

380TH BOMB GROUP



Flying Circus



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

Francis Menstler

This Newsletter is Dedicated to:

*Forrest E. (Tommy) Thompson, Lt. Col. USAF (Ret.)
and
Helen H. Thompson*

*They 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, for the past eighteen years
(1982-1999).*

Our everlasting thanks and love go out to them.

THE 380TH BOMB GROUP ASSOCIATION
5th AF - RAAF

AFFECTIONATELY KNOWN AS

The Flying Circus
208 CHIPPEWA ST.
WEST LAFAYETTE IN 47906-2123



HISTORIANS

Glenn R. Horton, Jr.
Gary L. Horton

HISTORIAN, AUSTRALIA

Bob Alford

**EDITORS, HISTORY PROJECTS
AND QUARTERLY NEWSLETTER**

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IIES/PLAIC/380/380.html](http://www.ecn.purdue.edu/IIES/PLAIC/380/380.html)

NEWSLETTER #11

June 2002

Compatriots and Friends,

Inside you will find all the details concerning the Salt Lake City Reunion. We are looking forward to a very busy and most enjoyable time for all of you. See you there!

As we stated in the last *FLYING CIRCUS*, the development of the Missions Volumes of *WE WENT TO WAR* are proceeding well and I expect to be able to bring the initial handwritten manuscript for your review at the Reunion. Barb is proceeding steadily with putting the aircraft on our website in the face of her steadily increasing workload. She fully expects to have all the "D" aircraft on the web by the end of June (79 aircraft).

Great news! With the help of Dick Iverson (Colonel, USAF, Retired) of the 380th Bomb Wing at Plattsburgh, I have been in contact with Colonel F. Lee Brissey, our wartime commander, and he has promised to make every possible effort to be with us at Salt Lake City. Colonel Iverson wanted to be there as well, but had already promised to take his father to his (the father's) Navy Reunion on the same date. Many of you will remember Dick Iverson from the first Dayton Reunion.

Again, we look forward to seeing you all at Salt Lake City on September 18-22nd.

To preserve the memory of the 380th.

Sincerely,

A handwritten signature in black ink that reads "Ted".

Theodore J. (Ted) Williams

WWII BOMBER CREW PAINTING DISPLAY



Crew 24, 529th Squadron, 380th Bomb Group, 5th Air Force
Artist: Steve Nemirow (oil on canvas, 8'x12', 2002)



(Copy of original photo)

Front Row, l to r: Phil Rindone, Flight Engineer; Lauren Smith, Ball Turret Gunner; George Previs, Armorer; Howard Robbins, Radioman. Back row, l to r: Everett Philbrook, Tail Gunner; Nate Nemirow, Navigator; Charles Swanson, Pilot; John Pelligrini, Co-Pilot; Raymond Hopkins, Bombardier; Pete La Lena, Waist Gunner.

This painting is modeled from a 1945 snapshot of Crew 24 taken with their B-24 "Liberator." The original snapshot was taken with Pete La Lena's (Crew 24 waist gunner) camera in March 1945 at the Charleston, SC, Army Air Force Base. The artist is the son of Crew 24 navigator, Nathan Nemirow (DOD 1999). The poem below, "Crew 24 Meets Again in Sarasota," was written by Steve Nemirow. This painting was unveiled at a ceremony at the Evergreen Aviation Museum in McMinnville, Oregon, on May 18, 2002. This information was provided to the 380th Bomb Group Association by Pete La Lena (Sound Beach, NY).

Crew 24 Meets Again in Sarasota by Steve Nemirow

The guys in 1945 saw the plain truth unfold from
island to island,
Henderson Field to Tarawa, to Guam, to Biak, to
Okinawa,
Slung from the wings of a shining B-24.
In no hurry now, the seasons and their minds turn
again
gracefully, like dancers with long practice.

Timelessly twenty in the old photos, the waist gunner
stands tall & smiles
beneath an engine nacelle; the flight engineer kneels
on the wing, wiring shut a
troublesome gas cap, glancing up as the camera clicks,
at 19, the ball turret gunner grins
sheepishly, 50 cal. machine gun ammunition draped
over his shoulders, surprises himself,
with such a pose, such a shawl. At 74, the flight
engineer squints into
the white sun on the white sand Florida beach.

