



THE 380TH BOMB GROUP ASSOCIATION 5th AF - RAAF

AFFECTIONATELY KNOWN AS

The Flying Circus

NEWSLETTER #32

October 2007

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New Newsletter Features:

"Featured Crew" - Please provide a photo of your crew (air crew or ground crew) along with names of those pictured. When space permits, more than one crew can be featured per issue. Thanks to John Koller for this idea!

"Photo Gallery" - Bill Shek suggested pages for an ongoing photo gallery, where the vets or family members could submit WWII photos from their collections to be published in each issue. This will start with the next (December 2007) issue.

"Then and Now" - In addition to the Photo Gallery mentioned above, a featured member (or two) will be included in each issue that gives photos of the veteran during the war, and a current one. See the Len Markstrom and John Jackson photos in this issue.

"Web Links" - Links will be included for websites of interest to or related to the 380th Bomb Group.

HISTORIANS

Bob Alford
Glenn R. Horton, Jr.
Gary L. Horton

HISTORY PROJECT

Theodore J. Williams
Barbara J. Gotham

2008 REUNION COORDINATORS

Pat Carnevale & Larry Farnum

NEWSLETTERS -

WEBPAGES - FINANCIAL

Barbara J. Gotham

Email: bjgotham@gmail.com

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

Next issue: December 2007 (to be mailed in early January 2008)

380th MEMBERSHIP INFORMATION

As a request from our members, and in order to save room for more articles, the membership form will not be included in each issue. BUT please continue to send in your yearly renewals! You can get the form from an old newsletter, or on-line from our website.

Or you can also send a letter with the following information:

Name
Squadron / 380th Duty
Renewal or New
Regular Member (original member of 380th Bomb Group or 380th Bomb Wing)
Associate Member (if associate, please include the name of the 380th veteran and your relationship to him)
Your address (street address, city, state, zip)
Your phone number
Your email address
Your spouse's name (if applicable) (if deceased, name and date of death would also be appreciated)

Annual payment of \$20 payable to 380TH BOMB GROUP ASSOCIATION will help defray costs of mailings throughout the year.
Mail to: Barbara Gotham, 130 Colony Road, W Lafayette IN 47906-1209 USA

Thanks to all who've sent in their dues!

2007 REUNION ATTENDEES

528th

Dexter Baker Sr & Dexter Baker Jr., Greg Baker
Bill Bever
Joe and Irma Brooks
Curt Chamberlain
Milt Markowitz
Will Moran & Michael Moran
Arvid Olson & Mark Olson
Slim Powers & Kathleen McCulloch, Jakarta Eckhart
Loyd Oakes & Bill Randall
Viola Peterson & Gladys Brandt
Bill Shek & Diana Shek

529th

Albert Busedu & Angie Hellwig, Dennis Izzo
Gus Cameron
John Carroll & Anne Krok, Ethan Krok
Jim Elam & Grace Killion
Lloyd Fry
Glenn and Gwen Horton
Ellen and Brian Jeffries
Pete LaLena & Pete LaLena, Steve LaLena
Joan Murphy
Bud and Kathleen Offerle
Bob Smith & Larry Smith
Martin and Diane Smith
Katie Smith
Lawrence Dwight Steele & Lawrence Steele
Richard and Julie Zapf & Jose Mora

Honorary

Barb and Doug Gotham

530th

Len Gronkowski & Gary Gronkowski
Barb Matusz
George McKay & Tom Van Nontwick
Wayne Olson
Dorothy Rull
Gene and Ruth Stadler
Charles Taylor
Jerry Wilson

531st

Jan and Butch Balch
Doris Campbell
Marvin E. Gardner & Marvin R. Gardner, Marta Ann Love,
Roland and Janet Gardner, Bryan and Kathleen Clements
Tom Hunt
John W Jackson & John A. Jackson
Doug and Barbara Kohrt
John and Helen Koller
Norma and Nick Lamicella
Sam and Miriam Leiner
Elizabeth Williams McPherson
Cecelia and Scott Meade
Dave Peck & Jim Purzycki
George Lim (G.) and Jessie Poy & Steven,
Rosalyn, Melissa, Erica and Stevie Kin
Joe Wells & Margie Meye, Larry and Colleen Wells
Diane Whetstine
Ted and Isabel Williams

If anyone else attended and his/her name is not on this list (or if your name is on the list and you didn't attend), I apologize in advance for the omission ... Barb

Note to Attendees: If you received the group photo(s) from Pan-A-View, please make the following correction on the veterans' list included in your package: the second man from the left is Wayne Olson, not Arvid Olson. Wayne/Arvid, please accept our apologies for this error!

2008 REUNION - PRELIMINARY INFORMATION

The 2008 Reunion will be held in Tucson, Arizona, from November 5-9, 2008

Pat Carnevale and Larry Farnum are serving as our 2008 Reunion Coordinators. (See note below about the Reunion Coordinator function.)

