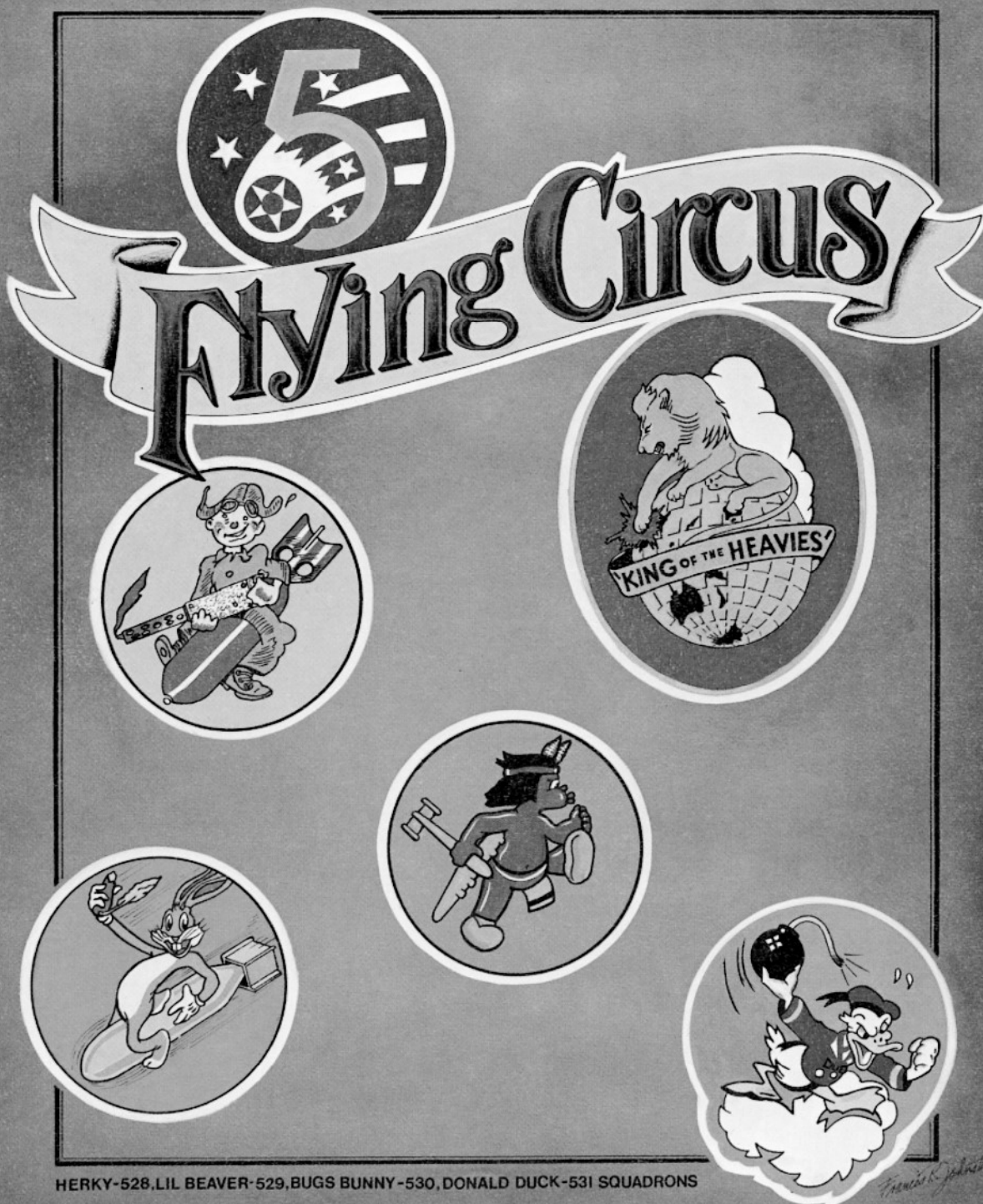


380TH BOMB GROUP



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 #71

FEBRUARY 2021

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LINKS

Membership form:

[http://380th.org/
2021member-form.pdf](http://380th.org/2021member-form.pdf)

Gear order form:

<http://380th.org/Gear2021.pdf>

Comments/TAPS notification:

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

FACEBOOK

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

In Memoriam page:

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

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.

PROTECTING YOURSELF FROM SCAMS

Veterans deserve many things: Praise. Honor. Security. Respect. Here's what they don't deserve: attempts to take advantage of their service. Yet every day, scammers attempt to swindle our veterans of their hard-earned benefits, steal their identity, take their life savings, and worse.

According to an AARP survey, veterans are twice as likely to fall victim to scams as the population at large. Some scammers offer veterans the opportunity to refinance Veterans Affairs (VA) loans at extremely low rates. Others will pose as government agencies in order to access personal information, or offer lump sum payments up front, in exchange for signing over all their future monthly benefit checks. There have even been instances where scammers will create fake charities that target veterans or pretend to be old friends offering "sure thing" investments.

Why are veterans so susceptible to these particular scams?

For starters, veterans implicitly trust fellow members of the military, making them vulnerable to imposters claiming to be veterans themselves. Sometimes, because of their military experiences, veterans also find it more difficult to recognize and combat the emotional manipulation used by scam artists.

That's why the U.S. Postal Inspection Service and AARP joined forces to create Operation Protect Veterans, and provide valuable information and resources that veterans, their loved ones, and their friends can use to help protect against scammers.

Together, we can fight back and take one small step to repay our veterans for the service they've given and the sacrifices they've made.

What can you do to protect yourself?

Don't give any personal information over the phone.

This includes bank account numbers, credit card numbers and your Social Security number.

Don't send/wire money or gift cards to anyone you don't know well.

Don't be pressured to act immediately. If you are dealing with a legitimate outfit, they won't try to pressure you to act before having a chance to check it out and

think about it. If they do, just say "no" and hang up.

Consult/check out the offer with a trusted family member, friend or your local veteran's affairs office before acting.

Verify any charity asking for money before sending it. There are several online services veterans can use, such as the Better Business Bureau, Charity Navigator, CharityWatch and GuideStar.

Do your homework. Get credible information on how to qualify for veterans' benefits by contacting your state veterans' affairs agency. Visit www.nasdva.us, and click on "Links."

To report a crime:

Call: 1-877-876-2455

Criminal Investigations Service Center

Attn: Mail Fraud

433 W. Harrison Street, Room 3255

Chicago, IL 60699-3255

Source and to learn more:

<https://www.uspis.gov/veterans/>

Most common scams targeting veterans:

Credit Card, VA Loan/Tech Support, IRS Tax, Update Your File Scam, "Secret" Veteran Benefits Scam, Pension Poaching Scam, Aid and Attendance Scam, Fake Charitable Giving Request, Benefits Buyout Offer, Bogus Employment Scam, Fraudulent Records Offer, VA Phishing Scam (posing as VA employees to get access to personal information), Veterans Choice Program Scam, GI Bill, Education Marketing Scam, Special Deals for Veterans Scam, Rental Scam, Romance/"Catfishing" Scams

General Scams

In addition to scams that specifically target veterans, there are an abundance of scams aimed at the general public to which veterans and older Americans are more susceptible. These including attempts to gain access to financial accounts ("phishing"), fake tech-support calls, fraudulent credit card/loan schemes, attempts to "collect" fictitious tax bills, fraudulent charities, investment scams, pyramid schemes, and more.

ADAM GILLESPIE - 531st SQUADRON RAAF AIRCRAFT COMMANDER

Jane Hutton, daughter of Adam Forsyth Gillespie (Aircraft Commander/Pilot, Gillespie Crew 94, RAAF/531st Squadron) sent this article about her father that she wrote a few years ago (2013) for the B-24 Liberator Museum outside Melbourne.

NOTES ABOUT THE GILLESPIE CREW: According to our records, this crew flew 10 missions with the 380th from **June 27, 1944, through August 9, 1944. Crew 94 (380th) Members:** Steve Gates (co-pilot); Desmond Brophy (navigator); Fred Clemow (bombardier); Ken (Geoffrey) Hiscock (bombardier); Hector Lutton (engineer); Clarrie Kelly (radio opr); Ted Daniel (gunnery leader); P.G. Hollis (gunner); W.L. Vaughn (gunner). Crew 94's service with the 380th appears to be for the short time period of late June to early August 1944.

