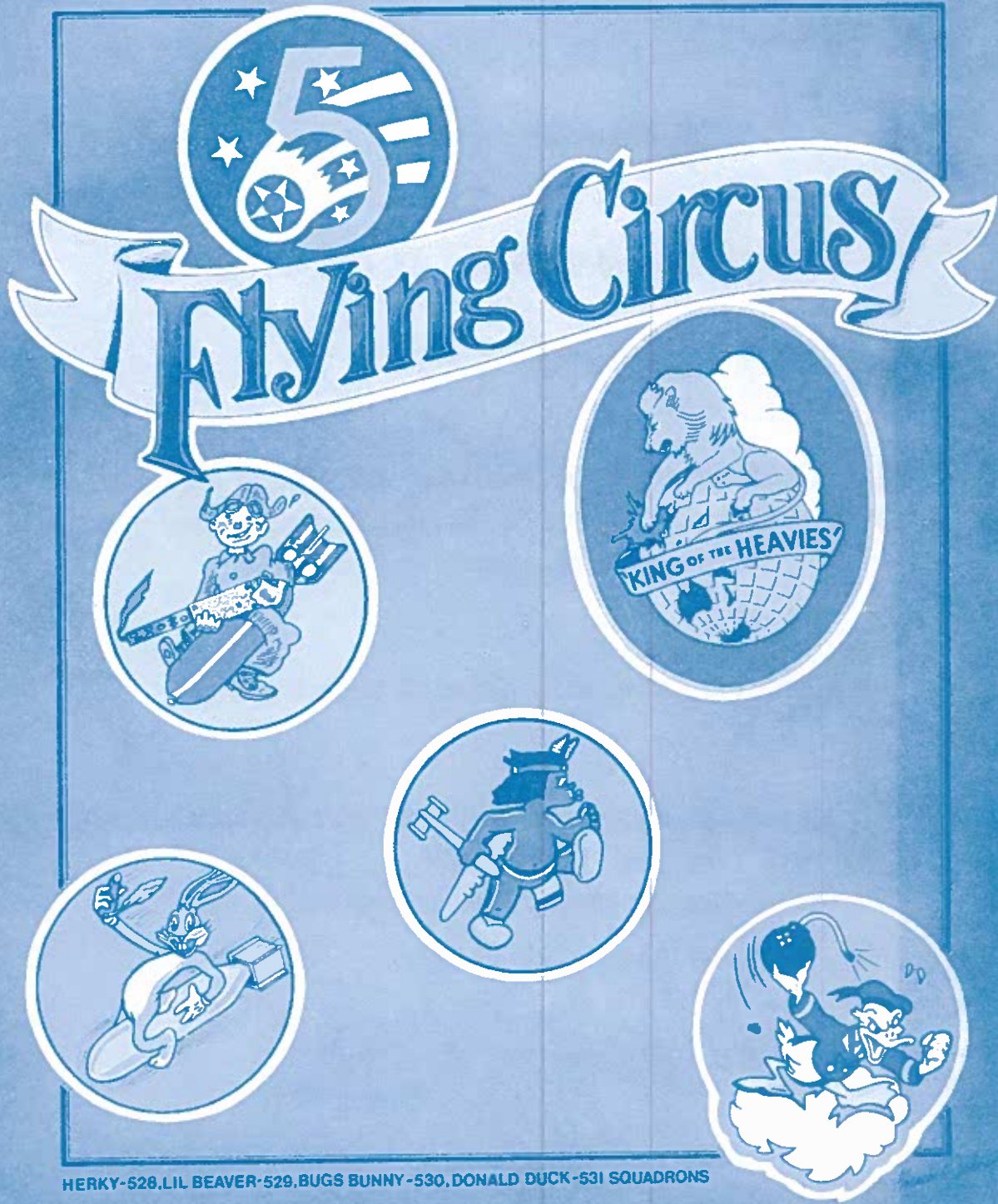


380TH BOMB GROUP



Handwritten signature or note at the bottom right of the page.

