



528<sup>TH</sup>



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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 #51**

**Summer 2012**

### *Contents of this Issue*

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Schedule, Event Registration Form, Hotel Reservation Information,  
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#### HISTORIANS

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

#### HISTORY PROJECT

Theodore J. Williams

#### 2012 REUNION COORDINATOR

Barb Gotham  
**New Orleans, Louisiana**  
**10/31 - 11/4/2012**

#### NEWSLETTERS –

#### WEBPAGES – FINANCIAL

Barbara J. Gotham  
Phone: 765/463-5390  
Email: 380th.ww2@gmail.com

#### **2012 Reunion Links:**

Holiday Inn Downtown Superdome:  
<http://www.holidayinn.com/hotels/us/en/reservation/roomrate>  
(Group Code BGA)  
<http://www.hi-neworleans.com/>

Airport Shuttle: [www.airportshuttleneworleans.com](http://www.airportshuttleneworleans.com)  
<http://airportshuttleneworleans.hudsonltd.net/res?USERIDENTRY=380BOMB1012&LOGON=GO>

Airport Limousine: <http://www.airportlimousineneworleans.com/>

Next issue: Autumn 2012 - due out before Thanksgiving

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## 2012 REUNION - THE "FIRST OF THE LAST HURRAHS"

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The location for the 2012 380th Reunion is the *Holiday Inn Downtown Superdome, New Orleans*.

**Reunion dates: October 31 - November 4, 2012**

HOTEL DEADLINE: NOTE THAT THE DEADLINE IS 30 SEPTEMBER (not 3 September as previously stated)

### **SHADY LADY FILM UPDATE:**

We are still trying to get a private showing of the "Shady Lady" documentary either at a theatre in New Orleans or on DVD to view at the hotel during our reunion.

### **REUNION SCHEDULE:**

#### *Thursday-Saturday (November 1-3)*

Starting at 7:00am - in Hospitality Room (Room 816) (coffee/tea/juices, cereal/oatmeal, pastries, etc.)

#### *Wednesday, October 31*

Noon - 10pm - Registration in Hospitality Room (Room 816)

1:00 - 5:00pm - Optional Swamp Tour (pre-registration required) (meet in lobby by 12:45)

Dinner on own

#### *Thursday, November 1*

10:00am - 1:00pm - Optional City/Katrina Tour (pre-registration required) (meet in lobby by 9:45)

1:00 - 5:00pm - Registration/Hospitality room open

Afternoon - sightseeing on own

5:30pm - Cash bar (Holiday Inn, Bayou Ballroom A)

6:00 - 8:00pm - Welcome banquet (Mardi Gras theme - casual attire) (pre-registration required)

Hospitality room open after dinner until 10:00pm

#### *Friday, November 2*

9:30am - Buses depart for National World War II Museum (pre-registration required) (meet in lobby 9:15)

10:00am - Memorial Service at Museum

11:00 - Noon - "Beyond All Boundaries" film in Solomon Victory Theater (museum)

Noon - 1:00pm - Luncheon at museum (pre-registration required)

1:00pm - Museum self-guided tours

For those not wishing to go on the museum tours, there will be a bus leaving for the hotel at 1:30pm

4:30pm - Final bus leaves to return to hotel

5:00 - 10:00pm - Hospitality room open

Dinner on own

#### *Saturday, November 3*

10:00 - 11:00am - Members Meeting (Jazz Room of hotel) - all attendees are invited to attend

11:00am - 4:00pm - Hospitality room open

Afternoon - sightseeing on own

5:00 - 5:30pm - Group photos (meet outside Bayou Ballroom A of hotel)

5:30pm - Cash bar (Bayou Ballroom A)

6:00pm - Dinner served

7:30 - 9:30pm - Program/Music/Dancing

#### *Sunday, November 4 - Departures*

**Please use the EVENT FORM to sign up for the Reunion Events and Optional Tours. Note that pre-registration is required for all tours (Swamp and City/Katrina) and scheduled group events (Museum and Dinners).**

QUESTIONS: Contact Barb Gotham at 765/463-5390 (home) or 765/412-5370 (cell) (Eastern time zone)



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## HOTEL RESERVATION INFORMATION

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Holiday Inn Downtown Superdome  
330 Loyola Avenue  
New Orleans, Louisiana USA  
<http://www.hi-neworleans.com/>  
Telephone: 504-581-1600 or 800-535-7830  
Fax: 504-522-0073



Rates: \$129+ tax for 1 king bed non-smoking or 2 double beds non-smoking (all rooms are non-smoking)

The group rate will be valid as long as the hotel has rooms available, up to and including 30-Sep-2012.