Newsletter #69 (April 2020) included a photo Jane sent of an informal group portrait of the Gillespie crew with a Consolidated B-24 Liberator bomber aircraft of No. 21 Squadron RAAF, March 1945 (see the next article in this issue for more about the No. 21 Squadron RAAF).

In 2013 Bob Clemow (son of Robert Frederick Clemow) sent the following email about his father and the Gillespie crew: *My dad R F Clemow (known as Fred) was trained & flew missions with the US 380th 531st Liberators at Fenton in the Northern Territory, Australia. Then with 21 Sqn to Morotai. Nx4400775 as part of F/O Gillespie's crew. Please see to verify <http://cas.awm.gov.au/item/OG2446>. Fred went on those "impossible" long runs to bomb Balikpapan and shipping. After training at Parkes, New South Wales, as wireless operator and navigator, Fred had a fairly quiet opening to the war, flying in Avro Ansons on anti-submarine patrols from Laverton in Victoria with 67 Sqn. When his identical twin brother Bill was KIA 27 April 1943 in the European theatre, Fred couldn't get into that theatre due to the Japanese being Australia's priority but he transferred to Liberator training when the opportunity arose. As I understand it, Fred & Adam Gillespie hit it off upon their first meeting and flew together for all but a couple of missions.*

My father, Adam Gillespie, always wanted to learn to fly. Born in 1917, he followed the stories of the early aviators and after his 21st birthday, he went to a flying school at Mascot, Sydney.

He learned to fly over several months, gaining his licence in 1938—about one day after his sister Winifred gained hers! While working full-time for a stockbroker, he gained his "hours" on weekends by taking people for joyrides over the city's latest attraction, "The Sydney Harbour Bridge."

When WWII broke out, he went to the Air Force to join up, but because he could already fly, they wanted him to become an Instructor immediately. He preferred to do something overseas and so he waited until early the next year and trained with the No 1 course of the EATS program along with Clive Caldwell, Marcel Dekyvere and others.

Following final training in Canada where he gained his Wings, he served in the UK in Coastal Command and then in West Africa (Bathurst, Takoradi, Lagos, etc), before returning to Australia as an instructor at Sale, Victoria.

Gillespie receiving his wings in Calgary, Canada



In 1944, he was re-trained in Port Moresby to fly B-24 Long Range Bombers known as B 2 dozens. The training was conducted by the 380th Bomb Group of the American Army Air Corps. I understand he flew with his first crew on a B-24 called MILADY which later crashed while under the command of an American pilot when Dad was on leave.

After this, Dad flew with a crew that included co-pilot Cliff Craven [assumed to be with the No. 21 Squadron RAAF, since Craven isn't listed in the 380th records and this crew only flew with the 380th from June-August 1944].

Dad's stories of the war always interested his family because they were of places we could only imagine: Lagos, The Gambia, Fort Lamy, Takoradi, the Gambia, Cairo etc. We knew he had taken part in the Battle for Borneo, and places like Balikpapan, Tarakan and Morotai rolled off our tongues easily but I don't think my brother, Angus, or I could have pointed these places out on a map the way we could the exotic African locations!

After the War ended, his experiences in commanding a 4-engined aircraft probably helped him into a career in aviation with TAA, ANA, BCPA, and finally Qantas. Dad took our mother to quite a few "Flying Circus" reunions in the USA, always maintaining his interest in the "heavies."

So my brother and I grew up; I married and had a daughter who at 16 was asked to a tennis party to meet some boys who had moved to Sydney from the Hunter Valley area.

ADAM GILLESPIE (continued)



Adam with his brother David in Darwin during WWII

Photo of crew and their names. Note that Steve Gates who was with them in the 380th isn't with this crew, and there are two new men: Cliff Craven and Bill Patterson. All other members who served in the 380th are pictured here.



Top Row from left to right:

Ted Daniel; Cliff Craven; Adam Gillespie; Des Brothy; Hec Lutton; Bill Patterson

Front Row:

Ken Hiscock; Fred Clemow; Clarrie Kelly; Phil Hollis; W Vaughn

Adam Gillespie is bottom left, 2nd in (big mustache), Ken Hiscock next to Adam

These boys became firm friends of Lucy and her school friends, friendships which have lasted until today. In the meantime, the parents of the boys became our friends too and since 2003 we have shared yachting holidays which have given us all lots of time to talk and reminisce. On one of these trips, our friend Dawne mentioned her father's name and that he had been in the RAAF. He had died young, when she was only about 9 years old and that his surname was Craven. I never thought to mention it to my father (who was in his late 80s at the time).

After many years in the same house, my mother moved after my father died at age 88 in 2005. Sorting through his lifetime collection of papers, log books and memorabilia, imagine my surprise, when I came across a photo of his crew and on the back were the names of each of the crew including—Cliff Craven!

What a lost opportunity for the Craven boys to have heard stories of their Grandfather from my father who knew them quite well and had, in fact, only lived a few streets away following their move to Sydney.

Cliff's son has printed off the relevant pages of his log and there is my father's immediately recognizable signature on most pages. I was so excited when we worked out this extraordinary relationship, I rang to speak to Ken Hiscock, the crew's "young" navigator (19 at the time), only to find that he had died in August 2012. This may have been Dawne's family's last chance to find out more about Cliff Craven.

Some years before Dad died, Ken had contacted my father through the Liberator B24 Restoration Fund to which my father belonged and contributed for a number of years. They met up in Sydney and an article appeared in the Launceston paper; they hadn't seen each other from the day in 1945 when Dad went on leave before the war ended. Ken told me that one Friday he was in the Air Force and the next Monday he was studying Dentistry in Adelaide.

What an extraordinary co-incidence; who could have imagined that the daughters of the two pilots would meet up and become friends one day, that the boys would meet my father many times, and no one would know how close they were to learning more about Cliff Craven.

I don't know of any remaining crew members, nor did Nonna Hiscock, but perhaps there is someone out there who remembers them both. If so, please feel free to contact me at jhutton@hayton.com.au.

NO. 21 SQUADRON RAAF

No. 21 (City of Melbourne) Squadron RAAF is a Royal Australian Air Force (RAAF) general reserve squadron. Formed in the mid-1930s as a unit of the part-time Citizen Air Force (CAF), it was mobilised for service during World War II, when it saw action against the Japanese as a fighter unit in the Malayan campaign, a dive bomber unit in the New Guinea campaign, and a heavy bomber unit in the Borneo campaign. After the war, the squadron continued to fly until 1960, when the CAF ceased flying operations. At that time, No. 21 Squadron converted to a non-flying support role, which it currently fulfils at RAAF Williams.

Bomber Squadron in New Guinea and Australia

After service in Singapore and Malaya (WWII) from 1940-1942, the squadron was disbanded in March 1942 in Fremantle, Australia. In September 1943 No. 21 Squadron was re-formed at Gawler, South Australia, and re-equipped with Vultee Vengeance dive-bombers. In November the unit moved to Lowood, Queensland, for advanced training. In January and February 1944 the squadron transferred to Nadzab in New Guinea to undertake operations. By the end of February the unit had commenced attacks on Japanese barge hide-outs on the Wagol River. Supply dumps and concentrations of troops were also attacked and the squadron took part in large air raids on the Japanese air-strips at Hansa Bay, Madang and Alexishafen in concert with Nos. 23 and 24 Squadrons.

Following further attacks in March against Japanese camps around Pommern Bay and Rempi village, the Vengeance was withdrawn from front-line operational service in New Guinea, as Allied commanders deemed its short flying range unsuitable for the conditions. As a result, No. 21 Squadron returned to Australia on 13 March 1944. Moving to Camden, New South Wales, and then Leyburn, Queensland, the squadron converted to Consolidated B-24 Liberator heavy bombers in June 1944. Conversion training took six months and as a result, the unit did not see operational service again until 11 January 1945, when, as part of No. 82 Wing RAAF, it attacked targets at Laga and a radio station at Moena Island, operating out of Fenton. During January and February more than a hundred missions were flown against Japanese targets. On 6 April, near Koepang, along with Liberators from No. 24 Squadron, the squadron attacked a convoy of ships including the cruiser Isuzu. The attack proved unsuccessful. Other targets attacked included troop areas at Tawo and fuel tanks in Tarakan and Borneo. From July, while the main force remained at Fenton, the squadron sent a detachment to Morotai Island. In the final months of the war the squadron's last operations were concentrated around supporting the Allied landings at Labuan and Balikpapan.