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 person-
nel 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**

Barbara J. Gotham
Executive Secretary
Theodore J. (Ted) Williams
Operations Officer

Phone: 765/494-7434
Fax: 765/494-2351
Email: tjwil@ecn.purdue.edu
[http://www.ecn.purdue.edu/
IIES/PLAIC/380/380.html](http://www.ecn.purdue.edu/IIES/PLAIC/380/380.html)

NEWSLETTER #15

June 2003

Compatriots and Friends:

Pat Carnevale has supplied us with the full details of our Williamsburg, Virginia, Reunion herein. We hope all of you are planning to attend. Please note the Retreat Ceremony on Friday evening. All of us old airmen who love military ceremonies will enjoy that one. See you there!

I call your attention to the recent great developments in the Restored B-24 Project in Australia. They can now have their museum at Werribee itself and will not need to disassemble and move their restored B-24.

Note also the pictures of Andy Martinez's artwork of the A-2 jacket. We are planning another lottery in Williamsburg. I call your attention to the Stephens Family's visit to the Collings B-24 and Bill Jr.'s model of LADY LUCK of which T/Sgt. Stephens was Engineer.

You will also enjoy Doc Butts' war stories from Fenton.

We hope all of you are enjoying 2003 and are in as good health as our advancing years will allow.

See you all in Williamsburg!

To preserve the memory of the 380th.

Sincerely,



Theodore J. (Ted) Williams

NEWS FROM AUSTRALIA

Colin Grey recently sent us this report announcing their grant from the Australian Government and their plans to develop the present site for their museum rather than moving as previously planned.

Theodore Williams
Secretary
380th Bomb Group Association
Purdue, Indiana
USA

March 12, 2003

Dear Ted;

Re: the establishment of the B-24 Liberator Memorial Museum at Werribee

I hope this note finds you well.

Early in 2002 I was asked to prepare a submission outlining our proposal for the establishment of a B-24 Liberator Memorial Museum at Werribee. This development would take place on the site we currently have under lease.

To cut a long story short Ted, our Landlord has offered us some 7 acres of the old aerodrome site we currently use as a workshop hangar and stores hangar. On the site offered to us are two hangars the one we use currently, Hangar 2 and another, Hangar 3 a little further down the road. Hangar 3, is exactly twice the size of the one we currently use as a workshop. In between these two hangars is a former Armoury workshop some sixty by forty feet. Between each of these buildings is a sizable piece of land that we plan to landscape as memorial gardens and parkland.

While working on the designs for the landscaping I learnt that Tom Hanks, the Actor, was seeking support within your Federal Government to establish a USAAC memorial in the US. I was told that none exists in the USA, let alone anywhere else. I cannot attest to the accuracy of that statement.

Anyhow, it prompted me to think that perhaps we could develop a USAAC or USAAF, I am not wholly sure of the description, memorial on the same site as the one we plan for the RAAF. Recently we succeeded in having the two hangars, Armoury and Curtalige around them listed as a Heritage Site and as such the site cannot be developed or in any way destroyed.

The hangars and Armoury are of American design; US Engineers using local labour and local hardwood oversaw the construction. I am not sure if you are aware that the aerodrome was originally a USAAC airfield. It became a joint RAAF/USAAF base until it was returned to the RAAF in 1946. The RAAF used the site until 1956, when it was handed back to the original owners, our current Landlord. The US Military built a great many of these hangars all over the world, twenty-two here in Australia. I know that the two we have are the only servicable ones left in Australia, I also understand there are very few remaining anywhere else. Research suggests ours are the only completely original ones surviving anywhere in the world.

(continued on next page)

NEWS FROM AUSTRALIA

(continued from previous page)

Recently our Federal Government released a series of Grants to finance development plans for groups such as ours trying to preserve Art, Culture and Heritage. This can take the shape of a permanent site of something temporary like a celebration, reunion etc.

We have a development plan in place, what we need to do now is a Business Plan for the site. The cost of producing such a plan is in the order of \$20,000. We have already spent close to \$10,000 in cash and kind on the project. We need to make an application for the remainder.

To do that we need to have letters of support and a fact sheet. Facts pertaining to the 380th, would be the time it operated in this country, the number of men and machines involved and especially the period when it operated under the command of the RAAF etc. The Grant Application requires only a letter of support and a single page fact sheet.

I realise with a little research I could find what I need. However, I only learnt of these grants 2 weeks before they close and my workload won't allow the time for research, also it will work better if the response comes from the US.