Reservations after this date will be provided on a space available basis.

Electronic booking (e-booking) is available for our reunion dates of 31-Oct-2012 to 04-Nov-2012. Going to the link below will take you to the hotel's reservation web page that will pre-populate with our special group code. Our Group Code is BGA.

<http://www.holidayinn.com/hotels/us/en/reservation/roomrate>

If you wish to extend your stay outside of these dates (for arrivals before 31-Oct-2012 or after 4-Nov-2012), you will need to book a separate reservation on the website or contact the hotel directly at (504) 581-1600 Ext: 4212. Our rate will also be available 2 days before and 2 days after reunion dates.

If you have any questions or need assistance regarding hotel booking, please contact:

Jessica Van Deventer, Holiday Inn Downtown-Superdome (Group Reservations)

Phone: (504) 581-1600 Ext: 4212

Email: [jvande@hi-neworleans.com](mailto:jvande@hi-neworleans.com)

Be sure to tell the reservation agent if you have any special needs (for example, need handicap accessible room, crib/rollway bed, etc.)

- ALL ROOMS ARE NON-SMOKING AT THIS HOTEL
- Hotel cancel policy for this event: 24 hours prior to arrival to avoid penalty
- Check-in: 4:00 pm
- Check-out: Noon
- Pets not allowed (although service animals are allowed for persons with disabilities)
- Wi-Fi is complimentary throughout the entire hotel!

Reservations due before September 30, 2012. Reservations after this date will be provided on a space available basis.

PLEASE CONTACT THE HOTEL DIRECTLY TO MAKE YOUR HOTEL RESERVATIONS.

Online booking: <http://www.holidayinn.com/hotels/us/en/reservation/roomrate>

Phone: (504) 581-1600 Ext: 4212

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## 2012 REUNION - AIRPORT AND GROUND TRANSPORTATION SERVICES

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### LOUIS ARMSTRONG NEW ORLEANS INTERNATIONAL AIRPORT

#### AIRLINES:

AirCanada: 1-888-247-2262

AirTran: 1-800-247-8726

American Airlines: 1-800-433-7300

Continental Airlines: 1-800-525-0280

Delta: 1-800-221-1212

Frontier: 1-800-432-1359

JetBlue: 1-800-538-2583

Southwest: 1-800-435-9792

United: 1-800-241-6522

US Airways: 1-800-428-4322

#### GROUND TRANSPORTATION OPTIONS:

##### *Taxicabs:*

A cab ride costs \$33.00 from the airport to the Central Business District (CBD) for one or two persons and \$14.00 (per passenger) for three or more passengers. Pick-up is on the lower level, outside the baggage claim area. There may be an additional charge for extra baggage. Taxis are required to offer a credit card payment option.

##### *Airport Limousines:*

Airport Limousine is the official limousine service for Louis Armstrong New Orleans International Airport. Convenient kiosks are located in the baggage claim area and no hassle curbside pickups are available. Rates begin at \$58 for 1 or 2 passengers. Visit their web site for more information/reservations: <http://www.airportlimousineneworleans.com/>

##### *Airport Shuttle, Inc. New Orleans:*

Airport Shuttle is providing discounted roundtrip shuttle fare for our group for \$35.00/per person (regular rate is \$38.00/per person/roundtrip). You may book online by visiting <http://airportshuttleneworleans.hudsonltd.net/res?USERIDENTRY=380BOMB1012&LOGON=GO> or you may call toll free 866-596-2699. When calling, you must mention that you are booking discounted roundtrip shuttle service for the "380th Bomb Group Association." If you are scheduling this service over the phone, you can write down your confirmation number and proceed to any Airport Shuttle desk to get your receipt upon arrival at the airport or, Airport Shuttle, Inc. can mail your tickets in advance. In order to guarantee mail delivery, you must schedule this service no later than October 15, 2012.

- In order to be able to book travel online, you must book at least 24 hours prior to your flight arrival time.
- The group has been set up to book online so we can change an existing online reservation via phone (866-596-2699) but they will need to make the original reservation online; if not the discount doesn't apply.