Following the end of the war the unit's aircraft were used as shipping escorts and as transports before returning to Tocumwal, New South Wales. During the war, 42 men from the squadron were killed in action or died on active service. Members from the squadron received the following decorations: five Distinguished Flying Crosses Malaya 1941–1942, New Guinea 1944, Markham Valley 1944, Morotai, and Borneo 1945) and one Mention in Despatches.

Photo: The crew of a No. 21 Squadron Liberator at Fenton Airfield, Northern Territory



Post-war

In April 1946, the squadron relocated to RAAF Base Amberley and in December 1947, No. 21 Squadron began to replace its Liberators with Avro Lincoln bombers. An aircraft was lost at Amberley on 19 February 1948, killing all 16 people on board. After being briefly renamed No. 2 Squadron from February to April 1948, the squadron was re-formed as No. 21 (City of Melbourne) Squadron at RAAF Laverton as a Citizen Air Force (reserve) fighter squadron. It flew CAC Wirraway, P-51 Mustang and de Havilland Vampire aircraft from 1948 until 1960. It also operated a Sikorsky S-51 helicopter in a search and rescue role and in 1959 the Wirraways were replaced by Winjeels.

The squadron ceased flying operations on 2 June 1960, when the role was removed from the CAF's responsibility. It subsequently became a non-flying general reserve squadron headquartered at RAAF Williams near Melbourne. On 1 July 2010, No. 21 (City of Melbourne) Squadron amalgamated with Combat Support Unit Williams to become an integrated Permanent Air Force and Reserve unit responsible for airfield and base support and reserve training.

Source: https://en.wikipedia.org/wiki/No._21_Squadron_RAAF

380th "BLUE BOOK" on fold3.com

The first history of the 380th (1946, by the Intelligence Section, edited by Jim Fain et al.), cover pictured here and known as the "Blue Book," has been scanned and can be found in its entirety at the following website:
<https://www.fold3.com/image/624157773>

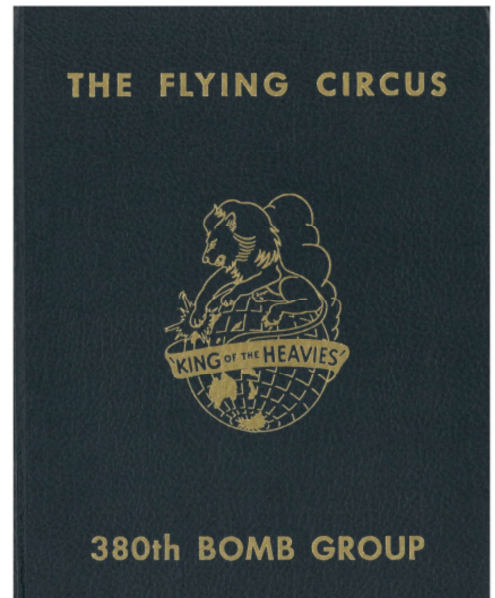
This book contains stories, photos, and information about the 380th's service during WWII. It is a valuable resource for both professional and amateur historians.

FYI - The picture on the back of our newsletters is from this book!



THE HISTORY OF
THE 380th BOMB GROUP (H) AAF
AFFECTIONATELY KNOWN AS
THE FLYING CIRCUS

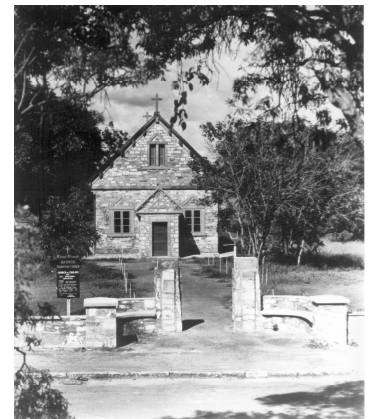
November 1942 - September 1945



FOLLOW-UP ON CHAPLAINS STORY FROM NEWSLETTER #70

The Anglican Chapel shown on p.4 of Newsletter #70 was almost totally destroyed by Cyclone Tracy in 1974. A very modern-looking church has been built in its place and you will see in the attached image that the porch from the old church was incorporated into the new building.

Bob Livingstone



BAIL-OUT BELLE

In October 2020, Steve Birdsall (Narrabeen NSW, Australia) sent the following message and photo:

I'm in a retirement village that's colloquially known as "War Vets" because it started out during the 1930s Depression as a retirement home for WWI veterans. Anyway, they have a little war museum here and I was surprised - pleasantly surprised - to see a large photo of Bail-Out Belle prominently displayed (right side of photo).



THE BATTLE OF THE PHILIPPINE SEA - JUNE 19-20, 1944

June 1, 2020 by Jenny Ashcraft

<https://blog.fold3.com/june-19-20-1944-the-battle-of-the-philippine-sea/>

(Used with permission of author)

The Battle of the Philippine Sea was a naval battle fought June 19-20, 1944, in the Philippine Sea several hundred miles west of Saipan near the Mariana Islands between the United States Navy and the Japanese Imperial Navy. It resulted in a decisive American victory that put American forces within bombing range of the Japanese mainland. It was the largest aircraft carrier action in WWII.

Guam, a U.S. territory and part of the Mariana Islands, was captured by Japan in 1941. Japan established airbases on Guam, Saipan, and Tinian. In an effort to capture the Marianas, U.S. Marines stormed the beaches of the northerly island of Saipan on June 15, 1944. They hoped to place the US within striking distance of Japan and block their supply lines.

Grumman F6F-3 fighter lands aboard the USS Lexington during the Battle of the Philippine Sea

In response, Japan sent the Japanese Combined Fleet to the Marianas. The Japanese fleet was spotted by US subs, who alerted Task Force 58 comprised of 15 aircraft carriers to intercept. On the morning of June 19, 1944, Japan launched an attack, sending aircraft in four waves to attack the American fleet. In response, the U.S. scrambled 450 fighters and the ensuing Battle of the Philippine Sea became the largest aircraft carrier battle ever fought.

Having lost many of its experienced pilots in the Solomon and Marshall Islands, Japan's pilots lacked the experience of their American counterparts. Some had just three months of training. The Americans also had superior technology and equipment, including the highly classified new proximity fuses. The aerial battle became known as the "Great Marianas Turkey Shoot" when an American aviator compared it to Turkey hunting back home. More than 400 Japanese aircraft were destroyed.

The USS Wasp under attack during the Battle of the Philippine Sea

As the day progressed, U.S. subs sank several Japanese aircraft carriers. Japanese fighters did manage a direct hit on the deck of the USS South Dakota, but the ship

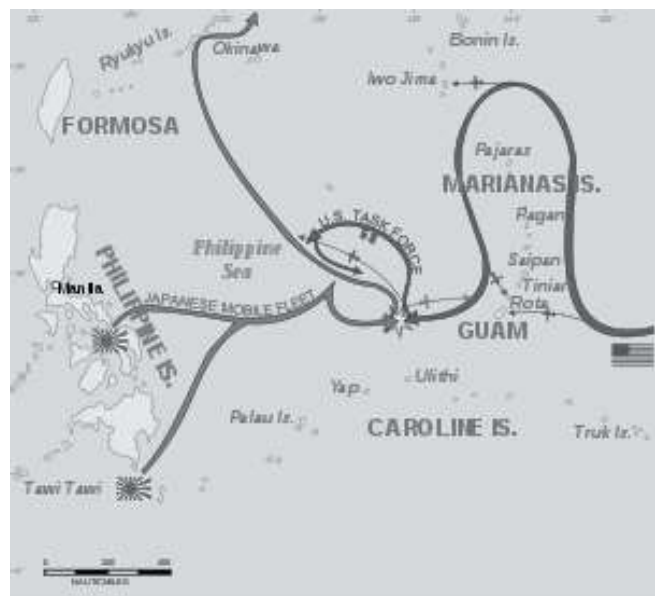
remained operational. On June 20th, the US Navy spent most of the day trying to locate the remaining ships in the Japanese fleet. They were finally spotted in the afternoon and a risky decision was made to proceed with another attack. It meant that pilots would fly in the dark and risk running out of fuel. During the attack, US forces managed to sink a third Japanese carrier. While returning to their home carriers and low on fuel, pilots struggled to find their ships in the darkness. Some had to ditch in the sea. Finally, despite the danger, the carrier's lights were ordered illuminated to guide the pilots safely back. Despite the efforts, more than 80 American planes were lost.

