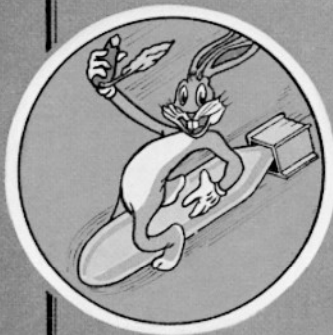


380TH BOMB GROUP



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

Francis Johnston



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

Affectionately Known As

The Flying Circus

NEWSLETTER #72

JUNE 2021

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Gary L. Horton
William Shek Jr.
Robert Withorn

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

LINKS

Membership form:

<http://380th.org/2021Member-form.pdf>

Gear order form:

<http://380th.org/Gear2021February.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.

SHADY LADY DOCUMENTARY NOW ONLINE

The Shady Lady documentary DVD is no longer available for sale, but you can watch it online at the following link:

<https://vimeo.com/ondemand/shadylady>

Captain Tristan Loraine BC*A*i
CEO/Producer, Fact Not Fiction Films
www.factnotfictionfilms.com

380th WEBSITE UPDATES

Links to news stories are now included in the NEWS section of the 380th.org webpage.

<http://380th.org/NEWS/NewsStories-Links.html>

Categories include:

- News stories by title (with author/contributor name(s))
- Featured crews (alphabetical by aircraft commander)
- Named veterans (any stories, inquiries, etc., about individual 380th veterans)
- Australian news stories
- Books
- Reunion/event photos
- We Went to War History Project

Each entry includes a link to the newsletter(s) in which that article appeared. Check it out!

All newsletter issues are available in PDF format and can be downloaded at

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

Recent pictorial evidence from Bob Livingstone and Pete Johnston (B24Bestweb research team members) has resulted in 380th aircraft history name changes on our website.

<http://380th.org/HISTORY/PARTVI/44-49471.htm> shows the aircraft assigned to 380th in Jun 1945 notwithstanding that it also shows its sole 380th mission on 17 Mar 45. The IARC shows 44-49471 written off due to ACC on 30 Jun 45. There are 90BG documents recording a #471 in 320BS and 400BS from March – June 1945. It flew its last mission to Balikpapan with 400BS the day before it was written off.

It is now concluded that all of the 90th references apply to 44-49471 which was a known “RAVEN” RCM aircraft, and on that basis, it is suspected that the aircraft was never assigned but only “loaned” to the 380th (much the same as GLORIA MARIE), for that one mission in March 45. The info for this entry has been updated to include the above note.

ADDITIONAL CHANGES HAVE BEEN MADE TO AIRCRAFT LISTINGS - SEE STORY NEXT PAGE

WE WENT TO WAR HISTORY PROJECT UPDATE -- AIRCRAFT NAME CHANGES

Recent evidence from Pete Johnston and Bob Livingstone (B24Bestweb research team members) has resulted in changes on our website to 380th aircraft information and a couple of name changes.

PUG II / PRINCE VALIANT / PUSS & BOOTS

A "new" pic recently came to light that concludes that it is 42-40526 undergoing its turret mod. Therefore, there's no doubt that 42-40526 went in to, and came out of, the mod named PUG. Which leads on to timeframe. At this stage PUG has 16 mission markers applied. According to Ted Williams, the 16th mission would have been 02 Oct 43, but there is no suitable gap in the mission record to accommodate a trip to Townsville. The nearest suitable spot is the 22 days between 17 Aug-08 Sep 43 (missions 12 & 13). But Ted started mission numbering from 7 because: "Average of 6 missions carried out by New Guinea Deployment Group during May/June 1943, No Complete Record by Plane Available." However, PUG is eventually shown with 100+ mission markers and if the published mission record is correct then it only would have got to 98, so it must have flown more than the "average" 6 missions. Adding another 4 missions to align the 17 Aug-08 Sep with 16 missions, would give the required 100+ missions. It is therefore concluded that 42-40526 PUG got its turret at Townsville between 17 Aug and 08 Sep 1943.



The 13 Dec 43-04 Apr 44 (113 days) attributed to the turret mod has to have been for a different reason. By this time the aircraft had accumulated 31 (adjusted) mission. Maybe it needed a major service or repairs to accumulated battle damage. When it is next pictured, it is without paint or mission markers, and what appears to be replacement skin panels.

All of the above, of course, cuts PRINCE VALIANT loose from the PUG serial 42-40526 (now referred to as PUG (version 2)) and all references to PRINCE VALIANT (previously shown on the PUG II page) need to be relocated to PUSS & BOOTS, 42-72942.

Ted Williams said: *When we went to the Depot in February '44 for further new aircraft, we found that PRINCE VALIANT (now with a turret) was available so we took it again.* But 42-40526 did not return to 380th until April. So now we need to find a B-24D that went to Townsville and came out in Feb 44, searching through all the 380th data sheets for all B-24Ds that had turret mods in Oz, and checked the mission records for an appropriate gap. The only one suitable is 42-72942, which has a gap from 12 Jan 44 to 7 Feb 44. Whilst this is listed as PUSS & BOOTS (not in dispute), there are no pictures of it in OD (olive drab) and only one stripped left-hand side. It is therefore reasonable to deduce that PRINCE VALIANT is likely to be 42-72942, and that it was renamed PUSS & BOOTS when it was paint stripped.

So, as Pete and Bob are trusted B-24 researchers, all changes suggested have been made, and new photos included on the new webpages.

Old webpage: <http://380th.org/HISTORY/PARTV/PrinceValiant-PugII.htm>

New webpage: [http://380th.org/HISTORY/PARTV/Pug\(v2\).htm](http://380th.org/HISTORY/PARTV/Pug(v2).htm)

Old webpage: <http://380th.org/HISTORY/PARTV/PussBoots.htm>

New webpage: http://380th.org/HISTORY/PARTV/PrinceValiant_PussBoots.htm



PRINCE VALIANT PRIOR TO
TURRET MODIFICATION

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: bgotham@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.

