



THE 380TH BOMB GROUP ASSOCIATION 5th AF - RAAF

AFFECTIONATELY KNOWN AS

The Flying Circus

NEWSLETTER #48

Autumn 2011

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Web Links:

Shady Lady Documentary: <http://www.factnotfictionfilms.com/shady-lady.html>

Facebook: <https://www.facebook.com/pages/Shady-Lady/167694323310763?ref=ts>

Alice Craig story: <http://www.theaustralian.com.au/news/nation/shady-ladys-worlds-collide-again-on-a-kimberley-saltpan/story-e6frg6nf-1226118436888>

Hopi Code Talkers:

<http://www.navajohopiobserver.com/main.asp?SectionID=74&SubSectionID=114&ArticleID=13285>

National Personnel Records Center:

<http://www.archives.gov/veterans/military-service-records>

Australian War Memorial:

<http://www.awm.gov.au/>

Special Operations Australia:

<http://specialoperationsaustralia.com/soa/index.php>

HISTORIANS

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

HISTORY PROJECT

Theodore J. Williams

2012 REUNION COORDINATOR

Barb Gotham

**New Orleans, Louisiana
November 2012**

NEWSLETTERS –

WEBPAGES – FINANCIAL

Barbara J. Gotham
Phone: 765/463-5390
Email: bjgotham@gmail.com

Next issue: Winter 2011/2012 (to be mailed January 2012)

2011 REUNION PHOTOS

Location: Colorado Springs, Colorado

Dates: August 3-7, 2011



Pikes Peak



Marriott Hotel



Garden of the Gods & Tour of Area Thursday



Murder Mystery Welcome Dinner, Thursday



Williams Family



Gus Cameron, Barbara & Paul Beilstein



Nick & Joe heckling the actor



Actors



Gotham/Martin family



Pat Boatwright questioning one of the suspects (she dunnit!!)

Kissing Camels



Cowboy & Horse, Old Colorado Springs



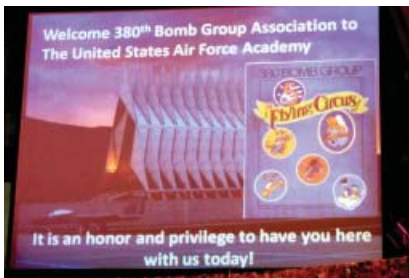
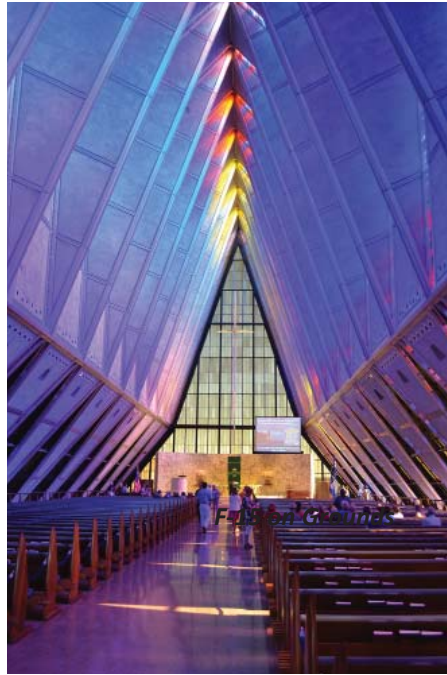
St Andrews, Manitou Springs

2011 REUNION PHOTOS

US Air Force Academy (Memorial Service, Tours, Luncheon, Memorial Garden), Friday



Protestant Chapel



Welcome screen for our Memorial Service

TAPS



Honor Guard



Chaplain Heather Bodwell



Buddhist Chapel



B-24 Sculpture on Grounds



Catholic Chapel



Jewish Chapel



380th Plaque at USAFA Cemetery



Athletics Dept Tour

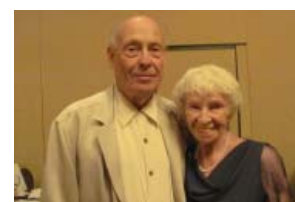


B-52 on Grounds



2011 REUNION PHOTOS

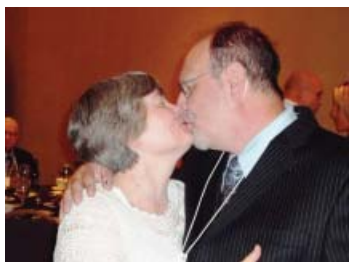
Banquet, Saturday Evening



Ed & Barbara Walford



Joe Wells



Norma & Nick Lamicella



Sing-a-long Leaders: Gus Cameron, Ted Williams, Elizabeth McPherson



Matt Issack



Doris Mitchell & Marie Anderson



Carroll & Pat Boatwright

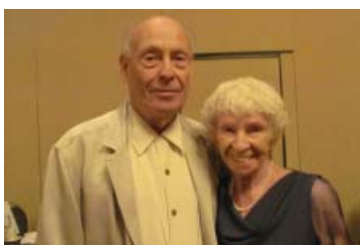


Jordan & Ashtyn Martin

Doug & Barb Gotham



Bill & Alma Brew



Ed & Barbara Walford



Donna Gioia & Carl Borgstrom



Barbara & Paul Beilstein



Janice & Frank Knafelc



Ruth & Gene Stadler



Terry Snyder, Carl Borgstrom, Terry Snyder



Wayne & Carrie Elliott



Wayne Olson, Barb Stadler, Pete Stadler, Steve Stadler



Loyd Oakes & Bill Randall



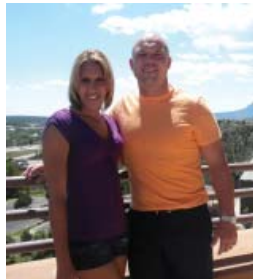
Jean Cator, Irene Lanners, Carrie Elliott

Photos by Diana Shek, Bill Shek, Ed Walford, Barb Gotham

2011 REUNION PHOTOS



Elizabeth McPherson, Ted Williams, Mary Williams



Arika & Brandon Martin



Judy Moore, Patricia & Patrick Hoesel



Greg Baker & Marie Anderson cutting a rug



Jo Berrett & Dexter Baker



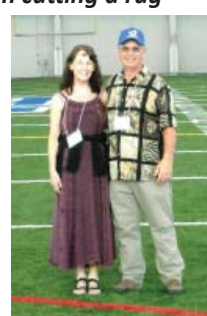
Joe Wells & Ted Williams



Sharon Baker



Crystal & Greg Baker



Vicky & Gary Hulsey



Ed Walford Jr



Diana Shek



Bill Shek at the Fallen Soldiers table



Dexter Baker & Dexter Baker Jr



Marilyn, our bus driver Thurs & Fri

Attendees:

528th:

- * Dexter Baker, Greg & Crystal Baker, Jo Berrett, Dexter Jr & Sharon Baker
- * Peggy Vance Baker & Dean Baker
- * Carl Borgstrom, Terry & Terry Snyder
- * Bill & Brew
- * Matt Isaack
- * Loyd Oakes & Bill Randall
- * Russ O'Day, Mike O'Day, Terry O'Day, Rudy Porchivina
- * Bill Shek
- * Diana Shek

529th:

- * Paul & Barbara Beilstein
- * Gus Cameron
- * Irene Lanners, Jean Cator, Carrie & Wayne Elliott
- * Lloyd Fry
- * Donna Gioia

530th:

- * Janice & Frank Knafelc
- * Jim & Jeanne Meredith
- * Wayne Olson
- * Gene & Ruth Stadler, Pete Stadler, Steve & Barb Stadler

531st:

