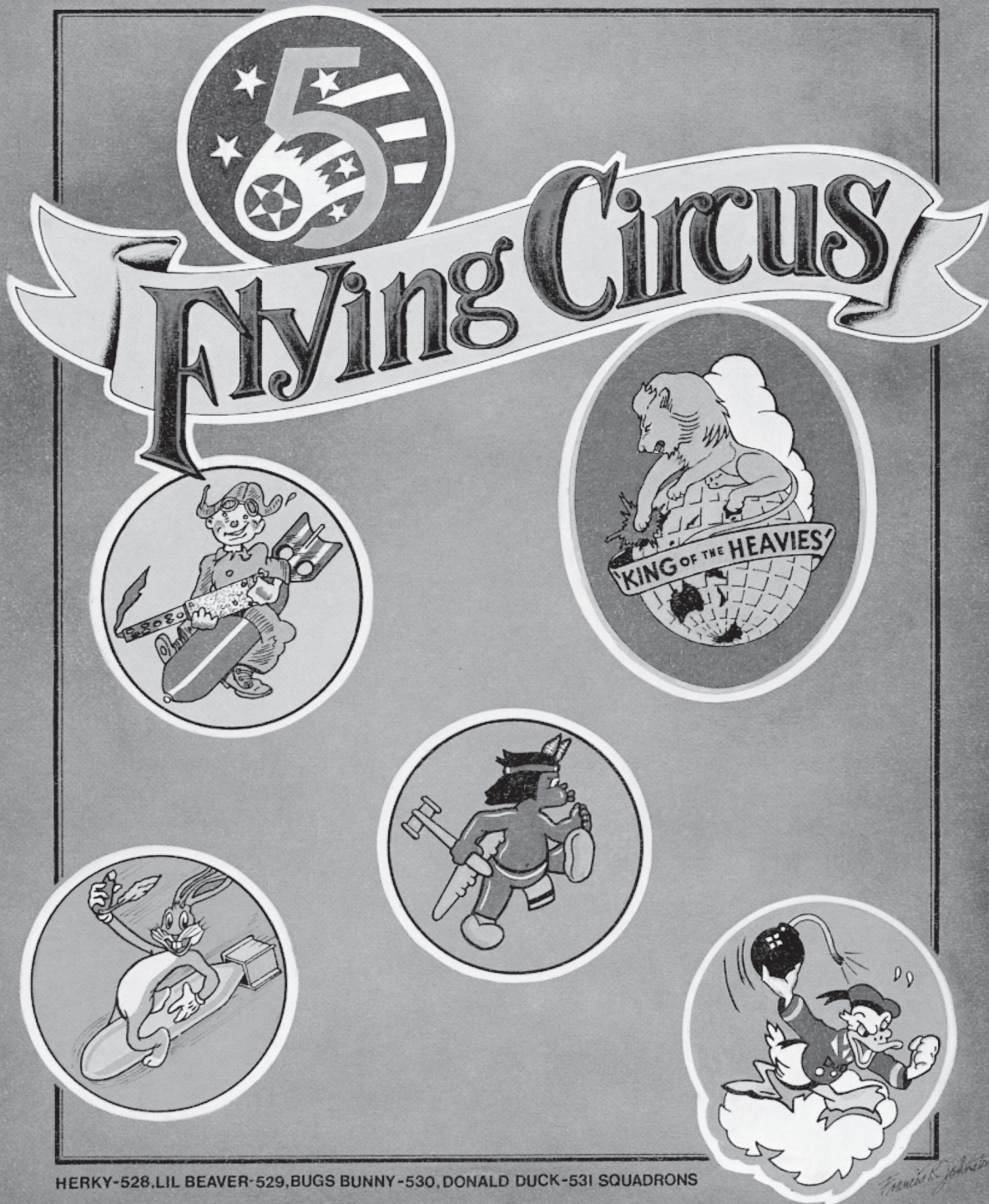


380TH BOMB GROUP



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 #70

AUGUST 2020

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Daniel E. Stoddard

Benjamin Ralph Kimlau
Kimlau Square, NYC

TAPS

Notices

For a membership/donation form or gear order form, please see a previous issue or go to our website links:

<http://380th.org/2020member-form.pdf>
<http://380th.org/Gear2020April.pdf>

HISTORIANS

Bob Alford
Glenn R. Horton Jr.
Gary L. Horton
William Shek Jr.
Robert Withorn

**HISTORY PROJECT
NEWSLETTERS
REUNION COORDINATOR
WEBPAGES – FINANCIAL**
Barbara J. Gotham

LINKS

Membership form:

[http://380th.org/
2020member-form.pdf](http://380th.org/2020member-form.pdf)

Gear order form:

<http://380th.org/Gear2020April.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/>

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

REAL ID ACT - EXTENSION OF DEADLINE

October 1, 2021

Due to circumstances resulting from the COVID-19 pandemic and the national emergency declaration, the Department of Homeland Security is extending the REAL ID enforcement deadline by a year. The new deadline for REAL ID enforcement is October 1, 2021.

Beginning October 1, 2021, every **air traveler** 18 years of age and older will need a REAL ID-compliant driver's license, state-issued enhanced driver's license, or another acceptable form of ID to fly within the United States.

Check for the star.

REAL ID-compliant cards are marked with a star at the top of the card. If you're not sure, contact your state driver's license agency on how to obtain a REAL ID compliant card.

For information by state, including where to obtain a REAL ID, visit the DHS REAL ID website and click your state on the map. <https://www.dhs.gov/real-id>

Note: Legacy Ohio driver's licenses have a gold star marking on the card; however, REAL ID compliant Ohio driver's licenses have a black cut-out star. If you are not sure whether your card is compliant, contact the Ohio driver's license issuing agency.

About enhanced driver's licenses.

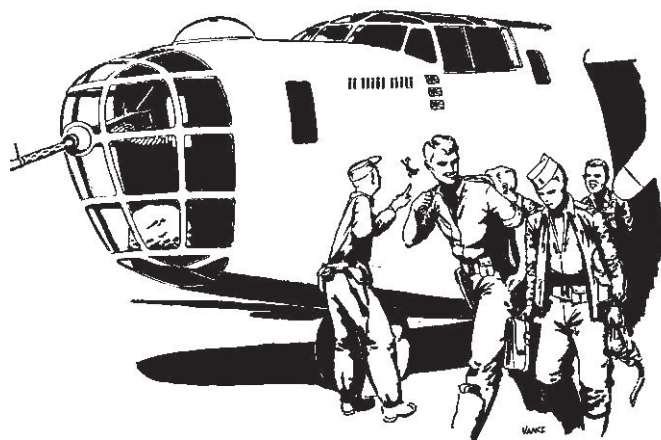
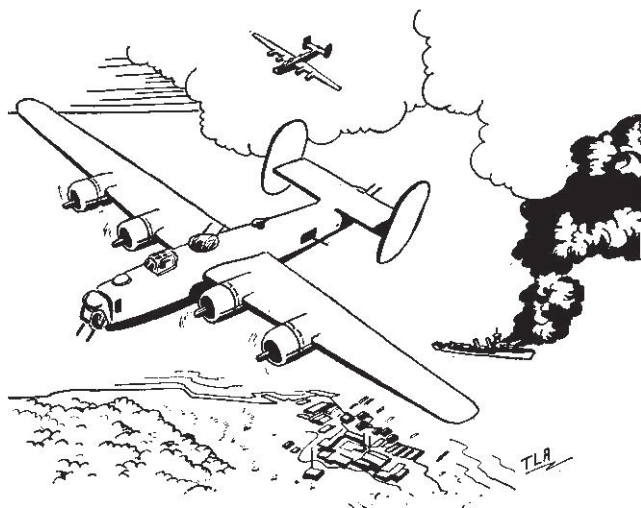
Michigan, Vermont, Minnesota, and New York states issue REAL ID and state-issued enhanced driver's licenses, both of which are acceptable. Washington state issues enhanced driver's licenses only.

