie & Bob Withorn



Jaye & Mary
Lou Sauer and
Daphne Girod

Daphne Girod with Rosalyn, Steven,
and Steve Kin



Steve & Barb Stadler



Gem
City
Band



Photo Credits: Dean Baker, Rosalyn
Kin, Spencer Rackley, Barb Gotham

Reunion Website:
[http://380th.org/REUNION/
2017Reunion/Reunion.htm](http://380th.org/REUNION/2017Reunion/Reunion.htm)

2018 REUNION - TUCSON, ARIZONA - NOVEMBER 1-4

At the members' meeting at the 2017 Dayton Reunion, it was decided that we would hold one final "last hurrah"! This decision was made based upon low recent attendance but mostly due to the advancing age of our WWII veterans.

HOLD THE DATE! The 2018 Reunion will be in Tucson, Arizona, from November 1-4. Arrangements will be announced (and registration forms available) by May/June 2018.

Why Tucson? The 380th Bombardment Group was activated on 3 November 1942 at Davis-Monthan Field, Tucson, Arizona. It is only fitting that we end our annual reunions where (and when) it all started! This is also where the first "final" reunion was held in 1999!

In order to assist in the planning process, please take time to fill out and return the form below by January 15, 2018.

You can also send email to 380th.ww2@gmail.com, text Barbara Gotham at 765-412-5370 or leave a message on our Facebook page:

Group page: <https://www.facebook.com/groups/380th/>

Event page: <https://www.facebook.com/events/410511856017784/>

I/we plan on attending the 380th's 2018 Reunion in Tucson, November 1-4, 2018

Name(s): _____

Phone: _____

Email: _____

Please answer these two questions:

(1) Would it be acceptable to you if our hotel venue was attached to a casino? (This is only a possibility.)

_____ Yes _____ No

Comments: _____

(2) A special patch was made in 1999 for the "final" Tucson reunion. Would you be interested in a special patch being made (similar to 1999's) for the 2018 reunion? (See the gear order form for a picture of that patch.)

Estimated cost is \$10-\$15. *Note that the small rectangular blue reunion patch saying "Tucson – 2018" will still be available in either case.*

_____ Yes _____ No

Comments: _____

Other comments: _____

Return to:

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

Deadline: 15 January 2018

Newsletter #64 - November 2017

380th BOMB GROUP ASSOCIATION

2017-2018 MEMBERSHIP REGISTRATION INFORMATION

New _____ Renewal _____ Date: _____

WWII Squadron (528th, 529th, 530th, 531st, Group, or RAAF) _____

Your Name _____ Spouse's Name: _____

Your Address: _____

City/State/Zip/Country _____

Home Phone _____ Cell Phone _____

E-mail _____

380th Duty (if known, e.g., Gunner, Crew Chief, Mechanic, etc.) _____

Please check the appropriate box(es):

☐ 380th Veteran

☐ 380th Wing Member

☐ Family Member of 380th Veteran Name of Veteran _____

Your relationship to veteran _____

☐ Other If other, please explain here why you wish to join the group _____

An annual donation of \$25 payable to **380th Bomb Group Association** will help defray costs of newsletter mailings and the website throughout the year. (Cash or checks only, no credit cards.) Please mail your donation and registration form to:

Barbara Gotham
130 Colony Road
West Lafayette, IN 47906-1209 USA

Cash or checks only, made payable to: 380th Bomb Group Association (no credit cards)

NEW – If you have a PayPal account, you can transfer your donation using the Send & Request Tab –
use Barbara Gotham's PayPal email account: bjgotham@gmail.com

Note: If you send a donation by PayPal, you still need to send the completed form by mail (to address above) or email (to 380th.ww2@gmail.com) to get on the newsletter/reunion mailing list.

Join us on Facebook at: <https://www.facebook.com/groups/380th/>

380th Bomb Group Association **GEAR ORDER**

PATCHES

(Mark on line # requested)

Squadron/Group patches:

\$10.00 ea.

Group: _____ 528th: _____

529th: _____ 530th: _____

531st: _____



Group-6"x4-1/2" 528th-5"x5"



529th-5"x5"



530th-4-3/4"x4-3/4" 531st - 5-1/2"x4-3/4"



Wings patches:

\$3.00 ea.

Pilot: _____

Navigator: _____

Bombardier: _____

Gunner: _____

Air Crew Member: _____

Size: 3-1/8" x 1-1/4"



Pilot



Navigator



Aircrew



Bombardier



Gunner

Shoulder patches:

\$4.00 ea.

