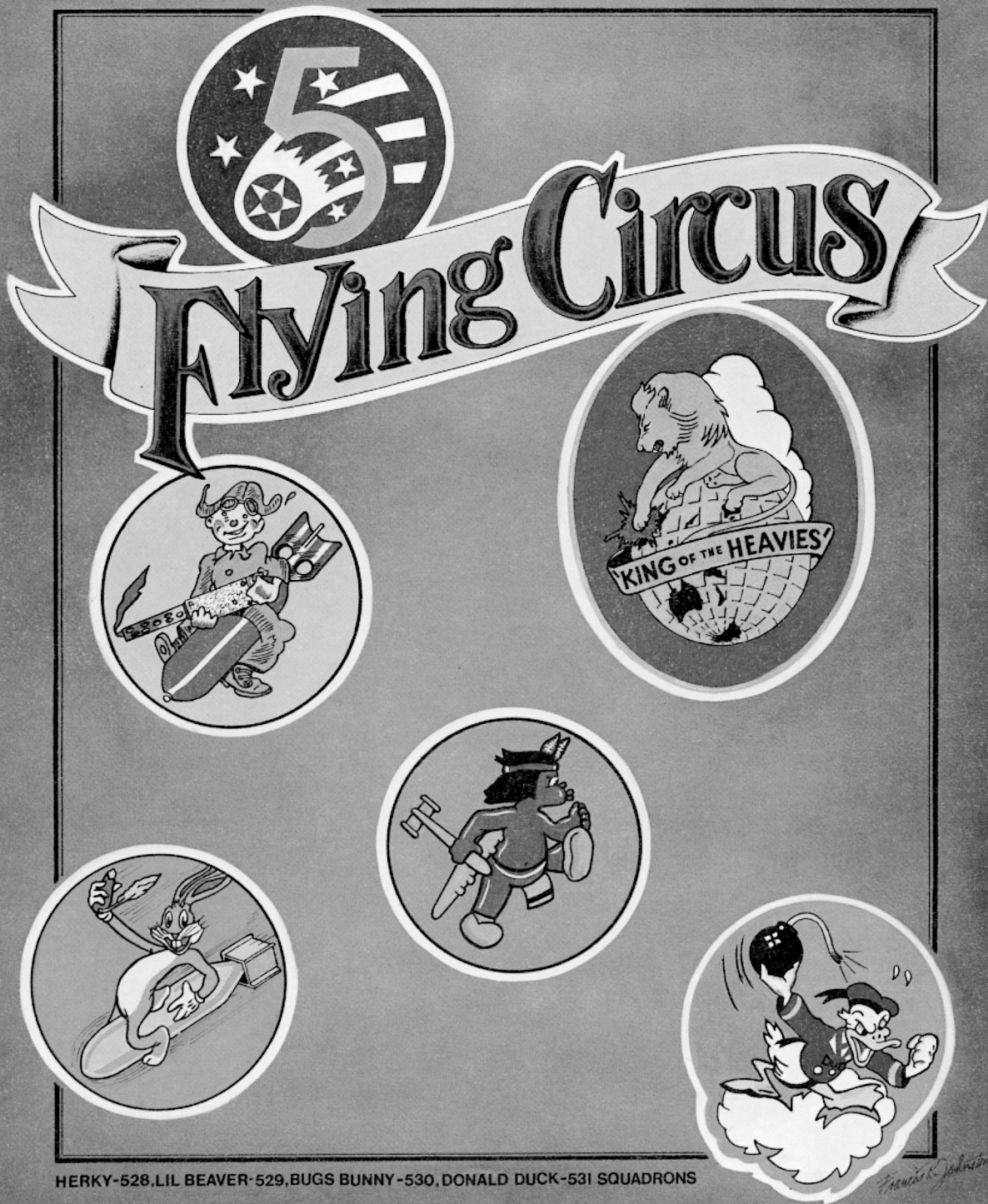


380TH BOMB GROUP



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

Francis Johnston



The 380th Bomb Group Association 5th AF -- RAAF

Affectionately Known As

The Flying Circus

NEWSLETTER #68

NOVEMBER 2019

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Membership form:

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FACEBOOK

Search for the group *380th Bombardment Group (5th AF, WWII)* or go to <https://www.facebook.com/groups/380th/>

In Memoriam page:

<https://www.facebook.com/groups/1686408651610839/>

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

EDWIN LINKLATER CRABTREE, RAAF PILOT, 380TH BG

Here is a portrait of the late Flight Lieutenant Edwin Linklater Crabtree, RAAF pilot, taken in 2016. Ed passed at 100 years on 27 July 2019.

He is proudly wearing his World War II medals including the United States Air Medal which was awarded during the war but not allowed to be accepted until some time later (Australian Government rules).

He wears the insignia of the US Presidential Unit Citation on his right breast. The 380th Bombardment Group badge is displayed on Ed's jacket pocket.

Ed served some nine months in 1944 with the 530th Bomb Squadron, flying out of Fenton in the Northern Territory and Marble Bar in Western Australia. In his biography Ed mentions a successful bombing of Hollandia airfield in Netherlands New Guinea during which 200 Japanese fighters were destroyed.

In recent years Ed was strongly involved in the restoration of the only remaining B-24 in Australia at Werribee, Victoria.

May he rest in peace.

From: Trevor Millard, 380th BG, RAAF (Facebook)



MAIL CALL

July 2019

Don Summers / Barb Gotham

My name is John Cutt and I was reading the June 2019 Newsletter and saw your interest in the artwork on the flight jackets.

My father was a gunner in the 380th on Deanna's Dreamboat. He and his crew are no longer with us but they used to attend the reunions together. On one of the trips his crew mate (pilot) gifted each member with a recreation of the jackets they had. I have that jacket and wear it on occasions. It does turn heads and I get compliments on the quality of the artwork.



Here are a couple of photos of the jacket. Unfortunately I don't have any information on who did the original artwork or where the copies were made.