A Japanese bomb barely misses the USS Bunker Hill during the Battle of the Philippine Sea. Japanese losses were far greater, with three carriers sunk and most of their aircraft destroyed. The battle allowed the US Navy to dominate the Pacific and open access to the Philippine and Japanese islands. The operation also allowed US forces to provide support to the ongoing Marine invasion of the Marianas Islands.

If you would like to learn more about the Battle of the Philippine Sea and see other WWII records, search Fold3 today.

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

fold3 
by ancestry



Map source: https://en.wikipedia.org/wiki/Battle_of_the_Philippine_Sea

MISSING AIR CREW REPORTS (MACR) - WWII

Another great resource from fold3.com!

<https://www.fold3.com/title/95/missing-air-crew-reports-wwii/>
No. of Records: 819,382 · Complete: 99%

Description

by Craig R. Scott, CG

The images in this series reproduce more than 16,605 case files of Missing Air Crew Reports (MACRs) and related records of the US Army Air Forces, 1942-1947. In 1943, the Army Air Force recommended the adoption of a special form for reporting the last known circumstances of missing air crews. These reports had to be filed within 48 hours of an aircraft or its occupants being declared either destroyed or missing in action.

The MACR case files are arranged numerically in a single sequence 1-16708 and there may be as many as three MACRs on a single page. There are duplicate numbers in the sequence.

Note that while this title is officially dated 1942-1947, it includes some records for 1941 and 1948 as well.

Document types

Missing Air Crew Report

The AFPPA-14 is the basic document in each case file, but not all case files contain this document. For military personnel, the information covers full name, grade, army service numbers, organizations, and home stations. For civilians, the information covers full names, positions, and employers. For the aircraft, it covers the time it was lost. Also required was a statement that the emergency addressee of each occupant had been notified, or that the house station commander had been requested to make such notification. Not all of the reports contain all of this information.

Individual Casualty Questionnaire

The AFPPA-11 was completed by a witness to the loss of a single crew member. It contains the name, rank, serial number, and crew position of the casualty, the number, date, and destination of the mission, the name of the respondent. The respondent was not a member of the flight crew.

Casualty Questionnaire

The AFPPA-12 was completed by a member of the crew who had survived the mishap and responded to questions about the flight, and all remaining members of the crew.

Documents relating to the loss

Many files contain a "statement" or brief narrative account of the occurrence, signed by members of the crew or an eyewitness to the crash. Occasionally, the files may include aerial photographs of the crash site and of the aircraft, annotated maps of the flight pattern, and the location of the crash. Files relating to aircraft losses over German-occupied Europe often include German documents captured at the end of the war or English translations of these documents. These records typically indicate air

crew survivors, the prisoner-of-war camp or place of incarceration. The burial place of dead airmen is sometimes indicated.

Using the collection

Records are organized by year then by aircraft serial number. To locate a name, use Search.

There are 25 additional images (No. 5970 – 5990-4) at the end of the images that deal with air crashes with references to pertinent captured German records; a battle casualty report of the XXI Bomber Command for January 1945; a listing of zones, types, models, and series of aircraft; rosters of Army Air Force casualties; and of airplane crashes by type, model and series; miscellaneous correspondence; and a listing of aircraft crashes from January to November 1947.

Related records

Further information can be found in the central decimal file and the World War II Combat Mission Reports of the Records of the Army Air Force in Record Group 18; in the German prisoner-of-war files (Luftgaukommando) in the National Archives Collection of Foreign Records Seized in Record Group 242, National Archives Collection of Foreign Records Seized, 1675 - 1983; and in the listings of American prisoners-of-war in Record Group 389, Records of the Office of the Provost Marshal General.

Source

These records are scanned from 5,992 microfiche found in the National Archives microfiche publication, M1380, Missing Air Crew Reports (MACRs) of the US Army Air Forces, 1942 – 1947. The original records are located in Record Group 92, Records of the Office of the Quartermaster General in the National Archives.

About the contributor

A professional genealogical and historical researcher for more than twenty years, Craig R Scott is a Certified Genealogist who specializes in the records of the National Archives, especially those that relate to the military. He is a member of the Company of Military Historians, on the Board of Directors of the Association of Professional Genealogists, and has served in the past on the boards of the Virginia Genealogical Society and the Maryland Genealogical Society. He is the author of *The 'Lost Pensions': Settled Accounts of the Act of 6 April 1838 and Records of the Accounting Officers of the Department of the Treasury, Inventory 14 (Revised)*.

ROCKY CREEK MEMORIAL PARK, NORTH QUEENSLAND

June 2020

My wife and I retired and moved from the Northern Territory, and are now living in Queensland, north of Cairns, in the far north.

I thought the group might be interested in hearing about the Rocky Creek Memorial Park which is situated adjacent to the Kennedy Highway 12km north of Atherton or 23km south of Mareeba in far north Queensland.

John Lakey, son of Percival Keith (Gus) Lakey LAC 129143 RAAF

The Rocky Creek Memorial Park is situated on the 2/2 Australian General Hospital laundry and medical stores site at Rocky Creek adjoining the Kennedy Highway near Tolga on the Atherton Tableland. The location was chosen due to its cultural, spiritual, historical, and sentimental value to the local community. The site is dedicated to those who served at the Rocky Creek Australian Army Hospital or the troops that trained or provided unit support on the Atherton Tableland area during the World War II.

During World War II, the Tablelands area became the largest military base in Australia with camps at Tinaroo, Kairi, Atherton, Wongabel, Herberton, Wondecla, Ravenshoe, and Mount Garnet.

Due to its closeness to the jungle training areas on the Atherton Tablelands in tropical north Queensland, the Australian Army established the largest military hospital area to be built in North Queensland during WWII near the Rocky Creek rail siding which was located between the towns of Atherton and Mareeba. The Rocky Creek area was chosen to locate general hospitals, convalescent depots, field ambulance units, medical stores, Red Cross Supply stores, bacteria laboratories, laundries, etc.

Approximately 60,000 Australian soldiers were treated for war related conditions at these hospitals, by a caring and efficient staff of approximately 2,000. Many were rehabilitated at the adjoining 2/1 Convalescence Depot. The complex was recognized as the largest military hospital in the Southern Hemisphere.

Work on the hospital site began in October 1942 with the arrival of 5th Australian Camp Hospital which established a small camp hospital area. They were joined by the patients of 1st Australian Camp Hospital from Wondecla.

During January 1943 the 2/2nd Australian General Hospital was relocated to Rocky Creek from Watten Siding in western

Queensland. They replaced the 5th Australian Camp Hospital. The small tent hospital quickly grew into a very large 1,200 bed general hospital. The 2/2nd Australian General Hospital was joined by the 2/6th Australian General Hospital in April 1943.

In May 1945 the 2/6th AGH absorbed the 2nd Hospital Laundry Unit and in June they moved to a staging area at Morotai in the Netherlands East Indies.

The Rocky Creek hospital area on the Atherton Tablelands finally closed in September 1945.

Several Army Divisions camped on the Atherton Tablelands during 1942-45. The following are some of the medical units based in the Rocky Creek area during WWII:

- 19th Field Ambulance
- 5th Australian Camp Hospital (200 beds)
- 2/2nd Australian General Hospital (1200 - 1800 beds)
- 2/6th Australian General Hospital (1200 - 1800 beds)
- 2/1st Australian Convalescent Depot (1200 beds)
- 1st Australian Camp Hospital
- 4th Ambulance Train
- 47th Australian Camp Hospital
- Australian Red Cross Society

The Memorial Park was established in 1995 primarily through the initial efforts of Tim Foley, Mark Alcock and Myra Jones. The first plaques dedicated in the park occurred on Victory in the Pacific (VP) Day in 1995.