Not a posed portrait, where the uniforms are
pressed,
neckties snugged, each insignia in its place.
This one is a simple snapshot of men who'd just
flown,
just stepping down from their plane,
floatation vests awry, flight suits, fat-i-gues
wrinkled
parachutes partly unstrapped (the flight engineer
left his chute
jammed in a crevice in the back of the plane).

They ask this guy on the ground crew to take the
picture,
beside their bulky boxcar of a bomber.

The pilot confident, with hawk-hooded eyes, his
tousled hair.

The impatient copilot, a youngster looking for a good
time.

The navigator, the pilot's pal, who he thought
should've been a rabbi, but for the war.

The flight engineer, competent (but airsick).

Tailgunner the oldest at 30. Bombardier,
waist gunner in his crash cap. Radio operator,
glance askew all these years.

The ball turret gunner, how he fit his lanky frame
into that damn thing.

Each man emphatically alive, young, in the sun.

For 50 years the snapshots sat in the photo albums
of ten men,

then nine, as time wound its moving camera. Then
eight.

Seven, and the waist gunner started making phone
calls....

Fifty years later they gather here.

Their affections greet them, unchanged from the
war:

the awe and reserved respect they held for one
another, unchanged;

the earned loyalty to their pilot, to the bright
constellation of the crew itself.

Fingering through the old photos, their wives
standing beside, an unchanged crew

save for the missing faces, hands, laughter.

Also waiting, unchanged: this debt to them, they
earned so well,

this warm breeze,

this smile in a photograph from long ago.

**380TH BOMB GROUP ASSOCIATION
2002 MEMBERSHIP REGISTRATION FORM**

Your Name _____

Squadron _____ 380th Duty _____

Please check if you are a * Regular Member _____ or an **Associate Member _____

**Associates: 380th Veteran's Name: _____

Relationship: _____ Sqdn: _____

Your Address _____

City _____ State _____ Zip _____

Phone _____ E-mail _____

Spouse's Name _____

* *Regular member* means an original member of the 380th Bomb Group.

***Associate member* means a family member (or other affiliation) of an original member. If you are an Associate, please give the name of the original member, your relationship to that person, and his squadron number.

Annual payment of \$20 payable to **Carnevale & Associates** will help defray costs of mailings throughout the year. Please mail your registration form and check to:

**Carnevale & Associates
P.O. Box 1230
Sonoita AZ 85637**

Membership runs from Reunion to Reunion.

Update on Australian B-24 Program from Colin Grey

It is over twelve months now since our very successful Dedication Day in August of 2000. I have spent forty years of my working life involved in one form of restoration or another and have seen the completion of a number of important projects. However, I have never enjoyed the moment so much as when I looked over the faces of some 1200 visitors that had traveled, across the world to see the rebirth of a B-24 Liberator M/R Heavy Bomber.

I remember well ANZAC (Australian, New Zealand Army Corps) Day, April the 25th, 1989 when I first met Eric Clark and Bob Butler at a 21-Squadron Royal Australian Air Force Reunion in Melbourne. It was my good fortune, some might argue misfortune, to be seated between Bob and Eric while they regaled their crew mates around the table about how they were going to restore a B-24 Liberator. For them it was not a new experience, Eric had been arguing his case for some six years. I was instantly captivated by the concept of restoring such a large aircraft.

I joined the fledgling B-24 Liberator Memorial Fund who's membership at the time included twelve other members. It was not until I was traveling home in the car that I realized that the chore might just be a little more difficult than Eric and Bob made it sound. We in fact were the poorest of the poor in the restoration world. We had no money, we had no equipment, we had no where to do the work, few of the members had any real or practical experience in such a project and of course, we had no aeroplane.

It is now February 2002 and I am very pleased and proud to be able to say we have overcome all of those obstacles. The B-24 Liberator Memorial Restoration Fund Inc. can now boast an International membership of over 700. The restoration of the primary structure of the airframe is now complete. We have some 40 volunteers who work at the restoration site. We have equally as many who work in the field, not only here in Australia, but around the world. Together they have invested over 300,000 man-hours in the project. We have 60 companies in Australia and overseas who look after the material interests of the project. Our 700 odd members have invested hundreds of thousands of dollars in the project. Some six million dollars in cash and kind has been invested in the project to date.

