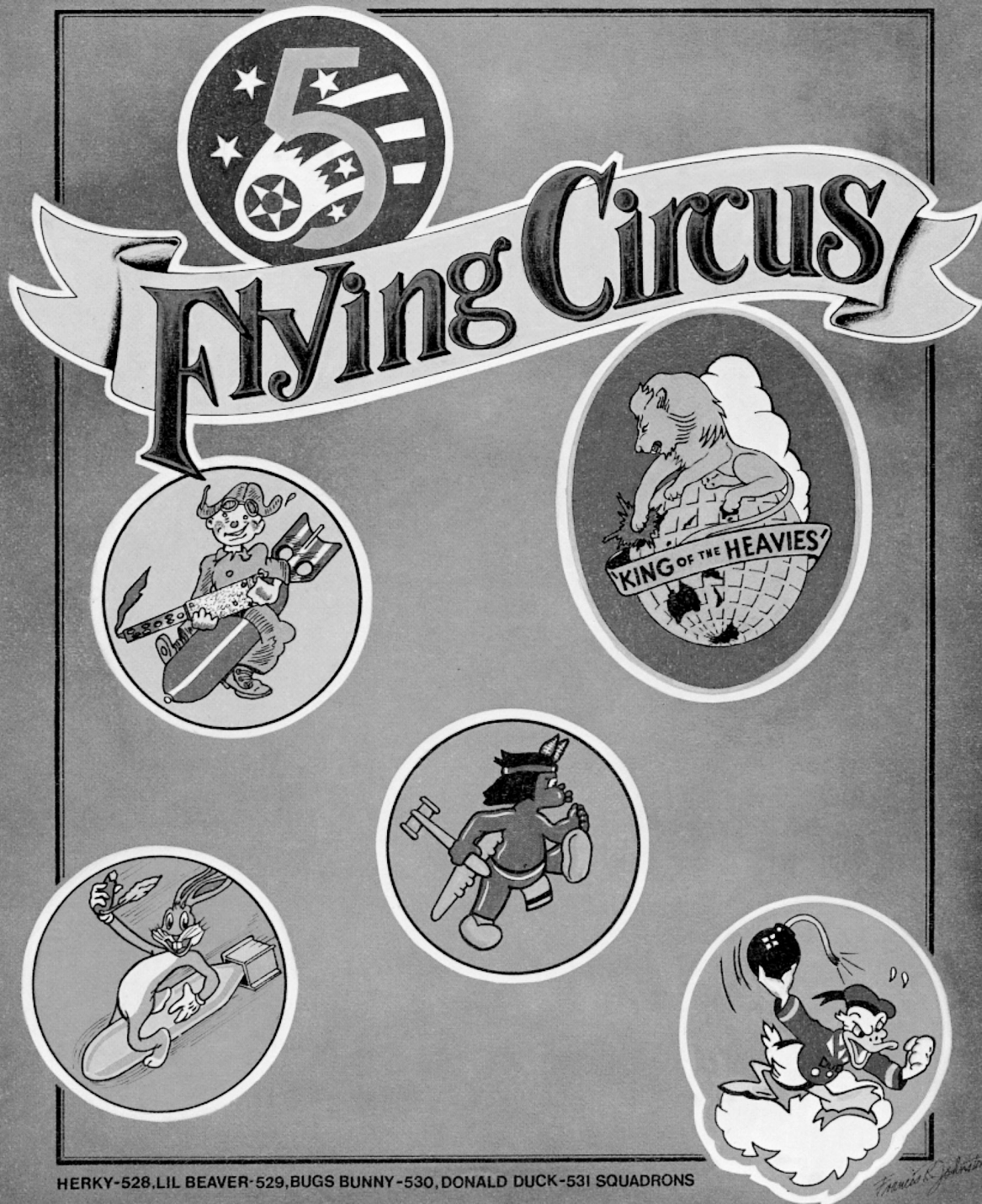


380TH BOMB GROUP





The 380th Bomb Group Association

5th AF -- RAAF

Affectionately Known As

The Flying Circus

NEWSLETTER #61

AUGUST 2016

Contents of this Issue

This and That

2016 Reunion - October 12-16 - Albuquerque

Mail Call

Radar Countermeasures Development in Australia (by Craig Bellamy, part 1)