ROCKY CREEK MEMORIAL PARK (continued)

Units represented in the Memorial Park have an association with the Rocky Creek Australian Army Hospital or the troops that trained or provided unit support on the Atherton Tableland area during the World War II. Unit plaques are mounted free of charge on a granite obelisk supplied from the local Wongabel Quarries and erected by the Atherton Shire Council. The only cost to units or associations is the purchase and delivery of the plaque.

A special wall of remembrance was erected in 2009.

The Atherton Shire Council is the custodian of the crown land and the park has been developed in an association between the Council and the Rocky Creek War Memorial Park Committee.

There is a magnificent monument located at Rocky Creek adjacent to the road between Mareeba and Atherton. It consists of over 50 large rocks upon which are mounted plaques dedicated to the men and women who served in the area and many other units that served in the South West Pacific Area and other theatres of war.

Sources and for more information/photographs:

<https://www.athertontablelands.com.au/travel-directory/rocky-creek-memorial-park/>

<https://www.trc.qld.gov.au/lifestyle-leisure/rocky-creek-war-memorial-committee/>

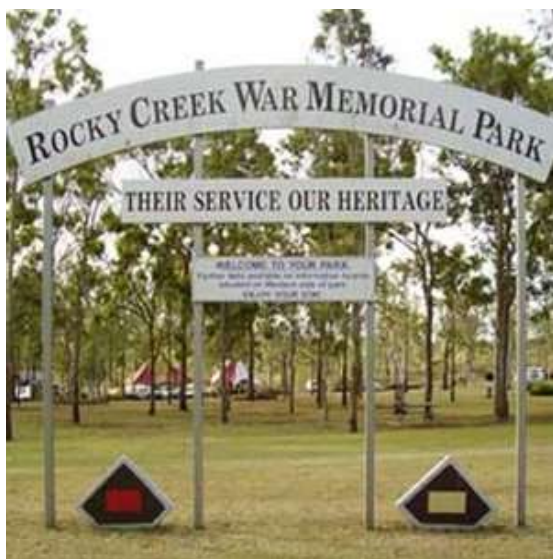
<https://www.ozatwar.com/ausarmy/rockycreek.htm>

<https://www.exploroz.com/places/76795/qld+rocky-creek-war-memorial-park>

<https://nashoqld.org.au/rocky-creek-memorial-park/>

<https://www.monumentaaustralia.org.au/themes/conflict/ww2/display/92452-rocky-creek-war-memorial-park>

https://en.wikipedia.org/wiki/Rocky_Creek_World_War_Two_Hospital_Complex



375TH TROOP CARRIER GROUP IN AUSTRALIA DURING WWII

Since many of the 380th crew members left at the end of the war went to the 375th Troop Carrier Group, here's some information about that group.

The 375th Troop Carrier Group was constituted at Bowman Field, Kentucky, USA, on 12 November 1942 and activated on 18 November 1942 under the command of Colonel Joel G. Pitts. They trained using C-47 Dakotas in readiness for posting overseas. They moved to the Southwest Pacific Area in June-July 1943. Headquarters Squadron of the 375th Troop Carrier Group arrived in Brisbane, Queensland, Australia, on 13 July 1943. They were assigned to the Fifth Air Force.

Headquarters Squadron moved to Port Moresby in New Guinea on 31 July 1943. The 375th operated from New Guinea and Biak from 31 July 1943 until February 1945. They transported men, supplies and equipment to forward bases on New Guinea and New Britain and in the Solomon and Admiralty Islands.

The 375th operated C-47 Dakota aircraft from 1942 to 1945, B-17 Flying Fortresses in 1944, and C-46s from 1944 to 1946. They used armed B-17s for the more dangerous missions. This sometimes involved landing on airfields that were under enemy fire.

On 5 September 1943, the 375th took part in the first airborne paratroop assault in the Southwest Pacific Area at Nadzab, New Guinea, dropping paratroops to seize enemy bases and cut overland supply lines in New Guinea.

HQ 375th TCG moved from Port Moresby to Nadzab on 22 April 1944, and was moved to the Philippines in February 1945; during the next few months most of its missions were supply flights to ground forces on Luzon and neighboring islands. Transported cargo to forces in the Ryukyus, June-July 1945.

After the war, the 375th transferred troops from Luzon to the Ryukyus for staging to Japan. Also ferried liberated prisoners from Okinawa to Luzon. Moved to Japan in September 1945, flying supply missions and courier flights until inactivated.

Lt Col Maurice W Wiley took over as the Commanding Officer of the 375th on 25 December 1944. He was followed by Lt Col John L Ames Jr in August 1945. A short time later Lt Col Benjamin C King took over as Commanding Officer in September 1945, again followed a short time later by Col Marshall S Roth, in October 1945.

The 375th was awarded the Philippine Presidential Unit Citation for its role in the liberation of the Philippines during 1944-1945.

Each of the 375th's squadrons provided aerial transportation and operated from the following locations as indicated below.

55th Troop Carrier Squadron

Port Moresby, New Guinea, abt 15 Jul 1943
Dobodura, New Guinea, 19 Aug 1943
Port Moresby, New Guinea, 22 Dec 1943
Nadzab, New Guinea, 22 Apr 1944
Biak, 1 Oct 1944
San Marcellino, Luzon, 19 Feb 1945
Porac, Luzon, 16 May 1945
Okinawa, 25 Aug 1945
Tachikawa, Japan, abt 20 Sep 1945

56th Troop Carrier Squadron

Port Moresby, New Guinea, abt 15 Jul 1943
Dobodura, New Guinea, 2 Aug 1943
Port Moresby, New Guinea, 23 Dec 1943
Nadzab, New Guinea, 22 Apr 1944
Biak, 19 Sep 1944
San Jose, Mindoro, 27 Feb 1945
Porac, Luzon, 20 May 1945
Okinawa, abt 20 Aug 1945
Tachikawa, Japan, 20 Sep 1945
The squadron was inactivated on 25 March 1946 at Tachikawa, Japan.

57th Troop Carrier Squadron

Port Moresby, New Guinea, abt 30 Jun 1943
Dobodura, New Guinea, 3 Aug 1943
Port Moresby, New Guinea, 20 Dec 1943
Nadzab, New Guinea, 22 Apr 1944
Biak, 23 Sep 1944
San Jose, Mindoro, 8 Mar 1945
Porac, Luzon, 20 May 1945
Okinawa, abt 20 Aug 1945
Tachikawa, Japan, abt 20 Sep 1945

58th Troop Carrier Squadron

Port Moresby, New Guinea, abt 10 Jul 1943
Dobodura, New Guinea, 19 Aug 1943

375TH TROOP CARRIER GROUP (continued)

Port Moresby, New Guinea, 21 Dec 1943
Nadzab, New Guinea, 22 Apr 1944
Biak, 25 Sep 1944
San Jose, Mindoro, 1 Mar 1945
Porac, Luzon, 20 May 1945
Okinawa, abt 20 Aug 1945
Tachikawa, Japan, abt 20 Sep 1945

Two CG-4A gliders assembled by the 81st Air Depot Group in front of Hangar No. 4 at Eagle Farm airfield in August 1943 (Photo via Jim Moffett, ozatwar.com)



Note on ozatwar.com website (Peter Dunn): Jim Moffett was advised by a former glider with the 375th Troop Carrier Group, 58th Troop Carrier Squadron that he flew several CG-4A Gliders to Dobodura. He recalls that they were to be used in the Nadzab invasion and that the gliders were actually loaded the night before as he had helped to load them up. At the last minute, the use of gliders was cancelled and the invasion was to be a paratrooper only operation and the gliders were not used. The gliders eventually rotted away in the humidity.

After WWII

The unit served in the reserves from August 1947 until it was elevated to active service during the Korean War in October 1950. After a period of intensive training, the group supplied airlift for troop movements throughout the United States. Reallotted to the Reserve for training from July 1952–November 1957. It returned to reserve duty until its inactivation in 1957; then again since 1991 after its reactivation conducting operational support, aeromedical, and training missions.

Current Operations

One of the four units of the 375th Air Mobility Wing (375 AMW), the 375th Operations Group (375 OG) is the operational flying component of the United States Air Force 375th Air Mobility Wing. The 375th AMW is a unit of the USAF stationed at Scott Air Force Base, Illinois and assigned to Eighteenth Air Force under Air Mobility Command (AMC).