The site for the 2008 Reunion will be the Hotel Arizona (formerly Holiday Inn downtown). Their rate is \$84 + tax and would include a full breakfast. They have offered us a meeting room off the lobby (quite large - definitely more than 700 sq ft) for our hospitality room.

The Hotel Arizona offers complimentary airport shuttle and free parking.

Adjacent to Hotel Arizona is La Placita - a group of shops and cafes. Also, there are a number of other establishments within walking distance.

Pat has requested 50 rooms starting on Wednesday, November 5th, with check-out on Sunday, November 9th. The hotel is offering us the same rate effective 3 days prior and 3 days after the event for those wishing to extend their stay.

Tentative Agenda

Wednesday, November 5: Registration in afternoon. Buffet welcome dinner that evening at the Hotel Arizona.

Thursday, November 6: Optional group tours. Dinner on own.

Friday, November 7: Museum tours, Memorial Service, and Luncheon at the Pima Air and Space Museum - Memorial Service and luncheon will both be held in Hangar 3 of the Museum. Dinner on own.

Saturday, November 8: Members' meeting in morning; optional group tours in afternoon. Dinner/Dance at the Hotel Arizona.

Sunday, November 9: Departure.

Here are a few suggestions for optional group tours:

Biosphere 2

Kitt Peak National Observatory

Old Tucson Studios

Do you have a suggestion for a site for an optional tour? If so, please contact Barb Gotham <Email: bjgotham@gmail.com>

REUNION COORDINATION

This is to clarify the role of the Reunion Coordinator for the 380th Bomb Group Association.

The Reunion Coordinator function will be for a one-year period and that person or persons will assist Barb Gotham in planning for all local arrangements for that year's Reunion, including lodging, meeting accommodations, meals planning, Memorial Service, transportation, etc.

It is likely that the Reunion Coordinator(s) will change from Reunion to Reunion - it is helpful to have someone in the near vicinity of the reunion site to work on that Reunion's arrangements.

Once the site for the 2009 Reunion is selected (see the article in this issue about that selection process), we will be looking for volunteers to be that year's Reunion Coordinator(s)!

2009 REUNION SITE SELECTION

Reunion arrangements, particularly selection of the hotel and related banquet/meal and activity arrangements, should begin at least one year in advance. Therefore, it is important that the selection of the location for the 2009 Reunion be made before Summer 2008.

We would like to rotate between the East and West Coasts and Midwest sites - 2006 was in the East (Washington, DC), 2007 was in the Midwest (Dayton, Ohio), and 2008 will be in the West (Tucson, Arizona). It is therefore suggested that the 2009 Reunion be at either an Eastern or Midwestern site.

This process was begun at the Members' Meeting at the 2007 Reunion in Dayton. The following sites were suggested by that group as a selection starting point, with the final decision being made by "vote" of the **remainder of the membership**:

- Savannah, Georgia (Fort Stewart/Hunter Army Airfield)
- Charleston, South Carolina (Charleston AFB)
- Orlando, Florida (Patrick AFB/Cape Canaveral Air Force Station)
- Shreveport, Louisiana (Barksdale AFB)
- Nashville, Tennessee (Arnold AFB)
- St. Louis, Missouri (Whiteman AFB)
- Rapid City, South Dakota (Ellsworth AFB)

It is asked that all members submit to Barbara Gotham (by mail or email) your top 3 choices for the 2009 Reunion.

Please take into consideration the following when making your selection: (1) ease of traveling to that location, (2) choice of local activities (museums, historical sites, other types of amusement, etc.), (3) seasonal weather in that area, (4) proximity to an Air Force or other military base. *Due to increasing security at the military bases, it may not be feasible to hold our memorial service or other functions on a military base - **it may be that we would need to have our memorial service at a local chapel instead** - so please don't weigh consideration (4) as highly as the others.*

Reunion dates will be selected based on seasonal weather/climate for that area; for example, selection of a Southern site would mean the Reunion that year would most likely be held in October or November; for a Midwestern site, an August/September or October date would be chosen.

Information on each site follows on the next page.

Please use this handy form to send in your selection choices (mark your top three choices).

My top three choices for the 2009 Reunion are as follows:

- _____ Savannah, Georgia
- _____ Charleston, South Carolina
- _____ Orlando, Florida
- _____ Shreveport, Louisiana
- _____ Nashville, Tennessee
- _____ St. Louis, Missouri
- _____ Rapid City, South Dakota

Name _____ (optional)

Comments _____

2009 REUNION SITE SELECTION (continued)

Here's some information on each site from the previous page (in no particular order):

CHARLESTON, SC

Local activities: USS Yorktown, aquarium, museums, historic homes, Fort Sumter/Fort Moultrie

Charleston AFB: The 437th Airlift Wing, together with its Reserve associate, the 315th Airlift Wing, provide a large part of Air Mobility Command's global reach airlift capability. Their mission is to fly C-17s and provide airlift of troops and passengers, military equipment, cargo and aeromedical equipment and supplies.

