



THE 380TH BOMB GROUP ASSOCIATION
5th AF - RAAF

AFFECTIONATELY KNOWN AS

The Flying Circus



NEWSLETTER #39

Summer 2009



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HISTORIANS

Bob Alford

Glenn R. Horton, Jr.

Gary L. Horton

HISTORY PROJECT

Theodore J. Williams

2009 REUNION COORDINATOR

Barb Gotham

LOCATION: Savannah, Georgia

DATES: October 14-18, 2009

NEWSLETTERS –

WEBPAGES – FINANCIAL

Barbara J. Gotham

Phone: 765/463-5390

Email: bjgotham@gmail.com

Next issue: Fall 2009 (to
be mailed in September)

380th Bomb Group Association, 130 Colony Road, West Lafayette, IN 47906-1209 USA

<http://380th.org/>

bjgotham@gmail.com

2009 REUNION INFORMATION

The 2009 Reunion will be held in Savannah, Georgia, October 14-18, 2009

AGENDA

Hotel: Holiday Inn Savannah West, 103 San Drive, Pooler, GA

To make your reservation directly with the hotel, call 912-330-5100 — be sure to mention this group rate: BOM

You make your own reservation online. For the link, please go to the 2009 Reunion information webpage: You can make your own reservations online. Please go to our reunion webpage for the link:

<http://380th.org/REUNION/2009Reunion/Reunion>

Or you can fill out and mail back the **hotel reservation form** contained in this issue.

Registration and hospitality room: The hotel is providing us with Room 407 for registration and hospitality.

Events (event registration form is also provided in this issue):

Wednesday, October 14 -

Registration 1:00-5:00 PM in hospitality room, dinner on own, hospitality room open 1:00-11:00 PM

Thursday, October 15 -

7:00-9:30 AM – Breakfast in “Pre-Function Room”

9:30 AM-12:30 PM – Optional Paula Deen tour (includes tour, transportation, and lunch)

Registration and hospitality room open from 9:00 AM-5:00 PM and after welcome dinner until 11 PM

6:00 PM – Welcome dinner in “Wisteria Room” (Cash bar at 5:30 PM)

Friday, October 16 -

7:00-9:30 AM – Breakfast in “Pre-Function Room”

10:00-11:00 AM – Trolleys depart for the Mighty 8th AF Museum

11:00-11:30 AM – Memorial Service at Chapel of the Fallen Eagles, at the 8th AF Museum

11:30 AM-1:00 PM – Luncheon in the Art Gallery at the 8th AF Museum

1:00-2:00 PM – Trolleys return to hotel for those wishing to return after lunch

1:00-3:30 PM – Group Tours of the 8th AF Museum

3:00-4:00 PM – Trolleys return to hotel from 8th AF Museum

Hospitality room open from 1:30-11:00 PM

Dinner – on own

Saturday, October 17 -

7:00-9:00 AM – Breakfast in “Pre-Function Room”

9:00 AM – Group meeting/presentations in Hospitality Room 407

Afternoon – Optional tours on own; hospitality room open 11:00 AM-3:30 PM

4:30 PM – Cocktails (cash bar) in the area in front of “The Garden Room”

5:00 PM – Dinner and dancing (“The Garden Room”)

Sunday, October 18 - Departure

NOTES:

There are several trolley tour companies offering various sightseeing packages in Savannah: architecture, black heritage, ghosts, Civil War, land & sea, coastal heritage, maritime — as well as walking and riverboat tours. Fort Pulaski, Old Fort Jackson, beaches, and Tybee Island are nearby.

Go to our Reunion website at: <http://380th.org/REUNION/2009Reunion/Reunion.htm> to download the Agenda, Hotel Reservation Form, Events Registration Form, and to get additional information about Savannah!