The serious work of restoring the hundreds of pieces of furnishings and fittings is now underway. Engine cowlings, engine nacelles, the nose assembly including turret, the upper turret and the ball turret are well along in their preparation. The wing tips, wing trailing edges, cockpit canopy and glass, major wing access panels, wing leading edges and the flight deck are components that are all well underway towards completion. In many instances, these parts are manufactured from scratch, as there are no other parts available.

Also manufactured from scratch are the tail fins, elevators and rudders. For these items, we used old units recovered from the jungles of Papua New Guinea as patterns. All of the new parts used on the aeroplane are faithful factory replicas of the original factory parts. In our search for parts we have traveled some 400,000 kilometers and crossed the world on half a dozen occasions.

There are no drawings available for our aircraft and virtually no photographic records. So, much of the travelling has been done to recover parts that although they themselves are beyond repair, they do make patterns from which to build new components.

Two of our engines, engines three & four, have been serviced and are ready to test run. Work is continuing on engines one & two to free them up for disassembly and overhaul. All of our engines are ex DC-3. Hence they need a considerable amount of modification to fit the B-24 Dynafocal Mounts. The engine mounting system along with the engine plumbing will need modification, to accept the B-24 carburetors, magnetos and turbochargers. The engine accessory cases vary considerably from the DC-3, as do the exhaust systems. The B-24 exhaust system is unique. Therefore, all of the exhaust systems will be a composite of the usable B-24 parts we have found and new components made to match the DC-3 cylinder heads to the B-24 collector rings.

As the restoration proper enters its ninth year almost all of the major engineering challenges are overcome. The last and perhaps the most difficult, the nose assembly, is well on the way to completion. This assembly is perhaps the epitome of a restorer's nightmare. We were unable to find any drawings of an M/R model B-24. There are only two other surviving M model B-24s in the world. Both have been modified to the extent that they are not suitable as patterns for our aircraft. A total of 42 M and five M/R model B-24s were delivered to the Australian Air Force and all but one went to the smelters. There were no photographs in any of the official collections. So, for almost 5 years we worked around the nose area, fervently hoping one would turn up somewhere. Well as you have probably guessed, one did not.

(continued on next page)

Update on Australian B-24 Program (continued)

I took the decision some 2 years ago that we would begin construction based on the material we had been able to collect. The material consisted of a few photographs and a some drawings scribbled in maintenance manuals that we had collected from private sources. To build from scratch requires some courage as there are a number of decisions and that have to be made that will have a profound effect on the overall program. The first are that a given amount of precious materials must be devoted to the project. Also, many hundreds of man-hours will be committed to the work and the finished work is often the basis for a number of other smaller projects that rely on the accuracy of the completed work. Tracing rivet lines and having a good understanding of the manufacturers style and technique allows one to develop a substructure that will in almost all cases be very close to original. True and accurate external measurements and appearance are the most difficult to achieve. In the case of our nose assembly, line drawings from a magazine and photographs were all that we had to begin the project. We learnt very quickly that there were at least four different J model nose assemblies produced by the factory. There were several D model and a variety of G and H model variations. This of course did not include the theatre and field modifications.

We had several photographs of North American Aviation built B-24Js; these were the last delivered to the Australian Air Force. In fact these aircraft were built after our Consolidated B-24M and based on that I drew the conclusion that they would be representative of the latest model. Sadly, that conclusion was wrong. When some 12 months later and well into the nose assembly construction a visitor delivered to our hangar two very clear photographs of an M/R model Liberator. This aircraft was in fact A72-175, the aircraft immediately ahead of ours on the production line.

I saw immediately that all of the previous work done was incorrect. It was patently obvious that the M/R model had a nose assembly significantly longer than the late J model. Four inches to be exact. Fortunately, one photograph was taken at 90 degrees to the fuselage. Another was a close-up of the complete nose assembly. These photographs allowed us to do some very accurate scale drawings. While these drawings were being prepared, we recovered an M/R modification parts list, which had in it a very crude drawing of the turret substructure. This at least showed that the original work we had done on the substructure was correct, if not completely accurate to the dimensions. One year further on and the new nose assembly is nearing completion.