JAPANESE AMERICANS IN WORLD WAR II

One of the great ironies of WWII was America's forced confinement of more than 120,000 Americans of Japanese ancestry. These Japanese Americans were held in camps that often were isolated, uncomfortable, and overcrowded. Although their families were treated unjustly in this way, more than 33,000 Japanese Americans served in the military with distinction.

Why did this violation of civil rights occur? The United States of the 1940s was a nation that struggled to overcome its racial, cultural, and religious differences. The Japanese American community was isolated and small amidst a sea of neighbors who seethed with understandable anger over Japan's attack against Pearl Harbor in Hawaii. While Americans examined the members of the German and Italian American populations individually, most saw their Japanese neighbors as alien and untrustworthy; hysterical and false reports by journalists fueled this suspicion. On February 12, 1942, President Franklin D. Roosevelt signed Executive Order 9066 that sent over 120,000 of his fellow Americans to detention camps for the rest of the war.

With less than two weeks notice, and without trials, the U.S. Government forced Americans of Japanese ancestry to abandon homes, friends, farms and businesses, taking only what they could carry, to live in ten remote relocation centers in western, southwestern, and southern United States, guarded by armed troops and surrounded by barbed wire fences; others went to smaller facilities across the nation. As a result, many were displaced and were never able to return home when the war ended.

An additional 4,500 were arrested by the Justice Department and held

in internment camps, such as Santa Fe, New Mexico. 2,500 were also held at the family camp in Crystal City, Texas. Some remained in the relocation centers until March 1946.

While living in overcrowded conditions behind barbed wires, these Americans attempted to bring normalcy to their lives: they created newspapers, schools, markets, police forces, and fire fighting squads.

While their families were confined, more than 33,000 Japanese Americans played a major role in the war effort. Why did they serve the nation under these difficult circumstances? Many of them loved their country enough to risk their lives in combat. For others, it was the chance to prove their loyalty and the honor of their families; this they did as members of the famed 442nd Regimental Combat Team fighting up the rugged Italian Peninsula and across Southern France.

The 100th infantry battalion and 442nd regimental combat team, fighting in Europe, became the most highly decorated army unit for its size and length of service in American Military History.

The 1399th Engineer Construction Battalion helped fortify the infrastructure essential for victory.

Japanese Americans in the Army's Military Intelligence Service used their bilingual skills to interrogate Japanese prisoners and translate Japanese documents.

Over 800 Japanese Americans were killed in action serving their country.

In 1983, almost 40 years after the war ended, the Federal Commission on Wartime Relocation and Internment of Civilians found that there had been no military necessity for

the mass imprisonment of Japanese Americans and that a grave injustice had been done.

In 1988 President Ronald W. Reagan signed the Civil Liberties Act which made an apology for the injustice, provided minimal compensation and reaffirmed the nation's commitment to equal justice under the law for all Americans.

WHEN JAPAN ATTACKED PEARL HARBOR

On December 7, 1941, mass hysteria erupted in America against all persons of Japanese ancestry. Nisei (American-born children of Japanese immigrants) were viewed as innately disloyal and were barred from enlisting in the armed forces. The 1,432 Nisei who were already in the US Army in Hawaii were placed in the 100th Infantry Battalion, shipped to Wisconsin for training, and subsequently deployed to Italy for combat.

In response to Nisei petitions to Washington, DC, to allow them to serve in combat to serve their loyalty, the impressive training record of the 100th Battalion and for other reasons, Washington approved the formation of the 442nd Regimental Combat Team (RCT) in early 1943. The 442nd RCT was comprised of 4,000 Nisei volunteers from Hawaii and the mainland US--including men from incarceration camps.

Following training, the 442nd RCT, with the motto *Go for Broke*, was shipped to Italy where the 100th Bn had been fighting for the previous nine months. The 100th merged into the 442nd RCT and continued executing tough assignments successfully. When the war ended, the US Army declared that the 442nd RCT combat performance record was "unsurpassed" and that it was

(continued on next page)

JAPANESE AMERICANS IN WORLD WAR II (continued)

the most highly decorated unit for its size and period of combat. Over 650 Nisei perished on the battlefields of Italy and France.

While over 10,000 Japanese Americans served in the 442nd, approximately 4,000 Nisei linguists served in the Asian Pacific war zone fighting soldiers of their parents' homeland.

The Military Intelligence Service (MIS) members served as translators of captured documents, interrogators of prisoners of war, and monitors of enemy communications. They entered caves to persuade Japanese soldiers to surrender. They served in Special Forces, working behind enemy lines to sabotage enemy operations. They were in the first or second wave of nearly every infantry or marine invasion to provide tactical intelligence obtained from translating enemy documents and interrogating prisoners. They were vulnerable to being shot at by the Japanese or the Americans. They served in every unit that needed a linguist, including those of Australia and Great Britain.

Following the war, these Nisei worked hard and with zeal in the demobilization and occupation of Japan to build a new Japan.

CONGRESSIONAL GOLD MEDAL

On November 2, 2011, the US Congress awarded the Congressional Gold Medal, the highest civilian honor this nation can bestow, on the 100th Battalion, the 442nd Regimental Combat Team, and the Nisei who served in the Military Intelligence Service. Over 300 veterans of the 100th, the 442nd, and MIS from across the country, many in wheelchairs, received the honor at the US Capitol Building.



NATIONAL JAPANESE AMERICAN MEMORIAL FDN

The National Japanese American Memorial Foundation (NJAMF) is a nonprofit organization dedicated to education and public awareness about the internment of Japanese Americans by the U.S. government during World War II. NJAMF believes that our nation is strengthened by its diversity, and that constitutional rights must be cherished, guarded and upheld regardless of race, religion or ethnicity.

Following the Civil Liberties Act in 1988, the Go For Broke National Veterans Association (to later become the National Japanese American Memorial Foundation) organized the effort to secure a national memorial on federal land. In 1992, President George Bush authorized construction of a memorial to "Commemorate the experience of American citizens of Japanese ancestry and their parents who patriotically supported this country despite their unjust treatment during World War II."