State-issued enhanced driver's licenses are marked with a flag. These documents will be accepted at the airport security checkpoint when the REAL ID enforcement goes into effect.

It's the law.

Passed by Congress in 2005, the REAL ID Act enacted the 9/11 Commission's recommendation that the federal government "set standards for the issuance of sources of identification, such as driver's licenses." The Act and implementing regulations establish minimum security standards for state-issued driver's licenses and identification cards and prohibit federal agencies, like TSA, from accepting licenses and identification cards from states that do not meet these standards for official purposes, such as getting through the airport security checkpoint to board a plane.

More info/FAQs can be found at: <https://www.tsa.gov/real-id>



Drawings from the 1946 FLYING CIRCUS "blue book"

380TH CHAPLAINS / GLENN ROGERS

June 17, 2020

It was my privilege to serve as a Chaplain to the 380th Bomb Wing while stationed at Plattsburgh AFB from 1985-1988. It was my first assignment in the USAF, and I became fascinated in the history of the 380th Bomb Group of WWII. I volunteered in the PAFB Museum, and especially tried to find information on the chaplains assigned to the Group. There were few records, and the USAF wing historian told me, with a bit of a sneer, that "Air Force history" generally did not include such "unimportant people" as chaplains.

In September of 1986, the 380th WWII vets held a reunion at Plattsburgh. I served as an official escort. I learned many stories from these great guys, but I was especially happy to learn the names of Chaplain Harry Roark and Chaplain Tony Carroll, the original Protestant and Catholic Chaplains. Father Carroll had died some years before, but I was able to track down Chaplain Roark, and persuaded the Wing Commander to invite him to be the speaker for our annual base observance of the National Prayer Breakfast.

As a result, I was able to spend about three days with Dr. Roark, who regaled me with stories of his experiences as the chaplain, and gave me wonderful insights into the men he served. In those days, the chaplain was present at every pre-flight briefing and every senior staff meeting, and was the confidant of men of every rank and job. He had one of the most comprehensive observation points of anyone in the unit. From what I learned from the vets, Roark and Carroll were tireless, proactive chaplains, whose ministries permeated the 380th.

Chaplain Roark told me that he and Father Carroll were tentmates, worked well together, and grew to be close friends. They were both serious pastors, and shared a common view of that role, albeit from their differing theological perspectives. They both agreed that they would be ineffective unless they faced the same dangers and hardships of their flock.

In view of this, they persuaded the Group Commander, Lt. Col William Miller (whom Chaplain Roark profoundly admired), to allow them to fly on several combat missions. As Chaplain Roark said, "We knew that, if we didn't face the flak, we would never have the respect of the men who did." Col Miller had two stipulations: the chaplains would have to fulfil a real job on the aircraft (they were waist gunners) and they could only fly on Col Miller's own crew -- that way, if they got shot down, Col Miller wouldn't have to explain why they were on board against AAF regulations.

In October of 2004, soon after my return from Iraq, I was serving as Wing Chaplain at Hanscom AFB near Boston. I received notice that the 380th was going to hold a reunion there, and was requesting a Memorial Service in our base chapel. Rather than assigning it to one of the younger chaplains, I grabbed the opportunity to lead the Memorial Service myself. When the vets arrived, I began to

give the message by relating some stories that I had learned from Chaplain Roark, and the vets sat there in amazement, wondering how I knew about those things. When I told them, I was received as an old friend, and invited to the banquet that was held later that week. At the banquet, I was presented with a 380th Bomb Group jacket, and declared to be an honorary chaplain for the group.



Rogers,
Tom
Hunt,
Ted
Williams

Sadly, very soon thereafter, I learned that my wife was dying of cancer, so I had to relocate to California to care for her and her 95 year old father, so I never got to attend any more reunions.

I hope, therefore, that I will be able to thus contribute a little bit to the knowledge-base of the group, and hopefully preserve the important history of these great men.

I'm attaching a photo of Chaplains Roark and Carroll; Chaplain Roark did not remember Chaplain Waldo, but suspected he was a visitor from another unit. [Photo is included with the 380th Chaplains article later in this issue.]

Glenn D Rogers, Ch, Lt. Col, USAF
(Ret)
Middletown, Delaware



Glenn
Rogers at
the 2004
Boston
Reunion

380TH CHAPLAINS STORIES/PHOTOS FROM GLENN ROGERS

FATHER CARROLL

Although Father Carroll was only with the 380th for about a year, Chaplain Roark and he became great friends. Now that they are both gone, I can tell you a wonderful story that Chaplain Roark told me. Anthony "Tony" Carroll was a Jesuit priest, from Boston, who "entered the Society" at age 16 and attended Jesuit schools through Seminary.

Roark remembered him as a quiet, gentle man, who cared deeply for his men and served them as a faithful pastor -- traits I have learned also characterized Roark. Roark remembered Carroll having served as a missionary right out of Seminary, four or five years before being sent to the Army in 1940. Roark was the fifth officer on the list of the 380th; Carroll joined him in Australia. The fact that they had both a Protestant and Catholic chaplain in the 380th was probably due to the remote circumstances of their service.

Because he had been a Jesuit all his adult life he had never actually had a paycheck, and had no experience of the need for money to provide for himself. However, Father Carroll did enjoy a few pleasures, one of which was playing cards. Sadly, he wasn't a very good card player, but being very good natured, and enjoying the company of friends, and (worst of all) having little sense of the value of money in terms of paying for his food, clothes and other needs (as officers were required to do) he thought it was great fun to play cards even as he lost every penny of his paycheck.

The Ops Officer, however, DID understand the value of money, was a very good card player, and, more than once, cleaned kindly Father Carroll out of his cash. The Ops officer was, however, of Southern Baptist background, like Chaplain Roark, so Roark would march up to the Ops Officer's tent and demand that he return Father Carroll's money, giving him a stern lecture on the evils of gambling, etc. He got most of Father Carroll's money back.

I don't know how often this happened, but when Roark told me the story he could barely speak from laughter. I think it was one of Chaplain Roark's favorite memories of his time with the 380th, but, being a kind and diplomatic gentleman, not one he could relate to very many people.

This is an Anglican Chapel in Darwin, which offered services to the more "liturgical" Protestants (Episcopalians and Lutherans) and was used by the Catholic chaplain on occasion.



This was from some photos that were in the Memorial Chapel in Plattsburgh, which included the pictures of the chapel in Mindoro and of the Easter Services with Chaplain B.C. Trent. There was no detailed explanation with the photos, other than a small sticker identifying that it was the 380th Bomb Group in the Philippines. While at Plattsburgh, I spoke to BC Trent (he'd been retired for many years) on the phone. He recognized them from my description, and was able to identify them as Easter, but he didn't remember the photo of the Colonel, and he couldn't give me a date for the construction of the chapel. I've tagged it as Col Brissey, from comments made by Chaplain Roark. Roark thought the world of Col Miller. He was (diplomatically) less enthusiastic about Miller's successor. Chaplain Roark left the 380th about the time they moved to the Philippines and soon after Col Miller's departure and Brissey's taking command.



Col. Brissey at the dedication of the chapel on Mindoro



Easter Catholic Mass; this is the Catholic priest who replaced Father Carroll (name unknown, perhaps it was Herbert J. Leger; see next page)

380TH CHAPLAINS

According to the 380th records/history, there were four chaplains assigned to the Group:

- Carroll, Anthony G., O-386674 (to 380th 23 July 1944)
- Roark, Harry M., O-472682 (Initial Deployment, May 1943)
- Trent, B. C., O-522898 (380th entry date unknown)
- Leger, Herbert J., O-503272 (to 380th 3 January 1945)

Chaplains Waldo, Carroll, Roark
(Waldo was not with the 380th,
visiting at the time of this photo)

Carroll, Anthony G., Jesuit Chaplain

Born 9 Aug 1906, entered Jesuit society 14 Aug 1922, ordained 23 Jun 1935, died 1972 in Dallas, Texas.