The above is just a small picture of what the ground up restoration of a large airframe entails. Australia's B-24 project represents an enormous investment in manpower, materials and logistical support. We are now some 2 years away from completing the aircraft. Restoration of the internal structures is nearing completion and work has begun on the fittings and furnishings. Here again difficulties arise. It seems our airframe had a substantially different interior layout than almost all other B-24s. Our B-24M/R was one of only a very small number to be built and an even smaller number to have been delivered to Australia. Included in the 47 M models delivered were only five M/R models. Factory fitted with radar, radar jamming and radio jamming equipment, as well as the normal complement of equipment for a standard M model bomber ensured that internally our airframe differed greatly from virtually all others.

The positions of the crew and the number of crew, up to 14, varied greatly compared to the norm. Outside of the E.C.M equipment, the standard equipment remained almost the same. The M/R shared equipment from almost all of the models that went before. The ammunition delivery and weapons mounting systems were similar to the L model. The tunnel gun arrangement was from the early D model. Radio transmitting and receiving equipment were similar to the North American J model. The oxygen system we believe is unique to our particular model. From just the short list above one can see that fitting out our particular model is quite difficult. We are still searching for many of the internal pieces of our airframe. Some items that have eluded us to date are the Phenolic Resin ammunition boxes for the nose turret, tail turret and the waist guns. These ammunition boxes were the same as supplied in the L model. We have also been unable to find the unusual "Coffee Can" gun mounts for the waist guns. The flight engineers hatch, engine management instruments, cockpit map case, and a multitude of other smaller pieces still need to be found to complete the internal fittings. Perhaps the most important items we need are main wheels, tyres and tubes. We have quite a number of tyre and wheel assemblies but none are serviceable.

We would appreciate any assistance in locating these items. One of the vagaries of this type of restoration is that one inevitably needs more than one of any item to restore a part to working order.

If you have information regarding components that may assist with the B-24 project, please contact:

B-24 Liberator Memorial Restoration Fund, PO Box 34, Cowes, Vic 3922, Australia
Phone: 61 - 3 - 5956 7952
E.mail ceegrey@nex.net.au

Photo Collages

Frank Boudreau (531st Squadron) sent in the following opportunity for his fellow 380th Bomb Group members. As a recent birthday gift from his grandson, Frank received a collage of himself and his friend Elmer T. Bryant, featuring pictures from their service years and reunion pictures through the present. Mike Aaron, a friend of Frank's family, made up the collage. Since Frank was so impressed with the picture, he thought a lot of the other members and their families might like something like this for a keepsake. Mike Aaron's flyer follows, which shows a copy of the original pictures, the final collage in the lower left corner, and information if you are interested in pursuing this idea with your pictures.



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& Hand Sketches**
by Michael A. Aaron

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http://www.geocities.com/ma33170/Photo_Enhancement_and_Repair.html

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War Memories

Virgil Stevens sent in the following article which he received from Richard Overhue, which was in *THE WEST AUSTRALIAN*, March 13, 2002.

Father Seraphim Sanz, the priest who the article is about, was the priest who helped rescue Doug Craig's crew after they crash landed near Drysdale Mission while returning from the first Balikpapan mission.



Memories: Father Seraphim Sanz, seated in the library at New Norcia, reads one of the volumes of the Kalumburu War Diary brought to him by Dom Christopher Power. PICTURE: BARRY BAKER

Zeroes and heroes of WWII

□ A monk decorated for wartime service tells MICHAEL ZEKULICH of difficult times under Japanese aerial bombardment.

ALMOST 60 years ago during the Japanese bombing of the Kimberley, a Benedictine monk who had helped save many lives during wartime action was accused of being an enemy spy.

This week at New Norcia, Father Seraphim Sanz now 88, recalled his shock and deep hurt at the accusation, made by Australian security officials.

He was Spanish, could make coded air force radio transmissions and was safe in Broome when 22 low-flying Japanese aircraft swept across the coast on September 27, 1943, to strafe and bomb the Benedictine's remote Kalumburu mission.

The attack killed six people, including the monk superior, and caused extensive damage.