Thank you Barb for continuing to send these newsletters. Regards, John Cutt

October 2019

This email is long overdue. My father passed away December 20th at the age of 93. His kidneys failed him and he was in the hospital a few weeks at the time. He lived life as full as he could at his age, drove until his 93 birthday, and was pretty independent until the end. He is Robert E. Peachey with the 530th, a nose gunner, Quinn's crew. I plan to have my sister help me put something on the Facebook page as he kept a lot of his enlistment, missions and discharge documents.

We had the Air Force perform a flag ceremony at the cemetery chapel, so reverent, then we played "Off We Go Into the Wild Blue Yonder" -- Dad had that in with his will as a song request. Quite the send off -- smiles and tears!

Thank you, Barbara Conley [Note: Photos Barbara sent with this email will be posted in the next newsletter due to limited space left in this issue.]

AMERICAN BATTLE MONUMENTS COMMISSION

The American Battle Monuments Commission, established by the U.S. Congress in 1923, is an agency of the executive branch of the U.S. federal government.

ABMC—guardian of America’s overseas commemorative cemeteries and memorials—honors the service, achievements and sacrifice of U.S. Armed Forces.

ABMC’s commemorative mission includes:

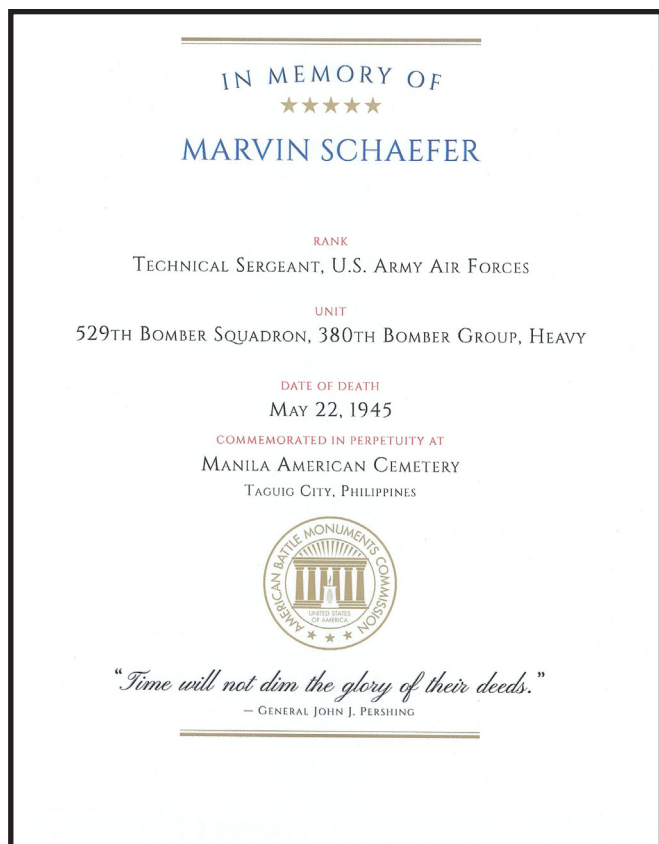
- Designing, constructing, operating and maintaining permanent American cemeteries in foreign countries.
- Establishing and maintaining U.S. military memorials, monuments and markers where American armed forces have served overseas since April 6, 1917, and within the United States when directed by public law.
- Controlling the design and construction of permanent U.S. military monuments and markers by other U.S. citizens and organizations, both public and private, and encouraging their maintenance.

ABMC administers, operates and maintains 26 permanent American military cemeteries and 30 federal memorial, monuments and markers, which are located in 17 foreign countries, the U.S. Commonwealth of the Northern Mariana Islands, and the British Dependency of Gibraltar; three of the memorials are located within the United States. These cemeteries and memorials, most of which commemorate the service and sacrifice of Americans who served in World War I and World War II, are among the most beautiful and meticulously maintained shrines in the world.

Websites: <https://www.abmc.gov/> <https://www.abmc.gov/cemeteries-memorials>

To search for burials and memorials: <https://www.abmc.gov/database-search>

This register includes the records for those buried and memorialized at our World War I and World War II overseas, military cemeteries, along with those names on the Walls of the Missing at the East Coast Memorial, West Coast Memorial, and Honolulu Memorial. Burial information can also be found for those interred at Corozal American Cemetery and Mexico City National Cemetery. This register does not include individuals who died overseas in World War I or World War II and were repatriated to the United States for burial.



Here is the memorial for Marvin Schaefer, 529th Squadron - his registry was sent in by his nephew, Marvin Schaefer

Flight Crew, Flt Eng , Trimble’s Crew (26), Killed in Flying Action, 22 May 1945

See the next page for the story of the Trimble Crew accident on 22 May 1945; the crew parachuted from B-24 Serial #44-424887. All but two men survived. The crew was picked up by a university professor in his fishing boat (this is per Col. Trimble’s family account and provided to us here from Marvin Schaefer (nephew of Marvin Schaefer)).

TRIMBLE CREW ACCIDENT, 22 MAY 1945

22 May 1945

Source: HORTON, BEST IN THE SOUTHWEST, pages 361-362.

“Photo interpreters analyzed the post-strike pictures taken over Kiirun on the 19th and were disappointed. Many of the mission’s objectives had not been met; another, more productive raid would be necessary if the city/port was to be scratched off the target list. Such was not to be, for bad weather again came to the aid of the defenders. A strong weather front forced many of the attacking aircraft to seek targets of last resort instead of Kiirun. Within the 380th, only the 529th and 531st squadrons bombed as briefed. They used H2X*, while the remaining two squadrons hit Toshien town. It too had visibility problems, but not enough to prevent crews from bombing. Some of the 530th aircraft, including 1/Lt. Bob Wilkinson’s 44-41876 *Lucky Strike*, carried 2000 lb. bombs for the first time. They were being used to inflict more structural damage to the port facilities at Kiirun. Unfortunately, they were wasted on the rubble at Toshien and not observed when they exploded beneath a heavy layer of clouds [Note: Letter to Horton from Bob Wilkinson].