- * Marie Anderson & Doris Mitchell
- * Carroll & Pat Boatwright
- * Patricia & Patrick Hoesel
- * Ed & Barbara Walford, Ed Walford Jr., Vicky & Gary Hulsey
- * Norma & Nick Lamicella
- * Judy Moore
- * Joe Wells
- * Ted Williams, Mary Williams, Elizabeth McPherson

Honorary:

- * Pat & Pete Carnevale
- * Barb & Doug Gotham, Arika & Brandon Martin, Jordan and Ashtyn Martin, Dave & Kara Perry

Thanks to:

USAFA:

Captain Heather A. Bodwell (Chaplain); Dr. Joseph M. Galema (Organist); Base Honor Guard; TSgt Marcel Marchetti (Bugler, USAF Academy Band member); Heidi Jacobson and the staff of the Falcon Club; Mark A. Firks, USAF Academy Cadet Chapel; Richard H. Droll, Public Affairs/Community Relations, USAFA; Fred C. Correll, Director of Operations; and the USAF Academy Band

Lori Shook, Ray Martinez, and the staff of the *Marriott Hotel*

Red Herring Productions: Don Moon and the actors of STAR SPANGLED MURDER

Colorado Tour Lines: Cathy Nelson and Marilyn Panco

Cheryl Blanton-Chisholm, COS CVB

John Warren & DJ Jay: *Complete Music & Video*

2011 REUNION PHOTOS



Back Row (L-R):
Wayne Olson, Ed Walford, Bill Brew, Jim Meredith, Ted Williams, Gus Cameron, Paul Beilstein

Front Row (L-R):
Joe Wells, Carl Borgstrom, Gene Stadler, Dexter Baker, Lloyd Fry, Loyd Oakes, Russ O'Day

MEMORIAL SERVICE, 2011 REUNION

Interfaith Memorial Service
Friday, August 5, 2011, 10:00 AM
US Air Force Academy Protestant Cadet Chapel
Colorado Springs, Colorado

TAPS

(Those reported 2010-2011)

528th

Robert Lee ("Bob") Anderson, January 15, 2011
Winogene Gaddis (widow of Eugene Gaddis),
October 20, 2010
Willard H. Gehman, June 7, 2011
Patrick J. Hurson, Jr., November 23, 2002
Vernon A. ("Barney") Krout, February 2000
Roy J. Ramsey, May 4, 2011

529th

Elizabeth Combs Brake (widow of Edwin Brake),
November 24, 2007
James E. Temple, January 26, 2011

530th

Gordon Paul Goecke, April 20, 2010
Adelbert ("Del") Haggas, May 16, 2011
Charles D. Wilbert, May 21, 1973

531st

Frank L. Berkowitz, January 6, 1977
Paul L. Rafeld, March 5, 2011
Francis Lyle Sears, December 6, 2010
Thaddeus Lawrence Suwalski, February 23, 1960
Robert E. Walters, June 25, 1972

Group

Leo M. Pabst, October 23, 2010



2012 REUNION

THE FIRST OF THE LAST HURRAHS!

Discussions at the Members' Meeting at the 2011 Reunion in Colorado Springs on August 6 of the 2012 Reunion were divided as to whether it would be the final regular reunion for the group - one side would like to see 2012 be the last reunion (the final hurrah) and the other side is not ready to give them up. Paraphrasing Russ O'Day's statement: "I just learned about these reunions over the past few years, and I'm not ready to give them up - I don't think I'm too old to keep attending!"

So it was decided to call the 2012 Reunion the "First of the Last Hurrahs!"

Ideas for the next reunion include having a trophy for the oldest attendee and polo shirts with the 380th logo and/or squadron insignia.

The 2012 Reunion will be in New Orleans in November 2012 (before Thanksgiving). The final dates have not yet been set. Barb and Doug Gotham will be going there December 1-December 3 to look at two hotels who have expressed interest in hosting our reunion (and in keeping the cost within our budgets).

In addition, meetings are being scheduled with the National WW2 Museum regarding a luncheon and tours. A location for the Memorial Service will also be scouted, as well as discussing optional sightseeing with the New Orleans Convention & Visitor's Bureau.

Another topic at the 2011 Members' Meeting was that the WW2 Museum in New Orleans did not have any exhibits or even mention of the 380th. Marie Anderson, a charter member of the museum, wrote a letter on our behalf. Barb Gotham will meet with museum staff during her December visit to discuss how to include the 380th in the Museum - one idea presented at the Members' Meeting was a plaque. Tom Hunt's family has donated \$500 to the 380th in his memory, and these funds could be used to purchase the aforementioned plaque for the museum (other memorial fund contributions have been made also that could be used). In addition, Larry Farnum believes there were 380th items donated to the museum, and the museum is investigating this.

Final 2012 Reunion dates and locations should be available for publication in our Winter Newsletter. Contact Barb Gotham, with any suggestions for optional group tours.

SHADY LADY DOCUMENTARY UPDATE

The final poster for the SHADY LADY documentary is shown here.

Fact Not Fiction Films Ltd completed filming inflight re-enactment sequences onboard the Collings Foundation aircraft in September in Boston, Massachusetts.

The start sequence of Shady Lady is now online at:
<http://www.factnotfictionfilms.com/shadylady.html>

See story in this article about Mrs. Alice Craig's recent adventure to receive a citation in memory of her husband, Douglas Craig.

Wed, Jul 6, 2011 at 12:06 PM

Shady Lady UPDATE - Oil company approval

Dear All

I am just writing to let you know the oil company that lease the airbase 'Truscott' approximately 5 miles south of the 'Shady Lady' landing site on the salt pan, have today informed me via their PR agency, that they have agreed to sponsor a significant part of the Australian part of the filming of the documentary film 'Shady Lady'.

This will cost them approximately US\$ 100,000, so we are very grateful to them for their support.

We continue to seek sponsors for the US part of the filming and the acquisition of the necessary archive and re-enactments.

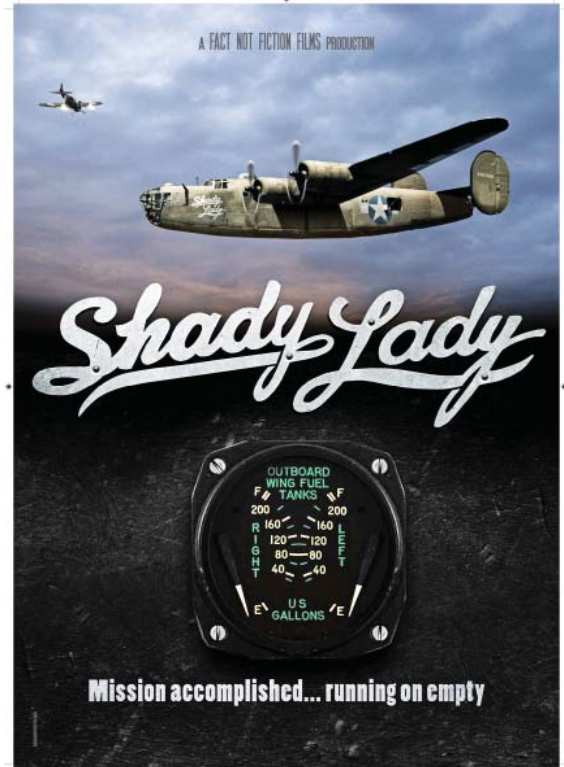
Fact Not Fiction Films is a major sponsor as well and we remain committed to the project.