NJAMF raised \$13 million to build the National Japanese American Memorial to Patriotism During World War II, and in 2000 the Memorial was dedicated. Ownership of the Memorial was transferred to the United States Government in 2002, and the National Park Service is responsible for the maintenance of the Memorial today.

Today the National Japanese American Memorial Foundation strives to promote the history and legacy of National Japanese American Memorial to Patriotism as an American story, to remind Americans that what happened to Japanese Americans during World War II must not happen again to any other group, regardless of race, religion or national origin, and to remind the American people that great nations can also admit and redress great mistakes. The Japanese American experience is relevant today because it is a reminder of the fragility of the U.S. Constitution and how we must vigilantly guard our constitutional rights.

JAPANESE AMERICAN MEMORIAL TO PATRIOTISM DURING WORLD WAR II

National Mall and Memorial Parks
Washington DC

The Japanese American Memorial to Patriotism During World War II honors those Japanese Americans who endured humiliation and rose above adversity to serve their country during one of this nation's great trials.

(continued on next page)

JAPANESE AMERICANS IN WORLD WAR II (continued)

This National Park Service site stands at the intersection of Louisiana Avenue and D Street, NW in Washington, D.C.

A bronze sculpture (shown to the right) depicts a Japanese crane entangled in barbed wire.

JAPANESE AMERICAN MUSEUM

Little Tokyo, Los Angeles, California

The Japanese American National Museum is dedicated to preserving the history and culture of Japanese Americans. Founded in 1992, it is an affiliate within the Smithsonian Affiliations program.

The museum covers more than 130 years of Japanese-American history, dating to the first Issei generation of immigrants. Its moving image archive contains over 100,000 feet (30,000 m) of 16 mm and 8 mm home movies made by and about Japanese Americans from the 1920s to the 1950s. It also contains artifacts, textiles, art, photographs, and oral histories of Japanese Americans. The Japanese American National Museum of Los Angeles and the Academy Film Archive collaborate to care for and provide access to home movies that document the Japanese-American experience.

The museum was conceived as a way to preserve the positive aspects of their full history and culture in the United States. When it first opened in 1992, the museum was housed in the 1925 historic Hampa Hongwanji Buddhist Temple building.

In January 1999, the National Museum opened its current 85,000-square-foot Pavilion, designed under the supervision of architect Gyo Obata. The temple building was used by government officials in 1942 to process Japanese Americans for wartime confinement. It is now used for offices and storage.

In 1993 the museum was given hundreds of artifacts and letters from children in internment camps, which they had sent to San Diego librarian Clara Breed. The material was featured in an exhibit, *"Dear Miss Breed": Letters from Camp*. It is now part of the museum's permanent collection.

Sources and to learn more:

<https://www.nps.gov/wwii/learn/historyculture/japanese-americans-at-war.htm>

<https://www.nps.gov/places/japanese-american-memorial-to-patriotism-during-world-war-ii.htm>

<https://www.njamemorial.org/remember>

<https://www.nps.gov/articles/patriotism-prejudice-japanese-americans.htm>

<https://blog.fold3.com/they-fought-for-the-country-that-detained-their-families-japanese-american-soldiers-in-wwii/>

<https://www.goforbroke.org/index.php>

http://www.omsa.org/files/jomsa_arch/Splits/2012/330227_JOMSA_Vol63_5_34.pdf

<https://www.defense.gov/Explore/Features/story/Article/1805390/go-for-broke-army-units-motto-now-a-national-day/>

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

<http://cgm.smithsonianapa.org/honors/congressional-gold-medal.html>

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



FRANK CHULAY'S LOG -- 528th SQUADRON

On March 20, 2021, Frank Chulay sent in the following places his crew visited while overseas.

OUR TRIP

After the Pilot, Frank Chulay, completed combat training with his crew they left for the South Pacific. Listed below are the places they were overseas.

US. to South Pacific

- Departed United States February 1945. Took off at night, 10:00 PM. Headed west from "Farallon Island" – off "San Francisco" coast.
- Passed over "Naval Ship Checkpoint" about 7 hours into flight, - on our route to Hawaii. We were right on target!
- Passed over "Diamond Head" about 12 hours into the flight.
- Landed at "Hickam Base" – about 13 hours following our U.S. departure. Overnight in Hawaii . . . **"Oahu – Hainea Field"**
- Departed Hawaii – headed south for **"Canton Island"** – a 9-hour flight. (1500 miles)
- Overnight on "Canton Island" – about 6 miles wide – 10 miles long.
- Departed "Canton" (February) for **"Tarawa"** about 1600 miles.
- Next morning, departed "Tarawa" for "Manus Island" in control of Australia. (About 11 hour flight)
- Overnight on **"Manus Island"** with natives!?
- Next morning, 8 hour flight to **"Biak Island"** – in control of Dutch government
- On "Biak" we turned our plane over for overhaul.
- A DC-3 flew us to **"Hollandia Island"** the residence for "General MacArthur
- Two days later they flew us to **"Nadzab, New Guinea"** and to "Lae" – where we spent about 6 weeks in contact training. Most of the time dropping bombs on the Japanese located on "Wewak".
- In April, 1945 we flew to **"Mindoro Island"** - at "San Jose" – from which we flew missions to "Saigon," and "Borneo," as well as "Taiwan" – We were lucky – no problems.
- **"Angeles, Leyte"** (about 2 weeks)
- On April 12, 1945 President F.D. Roosevelt died.
- In May 1945 our plane was put in overhaul.
- We were moved to "Angel" in the "Philippines." A rather lengthy stay. [Crew arrived at the 528th Squadron, 380th BG on 28 May 1945.]
- On August 6, 1945 we heard that our planes dropped 2 nuclear bombs on 2 Japanese cities.
- On August 13, 1945 the Japanese surrendered!
- From the "Philippines" we boarded a Navy L.S.T. for "Okinawa," where we stayed until November 1945.
- Then it was home!