Salvage Operation in the Never-Never

TAPS

Address Changes/New Members/Returned Newsletters

HISTORIANS

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

HISTORY PROJECT

Barbara J Gotham

2016 REUNION

Barbara J Gotham
Albuquerque, New Mexico
October 12-16, 2016

NEWSLETTERS –

WEBPAGES – FINANCIAL

Barbara J. Gotham

LINKS

Membership form:

<http://380th.org/2015Member-form.pdf>

Gear order form:

<http://380th.org/Gear2015.pdf>

Comments/TAPS notification:

<http://380th.org/form.html>

Blog:

<https://380thww2.wordpress.com/>

FACEBOOK

Search for the group *380th Bombardment Group (5th AF, WWII)* or go to
<https://www.facebook.com/groups/380th/>
In Memorium page: <https://www.facebook.com/groups/1686408651610839/>

MAIL CALL INQUIRIES/RESPONSES

If you have any inquiries, requests, or other information you would like to relay to other 380th Bomb Group Association members, please write to: Barbara Gotham (see contact info below).

Also, if you have any information pertaining to any of the mail calls in any issue of THE FLYING CIRCUS, you can respond directly to the person inquiring (if contact info is provided) or to Barb Gotham to pass along to that person.

380th Bomb Group Association

130 Colony Road

West Lafayette, IN 47906-1209 USA

<http://380th.org/>

Email: 380th.ww2@gmail.com

Phone: 765-463-5390

Cell (texting preferred): 765-412-5370 (Eastern time zone)

THIS AND THAT

July 22, 2016

380th Bomb Group Association,

The logisticians of the 380th Air Expeditionary Wing, in celebrating our heritage and sharing with you in the honor of defending our nation, have decided to commemorate your service by naming our inaugural Logistics Officer Association chapter "The Flying Circus Chapter." We are all very proud to be in a small way connected to your honored service and are so grateful to stand on the shoulders of giants such as yourselves. We will send pictures and updates as they come, Thank you!

Very Respectfully,

DAVID A. LOSKA, Capt, USAF
Assistant Maintenance Operations
Officer
380 EAMXS/MXA

Gavin LaMaide, nephew of Commander Arthur Nakarado, passed along this photo of Arthur and his brother, Bill, at Maxwell, as well as TAPS info on his uncle (see TAPS section of this issue).

Gavin says: Uncle "Tuffy" was his nickname. A smart, fun loving, people person by all accounts. Although I was far too young to know him well we are pleased to know he will be honored by your organization in October [at the 2016 Reunion Memorial Service].

WWII Poster



From Craig Bellamy: Informal photo of part of the Field Unit 6 group outside The Shack at Fenton in September or October 1943. Standing left to right: 'Greasy' (USAAF Mechanic), Lawrence 'Turps' Turpin (USAAF Mechanic/Operator), George 'Pinky' Pinkus (USAAF Mechanic) and Ray Hawkins (RAAF Mechanic). Seated left to right: George Swallow (USAAF Mechanic/Operator), Johnny Page (RNZN Mechanic/Operator), Lyn McCann (RAAF OIC), Squadron Leader Dave Swan (visiting RAAF radar technician) and Dick Dakeyne (RAAF Operator) (Swan Collection)

2016 REUNION

The 2016 380th Reunion will be in **Albuquerque, New Mexico, from October 12-16.**

Reunion website:

<http://380th.org/REUNION/2016Reunion/Reunion.htm>

The MCM Elegante will be our host venue

Website: www.mcmelegantealbuquerque.com

Address: 2020 Menaul NE, Albuquerque NM

Phone: 505-884-2511 (direct), 1-866-650-8900 (toll-free) (when calling for lodging, be sure to say you are with the 380th Bomb Group Association)



Online link for hotel lodging reservations is:

<https://www.reseze.net/servlet/SendPage?hotelid=1354&skipfirstpage=true&page=1549693>

LODGING RATES (does not include taxes):

Standard Double/double room and standard king: \$80

King ADA / King roll-in ADA: \$80

King Tower (executive king): \$100

Suite (2 rooms with separate living and sleeping areas, w/kitchenette): \$130



Lodging rates include a full hot breakfast daily. The MCM is also providing us with free WIFI, free shuttle service (both to/from the airport as well as within an 8-mile radius of the hotel), and complimentary "happy hour" nightly (2 drinks/person registered).