2009 Reunion Hotel Registration Form

Holiday Inn Savannah ~ Pooler, 103 San Drive, Pooler, GA

To make your reservation directly with the hotel, call 912-330-5100 — be sure to mention this group rate: BOM

You make your own reservation online. For the link, please go to the 2009 Reunion information webpage:
<http://380th.org/REUNION/2009Reunion/Reunion>

If you prefer that I make your reservations for you, please fill out this form:

Name _____

Spouse or Guest _____

Address _____

City _____ State _____ Zip _____

Phone: _____ Email: _____

Arrival Date _____ Departure Date _____

Number of rooms required: _____

Number of adults per room: _____ Number of children per room: _____

Room Type:

____ 2 queen beds, nonsmoking	\$89.00 plus 13% room tax
____ 1 king wheelchair accessible, nonsmoking	\$89.00 plus 13% room tax
____ 2 queen bed suite, nonsmoking	\$99.00 plus 13% room tax
____ 1 king bed suite, nonsmoking	\$99.00 plus 13% room tax

Special Needs: _____ Handicap facilities NOTE THAT ALL ROOMS ARE NON-SMOKING AT THIS HOTEL

Guarantee by credit card # _____ exp date (Mo/Yr) _____

Circle type of card: MasterCard, Visa, Discover

Signature _____

Name on card _____ (Please print)

If applicable, provide PRIORITY CLUB MEMBER NUMBER and PIN: _____

-
- Credit card will be used for guarantee only. Your card will not be charged until arrival or unless you fail to cancel on time.
 - Cancel policy for this event: 24 hours prior to arrival to avoid penalty.
 - Same rates apply 3 days prior and 3 days after our event (10/10/09 - 10/20/09).
 - Complimentary parking.
 - Pets up to 50 lbs are allowed. Non-refundable \$25 cleaning fee per stay.
 - Check-in time is 4:00 PM, check-out time is 11:00 AM.
-

Please mail or fax reservation form to: Barbara Gotham, 130 Colony Road, West Lafayette IN 47906-1209

Fax: 765-494-6298

Email: bjgotham@gmail.com

2009 Reunion Event Registration Form

Registration Fees: Adults \$20.00 per person x _____ = \$ _____
Children <18 \$10.00 per person x _____ = \$ _____
Total Registration fees: \$ _____

October 15 - Thursday –

– Breakfast \$14.00 pp x _____ = \$ _____
– Optional Group Tour: Paula Deen tour (includes transport, tour, lunch) (9:30 AM – 12:30 PM)
\$53.00 pp x _____ = \$ _____
– Welcome Buffet Dinner \$37.00 pp x _____ = \$ _____

October 16 - Friday –

– Breakfast \$14.00 pp x _____ = \$ _____
– Morning: Memorial Service and Luncheon at 8th AF Museum (includes transportation)
\$35.00 pp x _____ = \$ _____
– Afternoon (1:00 PM – 3:30 PM) (transport cost included w/morning activities)
Option 1: Return to the hotel from the luncheon _____ (# people)
Option 2: 8th Air Force Museum tours
\$6.00 pp x _____ = \$ _____

October 17 - Saturday –

– Breakfast \$14.00 pp x _____ = \$ _____
– Banquet (4:30 – 8:00 PM) –Entrée choices :
Herb roasted chicken _____ (# of persons in group with this choice)
Grilled salmon _____ (# of persons in group with this choice)
5 oz sirloin steak _____ (# of persons in group with this choice)
Vegetarian entrée _____ (# of persons in group with this choice)
\$37.00 pp x _____ = \$ _____

TOTAL DUE FOR ALL EVENTS: = \$ _____

See accompanying page with menus.