CHULAY CREW

Acft Cmdr: Chulay, Frank J.
Pilot: Lyons, Richard J.
Navigator: Gilman, Irving (NMI)
Bombardier: Weisberg, Seymour S.
Flt Eng: Robertson, Alton D.
Radio Opr: Brown, James E.
Gunner: Haritos, John T.
Gunner: Maltbie, Earl L.
Gunner: Melland, Con (NMI)
Gunner: Orahod, Daryl V.



JAMES T. SULLIVAN -- 528th SQUADRON

February 2021

I was searching the 380th Group web page and wanted to let you know of the passing of my father, James T. Sullivan on Oct 15th, 2018. He was the pilot of Rangy Lil, of the 528th Squadron and served in the SW Pacific from 1944-1945. I have included his obituary, below.

His nickname was "Mike", which baffles us, as we have no idea how he obtained it. If you have anyone who might be able to shed light on that, we would be most interested.

I am a member of your facebook page and find the information submitted very enlightening. I recently made connections with the grandson of one of my father's crew members, James Hennelly, on the group page and we are sharing information.

I am very proud of my father and his service to our nation and all he accomplished at such a young age. I want to thank you for your dedication and continuing efforts to keep the mission of the 380th alive and in front of future generations. I commend you all. Maire Sullivan Young (daughter)

SULLIVAN, James T. Ret. Lt. Colonel, U.S. Air Force In Weymouth, formerly of Charlestown, Dorchester, etc., died October 15, 2018. Jim Sullivan was recently appraised by someone who knew him well as a "self-made, self-taught man", an apt description. Born in a cold water flat in Charlestown to Irish immigrants, he spent his formative years there until a fire claimed the life of his infant brother and the family relocated to Dorchester. There he attended the William E. Russell School, and eventually Boston Latin, Norwich University, and the University of Omaha.

He developed an interest in flying at an early age, and at 13 had the opportunity to meet and converse briefly with pioneer aviatrix Amelia Earhart at Dennison Field in Squantum.

After the attack on Pearl Harbor, he enlisted in the Army Air Corps, was trained to fly the B-24 Liberator long range heavy bomber, and at age 20 was assigned to the 380th Bomb Group in the Pacific Theater where he successfully completed 35 missions over enemy targets.

Following the war, Jim worked for the Boston Gas Company until called up in the draft at the outbreak of the Korean War, during which he was a reconnaissance pilot. Subsequently, he served in SAC flying B-52 bombers and B-47 stratojets and later C-141 transport/cargo aircraft in Vietnam. All told, his military career spanned three decades. He also served as a Staff Maintenance Officer at Strategic Air Command HQ and as Chief, Aircraft Maintenance Office, Management Division at Military Airlift Command HQ during the 1960s.

The joy of his life was his wife, the late Catherine "Kae" (Moran) whom he married in 1949, and his family. Jim was a highly skilled amateur cabinet-maker and avid ham radio operator. A devoted fly fisherman, he pursued trout and salmon in Alaska, Labrador, Maine, and especially Ireland on his many trips there with his wife. He considered himself an expert on Irish history and genealogy, and was also a member of the Baker Street Irregulars, the Ancient Order of Hibernians, the Air Force Association, the Retired Officers Association, and the Beara Peninsula Society.

Jim took great pride in his Charlestown roots and frequently expressed his fervent desire to move back there. Even as his health declined later in life, he greatly enjoyed revisiting his old haunts in Charlestown and South Boston with his family.

His fierce devotion to faith, country, and family will be missed, as will his quick wit, larger-than-life personality and vociferously expressed opinions, to which, he was thoroughly convinced, everyone was entitled.

Beloved husband of the late Catherine B. "Kae" (Moran). Loving father of 8, devoted grandfather of 20, and great-grandfather of 3. Burial at the Massachusetts National Cemetery in Bourne, Donations in Jim's memory may be made to the Ancient Honor of Hibernians, 169 Cummins Highway, Roslindale, MA 02131.

JAMES T. SULLIVAN CREW -- 528th SQUADRON



SULLIVAN CREW (15)

Crew arrived at 380th 29 Oct 1944
and departed between May-July
1945

Acft Cmdr: Sullivan, James T.
Pilot: Harrison, George V.
Navigator: Heck, James T. | prev w
Steinkamp Crew (1)
Bombardier: Vitale, Salvatore (NMI)
Flt Eng: Hemphill, John R.
Radio Opr: Shahum, Aziz J.
Gunner: Hennelly, James J. | prev w
Steinkamp Crew (1)
Gunner: Kent, Hugh B.
Gunner: Marion, Joseph V.
Gunner: Turner, Frank T.

WILLIAM JAMES FORD -- 529th SQUADRON (RAAF)

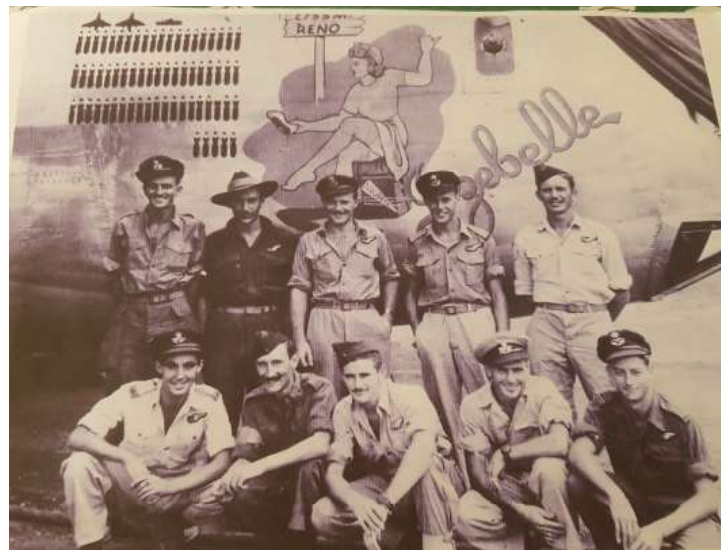
Apr 10, 2021

I am wondering if you can assist with any information regarding William James Ford, an Australian serving in the 380th regiment in Australia and the Philippines. He is listed on your roster as attached to squadron 529. My mother who will be soon 95 years of age would like to know more about about his service. He died at 74 yrs of age unexpectedly and shared very little about service and life attached to a US squadron. As far as we know he was not allowed to accept any US medal possibly directed by Aust authorities at the time. Could you please assist us with any information?