Some two years ago I took a similar idea to the US Consulate here in Melbourne and spoke with a Major Phillips, Vice Consul, he was the chap that was present at our Dedication Ceremony. There was quite a lot of interest shown in the project, however, we did not have permanent tenure on the site. An agreement between ourselves, our Landlord Melbourne Water Corporation and local government The City of Wyndham now exists and the arrangements for our permanent tenure are being processed.

As I mentioned there is little time to make an application, therefore if you can see merit in the proposal of such a development can you supply me with a letter of support and a fact sheet?

I will forward on to you via post a copy of our initial proposal for your perusal.

Yours truly

Colin Grey O.A.M
Project Development Co-ordinator

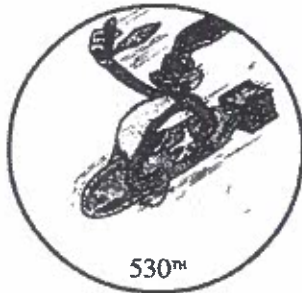
**The following pages give our letter of support as they requested
and the short one-page history as also requested.
We wanted you all to see the history since it presents some information
not in our currently available histories.**



528TH



529TH



530TH



531ST

HISTORIANS

Glenn R. Horton, Jr.
Gary L. Horton

HISTORIAN, AUSTRALIA

Bob Alford

**EDITORS, HISTORY PROJECTS
AND QUARTERLY NEWSLETTER**

Barbara J. Gotham
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http://www.ecn.purdue.edu/
IIES/PLAIC/380/380.html

**THE 380TH BOMB GROUP ASSOCIATION
5th AF - RAAF**

AFFECTIONATELY KNOWN AS

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

March 19, 2003

Mr. Colin Grey
B-24 Liberator Memorial
Restoration Fund, Incorporated
P.O. Box 34
Cowes, Victoria 3922
AUSTRALIA

Dear Mr. Grey:

The 380th Bomb Group Association is very happy to endorse your proposal to build a Memorial to the World War Two Air Force Veterans (both Australian and American) who served in Australia, and particularly in the area around Werribee.

While the 380th served mainly in Northern Territory, we know that many of our Australian compatriots did at least part of their service in the Werribee area. As you know, many Australian Air Force personnel served directly in our ranks, as well as serving alongside us in flying the B-24 Liberators over the East Indies against the Japanese.

We wish you every possible success in planning and building your proposed Memorial and its associated Museum. We understand that the Museum will house your magnificent restoration of a B-24 Liberator so beloved by all of us. We applaud your actions most heartily.

We wish this project to succeed in memory of our Brotherhood of service together in World War Two and our continued fellowship since that time.

Most Sincerely,

Theodore J. Williams, for the
380th Bomb Group Association

**A SHORT HISTORY OF THE
380TH BOMBARDMENT GROUP (H), USAAF
IN AUSTRALIA**

1. The 380th was formed on November 28, 1942. Did training at Biggs Field, Texas, and Lowery Field, Colorado, until mid-April 1943.
2. The 380th had been scheduled to go to England in mid-April 1943 but because of an appeal from General Kenney of the 5th AF to General Arnold, Commanding General of USAAF, and President Roosevelt it was redirected to Australia and the Southwest Pacific Area.
3. Reported to the 5th AF on April 28, 1943. Assigned to Northwest Area Command for service over the East Indies per earlier agreements between 5th AF and RAAF.
4. Declared operational on June 1, 1943. Based at Fenton Field and Manbulloo Field, Northern Territory. For almost a year the 380th was the only Allied Heavy Bomber Group flying over the East Indies.
5. Units at Manbulloo moved to Long Strip, November 25, 1943. These were all in Northern Territory, Australia.
6. Full Group moved to Darwin, July-August 1944.
7. In early 1945 the 380th left Australia for Mindoro Island, The Philippines, to continue the war there, with last units leaving March 5, 1945. The RAAF B-24 Squadrons took over the former joint task of the East Indies operations.
8. During its stay in Australia, the 380th:
 - a) Flew 954 missions comprising 4,393 sorties over the whole of the East Indies and New Guinea, now Indonesia.
 - b) Flew the longest bombing missions of WWII to Balikpapan, Borneo, and Surabaya, Java.
 - c) The initial cadre was 38, B-24 aircraft with a total of 137 used while in Australia. Of the latter, 44 were lost due directly or indirectly to enemy combat action, and 34 to non-combat causes (accidents, salvage and transfer to other groups; four were transferred to RAAF). The remaining 59 remained in service, 11 with the RAAF and other groups and 48 transferred with us to The Philippines.
 - d) The 380th trained 52 Australian crews in the combat operation of the B-24, along with their associated ground staff. These crews flew as full crews in ours and their own aircraft in mixed formations with the 380th crews. Following this training, these crews were the cadres for the B-24 Liberator Squadrons of the RAAF.
 - e) The 380th operated with Section 22 and SOA (Z Force) units as required as part of our regular combat duties in carrying out radar intelligence and Special Operations missions.