It was a day of blood and mourning, according to the Kalumburu War Diary.

Father Sanz was told by security that he had known the attack was coming and so had left.

But he had gone in an old lugger to Broome, almost 1000km away, to get desperately needed stores for the Kalumburu community, a dangerous 12-day sailing voyage.

The main mast had been broken when the lugger was borrowed by the air force and there was no timber at Kalumburu to replace it.

Father Sanz had been given permission to make the journey by Northern Command in Darwin but with communications poor and secretive, he was forced to fly to Perth to get permission from Southern Command to return.

Such was the risk of the trip, which included seeing enemy reconnaissance aircraft, that he felt



Flashback: Father Seraphim Sanz, circled, with members of the Kalumburu community in 1939.

he could not push his six Aboriginal helpers to make the trip back. Only one did.

"I had to load the 25 tonnes of stores myself and then pump all night to keep the lugger afloat because the seams had opened up in between," he said. "It was a case of pump or sink."

Seeing his enormous efforts to return, the security officials apologised and he accepted it.

"These were difficult times," Father Sanz said.

Previously, he had played an important role in helping rescue 120 people from the State ship MV Koolama which had been bombed and sunk near Lesueur Island in February 1942. The mission also rescued the crews of six crashed Allied aircraft.

With other monks, Father Sanz and Aborigines had built by hand in 1940 the Kalumburu airstrip that proved crucial as a bomb loading and refuelling base for Australian and United States planes.

Father Sanz, who has since been officially recognised with an Australian Civil Services Award for his wartime efforts, is the only monk still alive of those at Kalumburu from 1939-45.

"I will see out my life in New Norcia," he said.

STATUS OF OUR 380TH DETAILED HISTORY PROJECT

As noted in the Introductory Letter to this issue of *THE FLYING CIRCUS*, we are well along with the initial manuscript for our Mission History for the 380th. We have decided to do the following in compiling it.

- 1 Make a Summary Listing of the details for each mission with one line of data for each Squadron involved, along a 17-inch page.
- 2 Present a map sketch of the mission track for each mission.
- 3 Reference the text discussion of each mission covered in Glenn Horton's *BEST IN THE SOUTHWEST*.
- 4 Provide maps and photos of the targets wherever possible.

We will bring the manuscript to Salt Lake City for your review as we did the aircraft in Dayton.

Barb is continuing to prepare the aircraft listings for showing on our website as her heavy work schedule permits. She hopes to have all the "D" models on the web by the end of June.

Look Who's Coming to Salt Lake City!!

John Annesser and Marian Hritz
Paul and Barbara Beilstein
Russ and Tiny Brooks
Al Busedu
Anna Debevec and Donna Crowell
James Elam and Grace Killion
Robert English and Margaret Snodgrass
Bill and Barbara Fortenberry
Lloyd Fry and Marian Robinson
Steven and Jennifer Galos
Barb and Doug Gotham
Thomas Hunt
John and Donna Shultz

Joe and Betty Maloney
Elizabeth McPherson
Sylvester and Alice Nemcek
Charles and Carolyn Parrott
Catherine Rein and Linda Childers
Ozzie and Mary Schoenemann
Francis and Clara Sears
Sherwood and Norma Sheehan
John and Andrea Shultz
Michael and Lisa Shultz
John Shultz Sr.
Ann Watson and Jo Ellen Mitchell
Ted and Isabel Williams

380th BOMB GROUP ASSOCIATION REUNION
SALT LAKE CITY, UTAH
September 18-22, 2002

TENTATIVE SCHEDULE OF EVENTS

Wednesday, September 18

9:00 am - 1:00 pm	Registration
12:00 - 4:00 pm	Optional - Tour of Winter Olympics Sites Lunch on your own
6:00 pm	No Host Cocktails
7:00 pm	Welcome Dinner
8:00 - 10:00 pm	Hospitality Room Open

Thursday, September 19

10:00 am	Memorial Service at Hill AFB
Noon	Lunch at Officer's Club -- Hill AFB
1:00 - 3:00 pm	Tour of Aero Space Museum -- Hill AFB Dinner on your own
7:30 - 9:30 pm	Optional - Mormon Tabernacle Choir Rehearsal (recommended!)
3:00 - 10:00 pm	Hospitality Room Open