Appointed to Army 12 Jan 1940. To the rank of Captain 24 Apr 1942; to Major 12 May 1945. Assignments: from 1942 to 1945 served with Army Air Force Units in Australia, New Guinea, Philippines and Japan. Served in the United States and overseas with 102nd Coast Artillery. Overseas with the following units: 380th Bombardment Group; 8th fighter Group; 5th Fighter Command. Reverted to inactive status 9 Nov 1946.

Taught at Boston University before the war. He was in the Pacific for some time prior to the 380th's arrival and was flown in light planes from island to island ministering to the needs of natives, as well as others.



Leger, Herbert J., presumed to be second Catholic Chaplain

Born 1 April 1906, Lynn, Massachusetts, died 31 Jan 1992, Boston, Massachusetts.

It is believed that Leger was the Catholic priest who replaced Father Carroll. Little is known about him or his service with the 380th. He arrived at the 380th on 3 Jan 1945. What is known from records found on Fold3 is that he enlisted on 29 Nov 1942, hometown Essex, Massachusetts, and at the time of enlistment he was working at St. Joseph's Parish (Catholic church) in Essex. He was released from active duty 2 Mar 1946.

Roark, Harry McCullar, Baptist Chaplain

Born 6 March 1912 near Duncan, Oklahoma; married Oma Boggs in Duncan, Oklahoma, November 23, 1932; he died 6 June 1997 in Shawnee, Oklahoma.

B.S. degree at Oklahoma Baptist University; Th.M. at Southwestern Baptist Theological Seminary, Fort Worth, Texas

Entered USAF in Wichita Falls, Texas, and went to Chaplain's school at Fort Ben Harrison, Indiana. From there went to Biggs Field as Base Chaplain. One of the first assigned to the 380th Bomb Group which was put together at Biggs Field, and went overseas with the group. He was at Fenton Field, Mambaloo, and Pinehaven. Conducted services at all these places as well as for some smaller groups. Sometimes he had 9 services on Sunday and 15 in a week.

Col. William Miller was 1st C.O.; Roark had the privilege of being in every major city in Australia, also many of the islands. Left the 380th in the Philippines and became Chaplain of the 417 Bomb Group (A20 outfit). He was in Pearl Harbor on his way home when the war ended.

After the war he went to Central Baptist Theological Seminary at Kansas City, Kansas, and finished his Th.D. degree. He pastored the First Baptist Church in Blackwell, Oklahoma, for 13 years and then at the First Baptist Church in Gainesville, Texas, where he was pastor for 21 years. He retired in 1981; after retirement, he served 2 terms as Mayor of Gainesville, Texas, and served on a number of boards and committees, both within the denomination and hometown and city.

(continued on next page)

380TH CHAPLAINS (continued)

Trent, B.C., Protestant Chaplain

Born in Hancock County, Eastern Tennessee, 8 October 1917. Graduated Hancock County High School, Morristown, Tennessee, in 1935. Graduated Texas Wesleyan College, Fort Worth, Texas, and entered the Chaplain Corp, U.S. Army, 1943. Assigned to the Army Air Corps; released from active duty December 1946. Recalled 1951; served in Korea, finishing his career as the PACAF Command Chaplain during the Vietnam War. He retired in 1973 and moved back to Eastern Tennessee; he died 17 December 2000, Morristown, Tennessee.

First assignment in 1943 was to the Chaplain School, Harvard University. After that assigned to Drew Field, Tampa, Florida. From there moved to a Signal Air Warning Battalion in Hattiesburg, Mississippi, to Camp Pinedale, California, and then to New Guinea. Moved from New Guinea to the Halmahera Islands, and from there to Luzon in the Philippines.

Joined the 380th Bomb Group on Mindoro (replacing Roark). He was able to have a chapel built on Mindoro (of ships' dunnage and nipa palm leaves). Trent moved with the 380th to Okinawa, and from there to Japan. Left Japan in December 1945, assigned to Chanute Field, Illinois, until December 1946. After released from active duty, attended Yale University Divinity School and soon after graduating he was recalled to active duty in 1951.

His assignments ranged from Scott Air Force Base (Illinois), Alaska, Lackland AFB (Texas), Enid (Oklahoma), Maxwell AFB (Alabama) where he was one of the original members of the Chaplain Writers Board, and Greenham Common Air Force Base (England). Upon return from England, he was assigned to HQ 15th AF, March AFB (California), from there to Hamilton AFB (California), and on to HQ ADC, Colorado Springs, Colorado, where he was Command Chaplain. His last assignment was Command Chaplain at HQ PACAF Hickam AFB, Hawaii.



Chaplain B.C. Trent; Easter Service, April 4, 1945; service outdoors before the chapel was completed



380th chapel that the men built in Mindoro, the Philippines.

Chaplain B.C. Trent



Sources:

- Information and photos provided by Glenn Rogers, from correspondence/interviews with Charles E. Schroeder, Harry Roark, and B.C. Trent.
- 2014 To Love and Serve: World War II Chaplains of the New England Province of Jesuits, by Joseph P. Duffy S.J.: <https://crossworks.holycross.edu/cgi/viewcontent.cgi?article=1004&context=nenprovhitory>
- Ancestry, fold3.com
- Legacy.com
- Find a Grave website
- 380th.org (Group Roster)

CELEBRATING THE 75TH ANNIVERSARY OF THE END OF WWII

August 15, 1945: V-J Day and the End of WWII July 31, 2020 by Jenny Ashcraft

The morning of August 15, 1945, dawned with the realization that after a long war resulting in some 60 million deaths worldwide, WWII was finally over and Victory in Japan (V-J Day) had arrived. Hours earlier, Emperor Hirohito announced Japan's unconditional surrender, bringing WWII hostilities around the world to an end. President Harry S. Truman declared a two-day holiday and the war-weary world breathed a collective sigh of relief.

It had been three months since Allies celebrated a victory in Europe (V-E Day), on May 8, 1945. That celebration, however, was tempered by the fact that war was still raging in the Pacific. With all attention being turned to Japan, Allied troops continued their assault in the Pacific. On June 21st, the US completed the capture of Okinawa providing a base for troops to launch a final assault on Japan.

In July, leaders from the Soviet Union, the United Kingdom, and the United States met at the Potsdam Conference where they agreed to insist upon an unconditional Japanese surrender. They warned that without a surrender, Japan would face "prompt and utter destruction." During the conference, President Truman hinted at the possibility of a weapon that may change the tides of war. Components for that weapon, were in fact, already en route to the Pacific aboard the USS Indianapolis. After delivering atomic bomb components to Tinian, Japanese torpedoes sunk the Indianapolis on July 30th. Ironically, it wasn't until V-J Day that word of the Indianapolis sinking reached the public, and on August 15th, the front page of many papers reported on both the Japanese surrender and the Indianapolis tragedy.

Meanwhile, aviators were rehearsing the atomic bombing mission, making practice flights in preparation. The Potsdam Conference wrapped up on August 2nd. Within one week, two nuclear weapons would be dropped on Japan resulting in the deaths of some 200,000 people, many of them civilians.

On August 6th, a B-29 bomber named Enola Gay dropped the first atomic bomb "Little Boy" on Hiroshima. A second B-29 bomber, Bockscar, dropped another atomic bomb, "Fat Man", on Nagasaki three

days later. The weapons delivered a devastating blow to Japan.