THE DRAGON AND HIS TAIL

On April 23, Bill Stephens and his family recently took a ride on the Collings' B-24, THE DRAGON AND HIS TAIL, which was at Long Beach Airport in Long Beach, California.



The Stephens, Jr. and Sr., at Long Beach Airport for their ride.



Bill Stephens, Sr., with the model and Collings' B-24, THE DRAGON AND HIS TAIL. Nose art on the other side.



Nose Art side of THE DRAGON AND HIS TAIL. From left to right, Brenda Stephens (Bill Jr.'s wife), Sandy and Carol (Bill Jr.'s sisters), Bill Sr., and Jennifer (Bill Jr.'s sister).



Bill Sr. with his model - more pictures of the model appear later in this issue.



Inside the aircraft.

380TH BOMB GROUP ASSOCIATION
2003 REUNION INFORMATION

HOTEL REGISTRATION FORM
BW Patrick Henry Inn
Williamsburg, VA

September 9-13, 2003

Name _____

Spouse or
Guest _____

Address _____

City _____ State _____ Zip _____

Phone _____ E-mail _____

Rate: \$77 (single or double occupancy) + 9.5% room tax (Total \$84.32 per night)
This rate includes a continental breakfast each morning.

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: _____

Signature _____

Name on card _____

Please print

Cancel policy for this event: 24 hours prior to arrival to avoid penalty
Reservations made after August 22 are subject to availability and possible rate change

Please mail or fax reservation form to: Carnevale & Associates, Inc.
P. O. Box 1230
Sonoita, AZ 85637
fax: 520- 455-5866
phone: 800-659-8808
e-mail: carne@dakotacom.net

As full service travel agents, we are also able to assist you with your travel arrangements
including **air and rental cars.**

“ONE PHONE CALL DOES IT ALL”
(800) 659-8808

380TH BOMB GROUP ASSOCIATION
2003 REUNION INFORMATION

TENTATIVE SCHEDULE OF EVENTS
WILLIAMSBURG, VA
SEPTEMBER 10 -14, 2003

Wednesday – September 10

9:00am - 1:00 pm	Registration in Hotel Lobby
12:00pm - 4:00 pm	Optional Tour of Colonial Williamsburg
2:00 pm - 6:00 pm	Hospitality Room Open
6:30 pm	Welcome Dinner
8:00 pm – 10:00 pm	Hospitality Room Open

Thursday – September 11

9:00 am	Buses depart for Langley Field
10:00 am	Memorial Service at Langley Field Chapel
11:30 am	Lunch at Officer's Club – Langley Field
1:00 pm – 3 pm	Tour of Virginia Air & Space Museum
4:00 pm	Buses return to hotel
4:00 pm – 6:00 pm	Hospitality Room Open
	Dinner on your own

Friday – September 12

9:00 am	Optional Tour of Colonial Williamsburg
	Other Optional Tours:
	8 am – noon - 4 hour Plantation Tour
	1 pm – 3 pm - 3 hour Jamestown Tour
9:00 am – 10:00 pm	Hospitality Room Open
Approx. 6:00 pm	Militia Retreat Ceremony, your presence is encouraged
	Dinner on your own
8 pm – 10 pm	Optional Evening at The Music Theatre
	“Blue Moon” music from the ‘40s through the late ‘70s

Saturday – September 13

10:00 am	Meeting of Members
11:45 am - 2 pm	Optional cruise on York River
Noon	Optional tour of Colonial Williamsburg
Noon – 6:00 pm	Hospitality Room Open
6:30 pm	No-host cocktails
7:00 pm	Dinner Dance