The 375 AMW has four primary missions. It supports aeromedical evacuation within the United States. It provides operational support airlift for government officials. It offers direct security for U.S. community and nation. And it provides support for U.S. host units—making possible the command and control of the United States' entire military transportation effort.

Sources:

<https://www.ozatwar.com/usaaf/375thtcg.htm> - used with permission from Peter Dunn

https://en.wikipedia.org/wiki/375th_Operations_Group

https://en.wikipedia.org/wiki/375th_Air_Mobility_Wing https://en.wikipedia.org/wiki/Philippine_Republic_Presidential_Unit_Citation

Here's a breakdown of how many from each squadron and group headquarters of the 380th transferred to the 375th TC Group at the end of WWII:

528th = 67	530th = 67
529th = 62	531st = 77
Group = 21	

COLIN MCCALLUM - 528TH SQUADRON RAAF

January 2021

Your wonderful website has helped me unravel aspects of my father, Colin McCallum's service during WWII with the RAAF in the 380th and 23 SQN. I recently found this photograph of his crew among his belongings and this may be of interest to you. He passed away in 1996 and did not talk of this part of his life at all from my memory. Your website, his logbook and these and other photographs have taken my interest recently.

Colin was born on 9 June 1914 and died on 4 January 1996 in the city of Redcliffe, state of Queensland, Australia. Colin served in the RAAF from his enlistment 21 May 1942 to 23 Oct 1945, service reference number O118019 (425956).

From Colin's certificate of appointment to the Citizens Air Force as of 24 June 1943, and his flying log book (both of which I have in my possession):

- First qualification as an Air Observer/Navigator as of 2 April 1943 and qualified as a Northern Bombardier 22 September 1944
- Flew in Avro-Anson's until 25 March 1944
- Forced landing on Fraser Island 7 November 1943 (Avro-Anson)
- Service with 380th from 27 September 1944 until 19 November 1944 out of Darwin, a total of 96.25 flying hours with "strikes" on Ambesia & Macassar October 1944, Boro Boro November 1944
- "Strikes" with the RAAF including Wewak September 1944, Ambesia April 1945, Kisa Island May 1945, Limboeng & Kendari June 1945, Flores Islands July 1945 and finally Lesser Sundas August 1945
- Discharged 24 October 1945

Colin was raised in rural Nanango, approximately 2 hours drive from Brisbane, the capital city of Queensland. His brothers funded his move to Brisbane to complete senior schooling where he was involved in the arts, athletics and rugby union football. With the assistance of his school principal he was awarded a teachers college scholarship and he commenced a career which took him around Queensland. He met his future wife, Molly O'Reilly, at teachers college, and they married in 1940. They raised eleven children born from 1941 to 1959. He was transferred to teach in the garrison city of Townsville in 1940 and likely the progress of the war in the Pacific was the impetus for him to leave his protected occupation and join the Citizens Air Force. He obtained a Bachelor of Arts from the University of Queensland in 1942. He retired from teaching service in 1979 after postings as a secondary school principal in the Queensland cities of Charters Towers, Gladstone and Redcliffe, and a large inner-city school in Brisbane.

A photo from an article that appeared in the local newspaper upon his retirement is attached.

Very glad that information can be added to your records.
Bruce McCallum
Brisbane, Australia



MILLER CREW (20) RAAF - 528th

Front row (L-R):

Bill Price, 1st Wireless Opr; Jim Ellis, Engineer; Adrian Callaghan, Co-Pilot; Cyril Kay, Navigator; Dave Miller, Captain

Back row (L-R):

Dick Chapman, 2nd Wireless Opr; George Roots, Belly Gunner; Henry Davies, Mid-Upper Gunner; Colin McCallum, Bombardier; Jack Benfield, Nose Gunner; Keith Crisp, Tail Gunner



Clontarf High School principal, Mr. Col McCallum, making his farewell speech, 1979

NORTHERN TERRITORY LIBRARY (AUSTRALIA)

Military Units in the Northern Territory, 1939-1945

This website showcases military units that served in the Northern Territory during the Second World War, indexed by military service from the links above, then by unit name. The Northern Territory Library has a unique collection of resources on the Second World War in north Australia. Many of the library's works relate to unit histories and personal narratives not held by any other library in Australia. Some archival material held by the Northern Territory Archives Service has also been included.

If you have a relative who served in a unit in the Northern Territory during the Second World War, this website should help you to locate where their unit was stationed and information available on the unit. The list of books and articles for each unit has been compiled using *Trove*. The lists on *Trove* show where copies of the material can be located in libraries within each Australian state or territory.

Many of the photographs used in this website are held by the Northern Territory Library and indexed in *PictureNT*. Some personal anecdotes collected by the Library can also be found via *StoryNT*.

There are a number of books which have not been included in this website's resource lists simply because they mention most of the units that served in the Territory. These books should be consulted as a matter of course when researching any individual unit.

These core texts include:

- ALFORD, Bob: *Darwin's Air War*. Darwin: Aviation and Historical Society of the Northern Territory, 2011
- BRADFORD, John: *In the Highest Traditions...* RAN Heroism Darwin 19 February 1942. Henley Beach, SA: Seaview Press, 2000
- DERMOUDY, Peter: *Down the Track: a Military Buff's Guide to the Stuart Highway*. Darwin: Peter Dermoudy, 1989
- MCKENZIE SMITH, Graham R.: *Australia's Forgotten Army Volume 2. Defending the Northern Gateways, Northern Territory and Torres Strait, 1938 to 1945*. Canberra: Grimwade Publications, 1994
- RAYNOR, Robert: *The Army and the Defence of Darwin Fortress*. Plump-ton, NSW: Rudder Press, 1995
- RAYNOR, Robert: *Darwin and Northern Territory Force*. Wollongong: Rudder Press, 2001

Excellent background reading includes:

- POWELL, Alan: *The Shadow's Edge*. Darwin: CDU Press, 2007
- LEWIS, Tom: *A War at Home*. 3rd ed. Darwin: Tall Stories, 2010

The Northern Territory Library created a Roll of Honour exhibition with biographies and photographs of those who died as a result of the Bombing of Darwin on 19 February 1942. At East Point in Darwin, the Darwin Military Museum has created a memorial wall which lists the names of 1671 people who were killed or died of disease during the war in northern Australia.

Australian War Memorial naming conventions are used for Infantry Units and a glossary of abbreviations and acronyms is available. National Library of Australia permitted the use of the background photograph.

Should you wish to add any suggestion or correction please contact us by email at ntl.info@nt.gov.au.

Sources/Websites: <http://www.ntlexhibit.nt.gov.au/exhibits/show/unit>

Northern Territory Archives Service: <https://dtsc.nt.gov.au/arts-and-museums/northern-territory-archives-service>

Darwin Military Museum: <https://www.darwinmilitarymuseum.com.au/#/>

Australian War Memorial: <https://www.awm.gov.au/>

MAIL CALL

September 2, 2020, from Bob Livingstone

In MAIL CALL in Newsletter #70 there was a letter from a Stephen Hart. Either he (or whoever transcribed the letter) made a typo in the aircraft name. Rather than BAD ASS BIRD II it was BIG ASS BIRD II. The attached picture came from BEST IN THE SOUTHWEST and remains the only known picture of this aircraft. The 'II' is almost hidden in shadow.

The text of the post-war RAAF report below amplifies Hart's comments a little:

19/03/44 departed from Darwin for the Vogelkop area, Dutch New Guinea. RAAF Passenger on B24 aircraft. Reported that a flash was seen near Kakos in the Vogelkop area. Thought possible this was the aircraft striking a mountain. #6109 Sgt H W Clapinson (1st TAF HQDPS for duty) (SRD).

A Press report from Batavia which referred to the discovery of wreckage and bodies in the Mountains near Fak Fak, DNG, was considered to relate to this aircraft since there was no record of another large aircraft lost in the vicinity. A subsequent report from SEAC confirmed this by referring to clothing marked with the name of the captain of the aircraft. In view of the visit to the area by 06-16 which was planned, no further enquiry through the Dutch was considered to be called for. A report has now been received from 06-16 which states that the incomplete remains of fifteen persons were recovered, a flying jacket marked "O H Martens" and some Australian badges definitely identifying the crew. The wreckage had been located by an Indonesian Medical Officer in the Baham Mts.