NOTE: Our reunion is AFTER the International Balloon Fiesta in Albuquerque. The 2016 Fiesta runs from October 1-9. For more info, see their website at: <http://www.balloonfiesta.com/>.

The MCM Elegante is honoring our group rate 3 days prior and 3 days after our reunion, so if you are able to come into ABQ before October 9 (note that hotel prices will be much higher in the area from Oct 1-9), you can catch the Fiesta.

The reason why we are not holding our reunion during the Fiesta is because it would mean higher hotel, transportation, and other costs, plus much more other people to contend with!

DEADLINES:

Hotel Reservation Deadline: Friday, September 30, 2016 (midnight, mountain time zone)

You are responsible for making your own hotel reservations. Hotel reservations made after this date will be honored at the group rate, based on availability - if you miss this deadline, please contact Barb Gotham who will see if she can still get you a room at our group rate.

Event Registration Deadline: Friday, September 30, 2016 (unless prior arrangements have been made with Barb Gotham)

HOW TO REGISTER:

Fill out the Event Registration Form in this newsletter, or go online and download a copy at <http://380th.org/REUNION/2016Reunion/2016EventRegistrationForm-final.pdf>

Note that pre-registration is required for the reunion, the Memorial Service, and all tours and scheduled group meals (Thursday welcome dinner, Friday boxed lunches, Saturday banquet).

REUNION FUND:

If you are unable to attend this year's 380th Reunion, but would like to donate to the Reunion Fund, please send your contribution (checks or money orders, no credit cards) to:

Barbara Gotham/Reunion Fund
380th Bomb Group Association
130 Colony Road
West Lafayette IN 47906-1209
USA

2016 REUNION

SCHEDULE (As of 22 July 2016; subject to change):

Wednesday - Early arrivals, no planned group activities

1:00-9:00pm - Hospitality room will be open (pick up your reunion packets here; free snacks and beverages)

Thursday -

9:00-11:30am - Hospitality room will be open (pick up your reunion packets here)

1:15pm - Pickup at hotel for ABQ Trolley "Best of ABQ" group city tour - return by 4:00pm

5:30pm - Cash bar open

6:00pm - Welcome dinner at hotel

7:00-8:00pm - Entertainment (all are welcome to attend)

After dinner - Hospitality room will be open until 10pm

Friday -

9:00-11:30am - Memorial Service and tour of facilities at Kirtland AFB (transportation provided)

Noon - Sack lunches at hotel

1:15-5:00pm - Optional group tour to the Indian Pueblo Cultural Center (transportation provided)

Note: Suggested alternative to the arranged IPCC tour would be the New Mexico Museum of Natural History and Science (on your own - ask the hotel desk for transportation options)

5:30-11:00pm - Hospitality room will be open

Evening dinner on your own (if enough people are interested, we can order pizza or other local specialty for the Hospitality room)

Saturday -

10:00-11:30am - Member meeting and presentations

Afternoon - On your own / Hospitality room open Noon - 4:00pm

5:00pm - Group photos at hotel

5:30pm - Cash bar open

6:00-9:00pm - Banquet and dancing at hotel

Sunday - Departures

ALBUQUERQUE FACTS

Albuquerque was founded in 1706, when Spain established a military presidio as the Spanish colonial outpost of Ranchos de Albuquerque. The city was built following the traditional Spanish village pattern with a central plaza surrounded by government buildings, homes, and a church. This central plaza area dating to 1706 exists today and is known as "Old Town."

Albuquerque is the largest city in New Mexico. Situated at 5,000 feet above sea level, Albuquerque is base camp for hot-air ballooning. It is a culturally-diverse metropolitan area with over 850,000 residents.