The return flight to Murtha cost the 529th another airplane when 1/Lt. Harry Trimble had his crew abandon 44-49487 thirty-five miles short of the field. When a battle damaged #2 engine caught fire, Trimble had his co-pilot 1/Lt. Robert J. Steil cut the power to the engine, but did not feather the prop. The wind blew the fire out, but the unfeathered prop began “windmilling**.” All attempts to rectify their first decision by restarting the engine in order to feather the prop failed. Soon, the errant propeller caused such a drag that Trimble was unable to keep the plane from “mushing***.” Steil alerted George Fox, the only man in the waist wearing a headset, “*have everyone stand by with their chutes on, we’re losing control.*” Moments later, Steil hollered over the interphone, “*lets get out of this damned thing!*” The entire eleven man crew took to their parachutes before the B-24 crashed. George Fox was the first to jump and landed “quite apart” from the rest of the crew at 1530 hours. He was sure of the time for his wrist watch stopped as soon as it got wet. The next eight men out were slightly slower than Fox and consequently landed farther away and a little strung out over the water. Back in the plane, bombardier F/O Ralph J. Walsh refused to jump. The man was terrified of the water and still weak from a recent hospitalization. He wanted no part of this bail-out. He finally went after Trimble promised to follow right behind him. By then, they were so close to the water that Trimble felt only a single jerk from his parachute and then SPLASH! Three hours later a PBV Catalina came to rescue them and almost left Fox, for he was difficult to see away from the rest of the survivors. Had he not swung his emergency signal mirror around and around every time he crested with an ocean swell, his rescuers would have left without him. As it was, Ralph Walsh and T/Sgt. Marvin Schaefer did drown before fellow crewmen could assist them. Walsh died floating face down in his Mae West, panicked and too weak to keep his head up. Schaefer’s life jacket refused to inflate and although athletic in build, he was not strong enough to tread water while still entangled in his parachute lines. Bob Steil swam over to him, but was unable to help the doomed man.” [Note: Letter from George Fox, nose turret gunner on Trimble’s crew and interview with Glenn Horton (Sr). Horton flew Steil to Manila for a R&R after the bailout and talked extensively with him.]

* H2X, officially known as the AN/APS-15, was an American ground scanning radar system used for blind bombing during World War II. It was a development of the British H2S radar, the first ground mapping radar to be used in combat. It was also known as the “Mickey set” and “BTO” for “Bomb Through Overcast” radar. Source: Wikipedia

** When an airplane engine quits in flight, the airflow from your speed can cause the propeller or jet engine compressor blades to continue rotating. This is called windmilling. Source: <https://www.airliners.net/>

*** At speeds less than minimum drag speed, the airspeed is unstable and will continue to decay if allowed to do so. Raising the flaps while at minimum controllable airspeed will result in lift suddenly being lost, causing the airplane to lose altitude. This condition is sometimes called “mushing,” a high drag, high angle of attack descent that can result in anything from an inability to climb to a rapid, wings-level descent. Source: <https://www.faa.gov/files/gslac/library/documents/2010/Oct/47678/FLYING%20LESSONS%20100916.pdf>



#487, the plane Harry Trimble’s crew abandoned 22 May 1945.
Robert Chandler Collection

STUDENT HELPING KEEP MEMORY OF WWII ALIVE FOR FUTURE GENERATIONS

To All World II veterans (and their widows):

My name is Michael Naya Jr., and I am a seventeen-year-old high school student from New Jersey. Over the past two and a half years I have been interviewing Great Depression survivors and World War II and Korean War veterans. I have been doing this because I love history and one day I would like to write a book on the men and women from these events. As we near the 75th anniversary of the ending of World War II, few men and women are living today to share their memories of that harrowing time. That is why I am hoping that any living World War II veterans or their widows would be willing to share memories of their time during the Great Depression and of their service by answering the following questionnaire. I would be very grateful as I would like to ensure that the memory of World War II is kept alive for generations.

Thank You

Michael Naya Jr.

Any and all responses should be emailed or mailed to:

Michael Naya Jr.
734 Monmouth Ave
Kenilworth NJ 07033-1745
Email: mnayajr@aol.com

QUESTIONNAIRE

1. What is your name and when were you born?
2. Did you come from a large family? Did you have any siblings?
3. Do you remember life during the Great Depression? Did you/your family suffer at all due to the Depression?
4. Do you remember the Japanese surprise attack on Pearl Harbor? How did you hear about it?
5. Do you remember life in America after the attack? How did things change? How did people react?
6. Do you remember life on the homefront during that time? Did you come from a military family?
7. When did you enlist in the military and why did you enlist? Why did you choose the Army Air Corps?
8. Where did you go for basic training? What was your training like? What were you training to become (ex. Pilot, Waist gunner, etc.)?
9. When did you find out that you were being sent overseas? Were you nervous? Excited? Anxious to strike back? What theater were you assigned to?
10. When you arrived overseas, were you assigned to a particular aircraft? If so, did your aircraft have a name? A specific noseart painting?
11. What was your job overseas? What unit were you with?
12. If you were stationed on a bomber, did you participate in any bombing missions? If so, how many?
13. What were the living conditions like overseas? Did you have any close calls with the enemy?
14. Do you remember the days as the war wound down? Was there a sense that victory was near?
15. Do you remember V-E Day? How did you react?
16. After V-E Day, where were you stationed?
17. Do you remember the dropping of the atomic bomb and V-J Day? How did you feel knowing the war had ended?
18. Did you stay in the military or did you get discharged? If discharged, what was your rank?
19. What did you do for a living after World War II?
20. How do you think World War II should be remembered?
21. How do you want to be remembered?

Thank you for participating! Any additional remarks/comments will be appreciated.