Airport: Charleston International Airport

SHREVEPORT, LA

Local activities: Sci-Port Discovery Center, Spirit of the Red River Cruise, Water Town USA, museums, casinos

Barksdale AFB: Home to the 2nd Bomb Wing and the Mighty 8th Air Force, Barksdale Air Force Base is situated on over 22,000 acres of land in the NW corner of Louisiana. Barksdale warriors and B-52s have a proud tradition serving both at home and abroad in support of the Global War on Terrorism; they have played vital roles in combat operations supporting Operation Enduring Freedom in Afghanistan and Operation Iraqi Freedom.

Airport: Shreveport Regional Airport (with connections thru Dallas-Fort Worth, Atlanta, Chicago O'Hare, Memphis, Houston IAH)

NASHVILLE, TN

Local activities: Country Music Hall of Fame/Museum, Grand Ole Opry House, General Jackson Showboat, Belle Meade Plantation, The Hermitage, Ryman Auditorium

Arnold Engineering Development Center (AEDC) (Arnold AFB) is the most advanced and largest complex of flight simulation test facilities in the world. The center operates 58 aerodynamic and propulsion wind tunnels, rocket and turbine engine test cells, space environmental chambers, arc heaters, ballistic ranges and other specialized units. Twenty-seven of the center's test units have capabilities unmatched elsewhere in the United States; 14 are unique in the world. The Arnold Engineering Development Center is an Air Force Materiel Command organization and an important national resource. It is located between Nashville and Chattanooga.

Airport: Nashville International Airport

ST LOUIS, MO

Local activities: Gateway Arch, Forest Park, St. Louis Zoo, Anheuser-Busch Brewery, botanical gardens, museums, Indian burial grounds, Six Flags St. Louis, St. Louis Military Museum

Whiteman AFB is the home of the 509th Bomb Wing, which operates and maintains the Air Force's premier weapon system, the B-2 bomber. Whiteman is also the home of the 442nd Fighter Wing, an Air Force Reserve Command unit that flies the A-10 Thunderbolt II, as well as the Missouri Army National Guard 1-135th Aviation Battalion, which flies the AH-64 Apache helicopter. The Navy Reserve Mobile Inshore Undersea Warfare Unit 114 also operates from Whiteman. Their mission is to provide surveillance, intelligence and force protection measures for naval assets. The Whiteman Public Affairs Office offers group tours.

Airport: Lambert St Louis International Airport

RAPID CITY, SD

Local activities: Historical sites such as the Black Hills, Mt. Rushmore, Crazy Horse Memorial, Teddy Roosevelt Memorial, to name a few

Ellsworth AFB is home to the 28th Bomb Wing and the B-1B Lancer aircraft. Ellsworth has a long, proud history of excellence and innovation. Their mission is to provide rapid, decisive and sustainable combat airpower and expeditionary combat support — anytime, anywhere.

Airport: Rapid City Regional Airport (with connections thru Las Vegas, Denver, Minn/St Paul, Salt Lake City, Chicago O'Hare)

ORLANDO, FL

Local activities: Universal Studios and Disney amusement parks, just two among many amusement parks. The NASA Kennedy Space Center is located in Cape Canaveral, about an hour's drive from Orlando.

Patrick AFB: Home to the 45th Space Wing.

Airport: Orlando International Airport

SAVANNAH, GA

Local activities: Home of one of the largest National Landmark Historic Districts, Tybee Island, beaches, Old Fort Jackson, Old Savannah tours, museums, Dolphin Magic, casinos

Fort Stewart and Hunter Army Airfield are the home of the 3rd Infantry Division, and combine to be the Army's Premier Power Projection Platform on the Atlantic Coast. It is the largest, most effective and efficient armor training base east of the Mississippi, covering 280,000 acres including parts of Liberty, Long, Tattnall, Evans and Bryan counties in southeast Georgia. Hunter Army Airfield is home to the Army's longest runway on the east coast (11,375 feet) and the Truscott Air Deployment Terminal. Together these assets are capable of deploying units such as the heavy, armored forces of the 3rd Infantry Division or the elite light fighters of the 1st Battalion, 75th Ranger Regiment.

Airport: Savannah International Airport

2007 DAYTON REUNION



Thanks to everyone who made the Reunion the success it was, from the largest to smallest contributions.
To those who could not attend, we missed you!