Don Duvernay, General Manager  
Airport Shuttle  
Phone: 504.212.5901  
Email: [dduvernay@visitnola.com](mailto:dduvernay@visitnola.com)



Their regular rate is \$20.00 (per person, one-way) or \$38.00 (per person, round-trip). Three bags per person. Call 1-866-596-2699 or 504-522-3500 for more details or to make a reservation. Advance reservations are required 48 hours prior to travel for all ADA accessible transfers. Please call in advance of your travel date for the specially-equipped shuttle to be reserved. Ticket booths are located on the lower level in the baggage claim area. [www.airportshuttleneworleans.com](http://www.airportshuttleneworleans.com).

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## MAIL CALL

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Bill Shek wrote the following reply to Andrew Lievens's Mail Call article in the last newsletter. I thought it worth including here in case anyone else has questions about Medals and Award Citations.

13 June 2012

Hello Andrew,

My name is Bill Shek. I am an associate member of the 380th Bomb Group Association and just read your letter in the 380th BG Newsletter. My father was a B-24 pilot in the 380th BG, 528th Squadron the same time your grandfather was stationed there with the 531st.

It looks as if your grandfather was assigned to the Supply section of the squadron, at least for part of his tour. "Ground Staff" means he was not an aircrew member, but worked in support of the aircraft. "Engineering" and "Technical Supply" would mean he probably had something to do with structural or possibly electrical parts for the B-24s. "Quartermaster Supply Technician" meant he worked for the head of the Supply section, who was called the "Quartermaster." "Administrative NCO" means he was also assigned to the Administrative section (probably of the Supply section or the Squadron), in charge of the recordkeeping, filing, correspondence, etc.

As for the battle stars: Being in the Pacific Theater during WW2, he would have received a medal called the "Asia-Pacific Campaign Medal." I've attached a photo of it and its associated ribbon (the ribbon would have been worn on the dress uniform in place of the actual medal). On that ribbon would be placed a small bronze star, called a "battle" or "campaign" star, which represented a single battle campaign he was involved in. Up to 4 of these bronze battle stars (one for each separate campaign) would be put on the ribbon. When the 5th campaign was reached, the bronze stars were replaced by a single silver battle star (which represented 5 campaigns). So, if he had 2 bronze and one silver, that means he was in 7 campaigns.

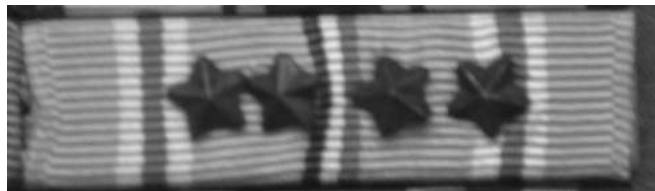
Don't confuse these bronze/silver "battle stars" with the Bronze Star and Silver Star Medals--those were separate full medals awarded for bravery in battle. So, the battle stars you are referring to that your grandfather was awarded were the small stars that went on the ribbon. Without his records it will be difficult to pin down the exact campaigns or why he received other awards.

I'm going to recommend that you visit this website: <http://www.archives.gov/veterans/military-service-records/>

I'd recommend that your mother submit the request, or you submit it in her name, since she is his daughter and direct next of kin. For his awards, request copies of his Award Citations (I did this for my father's awards and received the info I wanted). The citation records will have information about the awards and why they were given to him. You will need to supply certain info about him, which is listed on the website. There was a huge fire in the records archives in St. Louis in the 70s and many WW2 vet records were destroyed. However, since then progress has been made on restoring some of them. So, if you get a reply that his records aren't available because of the fire, don't give up. Keep submitting the request--sometimes you may get a clerk who is too lazy to look very far for the records, then later someone else finds them for you in another request.

I hope this information helps a little. I know how frustrating it is to try and piece together a relative's WW2 history after he is gone. Good luck with your searches.

Best Regards,  
Bill Shek (Jr)



Asia Pacific Campaign Ribbon-Bronze Stars



Silver-Bronze Battle Stars



Asia Pacific Campaign

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## MAIL CALL

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August 5, 2012

My name is Justin Anderson and my grandfather Eugene was a part of the 380th. If you could let me know how I could find out more about Kershner's Crew or if anyone knew my grandfather, I would appreciate it.

Anderson, Eugene C. / 529 / O-660958 / Bombardier, Kershner's Crew (12) / - / JUNGLE QUEEN II

Justin Anderson  
justinian7777@yahoo.com

July 12, 2012

Hello,

I came across these photos and I thought you might be able to put them to use. I think I bought these at a flea market or antique store when I was a kid, a young WWII aviation buff. I've held onto them for 20 or so years, and just came across them as I was going through some old files.

I'd be curious if the man can be identified. Let me know.