Kind Regards
Tristan Loraine
CEO

Fact Not Fiction Films Ltd
Business Resource Centre
Mile Stone House
86 Hurst Road
Horsham
West Sussex
RH12 2DT

CHECK OUT OUR
LATEST PRODUCTIONS
www.factnotfictionfilms.com
FACT NOT FICTION FILMS
Tel: 01403 734550 (Int'l +44 1403 734550)
Fax: 01403 733150 (Int'l +44 1403 733150)

VAT Number: 895 7375 56 Company Number: 5962244
Registered office address: 55 Worthing Road, Horsham, West Sussex, RH12 1TD



The crew recently received a 'Presidential Citation' for their outstanding bravery and courage.

Filming recently in Australia on the original virtually untouched salt-pan in the remote Kimberley region of north Western Australia, brought together the Shady Lady commander's wife from Texas and descendants of the Aborigines who rescued the crew 68 years ago. The 'Australian' newspaper covered this extraordinary piece of history:

<http://www.theaustralian.com.au/news/nation/shady-ladys-worlds-collide-again-on-a-kimberley-saltpan/story-e6frg6nf-1226118436888>

President Obama recently asked the USAF to award a US Presidential Citation to the commander's wife, Mrs Alice Craig of Houston, on behalf of all the Shady Lady crew. The award was presented to Mrs Craig in Sydney Australia in August 2011 by the USAF.

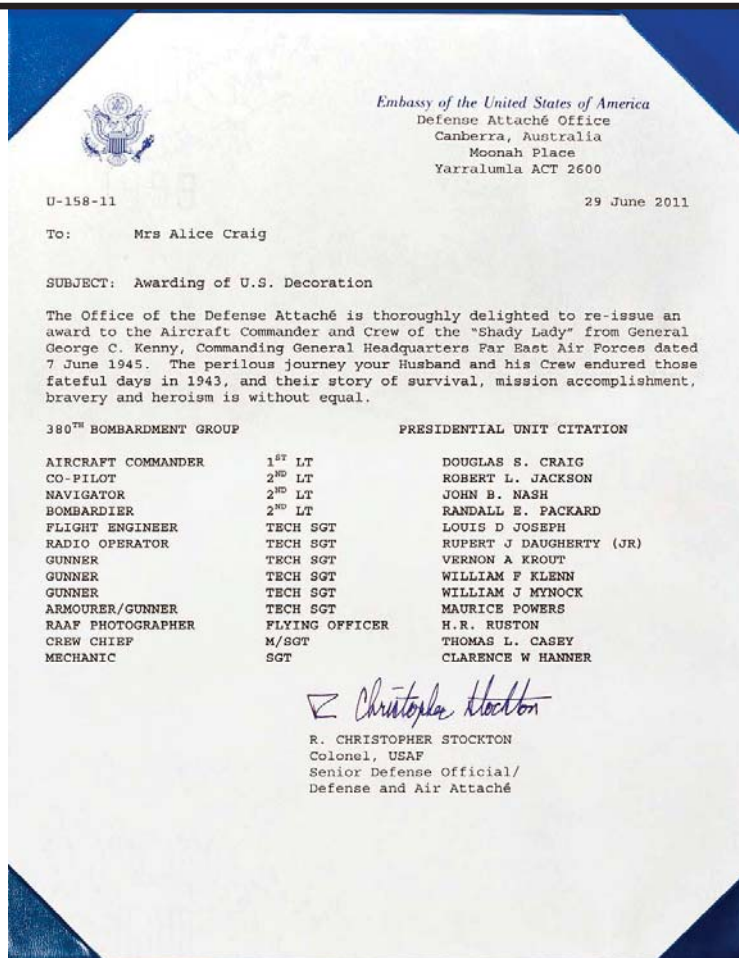
Key sponsors of the documentary include: PTTEP AA, ShoreAir, Qantas and the Collings Foundation.

Further support was received from: Wunambal Gaambera Aboriginal Corporation and traditional owners; Mungalalu Truscott Airbase; RAAF; USAF; CHC; 380th Bomb Group, Lindsay Peet and Glenn Horton amongst others.

Web: <http://www.factnotfictionfilms.com/shadylady.html>

Facebook: <https://www.facebook.com/pages/Shady-Lady/167694323310763?ref=ts>

PRESIDENTIAL CITATION PRESENTED TO ALICE CRAIG



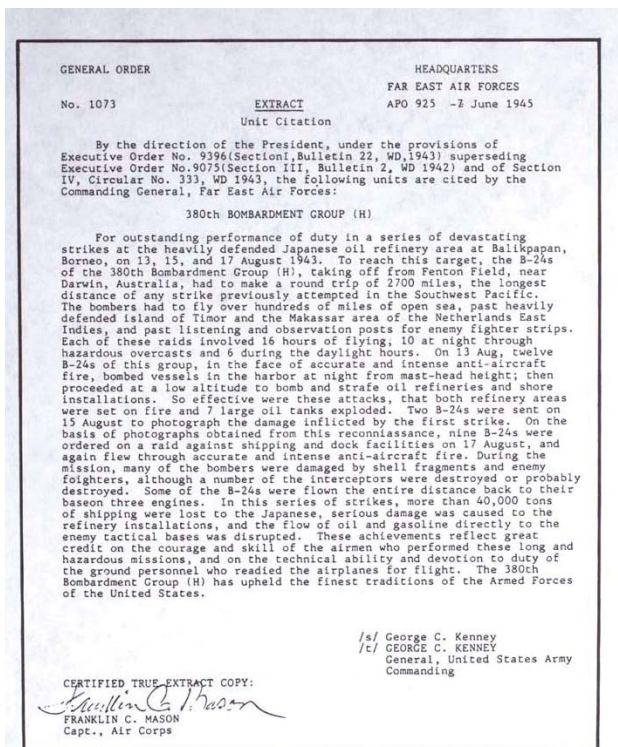
On Sunday, 09 August 2011, Mrs. Alice Craig (87) (widow of Douglas S. Craig, pilot of the B-24 Liberator bomber SHADY LADY) was presented a "Presidential Citation" by a Defense Attache from the U.S. Embassy in Canberra (the Federal capital of Australia). The citation is shown here.

After this ceremony, Alice and daughter Martha were flown to Truscott airbase on the Anjo Peninsula in the northern Kimberley region of Western Australia. They were then flown by helicopter to the salt pan near Mary Island where Doug force landed SHADY LADY on Saturday, 14 August 1943. At the old Drysdale mission (now known as Kalumburu), on the exact 68th anniversary of the SHADY LADY landing, Alice unveiled a plaque commemorating the legend of the B-24 on behalf of her late husband and the 380th (see next page).

Alice and Clement Maraltadj (55) (the grandson of Paul, one of the three Aborigines who first contacted Slim Powers on Sunday, 15 August 1942), were photographed on the same salt pan on the exact 68th anniversary of the landing. Alice and Clement are both in the opening scene of the Fact Not Fiction Films documentary on the SHADY LADY.

See this website for the full story in the 20 August 2011 issue of "The Australian":
<http://www.theaustralian.com.au/national-affairs/indigenous/shady-ladys-worlds-collide-again-on-a-kimberley-saltpan/story-fn9hm1pm-1226118436888>

Thanks to Fact Not Fiction Films for making this event an actuality and to Lindsay Peet for his reporting of the event.



Mrs Craig (second from left) and her daughter Martha (far Left) with US Defence Attache in Sydney, just after receiving a Presidential Citation for the 'Shady Lady' crew.

The Rescue of 'Shady Lady'

On 14th August 1943, the USAAF B-24D Liberator Bomber "Shady Lady" (42-40369) was on the return flight to Fenton airfield (near Darwin) from a bombing mission to Dutch East Indies. Low on fuel, Lieutenant Craig and 10 crew members crash landed on a salt pan on the remote western coast of Anjo Peninsula, 45km northwest of Kalumburu.

