



528<sup>th</sup>



529<sup>th</sup>



530<sup>th</sup>



531<sup>st</sup>

# THE 380<sup>TH</sup> BOMB GROUP ASSOCIATION 5th AF - RAAF

AFFECTIONATELY KNOWN AS

# The Flying Circus

NEWSLETTER #42

Spring 2010

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### HISTORIANS

Bob Alford

Glenn R. Horton, Jr.

Gary L. Horton

### HISTORY PROJECT

Theodore J. Williams

### 2010 REUNION COORDINATOR

Barb Gotham

**Branson, Missouri**

**November 3-7, 2010**

### NEWSLETTERS –

### WEBPAGES – FINANCIAL

Barbara J. Gotham

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Next issue: Summer 2010 (to be mailed June/July 2010)

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## *2010 REUNION INFORMATION*

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Barb Gotham is finalizing the arrangements for the 2010 Reunion in Branson, Missouri.

Dates: November 3-7, 2010  
Branson Grand Plaza Hotel  
245 N. Wildwood Dr, Branson MO 65616, 417-336-6646, 800-850-6646

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Hotel is providing us with free hot breakfast buffet and hospitality room

Hotel amenities: indoor corridors and elevators; game room; fitness center; indoor pool; free parking; restaurant and lounge; complimentary wireless internet; guest coin laundry; ticket and gift shop

THE HOTEL DOES NOT OFFER SHUTTLE SERVICE FROM THE LOCAL AIRPORTS. SEE NOTE BELOW ABOUT GROUND TRANSPORTATION.

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### ***Planned schedule:***

Wednesday 11/3: arrivals, registrations, optional show either in the morning or afternoon, dinner on own

Thursday 11/4: arrivals, registrations, welcome/dinner show (at the Circle B Chuckwagon, next door to hotel)

Friday 11/5: morning memorial service (at the Chapel at the College of the Ozarks), lunch at the hotel, afternoon museum tours (Veterans Memorial Museum), dinner on own

Saturday 11/6: morning meeting, afternoon on own, dinner banquet at hotel

Sunday 11/7: departures

*Looking forward to a fun time in Branson! Hope to see you there!*

**American Airlines is offering special rates for our reunion attendees who book air travel with them to the Springfield, Missouri, airport. Please see the next page for info.**

Event and Hotel Registration forms will appear in the next two newsletters (Summer and Fall issues).

They will also be online on our website at:  
<http://380th.org/REUNION/2010Reunion/Reunion.htm>

Also planned is an early summer mailing to all members containing Reunion information and forms.

### **FLYING TO BRANSON**

Branson Airport is 10 miles south of the Branson Strip. There are auto-rental services on-site, as well as taxi and shuttle service into Branson. **AirTran Airways**, **Frontier Airlines**, **Sun Country Airlines** are providing flights to Branson from Atlanta, Denver and Minneapolis-St. Paul, hubs that connect Branson with most major U.S. cities. There also are non-stop regional flights to a number of destinations, including Orlando, Florida.

Springfield-Branson National Airport opened its new terminal in 2009. Accessibility has been improved as well: flyers can walk from their car to their airplane without climbing a single stair. **Allegiant Air** and **American Airlines** are among the carriers providing low-cost flights to the airport. Springfield-Branson National Airport is roughly 50 miles north of Branson.

### **GROUND TRANSPORTATION**

The hotel has no shuttle service. You can rent a car at either airport, or there is shuttle, limo, and taxi service to Branson. It is suggested that you make reservations in advance for transport to the hotel.

Branson Coach services the Springfield airport. Round trip for 1-2 people is \$160. They do not pick up at the Branson airport, although they can drop you off there (1-2 people drop off is \$20).

Grayline Shuttle from the Branson Airport is \$27 one way for 1-2 people, and \$10 for each additional person. It is \$47 round trip (1-2 people), with \$10 for each additional person.

**FOR A LIST OF TRANSPORTATION OPTIONS, PLEASE START WITH THIS WEBSITE:** <http://www.explorebranson.com/transportation/>

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## AMERICAN AIRLINES - SPECIAL RATES FOR NOVEMBER 380TH REUNION

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Parks, Andrea <Andrea.Parks@aa.com>

Thu, Apr 22, 2010 at 10:29 AM

RE: 380th Bomb Group Association Annual Reunion - use Promotion code 76N0AH

Hello Barb,

We appreciate your business with American Airlines. A discount agreement has been completed and is valid for travel November 1-10, 2010 to **Springfield, MO** (we do not have service into the Branson regional airport).