Member Name (for name tag)

Indicate Squadron

Guest/Spouse (name to be printed on name badge)

Other guest (name to be printed on name badge)

Additional guest names can be written on a separate sheet or on the back of this sheet

Refunds: No refunds will be made if cancellation occurs **after 5:00 PM EDT, Friday, October 9, 2009**

Please make checks payable to: **380th Bomb Group Association**

Mail form with payment to: Barbara Gotham, 130 Colony Road, West Lafayette IN 47906-1209

Questions? Call Barb at 765/463-5390 – or send email to bjgotham@gmail.com

2009 Reunion Menus

MENUS:

The All-American Breakfast Buffet (Thurs-Sat):

*Sliced seasonal fruits, melons, berries
Scrambled eggs
Home fries and grits
Bacon
Assorted Kellogg's cereals
Biscuits with sausage gravy
Assortment of breakfast breads and pastries (served with cream cheese, butter and preserves)
Assorted juices, coffee, and herbal hot tea*

Buffet Dinner (Thurs):

*Fresh fruit salad w/dipping sauce
Classic tossed salad with dressing
Herb roasted chicken
Roasted turkey and gravy
Herb oven roasted potatoes
California mix vegetables
Rolls/butter
Dessert
Iced tea, water, and coffee*

Luncheon (Fri):

*Cole slaw
Lasagna
Buttermilk fried chicken
Green bean casserole
Roasted sweet potatoes
Cheese biscuits
Fruit cobbler
Iced tea, water, and coffee*

Dinner (Sat):

*Choice (1) Herb Roasted chicken
Served with mashed potatoes and steamed vegetable medley
Choice (2) Grilled salmon
Salmon served with a citrus herb sauce, accompanied by rice and steamed vegetable medley
Choice (3) 5-oz sirloin steak
Grilled sirloin strip, served with mushroom sauce and steamed vegetable medley and wild rice
Choice (4) Vegetarian entrée*

*Meal includes tossed green salad and dessert (chocolate and white chocolate mousse)
Iced tea, water, and coffee*



PHOTO GALLERY

Wilma Page Lanier sent these WWII posters

Check out the color version of these posters at:
<http://380th.org/NEWS/News39/News39.html>



PHOTO GALLERY

from: Bob Livingstone <ev982@netspace.net.au>
to: Barbara Gotham <bjgotham@gmail.com>, and Ted
Williams <tjwil@ecn.purdue.edu>
Mon, Apr 13, 2009 at 5:11 PM
New color pic

You will like this one.

Fabulous color and clarity for 1943, and still just as good 66
years later; I wonder whether we will be able to say the same
for the photos we are taking digitally today?

The long term storage methods of digital photos remain an
unknown.

Bob



Pete Johnson from Australia sent this photo last
November - he got it off of e-Bay. If anyone
knows who this is, please let Barb Gotham know!



Ben Mollicone sent this photo

PHOTO GALLERY



Photos provided by Marvin Gardner

Back Row: Keith Baker (NG), Eugene Garland (G), Gravel Gasage (R), Larry Bergeron (G), and Joe McLarry (E).

Front Row: Chester Babiarz (TG), Wallace Kotouch (CP), Milton Brown (B), Marvin Gardner (AC)

Picture by Harry Bandow (Nav)

Back Row: Keith Baker (NG), Chester Babiarz (TG), Eugene Garland (G), Joe McLarry (F)

Front Row: Harry Bandow (Nav), Marvin Gardner (AC), Wallace Kotouch (CP), Milton Brown (B)

Picture by Larry Bergeron (AG)



from: Doug Tilley
<dtalley5@bigpond.com>
to: Barbara Gotham
<bjgotham@gmail.com>
Thu, Apr 16, 2009 at 6:19 PM

Barb
Maybe you could put names to the faces. Not sure if it was taken at Fenton or Darwin.

Doug
Adelaide River

If you can identify the fellas in this photo, let us know!

PHOTO GALLERY

from: Bill Shek <filmxtra@netzero.net>

to: bjgotham@gmail.com

Sun, Jul 26, 2009 at 3:38 PM

Hi Barb & Doug,

I've attached some photos I got from the 380th Air Expeditionary Wing in the United Arab Emirates (the latest incarnation of the 380th BG). Don't know if the photos will be good enough to put in the newsletter, but if so I thought it would be interesting for everyone to see how they are honoring the original Group. The pics titled "Hdtrs" are of the interior of the Headquarters building there. The photos on the wall are blowups they made of some of the photographs I sent them. The other photos titled "Tent" are of their "Heritage Tent" (outside and interior) named "Fenton's" that they set up. They also put up some blowups there. If these pics can't be put in the newsletter don't worry because they're in a presentation I hope to do at the reunion.