And the bodies removed by him to Fak Fak where they were taken possession of by the AWGU representative of the party. None of the remains has been identified except a portion of a body in the jacket referred to. One body was complete but could not be identified. The remainder were only a heap of bones but were sorted and the presence of 15 was established with the assistance of the medical officer. The RAAF member of the crew has been reclassified "Killed" in air operations on the date of the crash. The Army personnel on board are believed to have been presumed dead already. AFHQ will convey the report to AFWESPAC and will advise the US authorities to communicate with DWGS (Melbourne) direct, with respect to burial of Martens and the unidentified US members of the crew.



#801 The Big Ass Bird II flew at least 28 missions and claimed 1 fighter before being lost with the Martens' crew on 19 Mar. 44.
James Clark Collection

The crew and passengers were as follows: USAAC: #O-437245 1/Lt Otto How Martens; #O-684411 2/Lt Ernest Roger Hedges; #O-682551 2/Lt Clifford Mike Odegaard; #32535761 T/Sgt William Tare Rabbitt Jr; #12157189 T/Sgt Arthur J Schechtel; #32427593 S/Sgt Charles Fox Burtis; #31231640 S/Sgt Henry Peter Flanagan; #16156517 S/Sgt Howard William Musen; #34085818 S/Sgt Walter Roger Dellinger. AIF: VX16623 Cpl J N McPherson; QX6556 Cpl A W Filewood; NX134272 Cpl M C Taylor; WX4211 Cpl E C Marshall; NX134938 L/Sgt K D Ireland. RAAF: Sgt H W Clapinson. Case Closed. 29/10/46

Response from Steve Hart, September 11, 2020

As Bob said, yes, I did make an error in the name – just got a bit carried away at the time. I have the other info also.

The other aircraft that is related to the Harry Clapinson story (from my point of view) – is "Beautiful Betsy" which was used in trials for the operation that Big Ass Bird II was involved at the end. It was also a 380th BG aircraft – based at Fenton. The aircraft data sheet on your website is quite extensive. It came to RAAF Maryborough in 1943 for mods and flights (I believe Harry Clapinson was involved as a member of the Parachute Training Unit) to test the dropping of special forces operatives.

It was taken off operations due to battle fatigue/metal stress and converted to a "Fat Cat" transport and crashed in the QLD mountains towards the end of the war. A friend of mine visited the crash site recently (which was not discovered until 1994) – and took some photos which I passed to Harry's relatives – similar to your website's photos.

MAIL CALL

Glenn Rogers (honorary 380th Chaplain, see Chaplains article in issue #70) sent the following photos from the 380th Reunion at Plattsburgh AFB (NY) in September 1986.



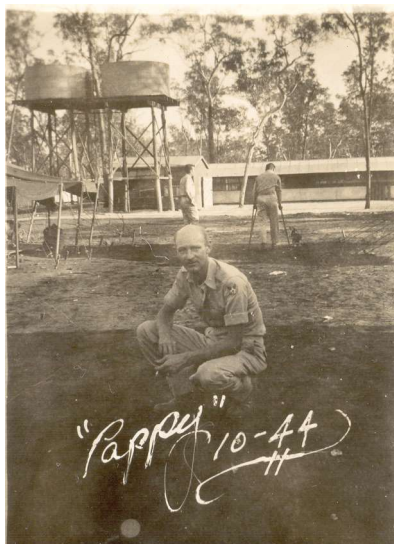
With Glenn Horton in the Plattsburgh AFB Museum, in the 380th Bomb Group section. I built the models (in the display case) of the Japanese aircraft that were used against the 380th. These were lost when the USAF Museum seized the contents of the museum as soon as PAFB's closure was announced.



With Phil Ostrander (front right) and "Pappy" Rowe (far right), man on the far left is unidentified



With Philip Ostrander, 528th Squadron, Pilot, Boeshaar's Crew (4) (TAPS 12/27/1999)



"Pappy" Rowe - Note on back: Yes, I was bald in '44 - about '36 is when it all started! Now you know why it is "Pappy" - Fenton Field, Australia

Below: Letter to Rogers from Irving C. "Pappy" Rowe, 528th Squadron, Bombardier, Sheehan's Crew (5) (TAPS 5/27/2005) sent after the 1986 reunion

Chaplain Rogers:

The hospitality you and the 380th Bomb Wing extended to we "OLDIES" deserves acknowledgement, so here is just a little. Tardiness is the privilege of age and age is the reason for typing. When we were talking out at the Field I told you I would send you a picture of "Carrot Top"-the ship I flew in during WW II-that is still on the agenda.

Thanks. Thanks for the sincere hospitality the entire 380th Wing put forth for us, this year and three years ago, everyone appreciated it greatly. We always have a great time at Plattsburg and we continue to fight the Grim Reaper until we can meet again.

The Wig started in Omaha in '85 when our navigators wife insisted I try it on-it has become a permanent fixture at two reunions. The 380th group has a clown for the sqdrn. with the best attendance-the 528th has it's own personal clown "Pappy". Comments are both good and bad-you are in the Military, you can imagine.

"Pappy" 10/44-that's 42 years ago. Is there any personel on base 42 years old? That's "Fenton Field, Australia"-A mite South of Darwin. My career started 4/41 at 25-inducted-sent to the QM-then to the Medics as an Ambulance Driver in the 108th Med. Regt.-transferred to the A.C. in Tampa, Florida, where I was made Acting Supple Sgt. plus a stint on the M.P.s and qualified as a cadet, from there to Santa Anna-King City (primary) where I solo'd-Chico (Basic) where I washed out-back to Santa Anna-Rosewell, N.M. and graduated as a Bombardier-to Clovis,-Biggs, Fld.-Topeka, Kan. for overseas processing-Fairfield, Calif.-Hickam Fld.-Canton-Figi-Australia-Fenton Field-Darwin and Mindoro. I Backed up 544 hrs. 44 missions on 52 months of Uncle Sams Pay Checks, starting at \$21.00 a month. Join the "Army" and see the world.

The pictures are yours, I have duplicates. "Carrot Top" to come.

If you are ever in Chicago, I'm 30 min. from O'Hare. If you have a couple days to waste, we have an extra sack and would be pleased to provide a sack and ~~chaw~~ *chaw*. The phone number is provided.

Have a good May and the Best to you and the 380th Bomb. Wing.

Irving C. Rowe "Pappy"

Irving C. Rowe
"Pappy"



528th: **Hennelly, James J.**, Gunner, Steinkamp's Crew (1), Sullivan's Crew (15), DOD November 9, 1997, Yonkers, New York, reported by his grandson, James W. Hennelly

528th/RAAF: **McCallum, Colin**, Bombardier, Miller's Crew (20), DOD January 4, 1996, Redcliffe, Queensland, Australia, reported by his son, Bruce McCallum

528th: **McClain, Robert L.**, Gunner, Rupp's Crew (21), DOD March 20, 2020, Reserve, Louisiana (renal failure and COVID-19), reported by his daughter, Rev Dr Margaret M. Weems

528th: **Sullivan, James T. ("Mike")**, Aircraft Commander, Sullivan's Crew (15), DOD October 15, 2018, Weymouth, Massachusetts, reported by his daughter, Maire Sullivan Young

529th: **Beilstein, Barbara**, wife of Paul Beilstein (Bombardier, Kroes Crew), DOD February 5, 2021, Penn Valley, California, reported by her husband, Paul (who is the last surviving member of this crew)

529th: **Clark, Byron W.**, Flight Engineer, Sinnott's Crew, DOD December 24, 2020, Montpelier, Ohio, reported by his son, Alan Clark; **Clark, Norma D. Whitney**, wife of Byron W. Clark, DOD June 8, 2009

529th: **Schwarz, Joseph A.**, Flight Engineer, Guy's Crew, DOD November 29, 2007, Port Orange, Florida, reported by his son, Michael Schwarz; **Schwarz, Jean**, widow of Joseph A. Schwarz, DOD July 2020