The Promotion Code you will need to give to your meeting attendees is 76N0AH for use on [www.aa.com](http://www.aa.com).

Attendees reservations may also be booked via our Meeting Services desk at 1-800-433-1790. There is a \$20.00 ticketing service charge for reservations booked via the telephone. For Airport purchase the service charge is \$30.00 USD per ticket. These ticketing service charges are subject to change and not guaranteed until tickets are purchased.

Please refer to [www.aa.com/baggage](http://www.aa.com/baggage) for information on current checked baggage allowance and charges and bag and box embargoes that may apply for your destination.

Thank you for choosing American Airlines!

Best Regards,

Andrea Parks



**SPECIAL RATES FOR YOUR GROUP**

The 380th Bomb Group Association has partnered with American Airlines to provide our attendees a 5% discount for the 380th Reunion in Branson, Missouri. The valid travel dates for this discount are November 1-10, 2010. You can easily access American's fares and apply this discount by going to [www.aa.com](http://www.aa.com) to book your flight. Place the below Promotion Code in the promotion code box and your discount will be calculated automatically. This special discount is valid off any applicable published fares listed for American Airlines, American Eagle, and American Connection. International originating guests will need to contact your local reservation number and refer to the Promotion Code.

You may also call 1-800-433-1790 to book your flights, please refer to the Promotion Code below when you call. Please note there is a reservation service charge for all tickets issued by phone. Please use our preferred partner, American Airlines when you can because of the benefits provided to you as a traveler and to our organization for extended partner value.

Promotion Code: **76N0AH**

Are you an AAdvantage member?



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## *ORIGIN OF "TAPS"*

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During the Civil War, in July 1862 when the Army of the Potomac was in camp, Brig. Gen. Daniel Butterfield summoned Pvt. Oliver Wilcox Norton, his brigade bugler, to his tent. Butterfield, who disliked the colorless “extinguish lights” call then in use, whistled a new tune and asked the bugler to sound it for him. After repeated trials and changing the time of some notes which were scribbled on the back of an envelope, the call was finally arranged to suit Gen. Butterfield and used for the first time that night. Pvt. Norton, who on several occasions, had sounded numerous new calls composed by his commander, recalled his experience of the origin of “Taps” years later:

“One day in July 1862 when the Army of the Potomac was in camp at Harrison’s Landing on the James River, Virginia, resting and recruiting from its losses in the seven days of battle before Richmond, Gen. Butterfield summoned the writer to his tent, and whistling some new tune, asked the bugler to sound it for him. This was done, not quite to his satisfaction at first, but after repeated trials, changing the time of some of the notes, which were scribbled on the back of an envelope, the call was finally arranged to suit the general.

“He then ordered that it should be substituted in his brigade for the regulation “Taps” (extinguish lights) which was printed in the Tactics and used by the whole army. This was done for the first time that night. The next day buglers from nearby brigades came over to the camp of Butterfield’s brigade to ask the meaning of this new call. They liked it, and copying the music, returned to their camps, but it was not until some time later, when generals of other commands had heard its melodious notes, that orders were issued, or permission given, to substitute it throughout the Army of the Potomac for the time-honored call which came down from West Point.

In the western armies the regulation call was in use until the autumn of 1863. At that time the XI and XII Corps were detached from the Army of the Potomac and sent under command of Gen. Hooker to reinforce the Union Army at Chattanooga, Tenn. Through its use in these corps it became known in the western armies and was adopted by them. From that time, it became and remains to this day the official call for “Taps.” It is printed in the present Tactics and is used throughout the U.S. Army, the National Guard, and all organizations of veteran soldiers.

Gen. Butterfield, in composing this call and directing that it be used for “Taps” in his brigade, could not have foreseen its popularity and the use for another purpose into which it would grow. Today, whenever a man is buried with military honors anywhere in the United States, the ceremony is concluded by firing three volleys of musketry over the grave, and sounding with the trumpet or bugle “Put out the lights. Go to sleep”...There is something singularly beautiful and appropriate in the music of this wonderful call. Its strains are melancholy, yet full of rest and peace. Its echoes linger in the heart long after its tones have ceased to vibrate in the air.”

Source: <http://www.arlingtoncemetery.org/ceremonies/originoftaps.html>

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## FEATURED CREWS

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### **BANKS CREW (528th)**

Here are members of the B-24 Liberator Bomber "Miss Giving" credited with making the longest flight mission from Australia while on photographic reconnaissance over a Japanese oil producing city. The ship fought its way through intense anti-aircraft fire and was intercepted by approximately nine enemy fighters, downing four of them in battle. One engine was knocked out, but the plane returned to its base without injury to any crew members.