5th Air Force: _____

USAAF: _____



5th Air Force



USAAF

RAAF wings patches:

\$3.00 ea.

RAAF: _____

Navigator: _____

Bombardier: _____

Engineer: _____

Size: RAAF4-1/4" x 1-1/2"

Others: 3-1/2" x 1-1/4"



Tucson 1942-1999 patches:

\$3.00 ea.



Size: 4-1/2" x 5"

CAPS, \$9.00 ea.

One size: _____



REUNION PATCHES

\$3.00 ea.

Dayton/2017: _____

ABQ/2016: _____

Older: Year _____

Place: _____



4-1/8" x 3/4"

JACKETS (long sleeves)

Blue nylon, \$25.00 ea.

(Mark on line # requested)

Small _____ Medium: _____

Large: _____ XL: _____



Back

Front

T-shirts (short sleeves) - Blue

cotton/polyester, \$10.00 ea.

Medium: _____

Large: _____

XL: _____ (Logo on shirt front only)



Name: _____

Address: _____

Mail to: Barbara Gotham, 130 Colony Road, West Lafayette, IN 47906-1209 USA

Cash or checks only, made payable to: 380th Bomb Group Association (no credit cards)

NEW – If you have a PayPal account, you can transfer your payment using the Send & Request Tab – my PayPal email account is:

bjgotham@gmail.com (Note: You still need to mail or email me the completed form so I know what to send you!)

REQUEST FOR DONATION OF B-24 MODEL

To 380th Bomb Group Association

I am a former RAAF officer who flew with 380th Bomb Group on some of their missions to S.E. Asia in 1945; and I wish to ask a favour of you.

Before doing so, I present the following credentials.

Photo of Flying Officer Phil Agnew, RAAF, taken in 1945 (myself)

Official RAAF photo of the 10 Australian officers and N.C.O.s of Section 22, who were attached to 380th BG on MINDORO IN 1945. {Our duties were "RADAR COUNTER MEASURES"}

At the age of 96, I now live in THE OAKS Nursing Home in Warwick, Queensland. I am a member of a "Not For Profit" group of veterans (VSASA Warwick Branch) who served our country in various wars. We regularly invite the public to visit our premise of models which does NOT include a B24 Liberator.



Could you please provide our group with such a model, for public display with the rest of our collection?

We are not thinking about building from scratch; but hoping to find an existing model, between about 30 and 50 centimeters in length. Either metal or fibre-glass would be suitable (wooden is a possibility, but not plastic).

If a model is obtainable, it would be nice (but not essential) for it to have 528th Sqdn markings.

Yours Sincerely,
Phil Agnew



If anyone has a model to donate to Mr. Agnew, has information on where we can buy one to donate to his group, and/or would like to donate to the effort to purchase a model and ship to them, please contact Barb Gotham at 380th.ww2@gmail.com

You can also send info, correspondence and donations (checks payable to "380th Bomb Group Association") to: B. Gotham, 380th Bomb Group Association, 130 Colony Road, West Lafayette IN 47906-1209 USA. For our Aussie friends who'd like to donate, you can use PayPal (see the Gear and Member forms for info).

MAIL CALL

Sept 20 & Sept 23, 2017

My name is John R Cislighi. I too was at Fenton Field but not with the 380th Bomber Group. Our outfit was attached to the 380th along with other companies that had the people that worked on the B-24 to keep them flying including the Signal Corp and the MPs to keep order in the camp and the truck company.

I was with 2071st Quartermaster Truck Company and our first duty in the morning was to take the personal that serviced and maintained the planes to the air strip from camp and return them back to camp at the end of the day. We also went to the ammo dump to pick bombs and ammo for the next day's missions, and also had trucks stationed near planes being repair so that when a part was needed, they could go to the warehouse and get the part and return immediately.

Our duties were many including keeping the camp clean, picking up garbage, taking leftover food to the burning pit (where the food was burned), and taking ammo and bombs to an airfield located 100 miles east of Fenton Field.