Veteran group photo, taken at the National Air Force Museum, Dayton, Ohio Friday, September 7, 2007



Left L/R: Eugene Stadler, Wayne Olson, Robert Smith, Albert Busedu, James Elam



Right L/R: Charles Taylor, Sam Leiner, Joseph Brooks, Milton Markowitz



L/R: George Poy, Leonard Gronkowski, Richard Zapf (seated), Lloyd Fry, Theodore Williams, Maurice (Slim) Powers (seated), Thomas Hunt, Dexter Baker, Loyd Oakes, Lawrence Dwight Steele



L/R: Marvin Gardner, John Carroll (seated), A.J. (Gus) Cameron, John Koller, George McKay, John Jackson, Curtis Chamberlain, Joseph Wells, Peter LaLena

Group photos taken/cropped from panoramic photo taken by Pan-A-View, Dayton, OH (937-434-9287)

2007 DAYTON REUNION



Bill Bever, Glenn Horton, Diana Shek, Kathleen McCulloch, Slim Powers, Bill Shek



Jesse & George Poy



Lloyd Oakes



Lloyd Fry



Marvin Gardner

Hospitality Room Photos



Gwen Horton



Cecelia & Scott Meade, John Carroll, Marvin Gardner



Friday Luncheon at Twin Base Golf Club



Memorial Service



Honor Guard Members: Stephen Jones, Rachel St. Laurent, David Dally, Tamika Palacio ~ Chaplain Dwayne Jones

2007 DAYTON REUNION



Lining up for the group photo at the National AF Museum



Waiting to enter the museum

Isabel & Ted Williams, Joe Wells



Richard & Julie Zapf
Dave Peck (below, in front of the B-24)



Jim Purzycki



Waiting to board the B-24 for a private tour



2007 DAYTON REUNION



At the Members Meeting



Tom Hunt



Isabel & Ted Williams



Curt Chamberlain & Tom Hunt



The Aussie contingent: Anne Krok, John Carroll, Ethan Krok, Gus Cameron



John Carroll, Milt Markowitz, Gus Cameron



Fabulous Baker Boys: Greg, Dexter Sr., Dexter Jr.