Please find attached photocopy. Uncle Bill is wearing the slouch hat, upper left (2nd from left).

Desley Morgan (niece) and Betty Morgan (sister to Bill)

Ford, W. J., / | 529th Squadron | Flight Crew, RCM Opr
(852) | Various Crews



Note from Barbara Gotham: I was unable to give them much information since I didn't have his ASN (service no.). I provided them with a link to the Military Records of the National Archives of Australia. Delsey replied that once she had more information, she'd forward to me and would also provide an article that outlines what the Australian RCM operators were doing as part of Intelligence.

380TH BOMBARDMENT GROUP (H) - COMMANDERS

Group Commanding Officers

01 Dec 1942 - 10 Feb 1944	Lt/Col William A. Miller
10 Feb 1944 - 14 Sep 1944	Lt/Col Forrest L. Brissey
14 Sep 1944 - 08 Nov 1944	Maj John M. Henschke
08 Nov 1944 - 30 Aug 1945	Lt/Col Forrest L. Brissey
30 Aug 1945 - 08 Sep 1945	Lt/Col Gayle S. Cox
08 Sep 1945 -	Col David A. Tate



John Henschke caught in a rare moment still in "the sack" while commanding the New Guinea detachment.
Tom Howard Collection



Maj. Gayle Cox
new C.O. of the 380th
Lee Brissey Collection



Col. William A. Miller
Lee Brissey Collection



Col. William A. Miller and the only plane he personally named. Gypsy was a name Miller thought best characterized his organization.
Lee Brissey Collection



John Henschke
Howard R. Williams Collection



Forrest Lee Brissey

TIMELINE

21 November 1942

The Commanding Officer of this new group [380th] was to be Maj William A. Miller, a 36-year-old pilot serving at the 2nd Air Force command staff of Gen Robert Olds. Upon assumption of command, Miller was to be promoted to the rank of Lt Col and bring his unit up to operational readiness within a span of four months. This challenge was wholeheartedly met by Miller, a veteran of over 7,000 hrs of flight time with American Airlines and a leader who would not accept second best from his men. His insistence upon practiced excellence would pay handsome dividends in the tough fights experienced during the last half of 1943.

6 May 1943

Capt John Henschke, 528th Operations officer, claimed the honor of being the first 380th airman to fly a combat mission. His inaugural mission was flown as a co-pilot with Capt Paul Johnson's veteran 319th squadron crew. They went to Manokwari, a port town in the Vogelkopf region of Dutch New Guinea, and bombed an oil storage tank.

10 February 1944

Gen George C. Kenney recognized the inherent leadership abilities Bill Miller possessed and offered him the position of Chief-of-Staff, V Bomber Command, shortly before he completed his flying tour with the 380th. Miller accepted, leaving the

Flying Circus on February 10th. The records showed Col Miller flew 33 missions for a total of 286:15 hrs. His departure left a legacy of solid planning, innovation and drive. Here was a man unafraid to push himself, his men and the B-24 Liberator beyond known limits to achieve worthwhile goals. Such leadership endeared him enough to Kenney to rate a promotion ahead of the far more experienced candidates from the 22nd, 43rd, and 90th Bomb Groups.

Maj Forrest Lee Brissey would be promoted to Lt/Col and given the job of running the 380th. The man was already a tour expired veteran who had held the positions of 531st Operations Officer and Commanding Officer, Group Operations Office and then the Deputy Group Commander. Lee Brissey would take the reins of the Flying Circus that February day and ably command the unit for the remainder of the war. By August 1945, his log book would show more than 500 hrs of combat time and untold miles of flying in leadership roles.

14 September 1944

After 16 months of continuous combat duty, Lee Brissey was sent home for a much needed rest. During his absence, the 380th would be commanded by Lt/Col John Henschke, another original cadre pilot who had stayed overseas as well. Henschke had recently been released from some administrative work at V Bomber Command's HQ in Brisbane to take over the Circus.

(continued on next page)

380TH BOMBARDMENT GROUP (H) - COMMANDERS (continued)

8 November 1944

Lt/Col Lee Brissey returned and took over 380th command.

30 August 1945

On Thursday the 30th, Col Lee Brissey took the cure for "overseasitis" and went home. He flew 42-100209 ROUGH KNIGHT, the venerable 102 mission veteran of the 530th, back to Bolling Field, Washington DC to be used on a war-bond tour. Lt/Col Gayle Cox, the Group Operations Officer, took over command of the unit.

8 September 1945

Lt/Col Gayle Cox received his long-awaited orders to go home and transferred command of the Group to Col David Tate. This new commander had the unenviable task of maintaining morale and discipline during the Group's deactivation. His firm approach to the problem was poorly received by the veterans who greatly resented his attempts to make them garrison troops.

Photo and Text Source: BEST IN THE SOUTHWEST, Glenn R. Horton, Jr., 1995

TAPS

Brissey, Forest Lee, Jr., February 14, 2012, Anacortes, Washington

Cox, Gayle S., April 14, 1994, Cincinnati, Ohio

Henschke, John M., June 28, 1992, Denver, Colorado

Miller, William A., October 1, 1982, Balboa, California

Tate, David A. - unknown

Source: <http://380th.org/NEWS/TAPS/taps.cgi>

ALBERT L. ANDREWS -- 529th SQUADRON

Edward Rogers (researcher) forwarded a picture of the tombstone and information about Albert L. Andrews from the fold3 and findagrave websites:

Albert Laslie "Bert" Andrews (95)