Bill Shek



Headquarters



Heritage Tent (exterior and interior photos)



Check out the color version of these photos at:
<http://380th.org/NEWS/News39/News39.html>

AEROSPACE HISTORY

George Gerards sent in an article from the North American Aviation Retirees Bulletin (Summer 2001). Because the article is longer than space permits here, I've taken excerpts ... for the full article:
<http://www.navworld.com/navhistory/acorndays.htm>

THE ACORN DAYS

In aviation history, decades before geeks and nerds altered our way of life, young and gutsy aviation pioneers changed the world with their wood sticks, bailing wire, canvas and aluminum.

- How many of you know that in 1910, mighty Martin Marietta got its start in an abandoned California church? That's where Glenn L. Martin with his amazing mother Minta Martin and their mechanic Roy Beal constructed a fragile biplane that Glenn taught himself to fly. Glenn Martin built his first airplane in a vacant church, before he moved to a vacant apricot cannery in Santa Ana. He was a showman and he traveled the county fair and air meet circuit as an exhibitionist aviator. From his exhibition proceeds, Glenn was able to pay his factory workers and purchase the necessary wood, linen and wire. His mother, Minta, and two men ran the factory while Glenn risked his neck and gadded about the country. One of his workers was 22-year old Donald Douglas [who WAS the entire engineering department]. A Santa Monica youngster named Larry Bell [later founded Bell Aircraft] ran the shop.
- It has often been told how Douglas Aircraft started operations in 1920 in a barbershop's backroom on L.A.'s Pico Boulevard. Interestingly, the barber-shop is still operating.
- Northrop's original location was an obscure Southern California hotel. It was available because the police had raided the hotel and found that its steady residents were money-minded gals entertaining transitory male hotel guests.
- A former small shipyard nicknamed 'Red Barn' became Boeing Aircraft's first home. Soon, a couple of airplanes were being built inside, each of them having a remarkable resemblance to Glenn Martin's airplanes that, interestingly, had its own remarkable resemblance to Glenn Curtiss' airplanes.
- After WWI, a bunch of sharpies from Wall Street gained control of the Wright Brothers Co in Dayton and the Martin Company in L.A. and 'stuck them' together as the Wright-Martin Company. Wright-Martin began building an obsolete biplane design with a foreign Hispano-Suiza engine. Angered because he had been outmaneuvered with a bad idea, Martin walked out taking Larry Bell and key employees with him.
- From the deep wallet of a wealthy baseball mogul, Martin was able to establish a new factory. Then his good luck continued, when the future aviation legend Donald Douglas, who Glenn persuaded to join his team. Martin MB-1. Quickly emerging from the team's efforts was the Martin Bomber. Although too late to enter WWI, the Martin bomber showed its superiority when Billy Mitchell made everyone mad at him by sinking several captured German battleships and cruisers.
- In 1922, Donald Douglas won a contract from the Navy to build several torpedo carrying aircraft. While driving through Santa Monica's wilderness, Douglas noticed an abandoned, barn-like movie studio. He stopped his roadster and prowled around. That abandoned studio became Douglas Aircraft's first real factory.
- With the \$120,000 contract in his hand, Donald Douglas could afford to hire one or two more engineers. Gordon Scott had been schooled in the little known science of aviation at England's Fairey Aviation, so he hired Gordon.
- In May 1927, Lindbergh flew to Paris and triggered a bedlam where everyone was trying to fly everywhere.
- Interestingly, just a handful of young men played roles affecting the lives of all Americans as it initiated the Southern California metamorphosis, from a semi-desert with orange groves and celluloid, into a dynamic complex, supporting millions.