Friday, September 20

9:00 am	Optional Tour to Wendover Air Force Base, Utah Visit the CASINO, Wendover, Nevada Stop at Great Salt Lake on Return
Afternoon/Evening	Hospitality Room Open Dinner on your own

Saturday, September 21

10:00 am	Members Meeting
Noon	Optional tours -- afternoon on your own
Afternoon	Hospitality Room Open
6:30 p.m.	No-host cocktails
7:00 p.m.	Dinner Dance

Sunday, September 22

Departure day

LIST OF POSSIBLE OPTIONAL TOURS

Fort Douglas Military Museum -- Features buildings from the 1860s
Utah's Museum of Natural History -- 200 million years under one roof
Trolley Square -- Marketplace housed in charming trolley car barns
Enos A. Wall Mansion -- Turn-of-the-century mansion open to the public

**380TH BOMB GROUP ASSOCIATION
HOTEL REGISTRATION FORM**

**Sheraton City Centre Hotel
Salt Lake City, Utah
September 18-22, 2002**

Name _____

Spouse or Guest _____

Address _____

City _____ State _____ Zip _____

Phone (____) _____ Email: _____

Rate: \$79 (single or double occupancy) + 11.2% room tax (Total \$87.85 per night)

Arrival Date: _____ Departure Date: _____

Room Type: S = one person, one bed; D = two people, one bed; D/D = two people, two beds
(Circle choice)

Special Needs: H = Handicap facilities; N/S = Non-smoking; S = Smoking; K = King bed
(Circle choice)

Guarantee by credit card # _____ exp date _____

Name on card _____

Signature _____

Cancel policy for this event: 24 hours prior to arrival to avoid penalty.
Reservations made after August 19 are subject to availability and possible rate change.

Please mail or fax reservation form to: Carnevale & Associates, Inc.
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Sonoita AZ 85637
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E-mail: carne@dakotacom.net

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TAPS

*Day is done, gone the sun, from the lake from the hill
from the sky. All is well, safely rest, God is nigh.
Thanks and praise for our days 'neath the sun, 'neath
the stars, 'neath the sky. As we go, this we know
God is nigh.*



LEST WE FORGET

528th Allshouse, Jr., Lee, Gunner, Boeshaar's Crew (4), Adrian, Michigan, DOD 05/18/2002, reported by David Lehigh

528th Breece, William F., Aircraft Commander, Breece's Crew (DOD unknown-approximately four years ago), reported by Col. Milt Markowitz, Ret. (information received from his widow, Pearl)



528th Hunt, Robert F., Navigator, Baker's Crew 94), Red Bank, New Jersey, DOD 05/20/2002, reported by Dexter Baker

528th Maresca, Michael L., Tail Gunner, Baker's Crew (4), College Point, New York, DOD 11/16/2001, reported by his wife, Ginny Maresca and Dexter Baker

528th Murtaugh, James F., Radio Operator, Tate's Crew (9), Hermitage, Pennsylvania, DOD 04/25/2001, reported by Bill Fortenberry (information received from Murt's daughter, Darlene McCann)

529th Brostoff, Delmer (NMI), Gunner, Reed's Crew (38), Bridgman, Michigan, DOD 11/02/2001, reported by Leadell Brostoff

530th Ranck, Vernon W., Ground Staff, Orderly Room, Manheim, Pennsylvania, DOD 04/14/2002, reported by his daughter, Jody Kettering, to Del Haggas and Gene Lysaker

531st Gross, Albert (NMI), Gunner, Kay's Crew (115), DOD 12/04/2001, reported by his daughter, Ann, and Jim & Jeanne Meredith

531st Hare, Leslie R., Gunner, Benson's Crew (116), Lander, Wyoming, DOD 04/11/2002, reported by Gail Stephenson

531st Lardin, John D., Gunner, Farrington's Crew (48), New Kensington, Pennsylvania, DOD 03/14/2002, reported by his daughter, Helen M. Richardson

Please send TAPS information to:
Theodore J. Williams, 208 Chippewa St.,
West Lafayette IN 47906-2123
Phone: 765/494-7434, 765/463-7828