Service number: 34205741

Enlisted - 22 May 1942 at Cape Blanding, Florida

Education: 4 Years of High School

Occupation: Skilled meatcutters, except in slaughtering and packing houses

Unit: 529th Squadron, 380th BG

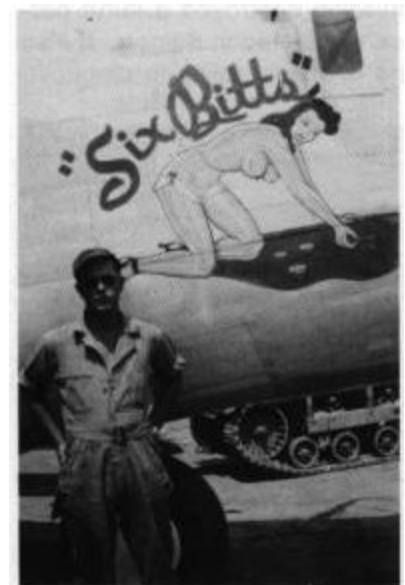
Born: 26 April 1919 - Dothan, Alabama

Died: 25 September 2014 - Marianna, Florida

Burial: Greenwood Cemetery, Eustis, Florida

Was married twice

Photo of Andrews with SIX BITTS from our website: <http://380th.org/HISTORY/PARTV/SixBitts.htm>.



M/Sgt. Albert "Andy" Andrews
Verle Lawler Collection

FRED “WINDMILL” MILLER -- 530th SQUADRON



Fred Miller
Howard R. Williams
Collection

Maj Fred Miller, the 530th CO, acquired the nickname “Windmill Freddie,” a name which remained with him for the rest of his days. The story begins on the morning of 25 May 1943 when Miller prepared to lead a 380th strike with another bomb group. Being a squadron commander without his own crew, he elected to take Reynold Craddock’s 529th men (Craddock wasn’t flying that day so it would be a simple matter of taking his crew).

Problems arose when Miller and his co-pilot, 2/Lt Cecil F. Wells, initiated the engine start up sequence on 42-40502 HELL’S ANGEL. All went well as #3, then #4 engines were fired up. Not so with #2; it refused to start. Thinking they might have flooded it, both men left it alone and started the last engine. It coughed and growled into life without difficulty. Another attempt at the #2 produced the same negative results. Miller had faced this problem before as a B-24 instructor pilot and knew he might be able to “windmill” the propeller into starting the engine. It was a straight-forward procedure which called for a near take-off speed taxi down the runway to get the prop spinning fast before opening the fuel valves and

hitting the starter. *[When an airplane engine quits in flight, the airflow from your speed can cause the propeller or jet engine compressor blades to continue rotating. This is called windmilling. Jet engines also windmill backwards when parked on a windy ramp.]*

The tower was informed of their plan and okayed it. HELL’S ANGEL went speeding down the runway to no avail; the engine didn’t start. Miller pulled down on the throttles, applied brakes and came to a halt near the end of the runway. The hot, smoking brakes were ignored as everyone concentrated on the reluctant engine; it had almost started.

Turning around, Miller repeated the procedure and succeeded in “windmilling” the propeller into starting the engine. Unfortunately, they had also become airborne. Now with three-fourths of the runway gone and not enough airspeed to continue, Miller chopped the throttles, slammed the bomber back onto the strip and stood on the brakes. They quickly burned out, ceasing to have any further effect upon the speeding bomber.

According to a 90th BG member who witnessed this event, “This morning the 380th (new group) went out on a strike on Madang. Maj Miller couldn’t get one of his outboard engines started as he was taxiing hell bent for election to start it by windmilling. He burnt his brakes out and went off the end of the runway and crashed into an Aussie truck and a B-25. Totally wrecked both planes and the truck. Luckily there was no fire or explosion. If the bombs had gone off I wouldn’t be here writing this. Must be living under a lucky star.”

Sgt Eugene S. Roberts (33rd Troop Carrier Squadron, 374th TCG), wrote in his diary: “At 7:20 A.M. “Hell’s Angels” [Angel] (B-24) on its takeoff had engine trouble. Only 3 engines turned over. The major is in the cockpit traveling at 70 mph and rising tried to brake her but succeeded only in crashing her into “Junior Bat” a B-25 + into two trucks. The tail gunner section was ripped off. Fuselage awry and wing sheared. 8,000 lbs of bombs failed to explode - luckily.”

Contrary to what Miller expected, Gen Ennis Whitehead, who had witnessed the whole thing, did not reprimand him but actually commended him for his ‘gung ho’ spirit. Shortly thereafter, Fred Miller acquired his new name.

Sources: Glenn R. Horton, Jr., *BEST IN THE SOUTHWEST*, pp. 42-43, from correspondence with two members of the crew of HELL’S ANGEL (Cecil “Chauncery” Wells and Eugene Smith, Craddock’s radio operator); photo from Howard R. Williams Collection (in BSW); and May-June 2021 emails from Edward Rogers, Pete Johnston, and Bob Livingstone.



HELL’S ANGEL after the accident, a shot of the carcass in the dump

JOHN E. CONOVER -- 528th SQUADRON (ADAMS & BRUCE CREWS)

May-June 2021

Monica Conover-Tehomilic submitted a request to join the 380th's Facebook page, and also sent emails with her father's TAPS information (he died 19 June 2011 in Centerport, New York) and photos and info about his service with the 528th. Here's excerpts from her emails:

I actually, quite by accident, found my father's WWII Mission Log/Diary in 2015 (we almost threw it out) after my Mom's death (Dad died 2011) and have been working on writing a personal book about my father before and after the war, centered around his service in WWII, in the 380th BG, 528th BS. I have many items that I found from him and my Mom, many I never saw or knew anything about. I have been researching slowly, reading as much as I could find, bought books, maps, memorabilia, enhancing his photos etc.

This photo is after Lt Bruce took over as Pilot I think as Adams is not in this photo....my father is lower row first on the left! (STANDING left to right: Lt. W. Bruce (pilot), Kenneth E. Belknap (bombardier), Vinnie P. Anderson, Jr.(navigator), Paul Brown (gunner), FRONT ROW, J Conover (gunner), Austin T. Graham (radio), Willie Watson (engineer), Everette W. Shreve (nose gunner), Joe Graziadei (tail gunner).