In the early morning hours of August 14th, the Federal Communications Commission was monitoring a Tokyo radio broadcast when they heard that an announcement accepting the terms of the Potsdam Conference was forthcoming. US Navy Admiral William Halsey, Jr., sent word to aircrews that were minutes away from their targets. "Cease firing, but if you see any enemy planes in the air, shoot them down in a friendly fashion," he said. That evening, August 14, 1945, the news became official when President Truman announced the suspension of hostilities and the unconditional surrender of Japan at 7:00 p.m. Allies announced the surrender in their capitals at the same hour. As the news spread, throngs of people took to the streets, horns blasted, and bells tolled in celebration. An unofficial V-J Day celebration began spontaneously. The United States would officially celebrate V-J Day when the official Japanese Instrument of Surrender was signed on the deck of the USS Missouri in Tokyo Bay on September 2, 1945.

Source: <https://blog.fold3.com/august-15-1945-v-j-day-and-the-end-of-wwii/>

Read Jenny's story on the 75th anniversary of the sinking of the USS Indianapolis: <https://blog.fold3.com/the-75th-anniversary-of-the-sinking-of-the-uss-indianapolis/>

NOTE FROM THE AUTHOR: *We love the 380th! You probably know that my colleague Todd Brewer's father served in the 380th (Courtney Brewer, 529th, Ground Staff, Armament, Armorer).*

As you know, we have the Unit History for the 380th on Fold3. I would love to have more photographs of this unit. Do you have any that you'd allow us to add to the 380th's page?

We can create a user-contributed collection of photos from the 380th. This would be a free collection and available to all. I think the best way to do that would be to ask your newsletter recipients to send any photos they would like to include in the collection to content@fold3.com. If they are personal photos, we'll have them sign a release allowing us to publish them. It would be a wonderful addition to the 380th content already on the site. Thanks so much!

Jenny Ashcraft



by ancestry

FENTON FIELD HOSPITALS - FOLLOW-UP

In Issue #69 (April 2020), Ken Heyman inquired about field hospitals. That issue provided photos and drawings from Doug Tilley's collection.

On 3 May 2020, Craig Bellamy sent this message:

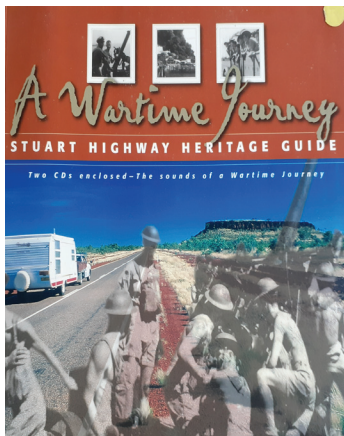
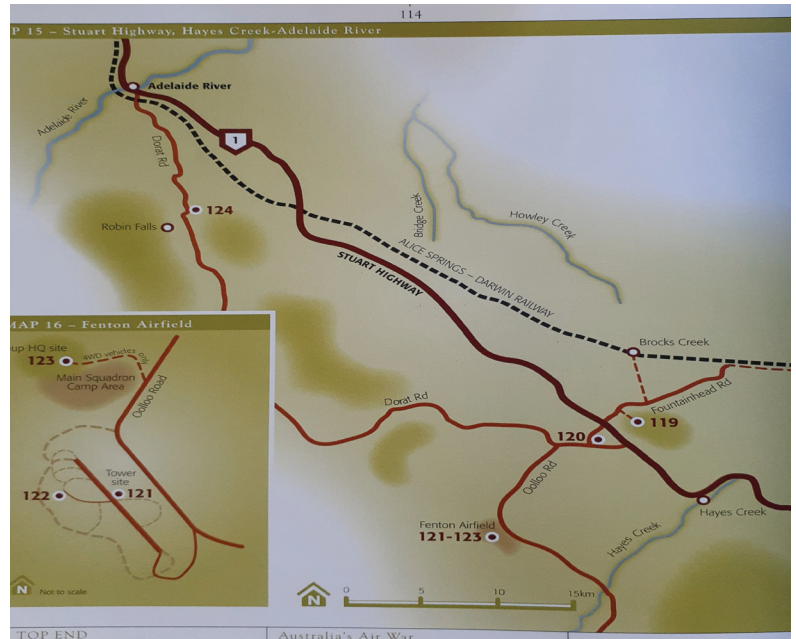
G'day Barb and Ken,

Apologies for the slow reply. I have now submitted my PhD. We then left Darwin in February and moved 4,000 kms south to Moonee Beach in Nthn NSW. We're still settling in.

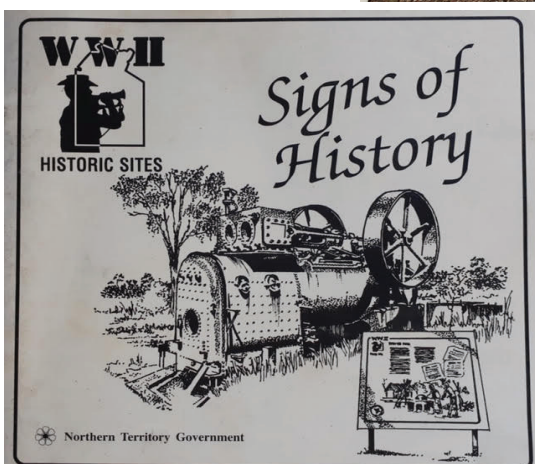
My research stuff arrived weeks later and is now in storage. We went up to the storage shed to meet the removalists and I managed to find a couple of NT history books which may help Ken with his query re his Dad being treated back in mid-1944.

The nearest US hospital (86 Station Hospital) was located on a hill on the corner of the North South Road (the Stuart Highway) and Fountainhead Road. I imagine that any of their records would probably be with the US NAA rather than in Australia. The other hospital a bit further away was the Australian 119 General Field Hospital at Adelaide River.

Hope this helps.
Cheers ... Craig



exposed location near the Darwin RAAF Station at Berimah. In March 1942, 22 nursing staff and 50 patients were transported to the new facility north of Adelaide River on land which was described by the matron as very low lying with thick bush...sanitary and bathing conditions were shocking, or should I say non-existent. The site was also located between fuel stocks and an ammunition dump.



SOUTH WEST PACIFIC AREA COMMAND

South West Pacific Area (SWPA) was the name given to the Allied supreme military command in the South West Pacific Theatre of World War II. It was one of four major Allied commands in the Pacific War. SWPA included the Philippines, Borneo, the Dutch East Indies (excluding Sumatra), East Timor, Australia, the Territories of Papua and New Guinea, and the western part of the Solomon Islands. It primarily consisted of United States and Australian forces, although Dutch, Filipino, British and other Allied forces also served in the SWPA.

General Douglas MacArthur was appointed as the Supreme Commander, Southwest Pacific Area, on its creation on 18 April 1942. He created five subordinate commands: Allied Land Forces, Allied Air Forces, Allied Naval Forces, United States Army Forces in Australia (USAFIA), and the United States Army Forces in the Philippines. The last command disappeared when Corregidor surrendered on 6 May 1942, while USAFIA became the United States Army Services of Supply,

Southwest Pacific Area (USASOS SWPA). In 1943 United States Army Forces in the Far East was reformed and assumed responsibility for administration, leaving USASOS as a purely logistical agency. Both were swept away in a reorganisation in 1945. The other three commands, Allied Land Forces, Allied Air Forces and Allied Naval Forces, remained until SWPA was abolished on 2 September 1945.