380TH - OUR OPPOSITION: JAPANESE ANTI-AIRCRAFT & FIGHTER UNITS

WE WENT TO WAR (380TH HISTORY PROJECT)
PART XI: OUR OPPOSITION --
JAPANESE ANTI-AIRCRAFT ARTILLERY AND FIGHTER
UNITS IN THE SOUTHWEST PACIFIC
<http://380th.org/HISTORY/partXI.html>

While on combat missions, the 380th was opposed by Japanese anti-aircraft artillery at every target of any value and by aircraft at all major Japanese airbases.

Those crews listed below are those which were lost by the 380th to Japanese anti-aircraft artillery fire.

Dates	Crew	Sqdn	Location
11/12 Sep 43	Lippincott (22)	530	Macassar
21 Nov 43	Beller (6)	528	Manokwari
5 Feb 44	Bates (89)	531	Biak, Geelvink Bay (crash landed, Crocker Island, AU)
9 Oct 44	Prest (77)	531	Koepang, Timor
12 Jul 45	Dyson (mixed crew)	528	Toshien, Formosa

Many others, too numerous to mention here, were damaged (from light to a heavier degree) but were able to return safely to our bases.

A much less frequent but more dramatic opposition was that with Japanese fighters of both the Japanese Navy and the Japanese Army Air Forces. Japanese Naval aircraft attacks occurred at Balikpapan, Borneo; Ambon and Halong, Ceram; at Koepang, Timor; Kendari and Macassar, Celebes; Taberfane in the Kai Islands; and Sorong, Vogelkopf, New Guinea, in the East Indies. They also took place at Rabaul and Gasmata on New Britain, when we were at New Guinea on detachment duty.

Japanese Army Air Force attacks took place at Ambon, Ceram; Koepang and Lautem, Timor; Taberfane in the Kai Islands, at Babo, Western New Guinea, and at We-wak and Madang in Eastern New Guinea.

According to available information, our contacts with Japanese Naval Air Force ZEKES were with the 202nd Kokutai, which had units at all the locations listed. Our most common contact with Japanese Army Air Force

units was with the 5th Sentai's NICK twin-engine fighters. They had bases throughout the Southeast part of the Dutch East Indies at Lautem, Timor (the main base); Ambon, Ceram; Langgoer, Kai Islands; Sorong, Vogelkopf, New Guinea; and Babo, New Guinea. A Kokutai is equivalent to an American Group.

OSCARs were flown by the 63rd and 68th Hiko Sentais (equivalent to the Navy's Kokutai) of the Japanese Army Air Forces. The Japanese Army units tended to occupy the larger islands such as New Guinea, The Philippines, Halmaheras, etc., while the Navy occupied the smaller islands such as Java, the East Indies, etc.

Code names of the Japanese fighters are shown below.

NICK	Twin-engine Japanese Army fighter
IRVING	Twin-engine Japanese Navy fighter
OSCAR	Single-engine Japanese Army fighter
ZEKE or ZERO	Single-engine Japanese Navy fighter
HAP or HAMP	Variation of the ZEKE or ZERO
RUFE	A ZEKE on floats for water landings; used at islands with no established air fields

In contrast to the U.S. practice of keeping the whole complement of an Air Force Group consolidated at one location, such as Darwin, Australia, for the 380th, the Japanese practice was to split up a group into squadrons or even flights and distribute them over a vast area such as from Java to the Vogelkopf of New Guinea for the 5th Sentai of the Army or the 202nd Kokutai of the Japanese Naval Air Force.

It is noted that all major Japanese aircraft contact occurred only in the early part of the 380th's assignment to the Southwest Pacific, i.e., prior to assignment to The Philippines and mainly prior to June 1944 - no losses to enemy aircraft attacks took place after May 1944.

See our website for additional tables on personnel/crews shot down by Japanese aircraft and the Japanese fighter units in the East Indies and New Guinea areas during this time. <http://380th.org/HISTORY/partXI.html>

References:

1. The Best in the Southwest, by Glenn R. Horton, Jr., 1995.
2. Japanese Army Fighters, Part 1, ISBN 0-356-08224-5, MacDonald and James, London, 1976.
3. Mission Orders and Intelligence Reports, 380th Bomb Group. Library of Congress and National Archives of United States for period 1943-1945.

380th BOMB GROUP ASSOCIATION

2019-2020 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):

To reduce printing and USPS mailing costs, we recommend you get your newsletter (PDF) by email:

380th Veteran **Please send my FLYING CIRCUS newsletter by email**

380th Wing Member **I'd prefer to receive a hard copy of the newsletter**

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 (or whatever amount your budget allows) payable to **380th Bomb Group Association** will help defray costs of newsletters, 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)

Note: *If you have a PayPal account (recommended for our Australian and other overseas members), you can transfer your donation using the Send & Request Tab –*

use Barbara Gotham's PayPal email account: bjgotham@gmail.com

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

**380th Bomb Group Association
GEAR ORDER – NOVEMBER 2019**

PATCHES

(Mark on line # requested)

Squadron/Group patches:

\$10.00 ea. (used patches \$5.00 ea.)

Group: _____ 528th: _____

529th: _____ 530th: _____

There are no 531st patches left (Donald Duck)



Group-6" x 4-1/2" 528th-5" x 5"



529th-5" x 5"



*Limited supplies available.
380th Members only
530th-4-3/4" x 4-3/4"*

Wings patches: \$3.00 ea.

Pilot: _____

Navigator: _____

Bombardier: _____

Gunner: _____

Air Crew Member: _____

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



Pilot



Navigator



Air Crew



Bombardier



Gunner

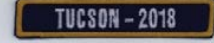
REUNION PATCHES

\$3.00 ea. Size: 4-1/8" x 3/4"

Tucson/2018: _____

Older: Year _____

Place: _____



RAAF wings patches:

\$3.00 ea. (limited supplies available)

RAAF: _____

No navigator patches left.