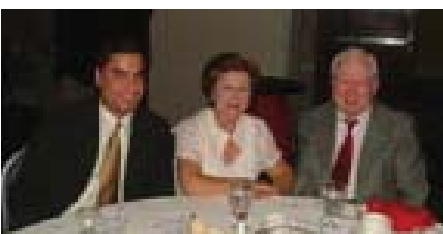
Joe Wells and Margie Meyer



Gary and Len Gronkowski



Poy and Kin families



Jose Mora, Julie & Richard Zapf



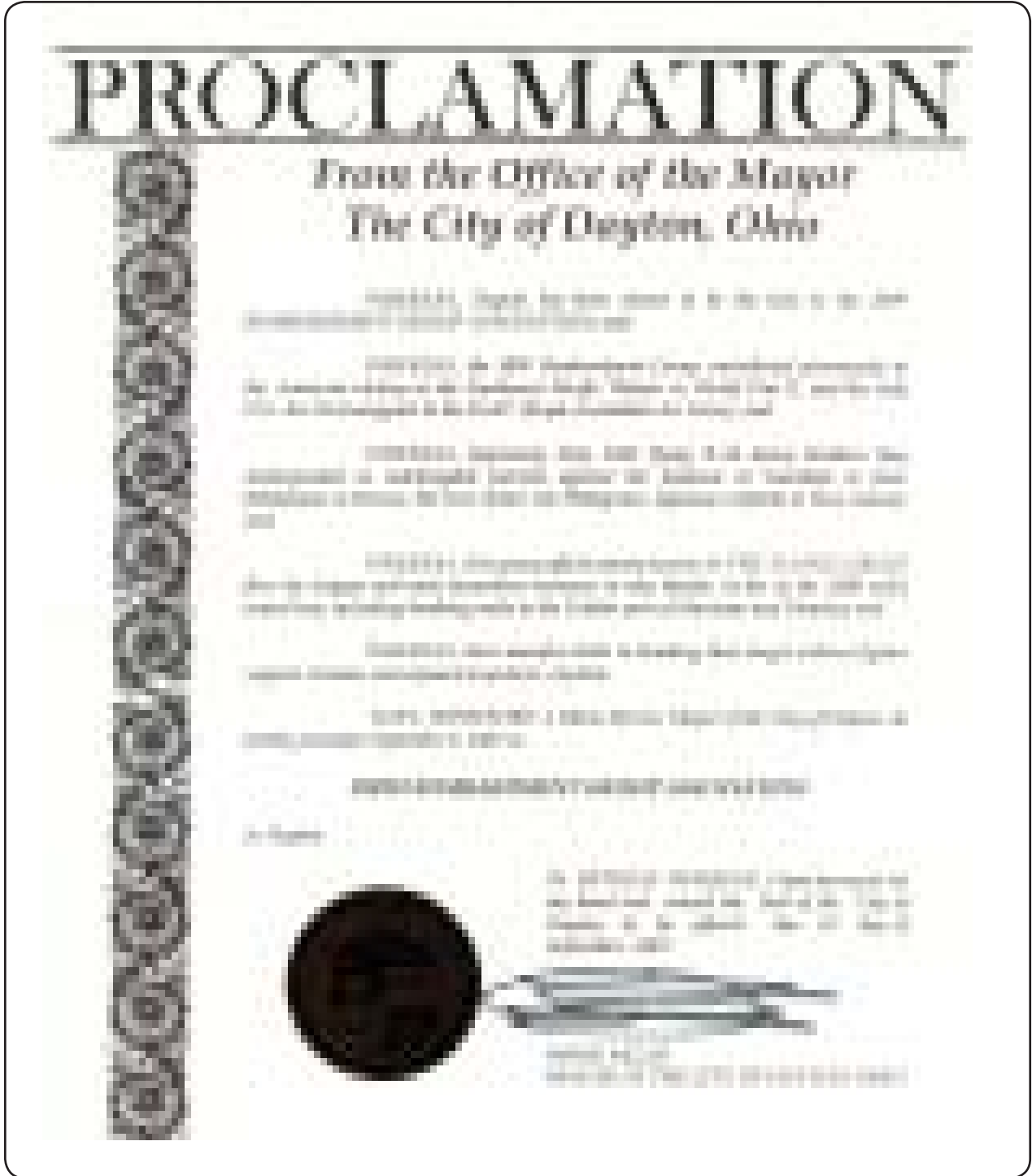
Pete LaLena & Milt Markowitz

Photo credits go to Bill Shek, Diane Whetstine, Barb Gotham

More photos will be available on the 380th website - go to <http://380th.org/REUNION/2007Reunion/Reunion.html> to find the link to the Reunion Photo Gallery (link should be available by the 12/15/07. If anyone else has any photos to add for the website, please send to Barb as soon as possible!

2007 DAYTON REUNION

Joe Wells' daughter-in-law, Colleen, works for the City of Dayton and arranged for the following proclamation, signed by the Mayor of the City of Dayton, to be presented to the 380th Bomb Group Association at the Banquet on September 8th.



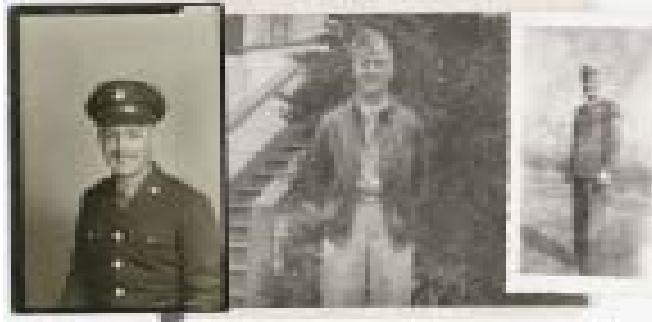
Copies of this proclamation were passed out at the banquet. If anyone would like a copy, please contact Barb Gotham to have one sent to you (available for both those present and those absent - there are plenty of copies available).

THEN AND NOW

Leonard F. Markstrom, 529th Squadron, Gunner, Gay's Crew (49)

From Leonard Markstrom
To Barbara Gotham
Date: Sep 14, 2007
Subject: Kid to grown up

Hi! Left photo was taken 3/21/1944-Basic training at Jefferson Barracks, Mo - Middle one taken in San Francisco at my aunt's home 9/10/1944 - Last one taken on 12/1945-Just discharged and home in Covert Michigan. The 17 year old to a barely 20 year old Leonard Markstrom.



After 62 years after my discharge from the Air Corp, here is old Grandpa. No comparison to that young kid Len!

John W, Jackson, 531st Squadron, Ground Staff, Ordnance, Munitions Worker

John was one of the many who just did their job, day after day, month after month, year after year. He helped remove the dead and wounded, including picking up pieces when some men ran through propellers one terrible day. A photo of John during the war is shown here.

John attended the September 2007 Dayton Reunion - his first, and hopefully not his last!

His daughter, Ruth, and her husband, Bob Beelman, found out about the 380th through our website, and got John signed up as a member and also for the Reunion. They purchased a 380th jacket, patches, and cap for John, of which he is very proud (see photo below)!



Ruth and Bob also put together a shadow box for John with the basic ribbons and medals the 380th Bomb Group and he earned. The plaque at the top reads: SERGEANT JOHN W. JACKSON. The first row has 10 WWII campaign battle stars (New Guinea, Northern Solomons, Bismark Archipelago, Western Pacific, Leyte, Southern Philippines, Luzon, China Defensive, China Offensive, and Air Offensive Japan). Below the stars are two Presidential Unit Citations (on each end), with the Philippine Presidential Unit Citation in the center. The

next row contains (from left to right) WWII Victory Medal, Asia Pacific Theatre Medal, Philippine Liberation Medal, American Campaign Medal, and a Good Conduct Medal. The plaque under the 531st patch reads: 531ST BOMB SQUADRON, and under the King of the Heavies patch reads: B-24 BOMBER - 380th BOMB GROUP, with the 5th Air Force patch between the two plaques. What a wonderful gift!