529th: **Warzecha, Stanley J.**, Gunner, Trimble's Crew (26), DOD February 17, 1995, Highland, Michigan (prostrate cancer), reported by his grandson, Nathaniel Banks; **Warzecha, Bernice**, widow of Stanley Warzecha, DOD August 20, 2002

530th: **Berry, Robert C.**, Ground Staff, Squadron Gunnery Officer, Training Aids Officer, DOD September 4, 2002, Melbourne, Florida, returned newsletter; **Berry, Eleanor W.**, widow of Robert C. Berry, DOD December 25, 2005

530th: **Tucker, Herbert R.**, Radio Operator, Bevers Crew (52), DOD September 21, 1980, Northville, Michigan, reported by his daughter, JoAnne Tucker Nowakowski

531st: **Berrellez, Joseph (AKA Jose)**, Radio Operator, Hicken's Crew (114), DOD July 30, 2020, Oxnard, California, reported by his son, John Berrellez; **Berrellez, Margarita**, widow of Joseph Berrellez, DOD August 29, 2020

531st: **Johnson, William F., Jr.**, Radio Operator, Perry Crew, DOD February 24, 1976, Smithtown, New York, reported by his son, William F. Johnson III

531st: **Martinez, Maclovio ("Mack")**, Gunner, Magee Crew (91), DOD January 19, 2021, Flagstaff, Arizona (COVID-19), reported by Stephen Wassner (Mack was the last surviving member of this crew); **Martinez, Vera**, wife of Mack Martinez, DOD June 22, 2017

531st: **McCabe, Louis F., Jr.**, Bombardier, Minck's Crew (115), DOD January 14, 2021, Ambler, Pennsylvania (COVID-19), reported by his daughter, Colleen Serencsits

531st: **Noyes, Howard E.**, Navigator, Fowler's Crew (96), DOD November 7, 2019, Midlothian, Virginia, returned newsletter

531st/RAAF: **Gillespie, Adam Forsyth**, A/C Commander, Gillespie Crew (94), DOD August 10, 2005, Pymble, NSW, Australia, reported in B-24 Liberator Squadrons of Australia newsletter #75 (April 2006)

531st/RAAF: **Hiscock, K(en) Geoffrey Hiscock**, Bombardier, Gillespie Crew's (94), DOD April 2012, Australia, reported by Jane Gillespie Hutton

Corrections from Newsletter #70:

529th: **Pawul, Frank J.**, Pilot Kuehn's Crew, DOD August 17, 2020, Washington State, reported by his daughter, Bernadette Pawul Boutier

530th: **Baker, Mildred R.**, widow of Keith M. Baker (not Kevin), reported by grandson, Adam Zubke

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

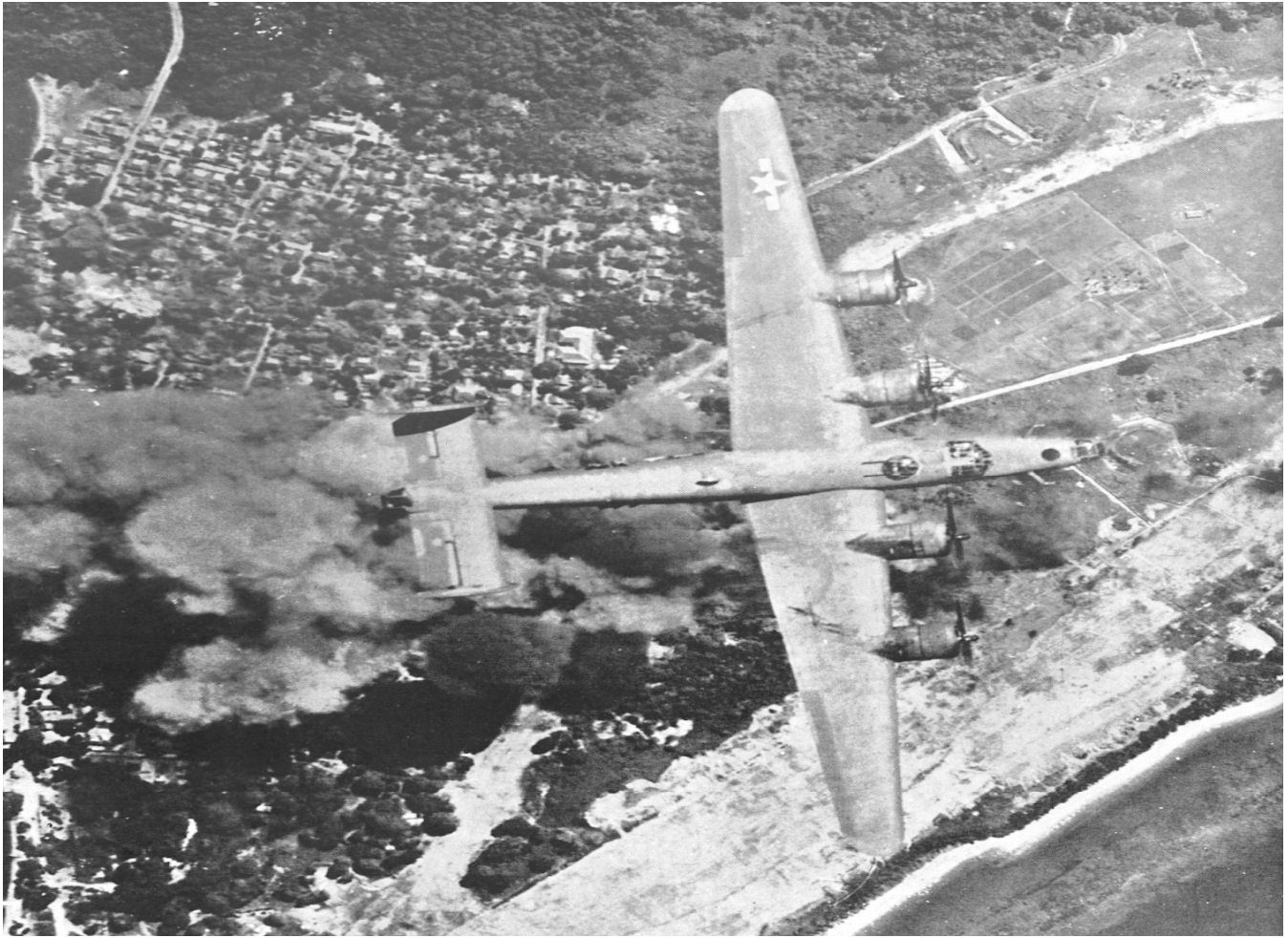
Or send email to: 380th.ww2@gmail.com

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

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.

380th Bomb Group Association
GEAR ORDER – as of 4 FEBRUARY 2021

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



529th-5"x5"



*Limited supplies available.
 380th Members only
 530th-4-3/4"x4-3/4"*

Wings patches: \$3.00 ea.

Pilot: _____

Navigator: _____

Bombardier: _____

Gunner: _____

Air Crew Member: _____

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



Pilot



Navigator



Air Crew



Bombardier



Gunner

REUNION PATCHES

NOW \$FREE Size: 4-1/8" x 3/4"

Tucson/2018: _____

Older: Year _____

Place: _____



RAAF wings patches:

\$3.00 ea. (limited supplies available)

These are the only ones left:

Bombardier: _____

Engineer: _____

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

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



Tucson 1942-1999 patches:

FREE (only 6 left) _____



Size: 4-1/2" x 5"

CAPS, \$4.00 ea. (mesh, solid bill)

One size: _____ **(only 1 left)**



Used cap (1 only): \$FREE _____

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"x5-1/2"



JACKETS (long sleeves)

Blue nylon, \$10.00 ea.

(NEW 2021 price)

These are the only sizes left:

Unlined: Small: _____

Lined: Small: _____

Lined: Large: _____



Back



Front

T-shirts (short sleeves)

Blue cotton/polyester,

\$4.00 ea. (NEW 2021 price)

Small: _____

Medium: _____ (only one left)

(Logo on shirt front only)



Front



Closeup of logo on front

PLEASE send email to 380th.ww2@gmail.com before submitting order to check on current availability of items. Limited quantities of items are in stock. Please check on possibility/availability of re-orders (e.g., clothing items will not be reordered unless more than 6 of any one out-of-stock item is ordered). Please allow 6-10 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!)

380th BOMB GROUP ASSOCIATION

2021 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.

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