Sunday – September 14

Departure day

Williamsburg Reunion Information

General weather info for Williamsburg in September:

Average high - 80 degrees

Average low - 67 degrees

Ground Transportation Information:

Newport News/Williamsburg Int'l Airport - 20 min away
Norfolk Int'l and Richmond Int'l - both about 50 min away

Airport Shuttle service - reservations required

Phone: 757 218-9539

Contact: Steve Urban

Will service all airports

Newport/Williamsburg:

Single 1 way: \$30 rd trip: \$50

2 pp 1 way: \$35 rd trip: \$60

3 pp 1 way: \$40 rd trip: \$70

4 pp 1 way: \$45 rd trip: \$80

Norfolk & Richmond:

Single 1 way: \$40 rd trip: \$70

2 pp 1 way: \$50 rd trip: \$90

3 pp 1 way: \$65 rd trip: \$110

4 pp 1 way: \$75 rd trip: \$130

Since Norfolk, VA is served from a number of cities by Southwest Airlines, Carnevale Travel has secured a discount for this event. Save 10% off most Southwest fares, including the fully refundable senior fares. Call them at (800) 659-8808.

Air transportation and rental cars may be secured through Carnevale Travel - (800) 659-8808.

LIST OF POSSIBLE OPTIONAL TOURS

4 hour plantation tour

3 hour Jamestown tour

Narrated cruise on York River

Please see the reunion registration form for pricing and to sign up for these tours.

Attendees to the Williamsburg Reunion

John Annesser & Marian Hritz

Dexter Baker & Jo Berrett

Gregory & Crystal Baker

Dexter Baker Jr. and Georgia Baker

Richard & Claire Benson

Bill Bever

Pete Burris & Ginny Roper

Joe & Irene Dally

Robert English

w/ Wendell & Margaret Snodgrass

Lloyd & Marian Fry

Gordon & Norma Goecke

Barb & Doug Gotham

Tom Hunt

Al & Paulette Jansen

Cal Killingsworth & Joan Pounsett

Pete & Marie Lalena

Gloria Leghart & Deborah Cornfield

John & Dolores Lento

Joe & Betty Maloney

w/ Ann Watson & JoEllen Mitchell

Russell & Verna McCrea

Jim & Jeanne Meredith

Joan Murphy & Patricia Rice

Raymond & Janie Oeth

Carl & Kathleen Offerle

Vincent & Annabelle Scalese

Charles Taylor

Edward & Barbara Walford

Ted & Isabel Williams

Joe Wells

A-2 FLIGHT JACKET DESIGN BY ANDREW MARTINEZ

These are pictures of Conrado Martinez's jacket, modeled by Conrado himself!



Here's a photo of the back design of John Carroll's jacket.

We are planning another A-2 jacket raffle for this year's Reunion.

B-24 MODEL

Bill Stephens recently put together a model of LADY LUCK as flown by the William F. Vance Crew of the 528th. T/Sgt William T. Stephens, his father, was engineer on this crew. Here are pictures of his completed model.

Thanks, Bill, for sharing this with us! Great job!



**380TH BOMB GROUP ASSOCIATION
2003 MEMBERSHIP REGISTRATION FORM**

Date _____

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.

TALES FROM CORUNNA DOWNS

Mr. Ted Williams.
208 Chippewa St.
West Lafayette
INDIANA ZIP 47906

E. A. Cafarella
ARTIST, PHOTOGRAPHER, AUTHOR.
P.O. BOX 24
HAWKER S.A. 5434
PH. & FAX (08) 8648 4167
AUSTRALIA
20/03/03

Dear Ted,

I received a phone call from Charles G. Jarrells in Ohio this morning and during the conversation he told me he had been speaking to you in regard to a book he would like me to produce.

I have enclosed a copy for you of the one I produced which made Greg feel that I should produce a follow-up volume.

As your 380th. shared my habitation of Corunna Downs and all its miseries, I'm sure a lot of your members would have some tales to tell and I would be very pleased to receive them for publication.

They don't have to be all about Corunna but any other theatre they served in, tales of their missions, anything at all about their experiences in WW2. It would be nice to have their rank, serial number and what their musterings were etc.