AN A-2 FLIGHT JACKET STORY

by William E. Shek, Jr

My father, William Shek, after earning his pilot's wings, was assigned to the newly formed 380th Bomb Group and trained in the B-24 Liberator at Biggs Field, Texas. From there he eventually deployed with the initial group of B-24s to Northern Australia and Fenton in early 1943, in the 528th BS. He flew missions at Fenton from then until late 1944, when he returned to the U.S. After the war ended he left the service, flying for TWA for several years. He returned to the military when the U.S. Air Force was officially established in 1947, serving as a career Air Force officer and pilot, retiring in 1967 in South Carolina, then moving to Florida. In 1992 he and Mom relocated to Redding, California, where they remained until their passing in 2003.

Among the articles Dad kept from his WW2 service was his A-2 leather flight jacket, which he had worn throughout the war during his time in Fenton. I grew up with that jacket, sometimes wearing it as a kid, but mostly seeing it in a closet and regarding it with some awe. It had a leather name tag with his name and pilot's wings printed on it in silver, his 528th BS "Herky" patch on the left breast and a large 5th AF patch on the right breast.

As the years passed, I visited them many times in Florida, then in Redding. With each visit I noticed that the jacket was becoming more and more "distressed" and was slowly deteriorating. The cloth lining, the fabric waistband and cuffs were starting to rot, the stitching in the seams had parted in several places, and the leather was flaking and starting to crack a little. Then, in 1999, Dad read an ad from a collector in Southern California in the Retired Officers magazine, offering to buy original WW2 articles—especially flight clothing and gear—sight unseen and in any condition. Dad responded, payment was made, then he packed up the jacket and sent it off. That was that—the jacket was gone forever—or so I sadly thought.

After Mom and Dad passed away, I became very interested in finding out more about his time in Fenton and his B-24 "Dauntless Dottie". I wish I had possessed this interest while he was alive and had pried information and stories out of him, but now it was too late (vets, sons, daughters and grandchildren, please take note!). I had never really asked him much about his experiences in the war and he never volunteered any information willingly. He did not ever like to talk about the war. However, I had his collection of original photographs of aircraft, strikes, and scenes of Fenton that he had saved. I began doing research—mostly on the internet—and found a couple of excellent websites. One, of course, was the 380th BG Association site and the other was the "B-24 Best Web" site, which posts submitted photos of B-24 aircraft and crews and has an online forum where folks can post questions and information. I submitted several photos of "Dauntless Dottie" from Dad's collection, which were posted on that site along with my name and email as the photo contributor. I emailed Ted Williams at the 380th BG Association many times with questions and photos, which he kindly responded to with a wealth of information (I'm afraid that I pestered him unmercifully!). His generous help and information have been invaluable to me.

Over the years I had often wondered what became of the jacket, where it was, and if it still even existed. Then, in January, 2004, completely out of the blue, I received the following email from a gentleman in Dallas, Texas:

"Wow, what a small world! You don't know me but I have taken the liberty to drop you a line and just say hello. I collect WWII militaria and about 2 years ago I purchased a WWII US A-2 flight jacket that once belonged to your father!a wonderful example of a wartime A-2 with his leather name tag, a 5th AF patch, a blood chit on back and a large colorful chenille 528th patch of "Herky". I was fascinated with finding out about the original owner. I eventually found a great book on the 380th and read about his squadron's brave exploits on missions such as the Balikpapan raid. I was researching various military things today on the Internet and just came across the photo of Dauntless Dottie you posted on the B-24 site. I nearly fell out of my chair when I saw your name at the bottom!"

Needless to say, his email completely took me by surprise—I also nearly fell out of my chair in disbelief! Of course I answered and we began corresponding about the jacket. I sent him some photos from Dad's collection showing him wearing the jacket. He told me that its condition was "pretty rough" when he bought it on eBay. He said that he had debated about it for some time, but finally decided to have the jacket conserved as much as possible, as he didn't feel it would survive without some help. He sent the jacket to a company in Scotland called "Aero Leather Clothing", which specialized in the sale and restoration of leather flight jackets. They replaced the fabric waistband, cuffs and lining with as close a match as possible, reinforced the seam stitching (through the original holes) and treated the leather to recondition and preserve it. They even returned the removed original lining with the jacket. This had all been done before he knew I existed. He sent me photos that Aero Leather had sent him of their restoration process of the jacket