The flight was the longest bombing mission ever undertaken up to that date. Four weeks later on September 9th 1943, "Shady Lady" finally flew from its crash site to Fenton airfield just before the salt pan flooded.

Wunambal Gaambera and Balanggarra (Kwini, Goolari and Walmbii) Traditional Owners living on Anjo and in the Kalumburu area and (then Drysdale) Mission staff assisted in the rescue of "Shady Lady".



A hunting party of Gaambera and Kwini men were the first to arrive the next morning at the "Shady Lady" site. Over the 4 week period, at times up to 30 Traditional Owners played a significant role in the "Shady Lady" rescue operations – helping to guard the plane, crewing the Drysdale Mission lugger "Teresita Moa" in supply runs to Anjo, carrying supplies to the crash site and assisting USAAF and RAAF airmen and engineers to prepare "Shady Lady" for takeoff.

In the first days of September, a team of six Gaambera, Kwini and Walmbii men carried a replacement wood and canvas nose cone for the aircraft overland from Kalumburu to the crash site, an arduous 65 km two-day trek. This plaque was dedicated on the 14th August 2011 by Mrs Alice Craig and her daughter Ms Martha Craig to remember, acknowledge and to thank Wunambal Gaambera and Balanggarra Traditional Owner families today and Kalumburu Mission for the grateful assistance, gallant efforts and unwavering support of their forebears to both the "Shady Lady" and Allied salvage crews and for their contribution to the success of the rescue operation 68 years ago.

This plaque was created by the 380th Bombardment Group Association and Fact Not Fiction Films

TWO BOYS FROM ELGIN MEET AT FENTON FIELD

Laverne "Buck" Wassinger arrived with the original cadre in 1943 at Darwin to help prevent a Japanese invasion of Northern Australia. Many of the residents of Northern Australia already had moved south to escape the evident invasion, taking only what they could carry. They had to leave their livestock to roam the territory. Numerous bombings had already occurred – the 380th was bombed while unloading at Darwin. An unpleasant welcome for our boys! They also underwent numerous bombings later at Fenton Field by the Japanese air force.

While at Fenton, Wassinger and a Texan managed to round up a couple of the stray semi-wild horses. They kept them corralled and could ride for their own pleasure during off-duty times.

Irving C ("Pappy") Rowe arrived in February of 1944, and he, the pilot, co-pilot, and navigator were trying to get settled in their new quarters – an assigned tent – when up the path came a lone rider on horseback. The animal hit a chuck hole at our doorway and the rider came sliding down the horse's neck, running into our tent. "Is there a guy by the name of Rowe in here?" he asked. I acknowledged I was Rowe. His hand extended as he said, "I'm Buck Wassinger from Elgin." How many miles are we from Elgin? In the tent comes a cowboy from my hometown! When I left in 1941, there were no cowboys in Elgin. I had heard of Wassinger Trucking, but had never known any of them personally. A million miles from home, in Fenton Field, Australia, I meet Buck Wassinger from Elgin, Illinois!

When you enter military service you are given an ID number called an ASN. As an enlisted man (EM) or as an officer (O), you are also assigned an M.O.S. (Military Occupational Specialty) number. Buck was an EM (16144225) in Headquarters Company. I did not know his M.O.S., but he was in a position to know of crew arrivals, EM and O. Their papers to HQ listed their hometowns and other pertinent information. That is how Buck found Rowe. Being from HQ he was all over the area – EMs and Os, and all over the northern territory, our various fields and jobs. Twice we made emergency landings, and he was on the fire truck. He drove a 6x6 loaded with personnel on a visit to the beach provided by a priest. I think his military hobby was locating Elgin service people. He located Marvin Radloff of Elgin (who was with the Navy) in Darwin. He brought Marv to our tent in Fenton. So now there are three Elginites in Australia. Marv had a leave coming up and needed transportation to Brisbane, on the East Coast. Our pilot, Sheehan, was able to get him a round trip on a B-24 to somewhere near where he wanted to go. Free airfare (a good deal).

In 1945 we moved to Mindoro in The Philippine Islands, where a group of infantry had also moved in, prior to an invasion by U.S. troops going into Mindanao Island. It was here Buck found Gieske. He brought Gieske to our tent at Murtha strip. Gieske wanted a ride in a B-24. We promised him a ride, but our crew was shipped home before we could keep our promise.

It was April of 1945. Our crew had flown 44 missions and we were being sent home for R&R (rest and recuperation). We had "combat fatigue," or so our overseas medic said. We would recoup in the States and be sent back to our units in a few weeks. I got back to Elgin in April 1945, back to my wife and family. I wasted no time and called the Wassinger, Radloff, and Gieske families to let them know their sons were okay, and exactly where they were. We made dates to go and see them to answer any questions they had and that I could answer. All were very pleased I'd seen their sons and that I'd come to see their families. I can't remember Gieske's first name, but was told he had been wounded on Mindanao, but was doing well in a U.S. Army hospital. Gieske's dad operated a welding shop at the rear of Muntz and Lea Hardware on Brook Street and I was able to check on young Gieske's condition often. He was okay and returned home later. He constantly reminded me that I owed him a ride in a B-24. He just wouldn't forget I owed him that ride!

Wassinger died in an accident out west a few years after the war; I've lost track of Gieske, see Marv on occasion, and we have yearly reunions with the 380th, and we are able to see most of our buddies, their wives, and families.

Written by Irving "Pappy" Rowe, April 2000
Story submitted by Bill Bever, October 2011

Notes: Buck Wassinger was on the ground staff with Group HQ -- Pappy Rowe was bombardier on Sheehan's Crew (5), 528th, DOD 05/27/2005, in Elgin -- Gieske was not with the 380th



Fenton Field, Northern Australia, 1944

Cpl. Laverne "Buck" Wassinger
EM - 16144225 HQ 380th B.G.

Lt. Irving "Pappy" Rowe
EM - 36029058, O - 0751612
528th SQ 380th B.G.