As you read this publication you will understand that I would prefer humorous material where possible, what one might call, the lighter side of war. That seems to be the way to go these days, especially with all the misery that's happening around the world at the moment.

Our Government representative, Mr. Downer, advised us on the news this evening that he expects the war will begin at about 11:30am tomorrow morning. I don't think that anyone really wants war, but I feel that it's the only way that Hussein will be put down once and for all. I do feel very sorry for the Iraqi people and hope there is as little suffering as possible for them.

In regard to the hoped for follow up book, if any member has photographs that could be published along with their stories, it would add greatly to the presentation. They would need a few words for a caption. If they have copies, well and good, but if they wish to send originals, they will be will cared for. I shall copy them on receipt and return them shortly after. I won't be waiting until the book is published to do so.

Many Australians have also requested that I produce a follow-up as well, and Greg Jarrells has offered to get other branches of the U.S. armed forces, and British forces interested in the idea as well.

It is beginning to look like I'll be in for some hard work again but I find it very interesting and it's marvellous how many old friends I became re-acquainted with through the last one.

Did the Liberator restoration people send you a video of the main day when the B24 was put on display? If not please let me know and I'll arrange to have a copy sent to you. I thought it was quite good.

In closing, I hope you enjoyed your trip out and return and that you are in good health. It was a pleasure to meet you and to see other members of your group, although I didn't get to meet any of them.

If you can mention my book idea to your group and explain my request, I shall be very pleased. Perhaps you could show them this book to give them an idea of what is required.

Thank you for any help,
Yours faithfully,


Tony.

If anyone would be interested in contributing to the book that Tony mentions here, please contact him at:

Tony Cafarella
PO Box 24
Hawker S.A. 5434
Australia
Phone & Fax:
61-8-8648-4167

The book that Tony sent with this letter was "G'DAY MATE"! 'AVE YA 'ERD THIS ONE. We thank him for it. We have shown copies of several of his past books at the Reunions.

P.S. Would like a picture of the back of the leather jacket you wore out here, for the book if you have one.

WAR STORIES

**The following stories were provided to us by “Doc” William S. Butts, 528th Flight Surgeon.
Enjoy!**

Some Notes on “Shady Lady”

I flew with Zed Smith in the new four-place Fairchild to Drysdale mission to see how the work on Shady Lady was coming along. They had trouble getting it started, using an extra battery, which we took along with us, and the radio didn't work. We were over the gulf when I noticed that the left fuel gauge was reading empty. Zed switched to the other tank, which soon ready empty also. We kept looking for a good place to land, but had no trouble getting to the mission with half a tank of fuel.

The mystery was solved when we found that the plane was specially ordered with a 24 volt system, but at the end of the production line a 12 volt battery was installed.

When Zed and Willard Marshall flew the plane out, I was stationed by a bunch of rocks at the end of the sand with all sorts of supplies such as plasma, splints, etc. Zed told me that when the plane started to roll, he felt the wheels digging in, so he looked out the window and pushed the manifold pressure up to the pin. The plane took off like a scared rabbit!

First Losses — February 19/20 1943

B24s had been having mysterious crashes during training. The wrecked planes were found with the tail sections a mile or so away. Lt. Wylie fell into a spin at night, opened the bomb bay doors to allow exit of the crew. Sgt Ralph King was on the flight deck but couldn't lift the hatch door. (I weighed the door and found it weighted 4 pounds.) Centrifugal force was so great that he couldn't lift it to save his life. Suddenly, he said, he was able to lift it and was able to get out. Presumably this was when the tail came off. Shortly after the chute opened, the plane crashed. He was the only survivor. After this, the tail section of B24s was strengthened to 13 G's.

A Tranquilizer for Returning Crews

Flight surgeons were trained to give a prescription to each crew member returning from a mission of the only tranquilizer we had: two ounces of 100 proof bonded bourbon. They were each supposed to go to the dispensary and get the prescription filled. I am sure that my system was better: to hand the crew 20 ounces when they pulled into the revetment!

B-24 MEMORIAL - SAN DIEGO

For any of our members who wish to contribute to the B-24 Memorial in San Diego, here is their application form. B-24 Memorial-San Diego is an outreach program of the Veterans Memorial Center and Museum, San Diego, California.

Please be sure to send your application to the address on the form, and not to the 380th Bomb Group Association.