QUICK FACTS

Created: 18 April 1942

Disbanded; 2 September 1945

Engagements: Philippines Campaign (1941–42)

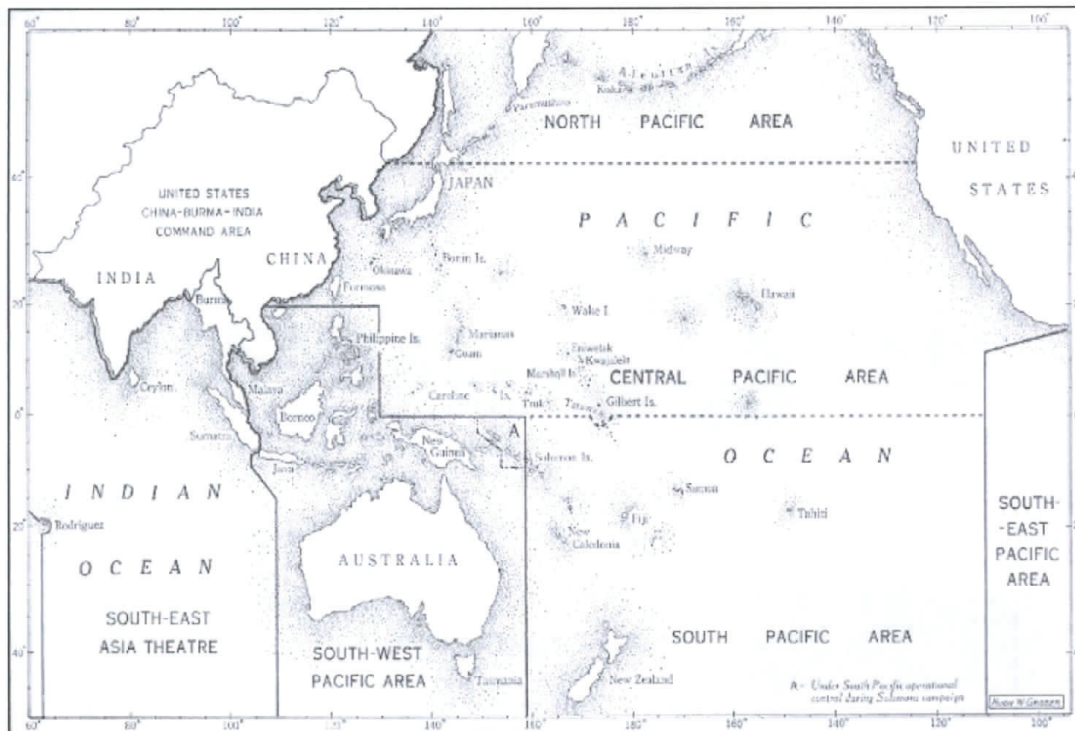
New Guinea campaign

Philippines Campaign (1944–45)

Borneo campaign (1945)

Source: [en.wikipedia.org/wiki/South_West_Pacific_Area_\(command\)](https://en.wikipedia.org/wiki/South_West_Pacific_Area_(command))

SOUTH WEST PACIFIC AREA DURING WW2



Source: <https://www.ozatwar.com/swpa.htm>

GREAT RESOURCE ... <https://www.ozatwar.com/>

Everything you wanted to know about military activities in Australia during WWII ... by Peter Dunn

GREEN ANT CREEK

May 2020: John Lakey sent the following email:

My father, Percival Keith (Gus) Lakey LAC 129143 RAAF, was posted with 5 Replenishment Centre to Green Ant Creek (which was approximately 5 miles from Fenton), and I'm reasonably sure that he was involved in supporting the 529th and 531st Squadrons of the 380th, at Long Airstrip. My question is, have you heard reference to 'Green Ant Creek'? And was it the name given to the base for Long Airstrip?

Reply from Bob Alford, June 10, 2020:

Green Ant Creek is about 8 km north of Fenton on the old North-South Road (Sturat Highway) and was a small centre for bombs and ammunition along with other requisites for No. 82 Wing RAAF and 21, 23 and 24 Squadrons - Long was east of Fenton.

5 RC may have serviced the 380th in its last days before moving up to Darwin but I've found nothing to substantiate this.

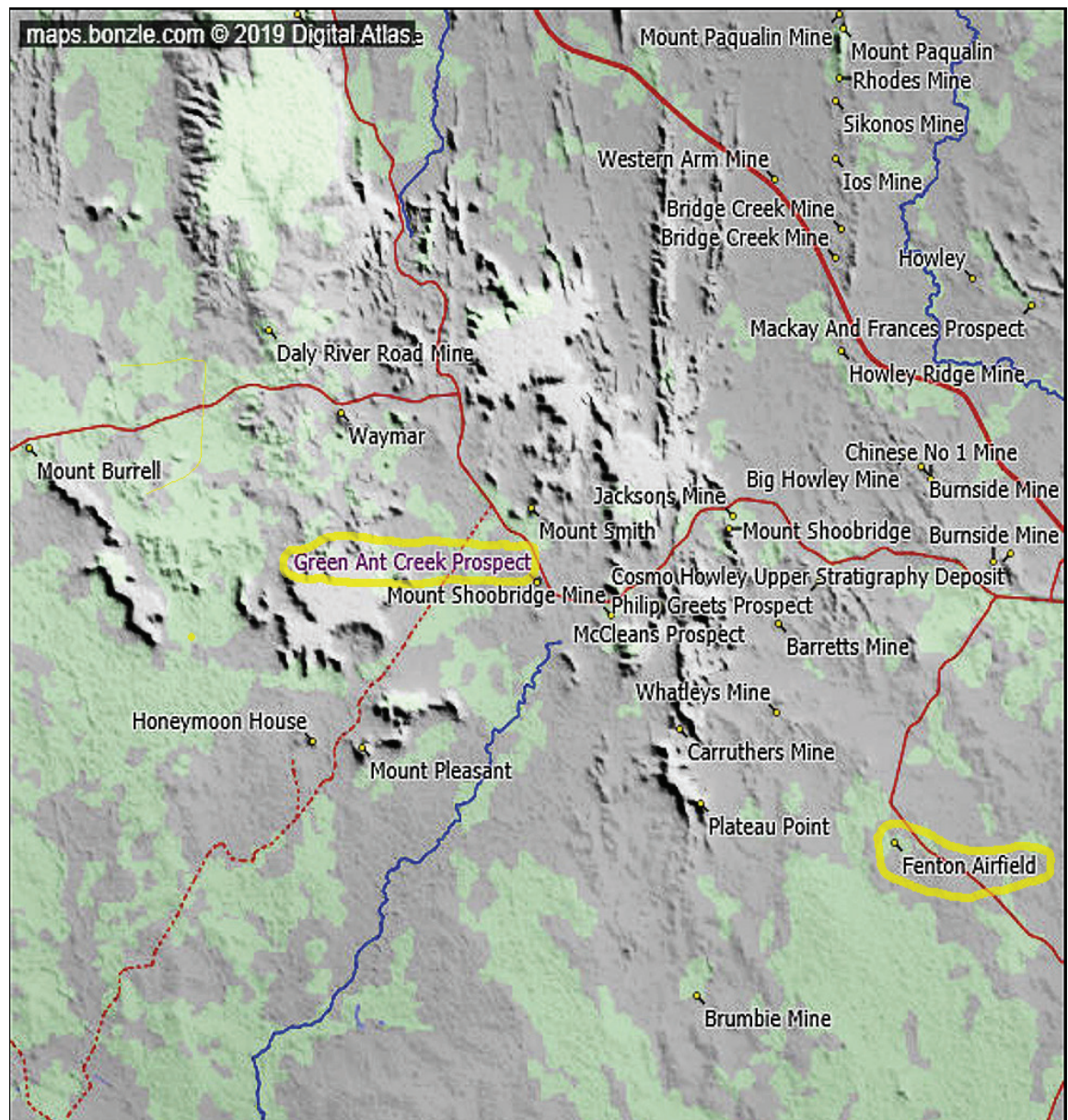
I went to the old 5RC site many moons ago and apart from some bomb crates and refuse there was nothing substantial that I could find.

Also on June 10, 2020:

Bill Shek found this map online of Green Ant Creek, and here's what he had to say about it:

It is to the N.W. of Fenton. It's in Litchfield National Park, but I haven't found any information about its history--only that it's a picturesque hiking area now.