Wassinger on left, Rowe on right

HOPI CODE TALKER IN THE 380TH

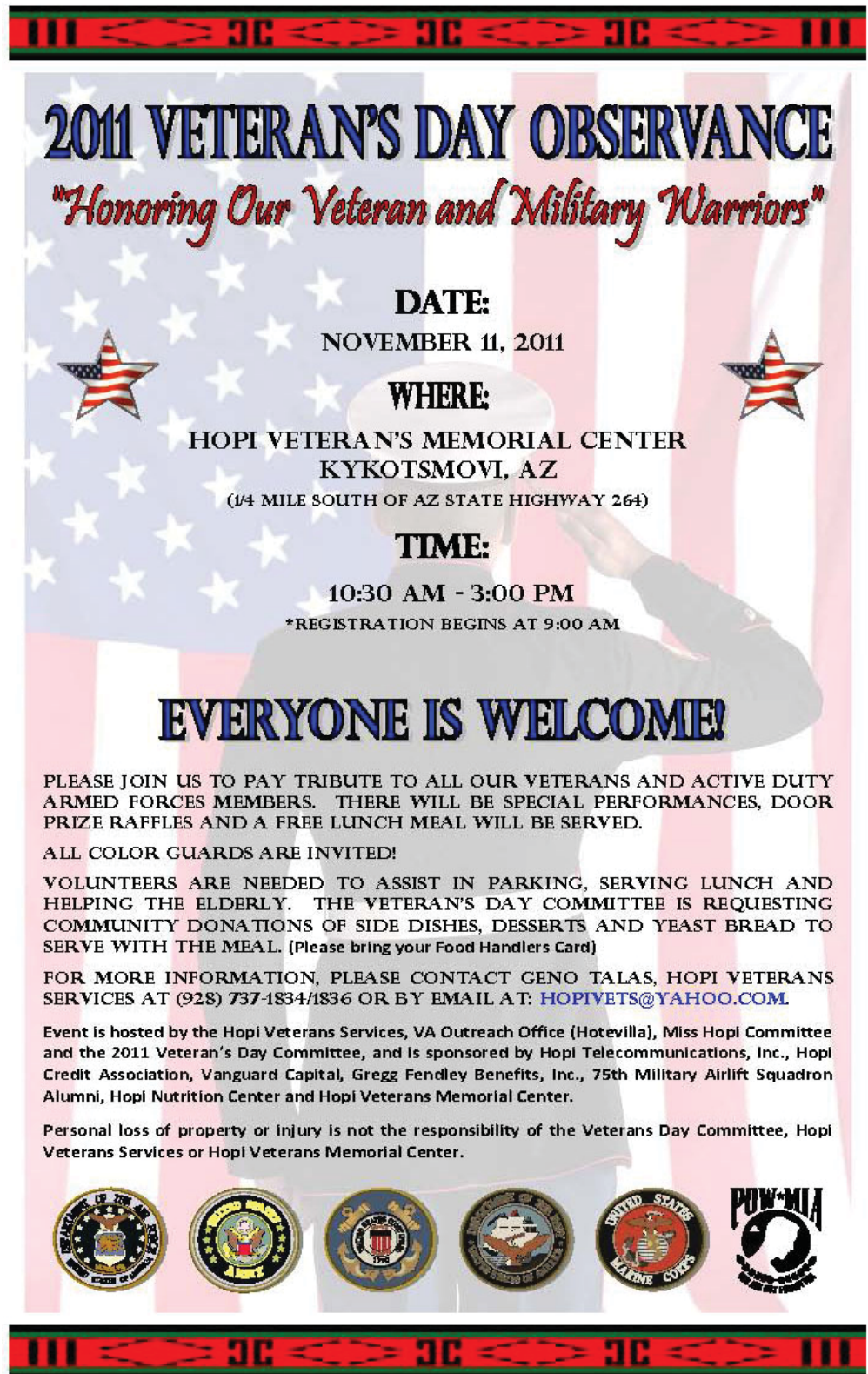
Did you know that the 380th had a Hopi Code Talker?

Rex Pooyouma was identified by the U.S. Army Center of Military Studies in September 2010 as a Hopi Code Talker. In October 2010, documentation was provided that also identified Orville Wadsworth as the 10th Hopi Code Talker.

During WWII, Pooyouma (38072901) was assigned to the ground staff at Group Headquarters in the 380th. Wadsworth was assigned to the 90th Bombardment Group. Both were selected and trained as part of a secret Native American Code Talker communications network to transmit secret-coded messages using their Hopi Lavayii in the Pacific campaign.

Mr. Rex Pooyouma and Mr. Orville Wadsworth are expected to be honored at the 2011 Veteran's Day observance on November 11, 2011, at the Hopi Veteran's Memorial Center, Kykotsmovi, Arizona.

Eugene "Geno" Talas, Director, Office of Hopi Veterans Services & Safety Officer (928/737-1834), said in a recent email: "We certainly would like to have someone here from the 380th Bomb Group Association and/or the 90th Bomb Group Association to be here as well." Please see the poster for more info about the event.



2011 VETERAN'S DAY OBSERVANCE
"Honoring Our Veteran and Military Warriors"

DATE:
NOVEMBER 11, 2011

WHERE:
HOPI VETERAN'S MEMORIAL CENTER
KYKOTSMOVI, AZ
(1/4 MILE SOUTH OF AZ STATE HIGHWAY 264)

TIME:
10:30 AM - 3:00 PM
*REGISTRATION BEGINS AT 9:00 AM

EVERYONE IS WELCOME!

PLEASE JOIN US TO PAY TRIBUTE TO ALL OUR VETERANS AND ACTIVE DUTY ARMED FORCES MEMBERS. THERE WILL BE SPECIAL PERFORMANCES, DOOR PRIZE RAFFLES AND A FREE LUNCH MEAL WILL BE SERVED.


ALL COLOR GUARDS ARE INVITED!

VOLUNTEERS ARE NEEDED TO ASSIST IN PARKING, SERVING LUNCH AND HELPING THE ELDERLY. THE VETERAN'S DAY COMMITTEE IS REQUESTING COMMUNITY DONATIONS OF SIDE DISHES, DESSERTS AND YEAST BREAD TO SERVE WITH THE MEAL. (Please bring your Food Handlers Card)

FOR MORE INFORMATION, PLEASE CONTACT GENO TALAS, HOPI VETERANS SERVICES AT (928) 737-1834/1836 OR BY EMAIL AT: HOPIVETS@YAHOO.COM

Event is hosted by the Hopi Veterans Services, VA Outreach Office (Hotevilla), Miss Hopi Committee and the 2011 Veteran's Day Committee, and is sponsored by Hopi Telecommunications, Inc., Hopi Credit Association, Vanguard Capital, Gregg Fendley Benefits, Inc., 75th Military Airlift Squadron Alumni, Hopi Nutrition Center and Hopi Veterans Memorial Center.

Personal loss of property or injury is not the responsibility of the Veterans Day Committee, Hopi Veterans Services or Hopi Veterans Memorial Center.



For more information, see article entitled "Hopi Code Talkers recognized by state senate," by Louella Nahsonhoya, that appeared in the Navajo-Hopi Observer, 1/25/11: <http://www.navajohopiobserver.com/main.asp?SectionID=74&SubSectionID=114&ArticleID=13285>

MAIL CALL

from: William Shek
date: Sun, Sep 25, 2011 at 1:19 PM
subject: Military Records

Recently I went online to try to find a source for WW2 veterans' records. I have all of my father's medals and ribbons, but only had records of what awards he had gotten, but no information about why he was awarded them. I went to the website below and filled out a request online for his records regarding the General Orders / Citations that had accompanied each award. I didn't have a lot of hope that they still existed. A couple of days ago I got an envelope from the records center with xerox copies of all of the original records I had requested (from WW2 up to his retirement in 1967)!

I can't remember if this info was ever included in any of the Newsletters, but it might be helpful to members to have it:

National Personnel Records Center
Military Personnel Records
9700 Page Ave.
St. Louis, MO, 63132-5100

<http://www.archives.gov/veterans/military-service-records>

Bill Shek

P.S. I got a phone call out of the blue from Joe Dally. He sounds good (says he's 90 now).

from: Doug Tilley <dtalley5@bigpond.com>
date: Mon, Aug 8, 2011
subject: Nothing Sacred

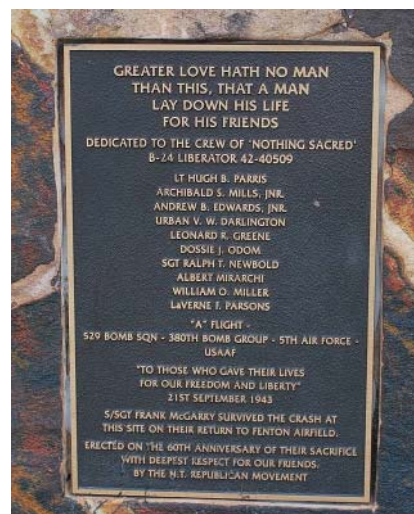
At last I have been and visited the crash site of Nothing Sacred. I have been to Fenton many times over the last 3 years, 5 of those visits were to locate the site of the crash. I went over last week and found the part with the hole in it; it was located some 600 yards from the site - flood waters must have washed it there many years ago. The bullet hole could well be from Jap small arms fire; it is still in there - when shaken I can hear it! Attached are some photos taken yesterday, August 7th 2011.