Some of the things I remember (right or wrong):

- Fenton Field was about 7 miles more or less east of Darwin.
- I think the air strip ran north of the roadway and the camp was north of the roadway. The air crew lived east of the air strip and north of the road. Also, the nurses and Red Cross personnel lived in that area, and east of that area lived the men who serviced and repaired the planes.
- The next rows of tents belonged to Signal Corps then came our truck group; last row was the MPs, and then a road that encircled the camp
- After the campsite came the motor pool where our trucks were parked overnight.
- The camp was spread out.
- I say the mess hall was about in middle of the campsite but near the road – when they had mutton (you could smell when they cooked mutton!) that night I would go to the PX and get some cookies for supper and brew up a can of coffee over a wood fire.

John currently lives in Illinois

MAIL CALL

August 19, 2017

I found your organization several years ago and I said that I'd get you information from my Father's WW2 photo album. His name was Richard Gross, and he served initially on Beautiful Betsy, and later on Puss & Boots. I scanned and uploaded his album for my family, but there are probably some photos that the 380th organization doesn't have. You are welcome to use them if you desire, I just ask that you cite my father as the source if possible. He died in 1996, but I have kept his photos, records and medals (including the Purple Heart and Silver Star).



Richard Gross



I see in the plane listing there are no photos of 42-40497 Homma Homma Kid, but the album has one after the raid since it's mostly destroyed.

If you have any questions, please let me know.

Thank you for keeping such a great record of this heroic outfit.

Link: <https://1drv.ms/f/s!AhUpqvoZVzcVhUoRnMz9tpnpUm4t>

Dirk Gross

Richard L. Gross, 528th, Radio Opr, Dunseth's Crew #10

Dunseth's
Crew



Homma
Homma Kid



Brian Greba asked if anyone knows the names of the men in the picture here of the Charles Horn Crew. If you know, please send them to Barb Gotham to pass along to Mr. Greba. His father was Ray K. Greba, Gunner on Horn's Crew #75, 530th Squadron.



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

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” (and Section 7-“Conclusions”) in these newsletters, starting with Issue #61. This is the fourth and final installment in the series.

Leisure Time at Fenton

When not on duty members of the Field Unit had a choice of recreation activities at or near Fenton. These included hunting, fishing, swimming and sports such as volleyball, baseball, softball, table tennis and even horseshoe tossing or just walking in the Top End bush. Money enjoyed his stay at Fenton finding it “stimulating”, stating: “I was doing something and having experiences that I hadn’t dreamt I’d be doing when the war started. Being in the Northern Territory ‘blew my mind’”. Between missions he explored the bush and watched wild horses and animals. He states “I walked around thanking my lucky stars – I had such an interesting situation”.

Money remembers going swimming a few times in “a wonderful billabong filled with absolutely clear water some distance from Fenton – [he got there] ... on the back of a Harley Davidson”.



Figure 29: Poor photo of the unfortunate wedge-tailed eagle with RCM operators Ted Batstone, Dick Dakeyne and Ray Hawkins in shorts, shirtless and sporting an array of headwear at Bamboo Creek near Fenton, September 1943 (Dakeyne Collection)

At Adelaide River the RAAF issued Dakeyne with a .38 revolver. Weeks later the USAAF issued him with a Colt .45 pistol for personal protection and he also acquired a .30 M1 carbine which he used for hunting while at Fenton.

He recalls that the “Yanks were dead keen on ‘shootin’ and ‘huntin’ ’roos and wallabies – they were a funny lot really”. He went hunting with a group of Americans. He laments that he shot a wallaby which broke its leg - then had to kill it in cold blood – he never shot another thing after. Money similarly expresses regret when he ‘fluked it’ and shot and killed an eagle on the wing near Fenton with a single shot from a .303 rifle (refer to Figure 29).

Swan also recalled participating in a shooting party which while enjoyable was fruitless given an “almost complete absence of wildlife”.

Dakeyne recalls being introduced to volleyball at Fenton by Jim Wright who organised a number of sports. Killingsworth recalls playing Dakeyne at ping pong (table tennis) and that Dick was a good player. Australian pilot Crabtree remembers occasionally playing volleyball, table tennis and baseball with the Americans. Swan recounts that a small circular “patch of land [was cleared] ... it had to be small as a regular cricket or baseball ground would be spotted by Japanese recce aircraft and provide a useful aiming point”. This ground was used for frequent matches. With the coming of the Australian crews came the game of tennis and several ‘Davis Cup’ matches were played. There is also mention of ‘international cricket matches’ though there were apparent issues with the pitcher now bowling and batsmen sliding into the wicket. The 530th Squadron History points out that at cricket “we fared badly ... [while] at baseball and softball we enjoyed the spotlight”.