Best,

Brian Meacham  
Los Angeles  
btmeacham@mac.com



June 14, 2012

Milt Markowitz sent in this photo of the Breece Crew. Taken at Combat Crew Training in December 1944 at Tonopah, Nevada, prior to deploying in a B-24 across the Pacific to join the 528th BS. 380th BG.

TOP ROW: AC 2ND Lt. Bill Breece, CP F/O Milt Markowitz, Nav. F/O Del DiNapoli, Bomb. F/O Bill Rosenberg, FE Sgt. Leonard Hurley, BOTTOM ROW: Cpl. Robert Krater, Cpl. Robert Bowers, RO Sgt. Ernest Bowie, Cpl Robert Clark, Cpl Bruno Sirius.

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## MAIL CALL

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July 11, 2012

Hi, my name is Evan Agresti. My grandfather, Thomas E Cooper, was in Locke's crew in the 380th bg. He was the belly turret gunner. Unfortunately he passed away in 2005 before I knew there was information on his squadron, otherwise he could have named them all. I have two pictures of his group one of them taken at 20,000 feet of a man in the flight suit looking out with his mask on. The one with the single man on the airplane I am not sure who he is. My grandpa is the smallest guy with the ripped pants in all the photos. On the reverse of the picture the guys are labeled. the back of the photo says:

Atkin-Pennington-Mickey  
jacek-Locke  
-Tom-Harrow-

Evan Agresti  
etagresti@gmail.com



July 12, 2012

I was browsing through the Autumn 2011 Newsletter and came across an item about the Parachute tests (Statchute Tests) a few months ago I discovered these tests were carried out over Mt Bundy Station, near Adelaide River where I call home.

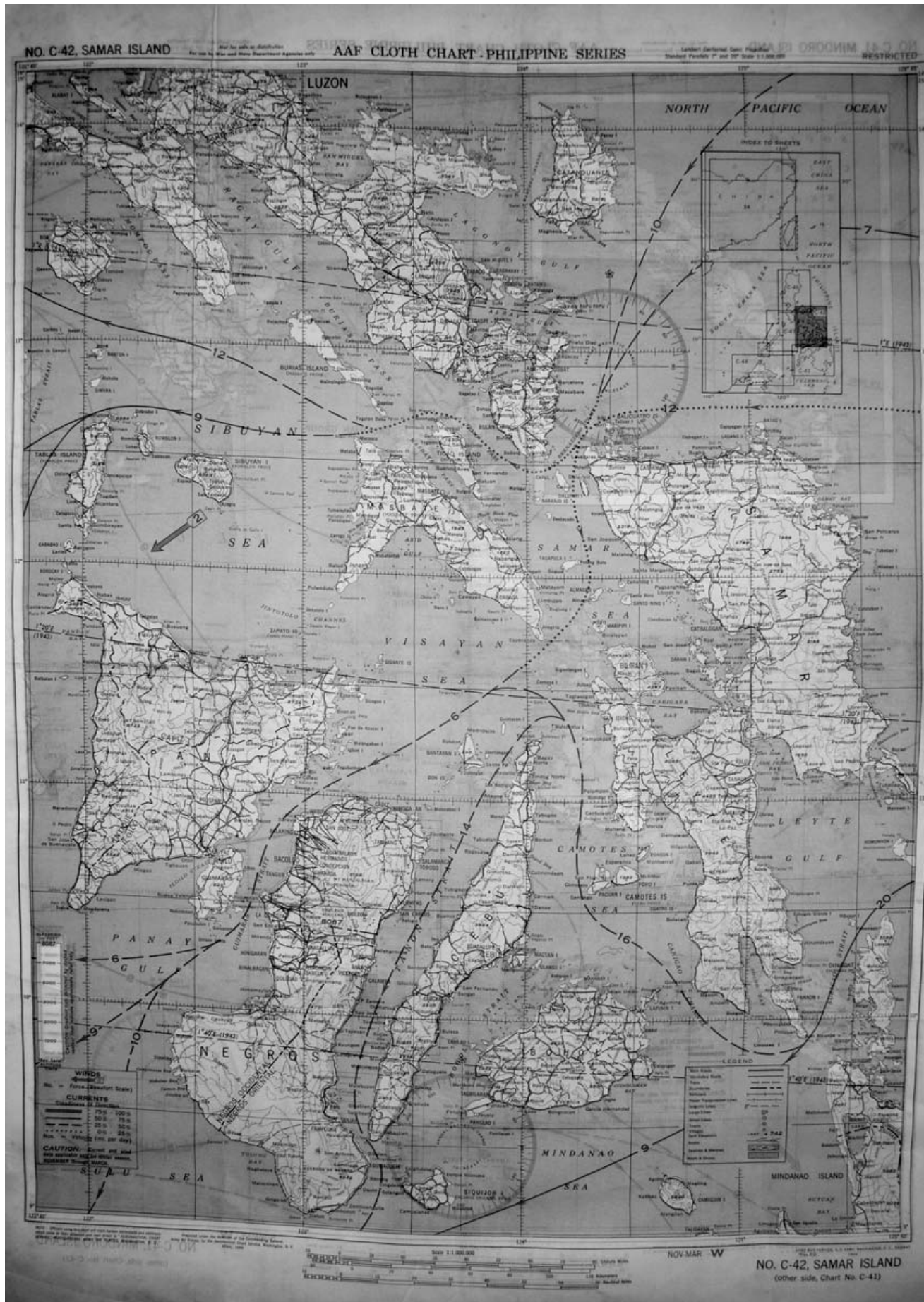
This webpage might be of interest to Tony Turner who added the 2011 report in the newsletter.