DATE PHOTOGRAPHED: November 23, 1943

*Left to right, front:* S/Sgt. Aloysius Ziober, Chicago, Ill., Gunner; Capt. Jack Banks, Portland, Ore., Pilot; 2nd Lt. John Calhoun, Wenona, Ill., co-pilot; 1st Lt. Robert MacFarland, Philadelphia, navigator; 1st Lt. Clinton McMillan, Chicago, Bombardier; *Back Row:* T/Sgt. James Ressguard, Seattle, radio-man; Sgt. Donald J. Ford, Kansas City, gunner; Sgt. James Murphy, Elkhardt, Ind., gunner; T/Sgt. Phileman Blais

Photograph sent by Brendan Wood, January 7, 2010

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### **MORAN CREW (528th)**

Dad (Tom Goga) was an aerial photographer. Here is one of his crew that I wanted to pass along. I know his pilot was Leland Flint but this is another crew he flew with a few times. Names are on the back:

Philippines 7/5/1945

Left to right:

Pilot: Sgt. Moran

Bombardier: Sgt Graham

Photographer: "Old Timer" (my dad Tom Goga)

Co-Pilot: Sgt Blunt

Navigator: Sgt Chamberlain

Cheryl Sturm



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*MEMBERSHIP FORM*

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Date: \_\_\_\_\_

New Member \_\_\_\_\_ Renewal \_\_\_\_\_

Your Name: \_\_\_\_\_

Regular Member -- Regular Member means an original member of the 380th Bomb Group who served in WWII or member of the 380th Bomb Wing:

Squadron: \_\_\_\_\_

380th Duty: \_\_\_\_\_

Associate Member -- 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:

380th Veteran's Name: \_\_\_\_\_

Relationship to 380th Veteran: \_\_\_\_\_

Other (describe): \_\_\_\_\_

Your address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_

Postal Code: \_\_\_\_\_ Country: \_\_\_\_\_

Phone: \_\_\_\_\_

Email: \_\_\_\_\_

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**

Membership will run for a full year, so if you paid in August 2010 (for example), your 2011 membership renewal is due in August 2011.

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## *Air Force Guillotine at Kingman, Arizona (1947)*

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These photos were taken April 1947 by Peter Stackpole at Kingman, Arizona, for LIFE magazine.

<http://images.google.com/images?sa=4&imgc=&imgsz=&q=Air+Force+Guillotine+At+Kingman+source%3ALife>

Link provided by Bob Livingstone



At the end of WWII, there was a huge surplus of aircraft. What would become of this vast armada, much of it obsolete? The government decided to scrap or sell almost \$10 billion worth of fighters, bombers, and transport planes. Several bases, including Chico, CA, and Kingman, AZ, were quickly converted into junkyards. Planes had their engines and other steel parts removed, while the more valuable aluminum was melted for reuse.

*To read more about the history of the Air Force boneyards:*

[http://www.americanheritage.com/articles/magazine/it/1993/4/1993\\_4\\_8.shtml](http://www.americanheritage.com/articles/magazine/it/1993/4/1993_4_8.shtml)

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## PHOTO GALLERY

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September 2, 2009

From: Bob Livingstone

Found these on eBay. My estimate is that these were associated with the 23 May 43 Gasmata mission.

Bob



From: Doug Tilley <dtilly5@bigpond.com>

Sun, Feb 14, 2010 at 1:47 AM

Subject: Bomb frame

Barb

Over the last few months since you forwarded my files about A.K.Kelly to William Bever, I have been swapping photos with Mr. Bever, mainly anything to do with Fenton as his Father Everett Bever was based there. One of the first photos he sent was of his Father doing some washing in a half 44-gallon drum; the drum was sitting in a strange looking fabricated stand. Anyhow, I didn't take all that much notice of the stand. Just recently he sent a photo of John DiDomenico sitting on a stack of bombs, and on the ground in front was a bomb resting in a stand. I recognized the stand as being like the one used by Everett Bever, so I sent Mr. Bever the two photos together pointing this out. Just 2 days ago I was walking around the rear of the Machinery shed here at Mt Bundy Station (Ranch) and noticed a frame lying upside down with 4 legs welded to it; I immediately recognized the main part to be a bomb stand, like the one in the photo of John DiDomenico. I will be having a talk with the owner to see if we can get it into a museum in Darwin.