It was really emotional to to stand there and remember those men who helped protect our country, I walked away with very misty eyes.

It is also a real pleasure to see that no one has vandalised the site. It is very difficult to find which is good I guess. I also noticed the other little monument and sign on the end of the 380th BG Op's room site has not been touched; there's a little poppy from Anzac Day still on the monument and the sign is nice and clean.

For your records and other 380th members only the Co-Ords are S13 35 45.0 E131 19 15.8 - copy and paste that to Google Earth and you will see the exact location.

Doug Tilley
Mt Bundy Station.
Adelaide River, NT



MAIL CALL

from Milton Markowitz markf84@att.net
date Mon, May 30, 2011 at 8:11 PM
subject HONOR FLIGHT

I went on the Honor Flight trip to D.C. two weeks ago. All World War II vets are eligible. It was truly a heartwarming experience.

I did get some pictures. I thought this one of me and ex-Senator Bob Dole is most worthy.

Milt Markowitz



from William Shek filmxtra@att.net
date Fri, Jul 22, 2011 at 12:43 PM
subject "Unidentified Man" photo

I just got a message from "Andrew" in Australia asking about a photo that is on the 380th site. I've attached the photo. He said he thought it was my father, and had also emailed you about it. I did some research and the man in the photo is Harold "Gimp" Clapsaddle, Joe Dally's co-pilot. The B-24 in the photo is "Dally's Dilly".

Bill



from Linda Phillips lindaandjapp@msn.com
date Sun, Oct 23, 2011 at 4:09 PM
subject 380th and 90th Bomb Groups

Dear Ms. Gotham:

I have attached a photo from my father's collection of WWII photos taken in the Pacific. He was a member of the 90th Bomb Group (Jolly Rogers). I have been researching his military history for a few years now. I've done pretty well and had lots of help along the way.

This photo is one where I have not been able to identify a single person in the photo except my father (back row, second from the right). I received an e-mail from someone who's father is in the back row, far left. He was with the 380th Bomb Group (the Flying Circus). I know that the 90th and the 380th might have been stationed in the same areas and perhaps flew some missions together.

I have circulated this photo among the surviving members and relatives of the 90th Bomb Group as well as working with their historian, and I haven't found anyone who can identify anyone in this photo except my father. Since receiving the e-mail from the daughter of the airman in the back row to the far left, I'm guessing some of these other men may have been a part of the 380th.

Is there any way you might be able to assist me in finding out the identities of some of the men in this photo?

Thank you for your help!

Linda Phillips
Daughter of 1st Lt Harry Boller
90th Bomb Group, 319th Squadron



from tsuwal@roadrunner.com
date Wed, Jun 15, 2011 at 9:26 PM
subject My Dad in the 380th

I have attached a couple of pictures of my dad in the south pacific. If you can, could you look at them and try to identify the vehicle he is sitting in along with the plane that is in the background.

Thank You.

Ted Suwalski



MAIL CALL

from Garth O'Connell [mailto:Garth.O'Connell@awm.gov.au]
date Wednesday, July 20, 2011 1:12 AM
Subject: Decorated RAAF Officer killed whilst flying with the 380th BG

I have accessioned into the National Collection a Distinguished Flying Cross awarded to an Australian pilot who was killed with your most famous and honoured unit during the Second World War. His details are 407161 Flight Lieutenant (Fl Lt) Neil Thomson Badger DFC, of Adelaide, South Australia. We have an image of him on our website here: <http://cas.awm.gov.au/item/016792>. High quality images of his DFC and so forth will be made available online in due course.

Best regards,

Garth O'Connell
Assistant Curator
Military Heraldry and Technology Section |
Australian War Memorial | GPO Box 345, Canberra, ACT 2601
Ph: 02 6243 4513 | e: garth.o'connell@awm.gov.au |



Two RAAF pilots, attached to 528 Liberator Squadron, Headquarters, NW Area, USAAF (formerly 2 Squadron, RAAF Hudson aircraft pilots), 406484 Flying Officer Alan Hawkesford DFC, of Subiaco, WA (right) signing a hat and 407161 Flight Lieutenant (Fl Lt) Neil Thomson Badger DFC, of Adelaide, SA (left). Fl Lt Badger was lost on operations over Dutch New Guinea on 8 May, 1944, and has no known grave. He is commemorated on the Lae Memorial in Papua New Guinea.

<http://cas.awm.gov.au/item/016792>

from Doug Tilley
date Tue, Aug 9, 2011 at 1:31 AM
subject Ma Jones

I have a query from Linda Ramsay. Her Dad, Roy J. Ramsey, was stationed at Fenton with the 528th Squadron, 380th BG. Her Dad has a photo of a Ma Jones in Adelaide that ran a boarding house. I'm trying to find some info about Ma Jones but to no avail. I was wondering if anyone might know about her because Linda is hoping to get any information about his life during that time. If you flew with Roy, I'd like to hear about it. He was a photographer that went up with many different crews.

Doug Tilley
Adelaide River
NT, Australia.
dtalley5@bigpond.com

from Cathy Stewart kennydalecathy.stewart5@gmail.com
date Mon, May 30, 2011 at 6:25 PM
subject My Father....Maurice Langston in the 529, ground crew..mechanic

WW2 photo...back of photo says: Souvenirs received at Luzon camp.
My father with war buddies in the South Pacific.
Please print in the newsletter...and I will hope that someone will recognize the other men.
Maurice Langston is on the far right.

I don't know anything about his war years other than my brother was named after his best friend ...Mark A Mitchell who was killed when the Golden Gator was attacked Oct 26, 1943...the mission was Pomelaa.

I am hoping someone remembers the men and maybe my father.
Would love any information

Grateful to the men who fought for our freedom.
Darla Langston Stewart



MAIL CALL

from Tony Turner <tonyturner55@hotmail.com>

date Fri, Jul 29, 2011 at 8:43 AM

Hi Barbara

It would be great if you could include the info in your Autumn Newsletter and if any of your member have any info on Z Special Unit it would be a great help to us

Best Regards Tony

Subject: Z Special Unit (Clandestine Operations)
date Sun, Jul 10, 2011 at 11:12 PM

Theodore and Barbara

I have just been reading through your web site and am very impressed with it.

I am part of a group that it is doing a documentary on the Australian Z Special Unit and Elizabeth Mackenzie has given us access to Gilbert's WWII records.

If any of the men who flew on the clandestine missions are still alive it would be good to interview them at a later date if they are agreeable.