I've attached a map showing the location in relation to Fenton (both circled in yellow). I'm curious about it. It was not the name of Long Strip.



CECIL “BOZ” PARSONS - RAAF

20 August 2020

I am writing to update you on some information about Cecil Parsons who flew with the 380th Bomb Group as a member of 531st Squadron USAAF and later 24 Squadron RAAF.

Cecil Parsons is my father-in-law and is better known by the name “Boz”. He celebrates his 102 birthday on the 12th September this year. Boz still lives in his own home with his wife, Barbara, who is 99 years old. He looks good but time is taking its toll, as is to be expected. Of his life, he says he’s been a lucky man. We who know him appreciate that this self-deprecating comment masks a man of much talent and even greater empathy.

He stills remembers fondly his connections with the USA. These began in late 1943 and early 1944 as he made his way from New York to San Francisco. Of course, his time in the 380th cemented these ties.

Boz Parsons joined the RAAF straight from Melbourne University and, after training in Canada, was posted to England. In early 1940 he joined the RAF’s 58 Squadron, based at Linton-on-Ouse, Yorkshire. As a Whitley captain, he completed a tour over Occupied Europe as a member of the RAF’s Bomber Command. His trips included the 1,000 Bomber Raids and he also took part in the infamous Berlin Raid on the 7th of November 1941, when so many of the older aircraft failed to return.

Transferring to the Pacific, Boz joined the US 380th Bombardment Group in 531st Squadron and then with 24 Squadron RAAF. Here he was based at the Fenton and Long Strips in Australia’s Northern Territory. Boz was awarded the

DFC for his insertion of Z Special units behind Japanese lines in New Guinea. At war’s end Boz was also involved in bringing POWs back to Australia from the Philippines.

Boz still enjoys flying and as recently as June this year he went up with his son, also an ex-RAAF pilot, in the Piper Arrow that they have shared for many years. Boz only gave up his pilot’s licence at age 94, when he was one of Australia’s oldest pilots.

I have attached a photo of Boz taken yesterday evening. I have also included a photo from about 20 years ago when he led the squadron in our ANZAC Day parade and a photo with his crew from the Northern Territory days. Boz is on the left in the front row.

The following link provides also some detail on his life experiences. It is a 15-minute interview that was done in 2014:

<https://vimeo.com/90429173>

Boz sends his best wishes to any members of the 380th who are still with us and their families.

Regards ... Michael O’Donnell

PARSONS’ CREW (82)

Parsons, Cecil E.R. (“Boz”) Parsons, Aircraft Commander/Pilot
Trewin, Sydney W., Co-Pilot
Jones, David S., Navigator
Gilbert, D.W., Bombardier
Fishwick, Ronald W., Flt Eng
Hagan, Alexander P., Radio Opr
Reynolds, Arthur N., Asst Radio Opr/Gunner
Hewat, Richard, Gunnery Ldr
Jones, Dudley D., Gunner
Munro, Errol W., Gunner



MAIL CALL

Young Thunder NhK <wodginamining@gmail.com>
May 25, 2020

My name is Ian Duggan, I am a West Australian and am presently writing a book about the Corunna Downs Airbase, north Western Australia during WWII.

On several occasions B-24 bombers from the US Army Air Corps 380th Bombardment Group flew operations from Corunna Downs after flying from Fenton Airbase in the Northern Territory. Their operations consisted mainly of bombing Japanese installations at Surabaya, Malang, and Bali in the then Dutch East Indies.

There is a photograph of the aircrew of a B-24 Liberator celebrating outside the Iron Clad Hotel in Marble Bar, possibly on the 15th of March 1943 after they had successfully photographed the Japanese installations at Surabaya. The mission was very successful. I do not know the source of the photograph or where I can copy same.

I would be very grateful if any members of your group have a copy of this photograph or any other photographs of the Corunna Downs Airbase, anecdotes or log book entries and could share them with me.

Thank you in anticipation ... Ian Duggan

May 2, 2020

Thank you for the newsletter showing my email and information on the crew of Bad Ass Bird II. However, on reading the excerpt from BEST IN THE SOUTHWEST (Glenn R. Horton, Jr.), I wish to provide additional information for the record in regards to the crew remains and aircraft – which is stated as not recovered. The following information is probably known by others but provided for those unaware.

The aircraft and its crew and passengers were located in 1946 by local inhabitants. The crash location was near a village called FAK FAK in Dutch New Guinea (at the time) now West Papua, Indonesia. The mountain they hit was Mt Baham. The remains of the crew and all passengers were recovered by a RAAF search party and as the aircraft captain was the only person identifiable, interred together in a Commonwealth War Grave at the Galala War Cemetery, Ambon, Indonesia. Following requests from the US Authorities, all remains, including the 6 Australian Servicemen, were re-interred in a common grave (No 402, Section 8) in the Jefferson Barracks National Cemetery, St Louis, Missouri, USA in 1951/2 .
Source: RAAF casualty records from the Australian National Archive Stephen Hart

The April 2020 (#69) issue had many envelopes (over 20!) returned by the post office due to addresses changes not reported or past the forwarding order. For those addressees who may have possibly died, sometimes obituaries can be found online, but not always.

Please, please, please ... if your address changes, your loved one who's receiving our newsletter dies, or you no longer want to receive the print version, please contact Barb Gotham (address on Contents and last page).

If you know the whereabouts of any of these addressees (particularly if they have died), please contact Barb Gotham:

Lillie Anderson (TX), 528th, Widow, Robert L Anderson
Ruth Bundy (NY), 528th, Widow, Howard Bundy
Viola Peterson (SD), 528th, Widow, Paul Peterson
Pauline Watson (NY), 528th, Widow, John Watson
Gene Brake (VA), 529th, Son, Edwin Brake
Norma Goecke (GA), 530th, Widow, Gordon Paul Goecke
Muril Moss (MD), 530th, Veteran
Jerry Wilson (Ohio), 530th, Veteran
Clyde Packer (MI), 531st, Veteran
Annabelle Scalese (PA), 531st, Widow, Jim Scalese

... Thank you!

Jun 13, 2020
<milasyoes@gmail.com>

Hello! I am looking for anyone that might have known the Mulholland Crew that crashed on Jan 8, 1944. They were Squadron 530 of the 380th. The waist gunner was my great Uncle Gene Schell. Any photos of Uncle Gene would really be helpful.

Milas Yoes

DANIEL E. STODDARD

May - June - August 2020

Maureen Stoddard Marlow had an inquiry about her father's service in the 380th. His name was Daniel E. Stoddard, and he was a gunner, with an ASN of 32897198; he arrived with the group 31 Aug 1945 (near war's end). The 380th records show this same ASN for two different crews in two different squadrons (Perry in the 531st, and Montiverde in the 530th; also, the name on the Montiverde roster is Dante E. Stoddard, which is possibly another error). Obviously in transcribing records, an error was made, since he couldn't have been in both of these squadrons at the same time! However, since Maureen mentions John Kelly and Warren Reetz as Stoddard's Air Corps friends (see below), it appears that Stoddard definitely flew with the Perry Crew (both of these men served on that crew). It is still a mystery why his ASN is listed on the Montiverde Crew. If anyone has any information on the Montiverde Crew (or more about the Perry Crew), please let Barb Gotham know so that she can pass the info along to Maureen.



Here are two photos Maureen sent of crew members in front of the B-24 named Embarrassed. In the left photo, Stoddard is in the front row, left. In the right photo, he is in the back row, second from left.