And the second photo is "Adams crew" (second signature that is barely legible is Lt Bruce's as Co-Pilot) has all the crew signatures except my Father's (not sure why) and the ship is the Heavenly Body. When I zoom in I can actually see the number! #273116. These are two of many of the photos that my father saved. I am working to enhance them all for a natural color/clarity. (Think they are more effective as is, not adding multicolor. My Pop loved B&W photography and Sepia tones.)



One key bit of info I really, really want specifics on (had submitted a request to Nat'l Archives a year ago but have had no response) When he was finished and was heading home (a "ground pounder" as he put it) with many of his crewmen, they gave up their seats for a plane ride home to POWs. They all were shipped home on (I am assuming) a Navy ship which took about a MONTH whereas they would have been home in only a few days if they had been flown. Have you come across any info to that effect?? I would love to know which ship he went home on and any other details. We are a Navy subcontractor family. My hubby built and tested radar for 39 years for the Navy until 2013. We met at Norden Systems 38 years ago.

IF ANYONE KNOWS THE ANSWER TO MONICA'S QUESTION, PLEASE SEND A NOTE TO BARB GOTHAM (380th.ww2@gmail.com or by USPS to forward to Monica).

ADAMS (12) / BRUCE (NL) CREW

Acft Cmdr: Adams, Arthur W.
Pilot/Acft Cmdr: Bruce, William W.
Navigator: Anderson, Vincent P., Jr.
Bombardier: Belknap, Kenneth E.
Flt Engr: Watson, William Jr.
Radio Opr: Graham, Austin T.

Gunner: Brown, Paul D.
Gunner: Conover, John E.
Gunner: Graziadei, Joseph R.
Gunner: Shreve, Everett W.

Note that all of these men (except Adams and Conover) served on Henry's Crew (12) prior to Adams, and they served from Oct 1944 - July 1945

RICHARD F. SHEPARDSON -- 528th SQUADRON

May 2021, email message

My name is Richard G. Shepardson, my grandfather Richard F. Shepardson was the radio operator on "Nothing Sacred" of the 528th. I'm doing some research on his military history, and I noticed you have him listed as KFA on Nov 11, 1943. This is incorrect. He was injured and returned home (date unknown) about 6 months before "Nothing Sacred" crashed killing her crew.

Reply to Rich by Barb Gotham

Thanks for your email and the correction about your grandfather, Richard F. Shepardson. Our group history books are the sources for the KFA Nov 11, 1943.

I have found the loading list for that mission (FEN III-23) on Nov 11, 1943, and sure enough, Shepardson and McSpaid of the Grenfel crew, are not on that list.

Side note, the crash on Nov 11, 1943, with the Grenfel crew, the aircraft that crashed was 42-41242 (no name), not Nothing Sacred (42-40509). That aircraft crashed on Sept 21, 1943, returning from a mission to Langgoer.

Subsequent email from Rich

Some additional information.

Richard F. Shepardson was wounded on May 21, 1943, over Gasmata, during a run on a Japanese airfield. He was hit in the left leg by a 20mm shell from a Japanese fighter. He was awarded the silver star and the purple heart.

He returned to the US on August 30th, 1943.

Sadly my grandfather passed away at home on Sep 28, 1973, he was living in Springfield Massachusetts. He left behind a wife, 3 children, and several grandchildren.

I'm doing research on his military career. He and his son (my father) were both war veterans. Richard F. Shepardson Sr. serving in WW2, and my father Richard F. Shepardson Jr. serving in Vietnam. I have loads of information on my father, but not much on my grandfather. My goal is to make a memorial for both of them and their service to our great country on my office wall.

GRENFEL CREW (2)

Acft Cmdr: Grenfel, Wilfred L.
Pilot: Cochran, Kenneth M.
Navigator: Hagerty, James R.
Bombardier: Hammang, Daniel C.
Flt Engr: Francis, Harry T.
Radio Opr: McSpaid, Max J.
Radio Opr: Shepardson, Richard F.
Asst Flt Engr/Gunner: Calhoun, Charles R.
Asst Radio Opr/Gunner: Gallagher, William F.
Asst Radio Opr/Gunner: Markowitz, Harold B.
Gunner: Katz, Raymond
Gunner: Roubal, James F.

From Glenn R. Horton's BEST IN THE SOUTHWEST, p. 25, regarding the May 21, 1943, mission:

Friday [May 21] also witnessed the first, totally 380th mission to be flown by the New Guinea contingent. Six Liberators departed Ward's Drome early in the morning and bombed Gasmata airdrome. Surprised to find their approach to the target unchallenged and the field empty, the crews made individual runs and bombed without opposition. It had been an easy attack which prompted 1/Lt Francis McDowell to separate himself from the rest of the formation to make a post-strike photo run. None of the inexperienced crews suspected they were being set up for an aerial ambush.

Approximately 15 *Oscars* seemed to magically pop out of several nearby clouds and jumped the lone Liberator just as they committed to the photo run. They riddled the plane with cannon and machine gun fire, wounding the radio operator, waist and tail gunners, and the photographer. McDowell's gunners claimed two or three fighters. The fight broke off as suddenly as it started, allowing McDowell to fly back to Port Moresby without further troubles. He and his crew received Silver Stars for their efforts.

J D FRANK "BUDDY" HAWTHORNE -- 529th SQUADRON

My Uncle J D Frank Hawthorne "Buddy" was on BIG CHIEF COCKEY when it went down with Thornton's Crew on 5 July 1944. He was captured and taken to Galala where he was executed. I am attaching his picture and a picture of their tombstone at the funeral at Arlington where the majority of the crew are buried.