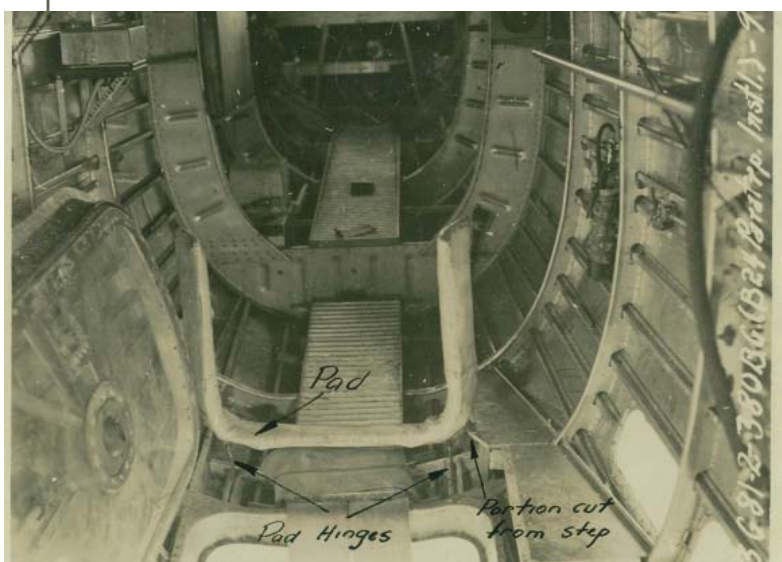
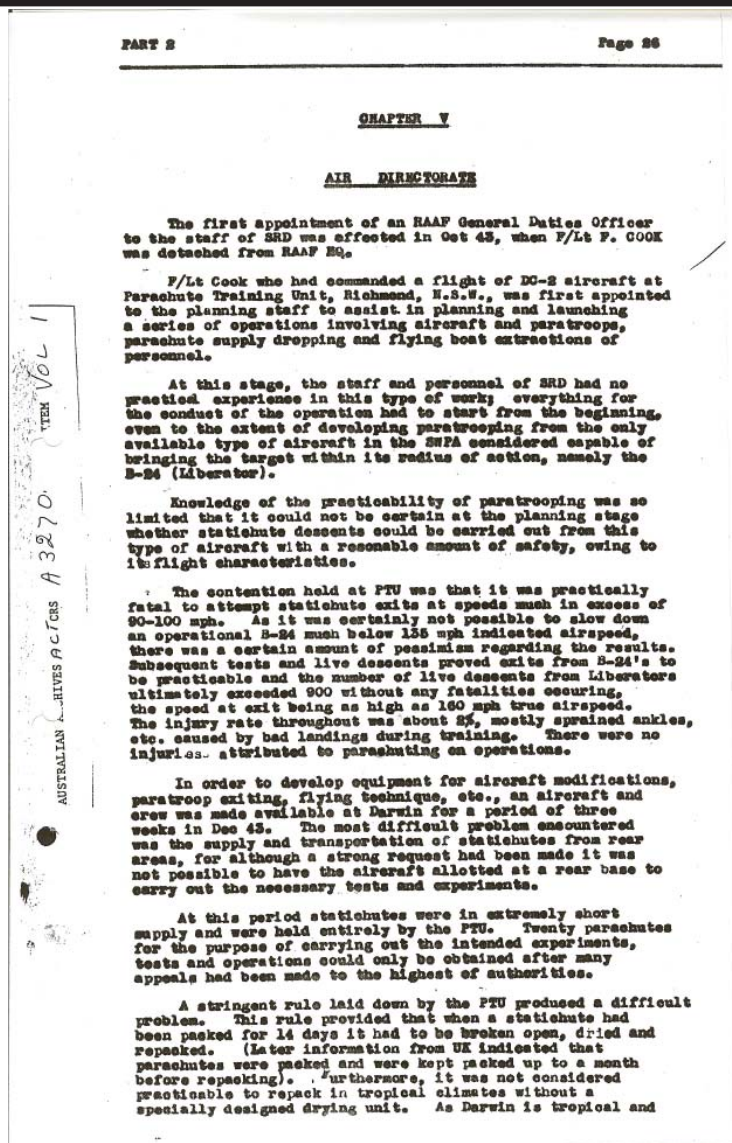
Craig and Lionel are the experts here on the history. Craig's website is:
<http://specialoperationsaustralia.com/soa/index.php>

Lionel hopes to set up a museum to the men.

Hope this information helps, if I find any more I will pass it on.

Best regards
Tony Turner

Tony sent a couple of other documents; space limitations here do not permit their reprinting here. If anyone would like to see them, please send email to Barb Gotham at bjgotham@gmail.com



AN AUSTRALIAN ADVENTURE: MAURICE ("SLIM") POWERS

It was Aug. 16, 1943. Somewhere in a salt flat in northern Australia, a group of Aborigines sang their eerie, five-tone melodies under a seven-eighths eclipse of the moon.

The strange beauty of the scene touched the strangers with wonder. For Maurice "Marty" Powers, a young waist gunner from Harlem, this moment would be forever etched in his memory.

Powers was born on June 4, 1921. His father worked on the railroad, and his mother took care of their three sons, of which Powers was the middle child.

Sadly, his father passed away when Powers was young, and soon the boys were doing their part to support the family. Powers went to work at age 16, washing dishes at a local hospital. It was a job he disliked, but being a responsible youngster, he kept at it for two years, earning \$37 each month and giving the money to his mother.

His next job was at Horn & Hardart Automat in New York, working as a bus boy and then as head counterman. Automats were a precursor to fast-food restaurants and were popular in the 1920s and 1930s. Customers put coins in a machine to pay for their meals and then received their pre-made, wrapped food through another compartment in the machine.

This was the setting for the day that changed Powers' life forever.

"I was behind a food counter, 59th Street, the automat," Powers remembered. "It was on a Sunday morning. It was terrible."

The event, of course, was the bombing of Pearl Harbor.

In August 1942, Powers was drafted.

"They wanted to make me a cook due to my restaurant experience," Powers said. "I told them I'd rather fight for my country, so I became an aerial gunner."

Joining the Army Air Corps, then a division of the US Army, the 21-year-old was soon off to Tyndall Air Force Base near Panama City, Fla., for gunnery school. There he learned how to be a waist gunner, who shoots out of the waist-high windows of the plane, and even met fellow gunner Clark Gable.

"He wasn't a bit stuck up," Powers remembered

More training followed in Arizona, and Powers' first post took him across the Pacific Ocean. Working together with the Royal Australian Air Force (RAAF), his unit was stationed in the outback.

"It was pretty rough up in the bush," Powers shared. "In the rainy season, it was terrible. And we had little tents and cots, and we slept on our heavy flying jacket – that was our pillow."

There were good memories from that time, too. Powers loved the Australians' friendliness and still laughs about the jokes that sometimes went on in camp.

Jim Wright, a bombardier who served in Australia with Powers, mentioned Powers in his book "The Flying Circus: Pacific War as Seen through a Bombsight." He shared: "'Slim' Powers, as he was affectionately called by crewmates and other airmen, was a popular character at the 529th, known for his jovial nature and entertaining sense of the ridiculous."

Of all Powers' experiences during World War II, however, it was the mission to Borneo he remembers the most vividly. Well he might – it was the longest bombing run of the war, and the adventure of a lifetime.

The mission was to take out the enemy base at Balikpapan, Borneo.

Powers' airplane, the *Shady Lady* Liberator bomber, flew to Darwin, Australia, on the northern tip of the continent, along with the other aircraft in the squadron. There they fueled up and slept in a bombed-out hangar.

When the 10-person aircraft (with nine crewmen and one Australian photographer to take pictures of the site after bombing) left from Darwin on Aug. 13, 1943, the crew members had no inkling of the strange journey that awaited them.

"On the way to the target, I always prayed," Powers said, "and I carried a St. Christopher medal and my mother's picture in my jacket."

The crew needed those prayers. The *Shady Lady* was the last plane to leave, the most at-risk position.

"On the way from Darwin, a storm broke out," Powers remembered. "It was the worst storm I've ever seen. We flew over enemy territory all the way to Borneo. We got to Borneo, and there was the navy there with searchlights, everything. And we got caught in the searchlights."

The men were quickly taking flak from anti-aircraft machines. *Shady Lady* made two passes over the target, shooting its guns and dropping its bombs without the guidance of the now-damaged interphone system. The bombardier still successfully hit two storage tanks. In all the excitement, the photographer never snapped his pictures.

AN AUSTRALIAN ADVENTURE (continued)

"I looked at Little Joe, my waist gunner who was with me, and he looked purple, and he told me I looked pink," Powers remembered about the fear of the experience.

After they completed their mission, the crew headed back to Australia. According to the official mission log, it should have been a 2,300-mile round trip. However, with the weather and the two passes, things were not going as planned.