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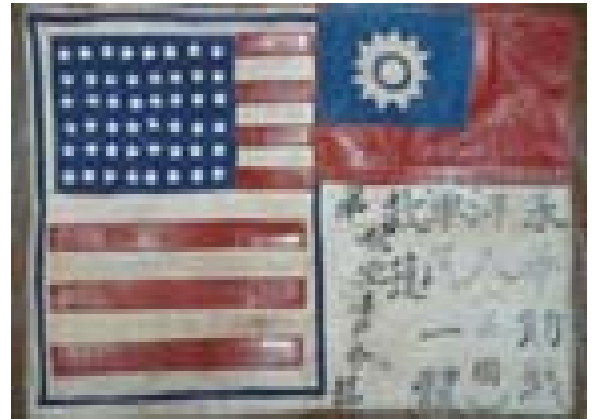


AN A-2 FLIGHT JACKET STORY (continued)

and of the restored jacket on display in his collection (which is extensive!). I totally agreed with his decision and the results. Aero Leather did a superb job. Without this conservation the jacket would eventually have literally fallen apart. He then generously offered to send the jacket back to me. I told him I truly felt that the jacket had been meant to come into his possession and that he should keep it, as I knew it would be valued and protected there.

In August, 2004, he again contacted me, saying that while looking through his own father's WW2 uniforms he had come to a decision which had been growing in the back of his mind for some time. He now strongly believed that the jacket should "go home" and wanted me to have it back. We reached an agreement and he shipped it to me. Now, incredibly, after a long, long journey my father's flight jacket had returned. When I actually touched it again I felt that a circle had closed and something of my father's spirit had returned. I have since applied another leather conditioner to it and it looks 1000% better than when I last saw it in 1999.

However, something in the first email had puzzled me. He had said that the jacket had a "blood chit" on the back. I know that the jacket had NEVER had anything on the back and this bothered me a lot. For those not familiar with the term: A "blood chit" was a patch, of varying sizes, made of silk, cloth, or leather, which was usually sewn onto the outside or into the inside lining of a flight jacket. It usually had a Chinese flag, a US flag and a message written in Chinese on it. These were used by American flyers, mostly in the China-Burma theater, but in other theaters as well where Chinese was spoken. If a flyer was shot down, this patch was a "cashier's check" of sorts. The Chinese message on it identified the airman as an American flyer fighting the enemy and promised to pay a cash reward to whoever helped the flyer get back safely to allied forces. If the serviceman made it back with help from a local, the local could "cash" the check (or "chit"). Thus the name "blood chit". The Flying Tigers used them on their jackets. However, the 380th BG squadrons at Fenton and Long did not ever use these patches at all. The chit on Dad's jacket was made of leather and measured approximately 10"x 7". Evidently, somewhere along the line after Dad sold the jacket, someone added the patch on the back—probably trying to increase its value on eBay. I carefully removed the patch and found that, in addition to it being sewn on, several strips of adhesive had been applied (probably to hold the patch in place while sewing)—thus adding some injury to the insult.



I'm not superstitious, nor am I excessively spiritual, but this incredible chain of events has convinced me that some "higher" power meant for my father's A-2 to come back to me. I was extremely blessed and fortunate to get it back. I am eternally thankful to the collector in Dallas, not only for his care and devotion in preserving this flight jacket, but to his kindness in deciding that the jacket needed to return home (I sent the blood chit patch back to him for his collection). Also, I thank Aero Leather for their outstanding job of conservation.



I guess my plea to all of the 380th BG veterans (you are our living history after all—you were there!) and to their relatives is: Please, please save, record and conserve your collections, whether they are items of clothing, letters, records, medals, equipment, photos, or (and especially) your memories and stories—they are all irreplaceable. Once they are gone they are gone forever. We need to preserve and pass this priceless history down to future generations. While Dad's jacket is definitely NOT for sale ever again, I plan to eventually donate it and the photo collection to a museum (the USAF Museum in Dayton, Ohio, has already expressed an interest).

William E. Shek, Jr.
filmxtra@netzero.net



FEATURED CREW PHOTO

EMIL SMOLEK CREW (111) 531st Squadron



Top row (L/R):
Emil Smolek (Pilot),
George Korber (Co-Pilot),
Byron Moore (Navigator),
George Gerards (Bombardier)

Bottom row (L/R):
Israel Segal (Engineer),
Tim Grambley (Nose Gunner),
Robert Moss (Waist Gunner),
Dave Bush (Tail Gunner),
Bernard Saulsbury (Armorer),
James McCabe (Radio Operator)

*Thanks to George Gerards
for sending in the photo!*

GOOD FORTUNE FLEW WITH ME

Dear Members,

As a follow up to John Carroll's book, "Good Fortune Flew With Me," we are producing a video documentary based on his service during World War II.

In connection with his service in the 380th Bomb Group, we would appreciate any background materials such as photos, memories and stories relating to the group or about serving with Australian servicemen.