Please feel free to extract any photos or text website where I have the results of my research,  
<http://www.doug-and-dusty.id.au/statchutes.htm>

Doug Tilley  
Adelaide River, NT Australia  
dtilley5@bigpond.au



# SILKMAP



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## *PRISONERS OF WAR*

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*From THE FLYING CIRCUS, THE HISTORY OF THE 380<sup>th</sup> BOMB GROUP, Fain et al., 1946, pp. 64-65 (copyright expired, public domain)*

From Ohfuna, Ashio, Niigata and other infamous prison camps came our pale emaciated comrades who had been captured. These men, so newly risen from the dead, symbolized the war's end to the Flying Circus when they visited the camp at Okinawa.

"Don't you remember me?" The emaciated fellow in the misfit uniform asked, "I'm McFerron the navigator on John Farrington's crew. Porky McFerron." Ray Jackson and Tom Hunt looked at him with slow recognition. Yes, the thin face bore a family likeness to McFerron; it was when he laughed that you realized that it really *was* the same man. Others of the old timers gathered around -- Joe Sprague came running out of the orderly room when he heard the news, Jim Ruth and Danhart hurried out of their tent to see if it was really true. Even men to whom McFerron was just a name, a part of the saga of the Group, wanted to see him and shake hands with him.

This same scene was being duplicated in the other Squadrons, as the Prisoners of War returned -- Paul Jones, Chester Brown, Harold Van Wormer, Louis Banka and others. To the Flying Circus this was the symbol of war's end, far more real than the fireworks display on Okinawa or Mindoro, more real even than our own prospects of an early return to the States. For these men were returning from the lost. Some of them had been in Japanese prisons for over two years and others for months but all of them had been mourned as dead by the men who flew and lived with them. Now, here they were, thin and raunchy it is true, but alive and back with the outfit.

The stories of their capture differed widely and sometimes among men on each of the crews, but when it came to the story of prison life there was a horrible uniformity -- it was the story of starvation. From the day of capture until the day they were liberated these men were on a starvation diet, constantly fighting against hunger. Their days were a period of hunger lessened but not broken by three bowls of soupy gruel which constituted their meals. Their conversations were dominated by discussions of the relative nutritional value of foods or the planning of meals to be eaten when liberation finally came. And at night when they slept, their dreams fulfilled their wish to eat and they dreamed of food. One of our men, Sgt. Edward Gill, who was the only survivor when Thornton's plane went down, could not endure the conditions and died of malnutrition just a few days before the prisoners were liberated.

The men went to various camps but everywhere it was the same. Barley, rice, seaweed, soy beans, and grass and leaves were the diet. They were encouraged to raise food by gardening but when it came time to harvest the crop the guards took all of the potatoes and left the prisoners the vines to boil in their soup.

"It got so bad in the spring of the year that we asked permission to go out and pick leaves off trees to put in the soup for nourishment. In the winter time we were so damned starved that our bodies wouldn't generate enough heat to keep us warm."

All of the men lost from forty to seventy pounds during their imprisonment. Naturally they suffered from all of the diseases that their condition left them prey to. Lt. Russell and Lt. Stansbury had both been in the hospital with Beri-Beri. Jack Lovett lost weight until he was a skeleton of 90 pounds and was unable to stand before they shipped him to the hospital. All of the men suffered from colds and GIs. They were treated by an Allied medical officer but he was not given adequate supplies to do the job. Paul Jones mentioned that their interpreter also claimed to be a doctor and insisted on treating men who reported on sick call by applying burning

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## *PRISONERS OF WAR (continued)*

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punk to various parts of their bodies (shades piles the witch doctor!). “I even saw this joker burn one boy on the head as a treatment for piles!”