Bombardier: _____

Engineer: _____

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

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



Tucson 1942-1999 patches:

FREE . _____



Size: 4-1/2" x 5"

CAPS, \$5.00 ea. (mesh, solid bill)

One size: _____ (sale price)

(limited supplies available)



One used cap: \$3.00: _____

Shoulder patches:

\$4.00 ea.

5th Air Force: _____

USAAF: _____

Size: 3" round



5th Air Force



USAAF

**1981-2018
Commemorative
Reunion Patch
\$10.00 ea. _____**

Size: 3-1/2" x 5-1/2"



JACKETS (long sleeves)

Blue nylon, \$15.00 ea.

(sale price)

Unlined: Small: _____

Lined: Small: _____

Lined: Large: _____

Lined: XL: _____



Back



Front

T-shirts (short sleeves)

Blue cotton/polyester,

\$6.00 ea. (sale price)

Small: _____

Medium: _____ (only one left)

(Please send email for availability on

Medium)

(Logo on shirt front only)



Front



Closeup of logo on front

It is suggested you send email to 380th.ww2@gmail.com before submitting order to check on current availability of items. Limited quantities of items are in stock – if a size is not shown above, it may no longer be available. Once the current supply of **jackets, caps, and t-shirts** (and some patches) runs out, please check on possibility/availability of re-orders. Please allow 6-8 weeks for re-stocking and shipping of these items. **ADDITIONAL FUNDS FOR POSTAGE CHARGES ARE WELCOMED!**

Name: _____ Email: _____

Address: _____

Phone: _____ **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)

If you have a PayPal account, PLEASE ADD \$2 to your order for PayPal transaction fee. You can transfer your payment using the

Send & Request Tab – PayPal email account: bjgotham@gmail.com –

(Note: You still need to mail or email the completed form in order to get the gear you want!)

MACHINES



DONALD M. HUTCHISON, 530th Squadron, Navigator, Ross/Handorf Crew (57)

I thought I'd post this little story my father passed on to me about his time with the 380th Bomb Group. When you read it you can just picture the scene. The first paragraph is a little background to the story.

Back in "43" and "44" the Australian news would write headlines in the papers, sometimes referring to aircraft as Machines. Headlines would read, ***MACHINES OF THE US ARMY AIR FORCES BOMBED JAPANESE POSITIONS AROUND PORT MORSBY TODAY INFLECTING HEAVY DAMAGE ON THE ENEMY*** or ***MACHINES OF THE 5TH AIR FORCE CONDUCTED BOMBING RAIDS ON JAPANESE OCCUPIED TERRITORIES FOR THE 3RD STRAIGHT DAY.***

The story begins on the morning the 380th Bomb Group was slated for an important mission. Col. Miller had sent out the word that it was mandatory for all crew to be present for the morning briefing. The group intelligence officer began to call the roll of crews slated for the mission. In turn each command pilot replied that his crew was "all present." When the group intelligence officer called on Lieutenant Malone Piper of the 530th Squadron, his response was "All present except my flight engineer, Sir." Col. Miller replied, "Lieutenant Piper, didn't I put out the word that all crew were to be present for this briefing?" In his southern drawl Lieutenant Piper replied, "Yes Sir." "Where is your flight engineer?" barked Col. Miller? "Why he's out at the Machine, Sir," replied Lieutenant Piper. Appearing rather perplexed, Col. Miller replied "Machine, what Machine?" "Why, the flyin' machine, Sir," was Lieutenant Piper's response.

There was an explosion of laughter and when the things had settled down, the briefing continued as if nothing had happened.

CRAIG HUTCHISON (Son of Donald Hutchison)

CREW 713 - WWII/B-24 DOCUMENTARY

30 Missions. 10 Men. 1 Crew.

July 31, 1944. A B-24 Liberator bomber nicknamed The Irishman's Shanty returns safely to her home base at North Pickenham, East Anglia, England. Inside she carried the jubilant O'Sullivan Crew 713. These men had just become the first crew from the 492nd Bomb Group (H) to complete a 30 mission combat tour. Seven days later on August 7, 1944, the 492nd Bomb Group was removed from combat status. The 492nd suffered staggering losses. Several tough missions and old fashioned bad luck combined to plague the group beginning with their first mission on May 11, 1944. The group as an active combat participant was only in action 89 days ... less than 3 months. Of the original 71 crews who arrived at North Pickenham in April of 1944, only 36 crews remained 3 months later. To this day the 492nd stands alone as the only heavy American bombardment group to be removed from combat during WWII, and remains the only heavy bomb group removed from combat in the proud history of the United States Air Force due to high losses.

Crew 713 tells the story of this historic, and yes, lucky crew. The tale of O'Sullivan's Iron Men and the sad, short and violent history of the 492nd Bomb Group are forever entwined. It is the history of the most mass produced American military aircraft of all time; the Consolidated Manufacturing B-24 Liberator bomber, and the men who flew them through tremendous hardships. Utilizing animation, pristine archival footage, graphics and contemporary music, Crew 713 is a modern approach to the tired WWII documentary genre. Crew 713 is the story of one crew. But it is the shared history of every crew who flew the Liberators, Fortresses, Mitchells, Marauders and the fighter groups that escorted them over Europe, Italy, North Africa, the Far East and the vast waters of the Pacific.

Crew 713 is a production of Shanty Films LLC in cooperation with Dancing Fish Productions. The link to the website is <http://www.crew713.com/>

FUN FACTS



Veterans Day (originally known as Armistice Day) is a federal holiday in the United States observed annually on November 11, for honoring military veterans, that is, persons who have served in the United States Armed Forces. It coincides with other holidays including Armistice Day and Remembrance Day which are celebrated in other countries that mark the anniversary of the end of World War I. Major hostilities of World War I were formally ended at the 11th hour of the 11th day of the 11th month of 1918, when the Armistice with Germany went into effect. At the urging of major U.S. veteran organizations, Armistice Day was renamed Veterans Day in 1954.