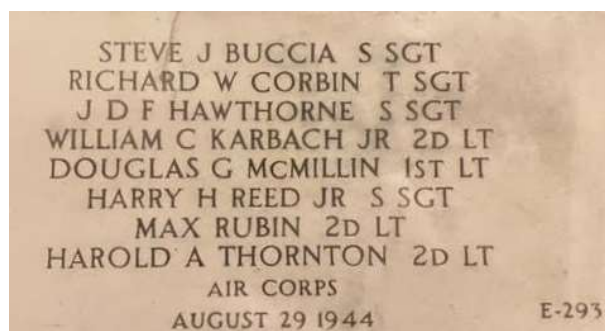


CECIL WELL'S 529TH CREW

Wells rotated home and Harold Thornton inherited the crew. Standing L-R: Rubin, Wells, Thornton, McMillin. Kneeling: Buccia, Corbin, Kosciuszek, Reed, Johnson

He died way before I was born, but I am trying to find out as much information as I can about his career and his crew as I can. I too am a veteran and am trying to keep their memory alive. Thank you for posting the information that you have.

R. Wade Brown



BIG CHIEF COCKEY slammed into a cloud shrouded mountain while on weather reconnaissance to Ceram on 5 July 1944. Although it had been reported that all but the weather observer died in the crash, this indicates that some of them survived the crash but were captured by the Japanese and executed. Note that the tombstone shows their date of death as 29 August 1944.

Names not on this stone but previously listed as killed in the accident are: Peter Kosciuszek, Kenneth Thoen, and Author Gill. It has been previously reported (News #55 Spring 2014) that Gill was captured by the Japanese, was beaten and starved severely, and died in July 1945 in the Omori POW camp in Japan.

If anyone has information about Kosciuszek and Thoen, please let us know!

Learn more and see photos of the Thornton and Wells crew members in a previous issue of THE FLYING CIRCUS newsletter: <http://380th.org/NEWS/News55/Mail55.html>

Thornton's Crew (19) on 5 July 1944

Pilot, Acft Cmdr: Thornton, Harold A.

Pilot: Karbach, William C., Jr.

Navigator: McMillin, Douglas G.

Bombardier: Rubin, Max (NMI)

Asst Flt Eng: Corbin, Richard W.

Radio Opr: Reed, Harry H., Jr.

Gunner: Kosciuszek, Peter P.

Gunner: Buccia, Steve J.

Gunner: Hawthorne, J. D.

Gunner: Thoen, Kenneth R.

Weather Observer: Gill, Author H., Jr

Note: Thornton was the only Sergeant Pilot in the 380th; he was promoted to F/O and given his own crew; promoted to 2/Lt on day of crash

To learn more about BIG CHIEF COCKEY, go to <http://380th.org/HISTORY/PARTV/BigChiefCockeye.htm>



528th - Conover, John E., Gunner, Adams (12)/Bruce (NL) Crews, DOD June 19, 2011, Centerport, New York, reported by his daughter, Monica Conover-Tehomilic

528th - Conover, Gloria, Widow of John E. Conover, DOD March 13, 2014, Centerport, New York, reported by her daughter, Monica Conover-Tehomilic

528th - Shepardson, Richard F., Radio Operator, Grenfel Crew (2), DOD September 28, 1973, Springfield, Massachusetts, reported by his grandson, Richard G. Shepardson

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

529th/RAAF - Ford, William James, RCM Operator, Various Crews (DOD and other information forthcoming from Desley and Betty Morgan)

529th - Anderson, Stewart A., Gunner, VanWormer's Crew (45), DOD July 28, 1973, Danbury, Connecticut, reported by his son, Jeff Anderson

529th - Andrews, Albert Laslie ("Bert"), Flight Engineer, Rollings' Crew (31), Long's Crew (NL); Ground Staff, Engineering, Maintenance Crew Chief, DOD September 25, 2014, Marianna, Florida, reported by Edward Rogers

529th - Hawthorne, J.D. Frank ("Buddy"), Gunner, Wells/Thornton's Crew (19), DOD August 29, 1944, flying accident on July 5, 1944, subsequently captured and executed by Japanese (correction of previous entry), reported by R. Wade Brown

529th - Mickler, Dr. Frederick Troupe, Jr., Bombardier (no crew assigned; war ended while he was enroute to 380th), DOD November 28, 2020, Dowling Park, Florida, online search due to returned newsletter

529th - Mickler, Beverly Patterson, wife of Dr. Frederick T. Mickler, Jr., DOD September 26, 2009, Dowling Park, Florida, online search due to returned newsletter

529th - Shaver, Charles Henry, Navigator, VanWormer's Crew (45), DOD March 8, 1997, Chesterfield, Virginia, reported by Jeff Anderson

530th - Miller Fred W., Commanding Officer, DOD December 23, 1989, Phoenix, Arizona; originally reported by Jack Bratton; obit below recently submitted by Edward Rogers

530th - Robertson, Earl A., Navigator, Hamrick's Crew (58), DOD March 8, 2015, Hyannis, Massachusetts, reported by his daughter, Claire J. Forbes

531st - Whittington, Gordie, Flight Engineer, Bates' Crew (89), DOD May 5, 2009, Centreville, Mississippi, online search due to returned newsletter

Fred Miller dies in Phoenix

PHOENIX—Hammond native Colonel Fred W. Miller died Dec. 23, 1989 at the Veterans Administration Medical Center in Phoenix, Ariz.

A military funeral was held at Arlington National Cemetery Jan. 11.

Col. Miller is survived by his sister, "Ree" Robinson of Hammond; brother, George Harold of Annapolis, Md.; his wife, Maic

Miller of Fountain Hills, Ariz.; two daughters; and two grandchildren.

During World War II he commanded the 530th squadron of the 380th Bomb Group.

In Korea he commanded the 28th Bomb Squadron.

Col. Miller graduated cum laude from Purdue University. He was a member of the Institute of the Aeronautical Sciences, the Society of Automotive Engineers and the Ocean Cruise Club.

The Times (Munster, Indiana), 24 January 1990, p 40

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 provided in this issue, but you can download a copy from the 380th website at:

<http://380th.org/2021Member-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/Gear2021February.pdf>

HOW TO REPORT TAPS/NEWS/INQUIRIES:

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 TAPS 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.