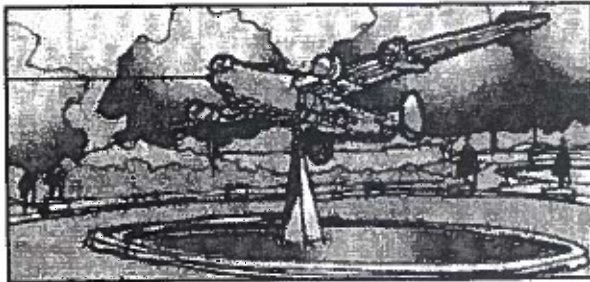
If you have any questions about the Memorial Fund, please contact George Welsh at 760-788-3624, Email: b24club@earthlink.net

This is a smaller version of the application blank published in our March issue.

B-24 Memorial SAN DIEGO

B-24 Liberator Club/ B-24 Memorial
1672 Main Street, Suite E-124
Ramona, CA 92065

(760) 788-3624 • b24club@earthlink.net



We are raising funds to build a B-24 Memorial in it's birthplace, San Diego, California, to honor those who built, maintained and flew the B-24 and the PB4Y-1 & 2. The memorial will be a bronze B-24, with an 18 foot wingspan, identical to the one located at the USAF Academy in Colorado Springs. The memorial will be placed in front of the Veterans Memorial Center, as the centerpiece of the Veterans Memorial Gardens, located in San Diego's historic Balboa Park. We ask you for your contribution by being part of this worthwhile project. Please note: A receipt will be mailed for every contribution as required by the IRS to make you eligible for an itemized deduction under Sec. 501 (c) (3) of the Federal Tax Code.

Name: _____ Rank: _____ Branch of Service: _____

Military Unit or Company (BS/BG/AF): _____ Check if you wish included: POW; MIA; KIA

Your Name (if Different From Above): _____

Street/City/State: _____ Zip: _____

Tel.: _____ Email: _____

Write in amount of donation and check one: \$ _____ Check (Payable to: B-24 Memorial – San Diego)

   Credit card # _____ Exp. date: _____

- \$500.00 or more: Name to be placed on B-24 Memorial in Veterans Memorial Park. Complimentary one year membership to Veterans Memorial Center.*
- \$100.00 or more: Name listed on Donor Honor Roll, on permanent exhibit inside Veterans Memorial Center. Complimentary one year membership to VMC.*
- \$50.00 or more: Complimentary one year membership to Veterans Memorial Center.*
- Less than \$50.00: I just can't afford to be a big contributor, but I'd like to help.*

*All donations will receive a one year membership to the Veterans Memorial Center in San Diego, future home of the bronze B-24 Liberator Memorial, and a six month subscription to the *Veterans Journal* (San Diego County Edition). Memberships and subscriptions to commence upon dedication of Memorial.

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



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

528th Fitzgerald, John W., Flight Engineer, Harwood's Crew (20), burial site at LaGrand, Oregon, DOD 11/14/2002, reported by Troy Enlow, U.S. Army (ret), Amature 8th Army Air Force Historian

529th Johnston, Margaret, Red Cross doughnut girl and wife of Jim Johnston, Bellevue, Washington, DOD 03/03/2003 in Maui, Hawaii, reported by her husband, Jim

530th Newara, Joseph A., Gunner, Kiel's Crew (68), North East, Pennsylvania, DOD 02/05/2003, reported by his wife, Lucille

530th Crobar, Floyd F., Ground Staff - Medic, San Antonio, Texas, DOD 12/14/2002, reported by his daughter, Kay Gregory

531st Henderson, William E., Aircraft Commander, Henderson's Crew (92), DOD 07/18/2000, reported by Jacqueline K. Lee-Engel

531st Lurty, Frederick L. (Lee), Aircraft Commander, Lurty's Crew (17), Sacramento, California, DOD 02/24/2003, reported by his son-in-law, Jeff McDonald

531st Morrison, Walter D., Assistant Flight Engineer/Gunner, Hinman's Crew (84), Kings Mountain, North Carolina, DOD 09/14/1974, repoted by his daughter, Cecelia Meade

531st Rego, William F., Flight Engineer, Henderson's Crew (92), DOD 10/04/2002, reported by Jacqueline K. Lee-Engel