Veterans Day is distinct from Memorial Day, a U.S. public holiday in May. Veterans Day celebrates the service of all U.S. military veterans, while Memorial Day honors those who have died while in military service. There is another military holiday, Armed Forces Day, a minor U.S. remembrance that also occurs in May, which honors those currently serving in the U.S. military.

Source: Wikipedia.org



In Australia, Remembrance Day is always observed on November 11, regardless of the day of the week, and is not a public holiday; it is a time when people can pay their respects to the substantial number of soldiers who died in battle. Some institutions observe two-minutes' silence at 11 am through a programme named Read 2 Remember, children read the Pledge of Remembrance by Rupert McCall and teachers deliver specially developed resources to help children understand the significance of the day and the resilience of those who have fought for their country and call on children to also be resilient when facing difficult times. Services are held at 11 am at war memorials and schools in suburbs and cities across the country, at which the "Last Post" is sounded by a bugler and a one-minute silence is observed. In recent decades, Remembrance Day has been largely eclipsed as the national day of war commemoration by ANZAC Day (April 25), which is a public holiday in all states.

When Remembrance Day falls on a normal working day in Melbourne and other major cities, buglers from the Australian Defence Force often play the "Last Post" at major street corners in the CBD. While this occurs, the majority of passers-by stop and observe a moment of silence while waiting for the bugler to finish the recital.

Source: Wikipedia.org



Anzac Day is a national day of remembrance in Australia and New Zealand that broadly commemorates all Australians and New Zealanders "who served and died in all wars, conflicts, and peacekeeping operations" and "the contribution and suffering of all those who have served". Observed on April 25 each year, Anzac Day was originally devised to honour the members of the Australian and New Zealand Army Corps (ANZAC) who served in the Gallipoli Campaign, their first engagement in the First World War (1914–1918).

Source: Wikipedia.org

Why do New Zealand and Australia use a similar pattern of stars on their flags?

Both Australia and New Zealand chose the Southern Cross constellation for their flags. The stars on the Australian Flag are white and have more points than the New Zealand Flag to show their brightness in the sky.

The fifth smaller star on the Australian Flag can be seen when looking at the Southern Cross and there was some debate in New Zealand as to whether the fifth star should be included on the New Zealand Flag. They decided just to use the four stars that mark the points of the compass. The sixth and largest star on the Australian Flag, below the Union Jack, is the Federation Star, representing the federation of the colonies of Australia on 1 January 1901.

There is one point for each of the six original states, and one to represent all of Australia's internal and external territories. The colours of the stars on both flags were chosen to complement the colours of the Union Jack shown in the top left-hand corner of both flags.

Source: <https://mch.govt.nz/nz-identity-heritage/flags/answers-common-questions>

BOB LIVINGSTONE

Bob Livingstone was born in Brisbane, Queensland, in 1948. He spent his first paycheck on flying lessons at Archerfield in 1966.

After service in Vietnam with the Australian Army in 1969/70, he joined the Department of Civil Aviation for training as an Air Traffic Controller. An affinity with light aircraft led to 20 years at Australia's busiest control tower (Bankstown near Sydney) where he became the SATCO. He transferred to the Tower at Sydney Kingsford Smith International in 1994.

Bob wrote for Australian and overseas magazines on aviation topics for over 10 years, in particular about warbirds, but now concentrates on historical research.

Bob has authored two books, *UNDER THE SOUTHERN CROSS* and *STRIKE BACK*.

He is a researcher on b24bestweb.com (more about this group on the right side of this page) and maintains his own website, b-24.weebly.com.

His book, *UNDER THE SOUTHERN CROSS*, was a reference for the 380th's history project, *WE WENT TO WAR*, in particular for the B-24 (Aircraft) section.

He was the B-24 advisor on the Hollywood movie *UNBROKEN* (2014). Photos and more from the movie set on b-24.weebly.com

In addition, he has written articles for Warbirds Worldwide (UK), Air Forces Monthly (UK), Flightpath (AUS), Aeroplance (UK), Australian Flying (AUS), The Aviation Historian (UK).

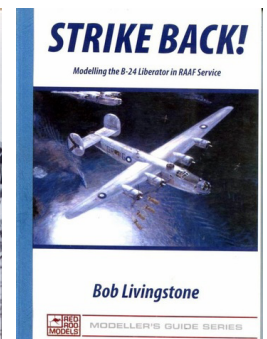
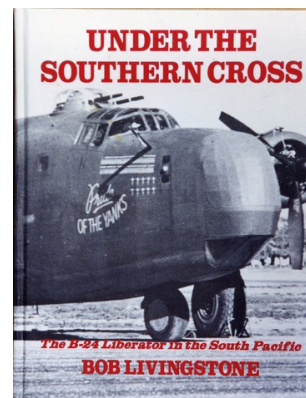
Please check out his website, b-24.weebly.com - it is chock full of photos, info, and much more!

The plan for the website is to provide a forum, firstly for B-24 images which have to date defied identification by team members from www.b24bestweb.com (the BBW team) and secondly to put up other images which are all associated with the B-24 in one manner or another. His ulterior motive for the website is that people will send in photos and hopefully someone will identify the unidentified photos. The rest of it is just "fun stuff" which might help some people like modelers.

There is a section on the 380th's B-24s, "Before and After" (page 10). Link: <https://b-24.weebly.com/beforeafter10.html>



Bob on the set of *UNBROKEN* in March 2014. He was hired as the B-24 advisor to the movie for a period of three weeks during the filming of the flying scenes.



UNDER THE SOUTHERN CROSS is available to purchase on amazon.com

ABOUT B24BESTWEB (BBW)

Image archive and research/reference center for WWII B24 Liberator Bombers, covering ALL Bomb Groups/Squadrons and variants. Over 16,000 photos!

The b24bestweb Team is a group of B-24 aficionados [read nerds] with personal agendas who have come together through the WWW to pool their research, knowledge and information, and in the process of acting as a "group mind", to identify with some certainty the B-24 images which we access through all media.