Maureen also shared the names of some of her dad's Air Corps friends. She writes:

These two friends we found out about in a story (historical) my dad wrote:

Bob McConnell--Dad trained with him at Westover Field, MA. He met up with him coincidentally while in Okinawa after the war had ended. This is the story my dad recounted:

The war had ended and I was on Okinawa. In order to keep your 50% bonus flight pay, we were required to fly a certain number of hours a month. One day I went out to the flight line and signed on as a crew member of a bomber that was flying to Tachikawa, Japan. At the flight line I ran into an old friend, Bob McConnell, with whom I had trained at Westover Field, Massachusetts. My visit caused me to miss my flight. The plane took off, crashed into our dining hall and everyone on board was killed. We jumped into a Jeep, drove down to the crash site and thought we had a survivor, a young man about my age of 20. It turned out he was thrown out upon impact, but died of a broken neck.



John Kelly--a bombardier he flew with on a training flight. Dad credited John for saving his life. Here's my dad's story:

In 1943 I joined the Army Air Corps and I learned to fly a plane before I drove a car. Like so many others, I became a washed out cadet and ended up as a tail gunner on a B24 Liberator Bomber. On a training flight I left my tail turret hooked on my walk-around oxygen supply bottle and proceeded to the front of the bomber. Without light, I made my way along the bomb bay and became entangled with cables. Struggling to free myself, with my oxygen almost gone, I was able to rap on the door of the bombardier, John Kelly, who hooked me up to the main oxygen supply. Here I credit John Kelly ... for saving my life.

A third person is **Warren Reetz**. We found a personal letter Warren, living in Detroit, wrote my dad in 1961. At the beginning and the end of the letter, he writes, "Nose to tail. Roger." My dad was a tail gunner, so Warren's position must have been in the nose (cockpit?). I found an obituary from 2017 for Warren's son, Larry, that states that Warren was deceased.

Thanks, Maureen, for sharing your Dad's stories with us!

Notes from the 380th Rosters: John W. Kelly, T-136185, Bombardier on Perry's Crew; he transferred to the 312th BG 18 Sep 1945. Warren W. Reetz, 35683112, Gunner on Perry's Crew; he returned home at the end of the war. Both men arrived at the 380th on 31 Aug 1945. No record of Bob McConnell in the 380th - apparently he was in another BG when Stoddard met him in Okinawa.

BENJAMIN RALPH KIMLAU

In February 2020, Barb Gotham received an email from Ron Romanowicz (Class of '68, Pennsylvania Military College, PMC Remembrance Project, PMC Museum at Widener University) requesting a photo of Ben Kimlau's 530th crew to be used as part of a panel display focusing on PMC alumni who served in WWII. This request led to Barb being sent the following information, text, and photos about 2Lt. Kimlau's life and the memorial installed in his honor in Chatham Square park in New York City. Thanks, Ron, for all the information!!

2Lt. Benjamin Ralph Kimlau
Class of 1942, Pennsylvania Military College
DOB 10 April 1918
DOD 5 March 1944
Burial at Arlington National Cemetery
Aircraft Commander, 530th Bomb Squadron, 380th Bomb Group, 5th Air Force

Benjamin Ralph Kimlau (1918–1944) was a Chinese American aviator and United States Air Force bomber pilot. Kimlau was born on April 10, 1918, in Concord, Massachusetts and moved to New York City with his parents in 1932. He attended DeWitt Clinton High School.

After graduation from high school in 1937, he made his first visit to China. On that trip he gained a first-hand knowledge of the Japanese aggression in the Far East. But little had he realized, then, that this conflagration was to be developed into a global war, and that he, himself, would be involved in it and would perish in the struggle for peace and justice.

The following year he returned to the United States and entered Pennsylvania Military College (now the United States Army War College) in Chester, Pennsylvania, from 1938 to 1942. He was president of his class at Pennsylvania Military College during junior and senior years. Photo to right is his college photo.

Upon graduation he was promoted to Field Artillery 2nd Lieutenant. With America at war, Kimlau joined the US Army Field Artillery. Interested in airborne defense, Kimlau transferred from Field Artillery to the United States Army Air Corps. After completion of his pilot training, he was assigned to the 380th Bombardment Group of the Fifth Air Force in Fenton, Australia. He arrived at the 380th in January 1944.

In Australia, Kimlau flew B-24 Liberator bombers in missions during the New Guinea campaign. His crew (pictured on the next page) flew nine missions, the first on January 19, 1944 (strike on Ambon).

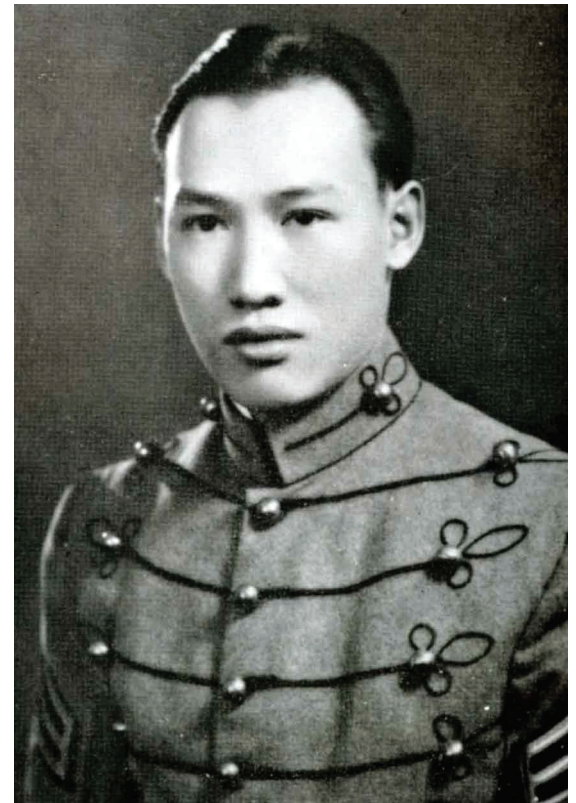
The Flying Circus had gone through considerable punishment in its support of General MacArthur's advances in the Bismarck Bay area. Considerable importance was attached to the operation in this area at that time because it marked the first offensive of

General MacArthur since his retreat from the Philippines. The control of the Bismarck Bay area would mean the trapping of fifty thousand enemy troops and the cutting off of the Japanese supply lines to New Guinea and nearby islands, thus, setting the stage for a return to the Philippines.

On February 27, 1944, a teletype came in the operation's room in Fenton Field calling for 24 Liberators with crews and ground personnel to take off for Port Moresby, New Guinea. Departing on February 28, the order was to bombard Hollandia, day and night, on the shores of Netherland, New Guinea. Lt. Ralph Kimlau, along with four other pilots, was one of the pilots assigned to this mission.

However, weather was reported bad over the hump to Hollandia when they arrived at Port Moresby. Therefore, they were requested to proceed to Nadzab, but leave the ground personnel at Port Moresby.

Nadzab was a small airdrome located near the North Shore of New Guinea. It had only a few fighter planes, and no bombers; it served as one of the outposts of the Fifth Air Force. This base was under-manned, ill-equipped



BENJAMIN RALPH KIMLAU (continued)



BEN KIMLAU'S 530th CREW

Back Row, L to R: Bill Quirk-BOMB, Val Morgan-NAV, Len Rattigan-CP and Ben Kimlau-P. The enlisted men cannot be identified with any acceptable degree of accuracy.

and poorly situated in the Markham Valley of New Guinea. Every take-off at night was a sweat job to these pilots because an intricate and precise pattern had to be flown on instruments to avoid smashing up in the hills which surrounded this airdrome [no GPS!].

Their first mission on this base, starting on March 1, was to bombard all Japanese airdromes and aircrafts around New Guinea to coordinate with the First Cavalry Division's landing in Los Negros Island in the Admiralties. For four days the men pounded relentlessly on Hansa, Nubia, Hollandia, Wewak and other points in this area.

And on March 5, the men were ordered to attack the Japanese rear line at Los Negros Island. The crews by this time were exhausted from constant action and flying. They were in no shape to take on the next mission, and the planes were badly in need of servicing. But the First Cavalry Division was already ashore in Los Negros Island and things were not going well. Japanese were pouring in wave after wave in counterattack. Therefore, the mission had to be accomplished.