Although this technological explosion had startling humble beginnings, taking root as acorns in — a barber shop's back room — a vacant church — but came to fruition as mighty oaks.

Source: Denham S. Scott, North American Aviation Retirees' Bulletin

MAIL CALL

from: Cheryl Sturm
to: Barbara Gotham <bjgotham@gmail.com>
Wed, May 20, 2009 at 7:35 PM
Subject: Can you help with some info Barb?

IF ANYONE HAS TAPS INFO ON LELAND FLINT,
PLEASE LET US KNOW!

My Dad is Alberth "Tom" Goga, Staff Sgt, Aerial Photographer for the 380th (528th Squadron); Leland Flint was his pilot. He just got word that Leland passed away last month. He called Flint often to talk & hadn't heard from him in a while & no one answering the phone. So his grandson left a message & I saw a note that he had passed away. I think his son called & left the message on dad's machine. [But Cheryl no longer has the message.]

He told us a story since we were kids about bailing out over the Mindora Islands in the Pacific into the ocean. It was May 12, 1945. Leland Flint was the pilot. Since he was a photographer for the Army & just switched to the Air Force, he wasn't trained to jump. He woke up in the back of the plane to see both pilots bailing out while everyone else was sleeping soundly!!! He guessed they were too tired to hear the call to bail. Dad was scared to death & one guy was crying he was so scared. They jumped or rather got pushed out the door. He could not get his parachute to open when he pulled the cord & just seconds before he hit the water he prayed & pulled open the chest chute. The others told him they were watching as they thought he was done for sure. He said another younger guy (the one that was crying) died when his chute pulled him under the water as it filled & he never released it. He still remembers how he was crying for help but no one would let anyone go near him since he would of only pulled them under & more would of died.

I would love to know if there are others still out there that possibly were on his plane at that time? Thanks for any help!
Cheryl

from: Rick Cordell <cordellr07@msn.com>
to: Barbara Gotham <bjgotham@gmail.com>
Mon, May 18, 2009 at 11:22 PM
subject: Some interesting items. 380th, 529th

Dear Barbara,

I was going through some of my father's WW II items [Robert E. Cordell, 529th, RCM Opr, Various Crews/ Ground Staff, Admin Clerk]. I found a couple of things you may be interested in. I found his flight log. I also found a memo and a commendation from Gen. Douglas MacArthur regarding a mission in '43. It is dated June 25th, 1943. The subject was the "Macassar Mission." The quote is "My congratulations on the success of 319th and 380th units. It was a daring flight to Macassar - MacArthur. Signed by William A. Miller, Lt. Col., Air Corps, Commanding." Dad makes reference in his flight log to a crash landing at Biggs Field, Feb. 4th, '43 a night flight. "Crashed on takeoff. plane was completely demolished. Lucky to get out alive." There are many other letters and items in his box of WW II items. I also have many of his black and white photos and I need to spend time scanning these, too.

Kind regards,
Rick Cordell
cordellr07@msn.com

from: Diane Whetstine <dianew@cityofkm.com>
to: bjgotham@gmail.com
Mon, Jul 27, 2009 at 11:55 AM
subject: Sgt. William Hughes 531st

PLEASE LET US KNOW IF YOU
CAN HELP CLYDE!

Dear Barb,
Does anyone have any information or picture of Sgt. William Hughes (531st)? My uncle Clyde [Whetstine] remembers him and had talked to him after the war. It shows he passed away in 1962. Clyde is 90 years old and he talks of that time just like it was yesterday. I would appreciate any info on Sgt. Hughes.
Thanks ... Diane

MAIL CALL

Name=Kathy Hebner
Address=1309 S. Catalina Ave, Redondo Beach CA 90277
Email=gidget311@verizon.net
RE=PAUL C HEBNER -- 530th -- ASN: 0-736000, Navigator, Dennis Crew. Juarez Whistle