Another form of leisure partaken in the tent city of Fenton as it became more established was personnel acquiring pets – including many dogs but also cats, a goat, a colt, a wallaby and several cockatoos.

Other pastimes included singing, which was popular at Fenton. Wright remembering nights “we’d sung our own parodies to ‘Bless ‘Em All’, the British army song favoured by our Australian hosts”.

RADAR COUNTERMEASURES DEVELOPMENT IN AUSTRALIA (continued)

American material goods and popular culture even before WWII had “exerted considerable influence in Australia to the consternation of intellectuals concerned with defining a distinct Australian culture”. This included a strong interest in US films with Hollywood cinema coming to “dominate Australian screens”.

Wecter wrote that Australians had a knowledge of sorts about America thanks to the tabloid media and a “battery of New York and Hollywood columnists, with an eye to the more lurid and lunatic aspects of life in America – and to our movies, magazines, and canned music”. Additionally, the Australian media focused heavily on Hollywood and American culture. For many Australians, Fenton was their first real (and sudden) encounter with Yanks outside of Hollywood movies.

Wright recalls building the open air movie theatre “in a cleared area within walking distance of the 530th BS tents” at Fenton. US servicemen “erected a screen and raised a platform to accommodate four or five escalating rows of plank seating, and a stand for the projector”. A new film arrived about once a week and “had an enthusiastic audience”. Trethewey recalls Australians heading to the evening movies with a box to sit on “not knowing what we would be watching”. He remembers seeing “‘Gentleman Jim’, starring Errol Flynn, no less than four times”. Money remembers segregation at the movies with “some agro [being shown by] ... aircrew about [the] separation of officers and non-coms at cinema showings where the front was roped off for officers only. Air crews were pissed off about it [- it was] not resolved while we were there”.

A United Service Organizations (USO) troupe of Hollywood actors (including movie star Gary Cooper) visited Fenton (in conjunction with the Australian Army Amenity Services) on 13-14 December 1943 (refer to Figure 30). Soon after a second USO show was put on at Fenton on 8 January 1944 where John Wayne and Phyllis Brooks entertained - they were well received by all. Hollywood’s influence was certainly felt by those at Fenton. Coinciding with this first USO tour to Fenton was a visit by General George C. Marshall from Washington D.C. (during his inspection tour of the SWPA). As Wright wrote, the visit by this troupe of Hollywood actors along with “the general’s general to whom Eisenhower and Patton and MacArthur all reported [put] our little tent city [at Fenton] ... on the map ... our 380th [BG] ... had become a recognized entity by those in high places”.

Dakeyne recalls that about a month after he arrived at Fenton men from the 319th BS became “due for leave after some six months of missions. In fact, a few visited my parents while on ‘R and R’ leave in Sydney”. This is an excellent example of the extent of good feelings between two nationalities.



Figure 30: USO group members Phyllis Brooks, an unknown USAAF serviceman, Una Merkel and Gary Cooper visiting Fenton in December 1943 (AHSNT Collection)

Trade and Friendship at Fenton between Nationalities

Standard issue RAAF footwear for flying was hob-nailed leather boots or woollen-lined high cut flying boots. Dakeyne remembers that the RAAF issued flying boots were impractical in the Northern Territory and he gave his “to a Yank”. The USAAF considered the RAAF hob-nailed boots a spark hazard and banned them from their aircraft. The USAAF instead provided RAAF aircrew with more practical rubber soled soft leather desert boots which became popular. In the casual style adopted at Fenton Dakeyne would wear leather sandals about the camp “only wearing the US desert boots on missions”.

The Australians also felt fortunate in receiving American apparel while at Fenton. RAAF RCM operator Phil Agnew who served with the 380th BG after Fenton remembers the USAAF generously providing the Australians with “a kit bag full of clothing”. The RAAF personnel serving with the 380th BG were issued with US Bausch and Lomb sunglasses - none could recall the RAAF having such luxuries. But this appreciation for apparel and accessories was not one way with RCM Operator Keeney returning to the US with an “Aussie hat and a flying shirt”.