I was wondering if these frames were in abundance or was only a few made; it would be a coincidence if the one found here was the same one from one of the photos. No one here at the property had any idea what it was or where it came from.



Doug Tilley  
Mt Bundy Station, Haynes Road, Adelaide  
River, Australia





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## MAIL CALL

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Sat, Nov 14, 2009 at 5:36 PM

Re Hand painted leather patches

Greetings,

I hand paint leather patches and wondered if you had any interest in seeing my work. Single pieces or multiple orders...top quality and priced right to you for resale if there is a way you could use my services.

See my work on my web site [www.rosemarydery.com](http://www.rosemarydery.com)

Or see the attached samples painted from decals provided me.

Feel free to contact me with any questions or a quote.



Regards,

Rosemary Dery  
rosemarydery@aol.com  
928 443 8743

Editor's Note: I am not endorsing this person by printing her request here. I am merely passing along the information!  
... Barb

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Ernie Capone <ecapone@aircareav.com>

Wed, Mar 17, 2010

380th Bomb Group - My Dad was there in WWII- Ernest Capone

Barbara,

I wanted to say hello. I have been doing research on my Dad's flying in the Pacific during WWII.

I found his record. He was the Aircraft Commander in the Bugs Bunny Squadron - Ernest C. Capone

I would love to get more information about the remaining members from that era.

Regards,

Ernie Capone

If you knew anyone from this crew, please let us know!

### CAPONE (NL)

**Acft Cmdr: Capone, Ernest C.**, O-796299 | Capone's Crew (NL), / | PAR16, SO146, FEAF CR&TC, 26 May 45, 1/Lt | RHEW, RU, 1/Lt |

**Pilot: Daley, William H., III**, T-62525 | Capone's Crew (NL), / | PAR16, SO146, FEAF CR&TC, 26 May 45, F/O | RHEW, RU, F/O |

**Navigator: Welch, Alvin C.**, O-2070196 | Capone's Crew (NL), MORBID MOE | PAR16, SO146, FEAF CR&TC, 26 May 45, 2/Lt | RHEW, RU, 2/Lt |

**Bombardier: Feagin, Laurence E.**, O-2065264 | Loomis' Crew, Capone's Crew (82, NL), / | PAR4, SO35, FEAF CR&TC, 4 Feb 45, 2/Lt | RHEW, RU, 1/Lt |

**Bombardier: Reed, George E. R.**, O-754769 | Capone's Crew (NL), / | PAR16, SO146, FEAF CR&TC, 26 May 45, 1/Lt | RHEW, RU, 1/Lt |

**Flt Eng: Steppe, Warren D.**, 34659212 | Capone's Crew (NL), / | PAR16, SO146, FEAF CR&TC, 26 May 45, Sgt | PAR1, SO261, 380BG (To 375 TC Gp), 18 Sep 45, T/Sgt |

**Radio Opr: Avery, Thornton W., Jr.**, 19160869 | Capone's Crew (NL), / | PAR16, SO146, FEAF CR&TC, 26 May 45, Sgt | PAR1, SO251, VBC, 9 Sep 45, T/Sgt |

**Gunner: Mason, Charles F.**, 42024440 | Quinn's Crew, Capone's Crew (57, NL), / | PAR4, SO209, FEAF CR&TC, 27 Jul 44, Cpl | PAR8, SO173, FEAF, 22 Jun 45, S/Sgt |

**Gunner: Moore, Richard B.**, 35962674 | Capone's Crew (NL), / | PAR16, SO146, FEAF CR&TC, 26 May 45, Cpl | RHEW, RU, S/Sgt |

**Gunner: Noonan, Walter F., Jr.**, 31409687 | Capone's Crew (NL), / | PAR16, SO146, FEAF CR&TC, 26 May 45, Cpl | RHEW, RU, S/Sgt |

**Gunner: Spencer, Robert E.**, 15343909 | Capone's Crew (NL), / | PAR16, SO146, FEAF CR&TC, 26 May 45, Sgt | RHEW, RU, S/Sgt |

**Radar Observer, Bombardment: Randolph, Donald H.**, O-777931 | Capone's Crew, Various Crews (NL), / | PAR16, SO146, FEAF CR&TC, 26 May 45, 2/Lt | RHEW, RU, 2/Lt |