Things got worse as the men entered an electrical storm. The two runs had used up a lot of fuel, and, heightening the drama, the navigator was unable to get a fix on their position. The crew was heading toward Australia, but the men were not sure if they would make it before their fuel ran out.

Another danger assailed them. Their flight path had taken them over the Japanese base at Timor, and two Zekes (the Allied code name for Japanese A6M Zero fighters) came after the *Shady Lady*. With the forward turret not working, the gunners could not do much.

Thankfully, as Powers said, "I had the best pilot in the world," and the plane evaded most of the fire and did not go down.

The *Shady Lady* entered low clouds, and the enemy planes disappeared. With only an hour's worth of fuel remaining, the men were desperate to reach land. Just in time, they arrived over Australia and set down in a deserted area on the Anjo Peninsula. The plane's nose turret broke off during the landing, causing a jolt, but all 10 men were alive.

The first order of business was to try to find a way to communicate. Powers got out the portable transmitter, which the men called a Gibson girl.

"The kite goes with it, and I was out there running the kite back and forth, and I shot a flare up when we saw a plane going overhead," Powers explained. "We discovered the Gibson girl was all shot up. And the radio was shot out on the plane."

Eventually, they got the plane's radio to work enough to send a message to Darwin. Powers also got the other plane's attention; it signaled that a rescue party would find them. The plane dropped food, which landed fine, and water, which spilled, much to the crew's dismay. How were the men to stay hydrated in the arid climate? They were quickly running out of the water they had on the aircraft.

That night, Powers had a fascinating encounter.

"They assigned me to be on watch, and the whole crew was sleeping, and I looked over in the

woods, and there were three Aborigines. They had their war paint on and spears, and they told us before the mission, 'If you run into any Aborigines, this is how you talk to them: "Yi ya ya, yi ya ya, yi ya ya." So I come out yelling that, and this big guy says to me, 'Good morning.'"

Powers could not help laughing.

"I turned around, and I told my little buddy, Joe, 'He's from Harlem.' They were friendly, and I brought them out to the plane and introduced them to the crew."

Powers and his friends shared their rations with the Aborigines and learned a little about them. Their rescuers were Christians on a vacation from the local Catholic mission at Kalumburu. They also turned out to be something like angels for the crew – they found water.

That afternoon, the civilian plane flew over again, dropping more food and water (which again spilled) and signaling them to build a fire for the search parties to find them. That evening, the search party arrived.

Among the rescuers were five Aborigines, a priest named Father Sanz who worked at the Kalumburu mission, and four Australian soldiers. Together, they shared a meal and waited for the tide to come in so they could reach the lugger (a raft-like vessel).

"We had a little feast around the fire, and then the Aborigines sang," Powers remembered. "Oh, you've never heard such singing in your life! Toward the end of the song, they all let out a holler. And we had a near eclipse of the moon at the same time. It was weird – the surroundings and them singing. I said, 'Will I ever get out of here to tell someone about this?'"

About 4 a.m., the group headed for the coast. When they reached it a few hours later, the men piled onto the lugger and were guided to the mission. Powers remembers that evening fondly, meeting new friends and feasting on watermelon at the mission.

The next day, the crew of the *Shady Lady* headed back to the base, and again they were protected. As they were in transit at a high altitude, the Japanese were flying beneath them, bombing the base. If they had arrived any sooner, they would also have been hit.

Powers' war experiences continued. Amazingly, he made it through the war unwounded.

The war's end came when Powers was rotated to California. "We all went down to Frisco to celebrate," he remembered, "and everybody was going nuts."

AN AUSTRALIAN ADVENTURE (continued)

Powers and his fellow servicemen returned to Brisbane, Australia, where he was decorated by his general. With 300 hours of combat service, he earned three air medals.

After the war, Powers went into the reserve and got a job as a security guard at the Metropolitan Museum of Art in New York City.

His country called Powers to serve again in the Korean War, and though he was no longer a gunner, he served in the newly formed United States Air Force as a security guard at a military base during the conflict.

"We were isolated from everybody, and we got no R and R's," he remembered.

When that war ended, Powers continued with the Air Force, serving at several bases around the United States.

On temporary duty in Goose Bay, Newfoundland, he met a young lady named Genevieve. The two fell in love and wed, creating a marriage that has been going strong for 51 years. The Powers went on to have five children: two sons and three daughters, and over the years, precious grandchildren and great-grandchildren have been added to their family tree. It is family that hits closest to the heart of this soldier, who considers marrying Genevieve the event he is most proud of, even with his medals and years of service to his country.

Retiring from the Air Force with the rank of tech sergeant did not mean Powers retired from adventure. Many challenges have come at Powers over the years, including the pain of losing two children, breaking his hip in a skydiving accident and going through kidney cancer.

There are good memories, too, though, such as playing an officer at the beginning of the movie "The Right Stuff," travelling the world with his wife, kissing the Blarney Stone in Ireland and returning to Australia in 1988 for a World War II reunion.

"It was beautiful going back," Powers said. "And who do we meet there but Father Sanz! He remembered me, and he said, 'You're so funny.'"

Most recently, Powers was a resident at Rimrock Villa Convalescent Hospital in Barstow, Calif., not far from Edwards Air Force Base, where he worked for several years. Those blessed to know him respect him for all the years he gave in love to his country and his family.

It was, after all, a long journey from that young dishwasher from Harlem to the accomplished veteran

survivor. Powers was a living testament that no one really knows what adventures will come along life's way.

This story was written by Heidi Tompkins for the LEADER magazine, Spring/Summer 2011. Used with permission of LEADER Associate Editor, Dara Carroll, and Slim's widow, Jean.



See Slim's TAPS listing in this issue.



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 - **Leonard A. Castor**, Ground Staff, Engineering, Maintenance, Crew Chief (MISS GIVING), DOD February 21, 1979, Pangburn, Arkansas, reported by his grandson, Anthony Reed

528th - **Willard H. Gehman**, Navigator, Herbst Crew (10), DOD June 7, 2011, Allentown, Pennsylvania, reported by his daughter, Sue Mitch

528th - **William F. Klenn**, Forward Turret Gunner, Craig's Crew (8), DOD November 20, 1996, reported by Agnes Strikaite (Fact Not Fiction Films), while researching for the SHADY LADY documentary

528th - **Vernon A. ("Barney") Krout**, Assistant Flight Engineer/Gunner, Craig's Crew (8), DOD February 2000, reported by Tristan Loraine (Fact Not Fiction Films), who was informed by a cousin of Barney's while researching for the SHADY LADY documentary

528th - **Maurice V. ("Slim" / "Marty") Powers**, Gunner, Craig's Crew (8) SHADY LADY, DOD September 1, 2011, Boron, California, reported by Bill Shek

529th - **Frank Oncay, Jr.**, Navigator, Vogel's Crew, DOD June 27, 1978, Alexandria, Louisiana, reported by his daughter, Janis Kazel

531st - **Niles L. Grover**, Acft Cmdr, Asst Sqdn Opns Officer, Grover's Crew (79), DOD August 29, 2011, Weathersfield, Pennsylvania, reported by his daughter, Jan Grover

531st - **Victor C. Morales**, Radio Operator, Grover's Crew (79), DOD April 30, 2011, Saginaw, Michigan, reported by his widow, Guadalupe

531st - **Thaddeus Frank Suwalski**, Ground Staff, Mess Hall, Cook, and Transportation, Truck Driver, Light, DOD February 23, 1960, Buffalo, New York, reported by his son, Thaddeus (Ted) L. Suwalski

531st - **Robert Edward Walters**, Gunner, Lenihan's Crew (81), DOD June 25, 1972, Englewood, Colorado, reported by his daughter, Judy Moore

Please send all TAPS listings to:

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