If you feel you could be of any assistance, please send any related materials or documents to either:- Attn: Ethan Krok, PO Box 973, Penrith NSW, 2751, Australia ~ or Email to:- ethan@krokie.com

Yours Sincerely, Ethan Krok (John's grandson)

MAIL CALL

From: ColeWoolley
To: Barbara Gotham
Date: Oct 22, 2007

We love your website. Our dad, Clayton Woolley, was in 528th with Commander Orlando D'Alessandro. They fulfilled 30 missions in the Pacific.

We plan to sign up for the newsletter.

Thanks, Cole Woolley, son of Clayton K. Woolley (still alive at 86, living in Portland, Oregon).

528th Squadron, Pilot, D'Alessandro's Crew (13)

MAIL CALL

From: Vanessa Henwood [mailto:vanessah@lakecomm.com.au]
Sent: Wed 8/15/2007 8:19 PM
To: Gotham, Barbara J.
Subject: 133 Hvy AA Bty Assn.

Note: If anyone would be interested in
“talking” with Vanessa by email,
please drop her a line.

Hi Barbara,

I have been talking with Bob Alford and he suggested that I email you in regard to contacting some of your members of the 380th Bomb. Gp.

I am deeply into finishing my book on the 133rd Heavy Anti Aircraft Battery which protected the 380th at Fenton.

Ted Williams and I have discussed certain events and has granted me permission to utilise the wealth of information published on your website. However, it would be to histories advantage if I could somewhat interview (over email), some of your men if they are interested.

I also have in my procession 'The King of the Heavies', 'The Flying Circus' and 'Under the Southern Cross'. If you have contact details with Jim Wright and Bob Livingstone, it would be most appreciated as they do make reference in their books to my group of men.

Best regards,

Vanessa

www.133.com.au

PS: Congratulations on a terrific effort you and Ted have put into the enormous history of the 380th.

From Bill Shek
To: Barb Gotham
Date: October 4, 2007
Subject: AF Museum

I just got a piece of interesting info from the AF museum. I don't know if you saw the section where they had several leather flight jackets on display, but several were displayed in a glass case showing the artwork on the backs of them—the fronts were not visible. One jacket had a large painting of “The Flying Circus” patch on it. I recently emailed asking about that jacket and they told me it had belonged to Max L. Markman, of the 380th BG. I looked him up on the 380th site and he was a Statistical Control Officer (ground staff) with the 528th and then with the Group. Several of the vets had wondered who the jacket belonged to, so it might be an interesting bit of info to put in the Oct. Newsletter.

Bill



From: Francis Sears
Date: Oct 15, 2007
To: Barbara Gotham
Subject: Jenny and Graeme Thomas

Hi Barb

Jenny and Graeme Thomas of Adelaide, Australia have been the house guests of Lyle and Clara Sears. The Thomases have just finished a five week tour of the western states. Members may remember Graeme seeking information about his father who served in the 528th squadron, when the Thomas attended our 1998 reunion in San Diego. They also may be remembered as the couple who went to Tijuana on tour with us without their passports and almost stayed there permanently. Jenny says she wasn't concerned until she saw the rubber gloves come out [forgive me Jenny for telling this]! They returned to Adelaide Oct 14.

Best regards Lyle & Clara Sears.

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, Clark, Stuart V., Radio Operator, Breece's Crew, DOD August 12, 2007, Flushing, Michigan, reported by Gene Stadler

529th Connors, Kerwin W., Ground Staff, Engineering, Maintenance, Airplane and Engine Mechanic, DOD September 9, 2006, Somerdale, New Jersey, reported by family friend, George Fox

529th Maloney, Betty, widow of Joseph W. Maloney, DOD September 29, 2007, Pleasanton, California, reported by her daughters, Jo Ellen Mitchell and Anne Dee Watson

530th Coleman, Leslie F., Flight Engineer, Bratton's Crew (21), DOD May 14, 2007, Raleigh, Mississippi, reported by his widow, Betty J. Coleman

530th Cowell, Arthur G., Flight Engineer, Taylor's Crew (42), Bailey's Crew (62), DOD October 1, 2006, Morgantown, West Virginia, reported by his son, Lowell A. Cowell (he was buried in his "Flying Circus" jacket, of which he was very proud)

530th Gregg, Dora, wife of James C. Gregg, DOD May 26, 2007, Arlington, Virginia, reported by Gene Stadler

530th Gregg, James C., Assistant Flight Engineer/Gunner, Lewis Crew (85), June 5, 2007, Arlington, Virginia, reported by Gene Stadler

530th Wilkinson, Robert M., Pilot/Aircraft Commander, Jenkins' Crew (61) and Wilkinson's Crew (68), DOD September 19, 2007, Ottumwa, Iowa, reported by Jack Templeton

531st Durbin, Marcell D., Gunner/Assistant Radio Operator, Lurty Crew (77), DOD December 12, 1950, Winchester, Indiana, reported by his son, Gary Durbin

Please send TAPS information to:
Barbara Gotham