Wright remembers the bartering system that developed between the Aussies and Yanks. “Every squadron ... had a PX [Post Exchange], and it handled the kind of stuff you would expect. The most spectacular bargain ... was ciga-

RADAR COUNTERMEASURES DEVELOPMENT IN AUSTRALIA (continued)

rettes at 5 cents a pack. There were locally best-known brands of Aussie cigarettes for sale in the cities and a few country places, but our Australian friends had a big love affair with the popular American brands. They'd trade almost anything for ... Luckies or Camels or any other popular brand. Conversely, my American friends loved Australian beer [which] came in larger bottles".

Wright felt that the "'Yanks', as they called us ... [and their Australian hosts] shared much in common ... [including a] sense of social equality that characterized our two countries". He affectionately reflected that it "would be difficult for me to imagine a more compatible relationship with a foreign host so far physically removed from our home environment".

However, resentment was recorded by Cush in a letter to his mother (from RAAF Base Darwin in 1944) regarding the Americans charging inflated prices for cigarettes. He wrote "the boys up here are extra croaked [sic] on the A.W.C. workers. Some ... are getting £14 a week for doing nothing and they have spoiled the Yanks for us as the Yanks want £1 a carton of smokes and I get it easily from them - whereas we have been used to getting them for 2/6 ... we are forced to charge the Yanks 10/- a bottle of beer".

Former RAAF RCM operator Angus Cameron recalls that at Fenton "we were a few Aussies in a sea of Yanks". In terms of friction it might be expected that Fenton, with its basic facilities, would be a hot bed for animosity and fights between US and Australian servicemen. Yet this appears to have been rarely the case. 'Down south' there was violence and wild brawls culminating in one particularly ugly incident in Brisbane on 23 November 1942, named by the media the Battle of Brisbane. It would appear that friendliness "varied inversely with the distance from the front" or, as Alan Powell observes the "shared hardship [experienced in the Northern Territory] brought a high degree of harmony between Americans and Australians".

Respect

Dakeyne had a close affiliation with the USAAF and first wrote of his experiences in September 1944 with a contribution to Wings magazine. In it he stated that he had been "pretty closely associated with a Yank outfit for over a year ... and thought it would be a good idea to give the good guts on what the average Yank is like. He is a care-free sort of character ... The average Yank is generous to

the point of extravagance and will give you the shirt off his back (or a clean one, if you like) if you should happen to be a bit low on shirts yourself ... Forget all the tales you have heard about the Yanks and take them as you find them. They are swell guys, and I'm not telling you they are perfect". In late November 1944 another RAAF RCM operator who flew with the USAAF's 90th BG reinforced Dakeyne's sentiments stating "I feel I can speak for the rest of we fellows who flew with them, that they have the 'guts'".

Wright remembers that some in the Australian military resented "us Yanks – particularly those of us stationed in their country. US military pay was substantially higher than theirs [and] ... here we were". However, he reports that he was "never directly conscious of this reportedly widespread resentment. Practically all ... Aussies I met were great guys – friendly and open and easy to like". Wright states that he found Australians "hospitable folk; sometimes tough, proud, and fiercely independent, without airs or affectations, plainly down to earth and genuine". He further states "most of us who served there grew to love Australians". Luckily the feelings appeared to be mutual even for the small New Zealand contingent. Money feels that the Americans at Fenton "were great and we fitted in there really well - they were a really friendly bunch of guys".

In a short history of Field Unit 6 written in the 1990s Dakeyne sums up the satisfaction he got from his RCM experience with Field Unit 6: "I think we did the job for which [we] were attached to the Group. We pinpointed every Jap radar installation in the islands. We knew their frequencies and their range and [with] our sets being more sensitive than theirs, we could inform our aircraft and flight commanders when they were searching for us and the moment they picked us up. So, at least, our gunners were prepared for interception. ... Looking back ... I think one of the best features of having a few Aussie aircrew flying with American crews, was the sociological one. We lived with our buddies and shared food, danger, sport and recreation with them... We came, I think, to appreciate one another in a way that didn't normally happen. In our unit I never heard of any instance of bad feeling or conflict with the Americans. We certainly appreciated the way that red tape was cut to a minimum and everyone got on with winning the war".

RADAR COUNTERMEASURES DEVELOPMENT IN AUSTRALIA (continued)

CONCLUSION

As well as providing a better understanding of Field Unit 6's operations this thesis has also attempted to give a picture of how it was for the men of Field Unit 6 to live at Fenton based mainly on the memories of those surviving members and others who served at this isolated air base or at RAAF Base Darwin with the 380th BG in WWII.