If anyone can point me in the right direction for informaton (stories) and photos of my father I would really appreciate it. Trying to put together a album for my mother. Warm regards, Kathy Hebner

Sun, Jul 26, 2009 at 3:38 PM

Hi to all,

I received the following email not too long ago from Tony Cafarella, who lives in Hawker, South Australia (about 100 miles north of Adelaide). Tony served with the RAAF in N.W. Australia in WWII and had ongoing contact with the 380th BG there (he was stationed at Corunna Downs for a while). He is a writer now and has written several short books about his memories and service there and other places in WWII Australia. His email below is self-explanatory. He also invites all of you to submit stories, photos, histories, etc., to him for his new book. I told him I would ask that his email be published in the Newsletter and I will be bringing it up at the reunion in Savannah. You can either email or write him directly or send any material to me and I will forward it on to him. Thanks.

Bill Shek, Email: filmxtra@netzero.net, Address: 1315 Ebener St, #4, Redwood City, CA 94061

From Tony Cafarella:

Dear Bill,

Greetings from down under. Through a regular Sunday morning program on the ABC radio here, without my knowing, my Corunna Downs book was publicised. Soon I had people from Western Australia locating me and ordering the book.

It seems that very few Aussies knew anything about our secret Bomber base and are thirsting for knowledge. Would you believe that a recent attendance of 70 RAAF members at a regular monthly meeting was asked what they knew about Corunna.. The answer, Dead silence.

The upshot of it all was that I decided to put together a new book with stories of those who had served in the units in the whole nor-west area including Fenton.

Now if you'd like to put together a story of all you know about your Dad, his unit, his mustering, Rank, where he served in Aussie and elsewhere, and would like to have it published, I would include it and send you a copy when published. Also any photos (copies) of him in action, stories he told or anything to add to the text.

It is in its infancy at the moment as I have just begun to advertise from various units country wide and it will no doubt, take some time. Have not dreamt up a title for it yet except "book No. 15". Will leave it in your hands. Kind regards. Tony

T.A. Cafarella

Email: artwriter@bigpond.com

P.O. Box 24, Hawker S.A., 5434 Australia

from: Gene Brake <genebrake@yahoo.com>

to: Barbara Gotham <bjgotham@gmail.com>

Wed, Jul 29, 2009 at 10:25 PM

RE: 529th Photos - Edwin Brake (38 145 487)

Edwin "Boots" Brake, passed away on 6-24-1966 at the age of 52 and we lived in Porter, TX at the time.

If as result of the printing of this TAPS listing anyone contacts you by chance or you hear of someone that knew him, I would very much like to speak to them if possible. My father passed when I was 10, so I have few memories of my father and never had the opportunity to speak with him about his years in the military. It's something I've always wondered about. Thank you, Gene

DREAM TIME - A WAR STORY

Installment #9

by Roger W. Caputo

This is a story of one person's experience in World War II and the title grows out of the time served on the Continent of Australia (the term "Dream Time" is borrowed from the Australian Aborigine use of the term to describe the distant past of mankind). The writing was done because of the urgings of one family member and was completed in 1995. No claim is made that the story is one of a kind or especially unique, no more than each of us is some different from the other. Reproduced here by permission of the author.

Because of the length of the manuscript, we will tell Roger's story in various installments, in succeeding issues of THE FLYING CIRCUS Quarterly, as page space permits.

Roger Caputo was an NCO who was assigned to Group Headquarters, Administrative Section, in Intelligence.