It was on this mission that Lt. Benjamin Ralph Kimlau and his whole crew met their end. The following excerpt is from BEST IN THE SOUTHWEST by Glenn R. Horton, Jr.:

"Kimlau's take-off appeared flawless as the main gear functioned properly. ... Suddenly, the plane's #1 propeller was feathered as the engine began trailing a growing line of smoke. Troubles snowballed into a catastrophe when the left wing began an unstoppable dip. Kimlau and his co-pilot, 2Lt. Leonard J. Rattigan, fought the heavily loaded plane by

KIMLAU CREW (67)

Acft Cmdr: Kimlau, Benjamin R.
Pilot: Rattigan, Leonard J.
Navigator: Morgan, Val W.
Bombardier: Quirk, William F.
Flt Eng: Gordon, Allen W.
Radio Opr: Spungin, Benjamin (NMI)
Asst Flt Eng, Gunner: Stone, Clark D.
Gunner: Clarke, Edward K.
Gunner: Fleming, James H.
Gunner: Rogers, Cecil A.

using the ailerons and kicking the right rudder pedal hard. It didn't work for the left wing failed to come back up as the plane skidded to the right. People on the ground thought Kimlau was attempting a steep banking turn to re-align himself with the runway for an emergency landing. That probably wasn't the case for the left wing continued to drop down to near vertical, causing the stricken plane to fall 500 ft before the pilots were finally able to roll the bomber level. The corrective action was too late. [B-24 Serial 42-73124, unnamed] #124 pancaked left into the ground.

"The impact snapped the nose and rear sections away from the wings and scattered the eight 1000 lbs bombs without exploding them. Much to everyone's amazement, the pools of 100 octane gasoline saturating the grisly scene did not ignite during the rescue effort. Most of the flight deck crew were crushed beneath the martin upper turret and could not be removed until a hoist truck was brought in. When the top turret was finally pulled away, rescuers found Leonard Rattigan still alive, but gravely injured. He died several hours later, having never regained consciousness."

For their heroism and devotion to duty on this occasion and several others, the members of 380th Bombardment Group earned two Presidential Unit Citations.

KIMLAU SQUARE, NYC

Kimlau Square

This bustling memorial plaza was named after Lt. Benjamin Kimlau, a Chinese-American bomber pilot who died serving his country in World War II. An 18-foot tall memorial honors Lt. Kimlau and the many other Chinese-American soldiers who lost their lives defending the United States.

Located at the intersection of Oliver Street, East Broadway, the Bowery, and Park Row, Kimlau Square stands at the center of Chatham Square. In 1961, a local law named this island within Chatham Square in recognition of the contributions of Lt. Kimlau and the Lt. B.R. Kimlau Chinese Memorial Post 1291 (American Legion), founded by Chinese-American World War II veterans in 1945.

The Post gifted the Lt. Kimlau Memorial monument in 1961 with the renaming of the park. This memorial, designed by architect Poy G. Lee (1900-1968), is located at the head of Oliver Street and is reminiscent of a triumphal arch. The memorial stands eighteen feet nine inches in height and is sixteen feet wide. Inscribed on the memorial is a dedication in both English and Chinese: "In Memory of the Americans of Chinese Ancestry who lost their Lives in Defense of Freedom and Democracy." The site is also home to a statue of Lin Zexu or Yuanfu, a Qing dynasty-era scholar-warrior. Nearby, a larger-than-life bust of Confucius serves as an inspiration and important meeting place for the community.

The largest in New York City, the Post continues to promote numerous patriotic programs and community service initiatives within Chinatown. They have established and contributed to a capital fund for the construction of a recreation center at the Chinese Community Center, published the American Legion's first bilingual newsletter, and teach new immigrants basic English.

Sources:

- Ron Romanowicz, Class of '68, Pennsylvania Military College, PMC Remembrance Project, PMC Museum at Widener University, <https://pennsylvaniamilitarycollege.org/>
- BEST IN THE SOUTHWEST, Glenn R. Horton, Jr., 1995, Kimlau Crew photo and text, pp 184-187
- KING OF THE HEAVIES, Glenn R. Horton, Jr., and Gary L. Horton, 1983, "Admiralty Campaign," pp 54-57
- "Legion Dedicates War Memorial Arch," Chinese-American Times, Vol. 8, No. 5, May 1962
- https://military.wikia.org/wiki/Benjamin_Ralph_Kimlau
- Pennsylvania Military College News December 1944, April 1945
- <https://pennsylvaniamilitarycollege.org/class-1942-2/>
- American Legion Post: Lt B. R. Kimlau – The Story of His Heroic Supreme Sacrifice
- <https://ltkimlau.com/post-history/history-of-post-1291>
- <https://www.nycgovparks.org/parks/kimlau-square>
- Lt. B.R. Kimlau Chinese Memorial Post 1291, <https://ltkimlau.com/>





Group: Carroll, Anthony G., Ground Staff, Chaplain, DOD presumed to be in 1972, Dallas, Texas, notes/correspondence from Glenn Rogers

Group: Leger, Herbert James, Ground Staff, Chaplain, DOD January 31, 1992, Boston, Massachusetts, Find a Grave website

Group: Roark, Harry McCullar, Ground Staff, Chaplain, DOD June 6, 1997, Duncan, Oklahoma, Find a Grave website

Group: Trent, B.C., Ground Staff, Chaplain, DOD December 17, 2000, Morristown, Tennessee, Legacy website

528th: Brunner, Tilford L., Gunner, Hill's Crew (25), DOD January 19, 2018, Pilot Mountain, North Carolina, returned newsletter

528th: Brunner, Naomi, Wife of Tilford Brunner, DOD August 22, 2004, Pilot Mountain, North Carolina, returned newsletter

528th: Eriksen, Clyde L., Navigator, Greuel's Crew (14), DOD June 12, 2015, Huntley, Illinois, returned newsletter

528th: Long, Clyde E., Flight Engineer/Gunner, Harris's Crew, DOD June 6, 1984, Idaho, reported by his daughter, Martha Geeson

528th: Potenzzone, Silvio, Gunner, Burns' Crew (13), DOD December 27, 1993, Passaic County, New Jersey, reported by John Lakey

529th: Pawul, Frank J., Pilot, Kuehn's Crew, DOD August 17, 2020, Washington State, reported by Lilly White

529th: Strepko, Bernice M., Widow of Mitchell T. Strepko (his DOD November 19, 2016), DOD November 25, 2018, Lansford, Pennsylvania, returned newsletter

529th: Toepperwein, Georgia Lovelady, Widow of Clifton R. Toepperwein (his DOD February 24, 2012), DOD July 13, 2020, Boerne, Texas, reported by her daughter, Kim Marchwicki, and Bill Bever

530th: Allen, Carol, Widow of Edward E. Allen (his DOD June 15, 2015), DOD February 14, 2016, Bossier City, Louisiana, returned newsletter

530th: Baker, Mildred R., Widow of Kevin M. Baker (his DOD September 18, 2014), DOD January 26, 2015, Adrian, Michigan, returned newsletter



530th: LaShier, Mary Emma, Widow of John L. LaShier (his DOD August 13, 2015), DOD March 14, 2020, Johnson City, New York, returned newsletter

531st: Schott, Peter, Ground Crew, Armorer, DOD April 23, 1993, Drums, Pennsylvania, returned newsletter

CORRECTION:

531st: Buss, Fred, Radar Navigator, Various Crews, DOD June 7, 1988, George, Iowa, reported by his daughter, Betsy Buss

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.

The membership/donation form is not provided in this issue, but you can use one from an earlier issue, or download a copy from the 380th website at:

<http://380th.org/2020Member-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/Gear2020April.pdf>

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>

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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.