Field Unit 6 was amongst a number of field units of Section 22 GHQ charged with searching for Japanese radar. It was one of the first units to do so beginning operations in May 1943 and continuing until the end of the Pacific War. While based at Fenton, the unit was successful both in detecting Japanese radar locations and in working collaboratively with its hosts, the USAAF's 380th BG. The unit was successful in locating a host of enemy radar sites in the Japanese-occupied islands to the north of Australia. Despite the basic working and living conditions, the unit, consisting of different nationalities and services, evidently worked well amongst themselves and worked well with others in the 380th BG.

This secret small multinational and multi-service group had a specialised task which it ably carried out despite the basic conditions that existed at Fenton. Fenton was one of the few locations in WWII-era Australia where

there was considerable mixing between US and Australian servicemen (and those of other nationalities). Field Unit 6 was a pioneer in RCM operations during the Pacific War. During the unit's early service at Fenton it experienced two killed and two injured by enemy attack in little more than a month, a high attrition rate given the small size of the unit.

Field Unit 6 successfully carried out its specialised task and discovered many Japanese radar sites. This unit was successful in that it provided vital information on Japanese radar. This information enabled the Allies to better plan future airborne and amphibious operations by avoiding, employing appropriate countermeasures or destroying particular installations.

It is unfortunate that the official records in the NAA and AWM give little information on this secret unit. While the official records are silent on the number of Japanese radar sites found by Field Unit 6 the three surviving early RCM operators within this unit during the period of this study are not, with all having stated the success of the unit in locating multiple Japanese radar sites. This thesis shows that the unit's make up of ordinary people achieved what it set out to do while also being a good example of multinational cooperation during WWII.

***Thanks, Craig, for sharing your thesis with us and allowing us to reproduce it in our newsletters!
Continued respect and cooperation between the "Yanks" and "Aussies"!***

380th WWII PHOTOS



From Richard Gross' collection



528th – Ellison, Thomas W., Navigator, Bousfield Crew (6), DOD December 26, 1989, Winnsboro, South Carolina, reported by his son, Thomas W. Ellison, Jr.

528th – Laurent, Edmund A., Aircraft Commander, Laurent Crew, DOD July 18, 2017, Phoenix, Arizona, reported by his son, Mike Laurent

528th – McLean, Mildred, Widow of Tony McLean, DOD March 11, 1997, Byron, Georgia, reported by her daughter, Theresa McLean

528th – McLean, Mildred, wife of Tony McLean, DOD March 11, 1997, Byron, Georgia, reported by her daughter, Terri McLean

528th – Shaffer, Merton H., Aircraft Commander, Shaffer Crew (12), Operations Officer, Squadron Commanding Officer, DOD June 13, 2017, San Ramon, California, returned newsletter

529th – Darling, Herbert A., Navigator, Hughes Crew (32), DOD March 9, 2017, Avon, Connecticut, reported by his son, Scott Darling

529th – Magolske, Nicholas, Radio Operator, Mahlon Benson Crew, DOD May 3, 1990, Aurora, Colorado, reported by his daughter, Marie Ranes

529th – Prindle, Arthur J., Ground Staff, DOD July 12, 1987, Nyack, New York, reported by his daughter, Elissa Prindle

529th – Smith, Charles Frederick, Ground Communications, Radar Equipment Maintenance, DOD September 18, 2010, Willmar, Minnesota, reported by his niece-in-law, Christine Smith

529th – Stathis, Theodore William, Bombardier, Jeffery Crew (54), DOD February 16, 2017, Spring Hill, Florida, reported by his son, George Stathis

530th – Kunz, Margaret (“Peggy”), widow of Robert Kunz, DOD November 1, 2017, Hudson, Massachusetts, reported by her son, Jeff Kunz

530th – Moreland, Lester L., Navigator, Cesario’s Crew (52), DOD February 23, 1987, Houston, Texas, reported by his son, Tim Moreland

531st – Bonavita, Antonio Louis, Radio Operator, Yetter Crew, DOD January 10, 2015, Belleville, New Jersey, reported by his daughter, Diane M. Bonavita

531st – Farrington, Betty, Widow of John A. Farrington, DOD February 18, 2016, Buena Vista, Colorado, reported by her son, John Farrington