## MAIL CALL

Mark Wheatley <mhwheatley@sbcglobal.net>  
Mar 7, 2010

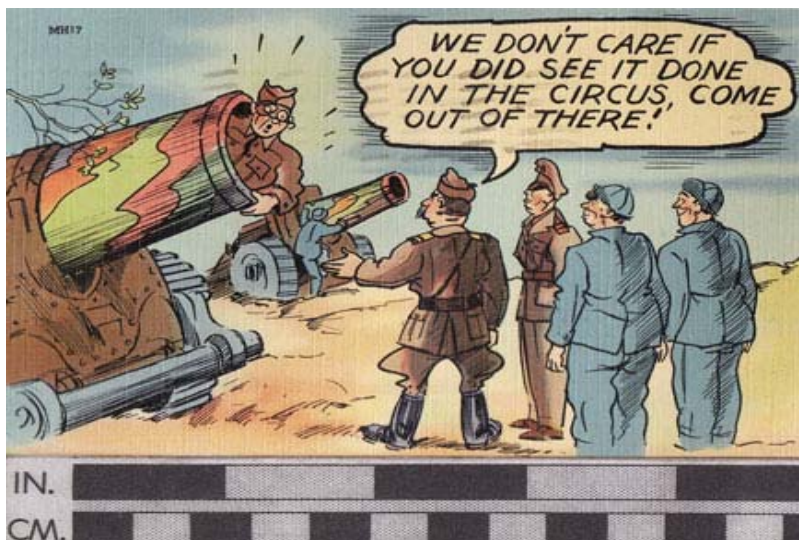
Barbara, just a quick note to let you know of a squadron postcard available for sale on EBAY. Search for "WW2 Postcard from 528th Bomb Squadron El Paso TX". Looks like the postcard is from SGT Dickson. Don't know of any value to the SGT or his family, would you please let them know of this if you are able.

Got interested recently when my wife (Laurie) received some of her Grandfather's - Ed Pennington 528th SQ 380BG treasures. I have been unable to find which aircraft Locke's crew flew in, nor have I been able to find any photos of him or the crew he was part of. I'm still searching through the website looking for a mention or photo, I keep getting distracted reading the stories and letters.

I have looked for the books online, and found they are very expensive. I've tried my local libraries, they don't appear to have any in the catalog. Do you currently have any of the 380th BG books?

Regards,

Mark Wheatley



Anyone have photos or know which plane Locke's flew? (528th)

Thomas M. Hanco <dmhtmh@hotmail.com>  
Mon, Mar 15, 2010

Hi, Ms. Gotham:

My uncle, Alberth Thomas Goga, was in the 528th Squadron, 380th Bomb Group as an aerial photographer. I am writing on his behalf as he can no longer use a PC. On my last visit with him, he expressed an interest in some information about the 380th. Perhaps you may be of assistance.

He wants to contact his former pilot, Leland Flint, and Frank Preston who got him transferred into the 380th. Do you have contact information for these two persons?

Thank you for your assistance,  
Thomas M. Hanco  
LTC, USA (Ret.)

IF ANYONE HAS CONTACT INFO FOR  
LELAND FLINT OR FRANK PRESTON,  
PLEASE CONTACT MR. HANKO (and also  
let Barb Gotham know). Thanks!

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## MEMORIES

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Letter of February 26, 2010, from Keith Baker (Adrian, Michigan)

Mrs. Barbara Gotham

My name is Keith M. Baker, A.S.N. 16189609 [530th]. I was nose gunner on Marvin E. Gardner's crew; we flew a new model "M" B-24 from Fairfield, CA, to Biak, N.G.

We left on the night of Dec 2, 1944, my 19th B.D.! We refueled on the islands and arrived on the 5th or 6th. We flew over the Arizona's masts that were still sticking out of the water. And landed at Hickham field. I thought we had it made, but had to turn our new airplane over to the aircraft pool, and our first mission was Wewak N.G. in a converted "J" model that had a hydraulic turret in the nose instead of the Emerson Electric that I had been trained in; it was too quick to operate and quite jerky. After this we were in Nadzab N.G. and from there to Australia to join the 380th B.G. in a C-47 A.T.C. We flew across New Guinea, and got as far as Townsville Australia. The monsoon kept us there around 3-4 days.

We could go to town to report back to base each day; there were 3 or 4 old B-10s at the field, and several Beaufighters. Also some P-40 Warhawks. We bought fresh fruit there, and I ate a whole sack of plums; I really got sick, if you know what I mean!

We joined the outfit soon after that, after stopping at a sheep ranch in N.T. to refuel. Lots of flies there. They were getting ready for the move to Mindoro P.I. Most of the rest of our missions were from there, and a flew from Okinawa.