While the 380th was ranging far and wide over the Dutch East Indies, it would be called upon to interrupt those activities from time to time and join other units in New Guinea to pound the enemy in the Bismarck Archipelago and along the North Coast of New Guinea. MacArthur's strategy was to neutralize the Japanese strongholds and then make big hops along the way back to the Philippines. The first major naval battle was in the Coral Sea, just south of Solomon Islands. The result was a draw, but it had the effect of stopping the Japanese advance any further toward the Southeast. The next big battle was for Guadalcanal in the Solomon Islands. This involved land, sea, and air forces. Next the Allied forces started the drive Northwest along the coast of New Guinea. In the meantime, the strong Japanese base at Rabaul, in the Bismarck Archipelago, was attacked repeatedly by Navy and Army air forces to keep it neutralized. [See note (1) at end of this article]

This entire area could be looked at as one group of islands, but the history of European influence varied. The British had the Solomons since 1893 as a protectorate; the Germans had the Bismarck Archipelago up until the end of WWI, then lost it to the Australians; and New Guinea was Australian for the Eastern half and the Dutch for the Western half.

When the 380th went to New Guinea, it was for relatively short periods of 10 days or less and then only two squadrons or small groups of airplanes, taking minimum ground support personnel along. Everyone and airplanes that did return to Fenton, in Australia, were exhausted and the equipment would be in deplorable condition. There were some one-of-a-kind happenings in the New Guinea operations. It was common practice for bombers to take off individually, and then join up in formation for the run to the target. Often this was done early in the morning just before first light and visibility would be poor. One of our bombers was being joined by another and the joinee got too close! The first had to roll into a steep turn to avoid a collision and the loaded bomber stalled; rolled on its back; and into a spin from 10,000 feet! With a full load of fuel and the Bombay full of bombs, the 56,000-pound airplane headed for the sea in a 90-degree dive. The pilot worked a miracle; he was able to pull the airplane out of the dive, with little altitude to spare, and wobbled his way back to base and landed safely. The manufacturer of the bombers always kept a technical representative in the field and when he went out to look at the airplane, all he could do was shake his head and say, "I don't believe it." The wings had been bent upward as a result of the excess speed in the vertical dive coupled with the centrifugal forces as the airplane was leveled out. That airplane was scrapped! Some time later the same pilot was to lose his life somewhere on a mission over the Dutch East Indies. [See note (2) at end of story about this incident]

Having the job I did, I did not get to go on any of the New Guinea operations. However, on one occasion a single bomber was making a trip from Fenton to the North Coast of New Guinea; it was to be only a 3-day trip and I begged a ride just for the experience, and what an experience it was! The ride was 1,100 miles one way and it crossed the jungle-covered Stanley Mountains, the backbone of New Guinea. Crossing the mountains, I staked out the best seat

DREAM TIME - A WAR STORY (continued)

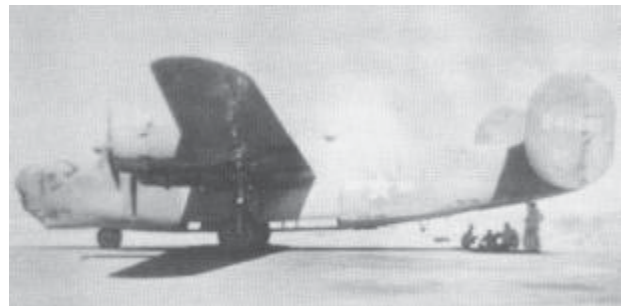
in the house, in the glass nose, lying flat down on my belly, looking straight down at the scenery from 15,000 feet. What a view and how thin the air was. With no oxygen, breathing was laborious. The pilot was Major Connery, then the Group Operations Officer, and what a daring young Irishman he was. He survived the war and had a career flying for the FAA. The Major was the only pilot I have ever seen who handled the big 4-engine B-24 as though it was a fighter. To watch him bring one into land using the classic "carrier approach" was a thing of beauty; rolling the wings level just coming out of a 180-degree turn as the landing gear kissed the runway. He always had a grin on his face!

As the MacArthur campaign worked its way northwestward along the New Guinea coast, the Japanese responded by funneling more and more of their aircraft into Dutch New Guinea; they built more and more airbases; and the 380th was called upon to hit them from its base in Northern Australia. The round-trip missions were on the order of 1,500 miles, no simple thing like walking across the street. The intensity of the air war over Dutch New Guinea began to approach the intensity of that over Europe. On one occasion there were as many as 35 Japanese fighters swarming around a formation of bombers. We suffered loss; not always an airplane, but as many as 7 out of a crew of 10 were either killed or wounded from fighter attacks.