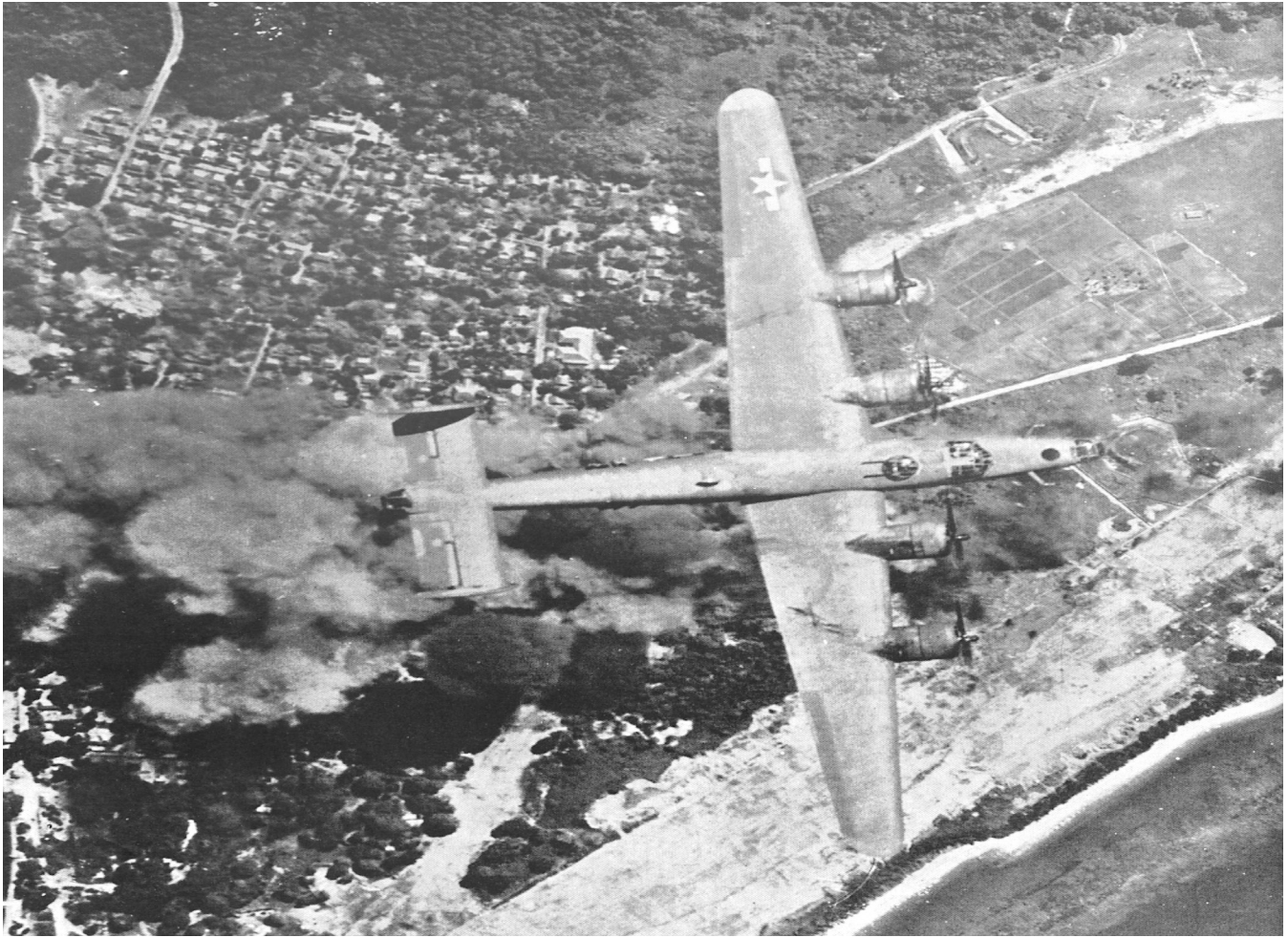
531st – Stephenson, Marilyn, wife of Gail Stephenson, winter 2016-2017, reported by her daughter, Lisa Stephenson Healy (Facebook comment)

531st – Taylor, William Wesley, Ground Staff, Communications, Loran Systems Maintenance, DOD October 23, 1992, Simpsonville, South Carolina, reported by his nephew, John Taylor

531st – Walford, Barbara H., wife of Edward Walford, DOD October 21, 2017, Colorado Springs, Colorado, reported by her daughter, Jennifer Walford

CORRECTION: 531st – White, Robert L., DOD December 29, 2006 (previously shown as December 30, 2006), reported by his daughter, Carol McCoy





*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.