Most of the men went through the strange experience of being bombed by the Flying Circus before they were transferred to prison camps in Japan. On Ambon, Harold Van Wormer tells us that, “Fires burned all night on the strip after each bombing and the strip was usually out of operation for four or five days.” Others were bombed at Kendari, Makassar, and Balikpapan and saw the results of our bombing at Pomelaa. From their reports it is evident that we did more shipping damage than we had thought and that our most glowing reports on the other targets were not exaggerations.

During their imprisonment all of them were forced to become slave labor. They worked in the copper mines at Ashio, or in brick yards at Yokahoma, on the docks loading and unloading ships, repairing trucks and equipment, digging fortifications in preparation for the invasion, and of course all the camp work.

The prisoners were able to keep themselves informed during their incarceration. Some of them were able to get hold of Japanese newspapers and pick up some news from the guards. Every new prisoner was, of course, a source of news and the men kept in touch with our advance toward Japan. Then too, there was the direct evidence of our progress — the bombings. Several of them were burned out of their camp near Yokahama when we fire-bombed the town. The increased size of the bomber formations gave them an idea as to the strength we were mustering, and when they saw the P-51 escort, they knew that we had bases somewhere near and rightly guessed them to be on Iwo. The Japanese told them of Germany’s surrender but attempted to minimize the importance of it.

The way that the men finally learned of the Japanese surrender is typical of how news reached them. On the 15<sup>th</sup> of August, all the guards were called to hear the Emperor’s broadcast. Many of them had the weird idea that they were about to learn of great Japanese victories. The prisoners couldn’t understand the broadcast but after it was over they knew from the guards’ faces that it had been bad news. They concluded that they had either announced that the war was over or that the Americans had made a landing. They figured that there was not enough excitement for it to have been a landing and decided that the war was over.

Soon after this B-29s and Navy fighters came over the camps to drop supplies. “A Navy plane came over and did victory rolls and gave us a terrific buzz job,” Tracy DuMont said. “I saw some of the boys standing out there watching them crying like kids, they were so happy.”

In some camps rescue teams were dropped but in most the prisoners simply demanded that the guards give up their guns and took over the camp. Amazing as it may seem, the Japanese did turn the camps over to the prisoners on demand before a single soldier landed on Japan from the outside. The POWs left their camps and went into the towns and either commandeered food or traded old clothing for it. Then they took over a railroad and ran a train to Tokyo.

“The first American that I saw when we got into Tokyo was a nurse. Damned if it didn’t bring tears to my eyes. She had just got off the boat with the first contingent of troops. Then we saw the soldiers and we kept asking ourselves, ‘Did we once look as big and healthy as that?’”

From THE FLYING CIRCUS, THE HISTORY OF THE 380<sup>th</sup> BOMB GROUP, Fain et al., 1946, pp. 64-65 (copyright expired, public domain)

## 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**

News #51 - SUMMER 2012

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528th - Doering, Richard Arthur, Ground Staff, DOD May 10, 2008, Foley, Alabama, reported by his granddaughter, Sarah Doering

528th - Mckeehan, Elmer Ody (Dr.), Side Gunner, Kemp's Crew (77), DOD March 25, 2002, Tustin, California, reported by his son, Craig Mckeehan

529th - Grant, William Joseph, Radio Operator, Jeffery's Crew (54), DOD February 2, 2012, Fairfield, California, reported by Lauren Jensen (board member at <http://www.zodiackiller.com>)

529th - Johnston, Russel A., Gunner, Fry's Crew (28), DOD June 18, 1966, Scottsdale, Arizona, reported by his stepson, Norman R. Saake

530th - Rush, Stanley Stephen, Aircraft Commander, Rush's Crew (70) and Flight Leader, MISSOURI MISS, DOD May 13, 2012, Baltimore, Maryland, reported by his son, Jason M. Rush

531st - Reges, Alpheus, Airplane Mechanic, DOD October 12, 1982, Bensenville, Illinois, reported by his son, Craig Alpheus Reges



Please send TAPS notifications to:

Barbara Gotham  
130 Colony Road  
West Lafayette IN 47906-1209  
Phone: 765/463-5390  
Email: 380th.ww2@gmail.com (new email address)