Badly damaged airplanes would struggle for the 750 to 800 miles back to base on three, or sometimes two, engines, only to lose it all on the final approach to landing with an airplane which was only minimally controllable. They would crash and burn a couple hundred yards from home and safety! It was a heartbreaking thing to experience and then some of us would have to go out to the crash site, after the fire cooled, and poke around for the remains of the bodies. I shall never forget on one occasion I was helping sort through the mess of a crash and came up on a charred lump, a torso, all that was left from the intense fire fueled by the aviation high octane gasoline. The experience is still very clear in my mind. I don't claim that I still wake up in the middle of the night screaming, but finding the torso defined war for me as nothing else could!



Maj. Augustus V. "Gus" Connery, an extraordinary combat leader and organizer of chaotic situations.
Mary Connery Collection



42-41241

More to come!

Notes:

- (1) To learn more about the Bismarck Archipelago Campaign (15 December 1943-27 November 1944), read this brochure prepared in the U.S. Army Center of Military History by Leo Hirrel.
<http://www.history.army.mil/brochures/bismarck/bismarck.htm>
- (2) The incident took place on 26 December 43 during the 380th's deployment for the Cape Gloucester landing. The pilot was Harold Mulhollen and the plane was 42-41241 and had no name. See page 134 of my book ("Best in the Southwest"). Mulhollen was indeed Killed in Action on 8 January 44, shot down over Wowoni island east of Celebes. ... Glenn Horton
- (3) Photo of Gus Connery from Glenn Horton's "Best in the Southwest," page 182.

2009-2010 MEMBERSHIP REGISTRATION FORM

New _____ Renewal _____

Date: _____

Your Name _____

Squadron _____ 380th Duty _____

(Examples: Navigator, Smith Crew; Crew Chief, Mr 5x5)

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

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

***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.

***Associates - fill out your relationship to the 380th:*

380th Veteran's Name: _____

Relationship: _____ Sqdn: _____

Your Address _____

City _____ State _____ Zip _____

Phone _____ E-mail _____

Spouse's Name _____

An annual donation of \$20 payable to **380th Bomb Group Association** will help defray costs of mailings throughout the year. Please mail your donation and registration form to:

**Barbara Gotham
130 Colony Road
W Lafayette IN 47906-1209**

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, Ingersoll, Robert C., Pilot, Herbst Crew (10), DOD May 2, 2009, Adrian, Michigan, reported by Keith M. Baker

529th, Brake, Edwin ("Boots"), Ground Staff, DOD June 24, 1966, Porter, Texas, reported by his son, Gene Brake

529th, Bock, Harold D., Flight Engineer/Turret Gunner, Kuehn Crew, DOD January 13, 2009, Tucson, Arizona, reported by his son, Duane Bock

529th, Offerle Carl S. ("Bud"), Bombardier, Deaner Crew (51), Day Crew, and Nakarado Crew (47), DOD May 24, 2009, Boca Raton, Florida (buried in Fort Wayne, Indiana), reported by his widow, Kathleen Paddock Offerle

531st, Gerards, Christine, wife of George Gerards, DOD May 6, 2009, Cullman, Alabama, reported by George Gerards

531st, Hall, Calvin C., Gunner, Benson Crew (116), DOD July 26, 1993, reported by his son, Phillip Jansen Hall

531st, Milner, George P., Aircraft Commander, Milner Crew, DOD March 17, 2008, LaJara, Colorado, reported by his grandson, Bradley G. Milner



Please send all TAPS listings to:

*Barbara Gotham
130 Colony Road
West Lafayette IN 47906-1209
Phone: 765/463-5390
Email: bjgotham@gmail.com*