The new B-24 "M" we flew over had the serial number on the vertical stabilizer; I remember the last 4 numbers as 1838. Several years ago I sent an inquiry to Michael Claringbould of Australia, a man dedicated to knowing everything about the 5th A.F. He has records of all or most of the bomb groups and most other aircraft of the fighting fifth! He sent me a letter declaring that it survived the war intact, and was probably used mostly as a fat cat to haul goodies for some high brass. I don't really care, because it was a good aircraft and am glad it didn't get all used up.

I am 84 years old, and still am in contact with our pilot, M.E. Gardner (he's in Utah), and we have phone conversations once in awhile. In 2005 I had open heart surgery, and had just gotten home, and he was on his way home from the Williamsburg reunion, and he stopped to see me. It was quite an emotional time and I really enjoyed it.

I'm having these original pictures copied and you can use them any way you like. Keep on keeping on, and keep the Flying Circus alive and well.



I am proud to have served in the 380th. The forgotten 5th!

Keith M. Baker, S/Sgt

P.S. If anyone wants to contact Michael John Claringbould, they can probably get him on the Internet. He has some good books out on the 5th AF. Lots of pictures! This man has dedicated his life to preserve the 5th A.A.F. in WWII and deserves our recognition!



Keith, taken at Adrian city airport, summer 1996/97



This guy's name is Joe Offner of the 530th Sqdn. He was a mechanic, and his jeep was called "DAMFINO"!

# 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**

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**Group, Casas, Julian L. (also known as Julius),** Ground Staff, DOD February 15, 2010, Riverside, California, reported by his daughter, Molly F. Casas

**528<sup>th</sup>, Butts, William S., MD,** Flight Surgeon, DOD February 22, 2010, Pullman, Washington, reported by his widow, Kathleen Butts, and Tilford Brunner

**528<sup>th</sup>, Forney, Ralph E.,** Assistant Flight Engineer/Gunner, Baker Crew (4), DOD July 22, 1945, Langley, Virginia (on a training flight out of Langley Field, their B24 exploded above and fell into the James River), reported by his nephew, Timothy Cox

**529<sup>th</sup>, Barton, Harvey P.,** Aircraft Commander, Barton's Crew, DOD March 19, 1993, Nitro, West Virginia, reported by his son, Harvey P. Barton, Jr.

**529<sup>th</sup>, Barton, Julia Carolyn,** Widow of Harvey P. Barton, DOD November 11, 2006, Nitro, West Virginia, reported by her son, Harvey P. Barton, Jr.

**529<sup>th</sup>, Crews, Robert E., Jr.,** Ground Staff, DOD March 13, 2010, Enid, Oklahoma, reported by his son, Robert Crews III

**529<sup>th</sup>, Grover, George R.,** Gunner, Synar Crew (18), DOD April 17, 2010, Canal Fulton, Ohio, reported by Loyd Oakes

**529<sup>th</sup>, Grover, Ione,** Wife of George R. Grover, DOD October 18, 2007, Canal Fulton, Ohio, from George Grover's obituary

**529<sup>th</sup>, Honegger, Edward E.,** Flight Engineer, Kelly and Horn Crews, and Ground Staff, Airplane and Engine Mechanic, DOD April 18, 2000, Faribury, Illinois, reported by his son, Keith Edward Honegger

**529<sup>th</sup>, Mills, Otto L.,** Gunner, Wehrly Crew (41), DOD April 13, 2010, Snowflake, Arizona, reported by his grandson, David B. Mills

**530<sup>th</sup>, Capone, Ernest C.,** Aircraft Commander, Capone Crew, DOD 1993, reported by his son, Ernie Capone

**530<sup>th</sup>, Daiber, Conrad J., Jr.,** Ground Staff, Airplane Armorer, DOD March 20, 2010, Ravenna, Ohio, reported by Pat Hicks

**531<sup>st</sup>, Bechtel, Joseph W., Jr.,** Gunner, Fowler Crew (96), DOD October 22, 2009, Brockton, Massachusetts, reported by his son, Joseph Bechtel

**531<sup>st</sup>, Parrott, Charles A., Jr.,** Tail Gunner, Boyd Crew (76), DOD April 1, 2010, Greeley, Colorado, reported by his widow, Carolyn

**531<sup>st</sup>, Schmella, Richard J.,** Bombardier, Buia Crew (83), DOD October 14, 1998, Yakima, Washington, reported by his son, Dave Schmella