Website: <http://www.b24bestweb.com/>

Facebook group: <https://www.facebook.com/groups/b24bestweb>

EVERYTHING B-24 -- BOB LIVINGSTONE'S WEBPAGE

<https://b-24.weebly.com/>

The plan for this website is to provide a forum, firstly for B-24 images which have to date defied identification by team members from www.b24bestweb.com (the BBW Team) and secondly to put up other images which are all associated with the B-24 in one manner or another.

The trigger for Bob's interest in the B-24 was his father's service with the type. Murray (deceased 8 JUN 2009) joined the RAAF in late 1942 after initial service in the Militia and was selected for navigation training, qualifying as an Observer/Navigator/Bomb Aimer/Air Gunner at 1 AOS Cootamundra and 1 BAGS Evans Head by May 1943. To learn more about his service, see the website.

About Nose Art

The process of attaching artwork on B-24s to specific AAF serials is a complex one without a clear photograph showing both the name/artwork and serial. Since these are generally at 'opposite ends' of a B-24, getting both together in a readable form is not common.

The B-24 remained in production throughout the war and at a number of plants in addition to the two managed by CVAC/Convair. Each found its own specific way of doing things which can sometimes be discerned in a photograph. Additionally, modifications were constantly being incorporated into the production line, paint schemes and markings changed and these are also pointers towards probable serial ranges when they can be discerned.

The Stateside post-production modification centres also added their fingerprints to many airframes, followed by the field modifications often required by specific Army Air Forces across the globe; then there were the non-AAF Allied operators of the type, including AXIS and neutral countries which obtained small numbers of airframes.

The fact that 19,256 individual airframes were built makes the process just a little more difficult. Outside of a few single-engine fighters (Spitfire, Me-109) and some designs (particularly the IL-2) from the USSR,

the number of B-24s and its derivatives exceeds the production of almost all other aircraft types in history -- a record unlikely to ever be broken.

Because of the essentially transient nature of the B-24 in combat, artwork sometimes lasted a very short time. For those aircraft which lasted longer, crew or unit changes sometimes meant a change of artwork, and often different artwork was carried on either side of the nose of the same aircraft; relating the two can be difficult.

Photos themselves are ephemeral, personal cameras were not officially allowed, film was difficult to obtain and expensive and processing equally difficult. Censorship of both the artwork and the photographs meant that no record of all the artwork exists, and many photographs were thrown away in the years after the war. The artwork is often photographed in isolation from the rest of the airframe thus reducing identification features. Images available to the Team are often significantly degraded and lack the ID features we would look for. Many B-24s served in more than one role which involved paint-stripping or a full re-paint and thus a loss of artwork and the opportunity for fresh artwork.

Further complicating the task is the 70-year history of pilots, writers, journalists and historians who have unwittingly incorrectly "identified" B-24 names or artwork to serials; the BBW Team has been able to isolate and correct many of these errors and is working to negate those which they find.

Despite this accumulation of knowledge and experience, many images collected remain unidentified. My personal collection of B-24 images now exceeds the number of B-24s built by a factor of two, but still the BBW Team has accumulated a collection of images for which a specific ident has not been isolated. More are held than those displayed on the site's pages but if these could be identified we would make a large step forward.

If you have any information on any of the images, or just wish to share some comments with me, send me an email via the contact page or sign up to the **Bestweb WebBoard** at <http://b24bw.proboards.com/> and post your comments for all to see.



528th - Graham, Solon L., Pilot, Hill Crew, DOD July 21, 2019, Chillicothe, Ohio, reported by his son, Paul Graham

RAAF/530th - Crabtree, Edwin L., Pilot/Aircraft Commander, Cesario Crew (52), DOD July 27, 2019, Werribee, Victoria, Australia, reported by his friend, Bill Graham, and Daniel Stockton (b24bestweb.com)

530th - Peachey, Robert E., Gunner, Quinn Crew (57), DOD December 20, 2018, Huntley, Illinois, reported by his daughter, Barbara Conley

530th - Taylor, Charles B., Assistant Flight Engineer/Gunner, Huet and Cruze Crews (51), DOD October 13, 2019, Lebanon, Ohio, reported by his daughter, Lindy Taylor

Group - Casas, Molly M., Widow of Julian L. Casas (his DOD February 15, 2010), DOD August 13, 2019, Baldwin Park, California, reported on the 380th's FB Group page by her daughter, Molly Casas

POSTING ON THE 380TH'S FACEBOOK GROUP PAGES

Please follow these "rules" for posting on the 380th's Facebook Group Pages (and for all social media):

- ***Be kind and courteous!*** We're all in this together to create a welcoming environment. Let's treat everyone with respect. Healthy debates are natural, but kindness is required.
- ***No hate speech or bullying!*** Make sure everyone feels safe. Bullying of any kind isn't allowed, and degrading comments about things such as race, religion, culture, sexual orientation, gender or identity will not be tolerated.
- ***No promotions or spam.*** Give more to this group than you take. Self-promotion, spam, and irrelevant links aren't allowed.
- ***Respect everyone's privacy.*** Being part of this group requires mutual trust. Authentic, expressive discussions make groups great, but may also be sensitive and private. What's shared in the group should stay in the group.
- ***Photos uploaded must be referenced (if from an outside source and not your personal property). Please comply with all known copyright laws.***

Also, if you are asking to join the 380th's Facebook group pages, please be aware there are questions that need to be answered before you can be approved for membership.

Main group FB page: <https://www.facebook.com/groups/380th/>

In Memoriam FB page: <https://www.facebook.com/groups/1686408651610839/>

If you only answer YES to the questions about why you wish to join and if you have a family member who served with the group, your application will be denied. Please provide as much info as possible about the veteran and your desire to join the group. If you are recommending someone for membership, please make them aware of these application questions.

THANKS TO ALL WHO HAVE CONTRIBUTED TO OUR FB PAGES - WE HOPE YOU CONTINUE TO POST PHOTOS AND STORIES ABOUT YOUR VETERAN'S SERVICE DURING THE WAR AND AFTERWARDS! From time to time, some of these stories are used in this newsletter -- like the one from Craig Hutchison in this issue!

NOTICES

If you have any inquiries, requests, or other information you would like to relay to other 380th Bomb Group Association members, please write to: Barbara Gotham (see contact info below in "How to Report TAPS").

Also, if you have any information pertaining to any of the mail calls in any issue of THE FLYING CIRCUS, you can respond directly to the person inquiring (if contact info is provided) or to Barb Gotham to pass along to that person.

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

NOTE: IF YOU CHANGE YOUR EMAIL ADDRESS, PLEASE BE SURE TO SEND NOTICE OF YOUR NEW EMAIL ADDRESS.

Membership form is provided in this issue, but you also download a copy from the 380th website at:
<http://380th.org/2019Member-form.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 of all issues.

Got an idea for a story? Send email to 380th.ww2@gmail.com or mail to Barb Gotham at the USPS address shown below.

Looking for a gift for that special someone? Please consider 380th gear! Check out the order form in this issue and on our website at: <http://380th.org/Gear2019.pdf>

REMINDER -- The Transportation Security Administration (TSA) is reminding travelers that beginning **October 1, 2020**, every traveler must present a REAL ID-compliant driver's license, or another acceptable form of identification, to fly within the United States. Please check with your local bureau/department of motor vehicles for your state's list of requirements for the REAL ID. To learn more: <https://www.dhs.gov/real-id>

HOW TO REPORT TAPS

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

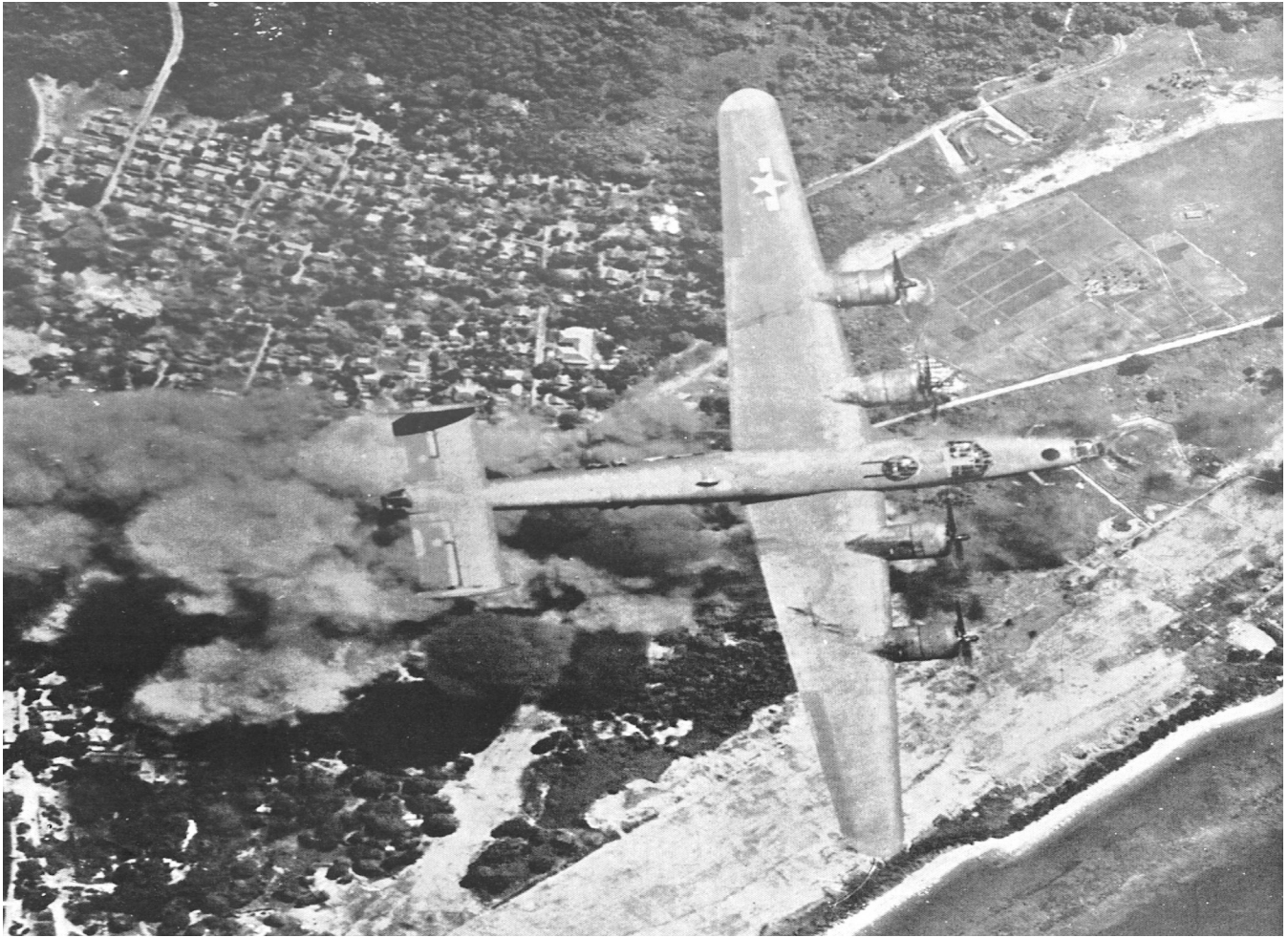
Or send email to: 380th.ww2@gmail.com

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

FACEBOOK

Search for the group *380th Bombardment Group (5th AF, WWII)* or go to
<https://www.facebook.com/groups/380th/>

To post obituaries and memorials, please use our *In Memoriam FB page*:
<https://www.facebook.com/groups/1686408651610839/>



*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.