The Sandia Mountains run along the eastern side of Albuquerque, and the Rio Grande flows through the city, north to south. The Sandia Mountains are the first mountains west of the Mississippi River. "Sandia" is Spanish for "watermelon"; the mountains often give off a reddish glow of color at sunset.

Albuquerque is home to the University of New Mexico, Kirtland Air Force Base, Sandia National Laboratories, and Petroglyph National Monument.

The Sandia Peak Tramway, located adjacent to Albuquerque, is the world's second-longest passenger aerial tramway. It stretches from the Northeast edge of the city to the crestline of the Sandia Mountains. Elevation at the top of the tramway is roughly 10,300 ft above sea level.

October weather: Average high is 71, average low is 44; average precipitation is 1.02"; average relative humidity is 43%, and sunshine is possible 70% of the time.

NEW MEXICO FACTS:

State Flower: Yucca

State Tree: Pinon Pine

State Bird: Roadrunner

State Nickname: Land of Enchantment

Statehood: January 6, 1912 (47th state in the Nation)

State Capital: Santa Fe (At nearly 7,000 ft. above sea level, it is the highest U.S. capital.)

State Aircraft: Hot Air Balloon

2016 REUNION

HOTEL INFORMATION:

The MCM has a limited number of accessible rooms. If you need one, please make sure you request one when you are making your reservation.

Besides airport shuttle service to the Albuquerque airport, the hotel provides (upon availability) transportation within an 8-mile radius of the hotel.

Service animals and pets are allowed (limited pet rooms), \$25 non-refundable fee. Please call the hotel for more information on their pet policy.

Hotel Description

Property Location - In business district and close to UNM North Golf Course and Indian Pueblo Cultural Center.

Rooms - 342 air-conditioned rooms featuring flat-screen televisions. Your room comes with a pillowtop bed. Complimentary wireless Internet access keeps you connected, and cable programming is available for your entertainment. Private bathrooms with shower/tub combinations feature complimentary toiletries and hair dryers.

Amenities - Enjoy a range of recreational amenities, including an indoor pool, a spa tub, and a 24-hour fitness center. Additional features include complimentary wireless Internet access, concierge services, and gift shops/newsstands. Guests who want to try their luck at the slots can hop on the complimentary casino shuttle.

Dining - Satisfy your appetite at the hotel's restaurant, which serves breakfast, lunch, and dinner, or stay in and take advantage of room service (during limited hours). Quench your thirst with your favorite drink at a bar/lounge.

Business, Other Amenities - Featured amenities include a 24-hour business center, express check-in, and express check-out. A round-trip airport shuttle is complimentary at scheduled times.

For a complete list of hotel amenities and descriptions of the guest rooms, please visit their website at: www.mcmelegantealbuquerque.com

AIRPORT AND GROUND TRANSPORTATION:

AIRPORT

Albuquerque International Sunport (ABQ) - <http://www.abqsunport.com/>

TRAIN

Amtrak provides service to Albuquerque. Online information at <https://www.amtrak.com> or call 1-800-USA-RAIL (or TDD/TTY 1-800-523-6590). The station is located at 214 First Street SW.

NM Rail Runner Express, call (505) 245-7245 or online at <http://www.nmrailrunner.com/>. A commuter rail running through the heart of Albuquerque. Spanning 100 miles from Santa Fe to Belen through the beautiful Rio Grande Valley, the train corridor has 13 stations, operating seven days a week.

RENTAL CARS

Car rental agencies are all located at the Car Rental Facility adjacent to the airport at 3400 S University Blvd SE.

In addition, there is a car rental office located in the Crowne Plaza Hotel across the street from the MCM Elegante, at 1901 University Blvd NE

USING PUBLIC TRANSPORTATION

For ABQ Ride bus schedules and routes, call (505) 243-RIDE (7433). For Sun Tran bus schedules and routes, call (505) 843-9200. <http://www.cabq.gov/transit/bus-routes-and-schedules>

SHUTTLE SERVICES

Our host hotel, the MCM Elegante, provides shuttle service both from/to the airport as well as within an 8-mile radius of the hotel and also to the Rail Runner station.

Sandia Shuttle Express, call 1-888-775-5696 or online at <https://www.sandiashuttle.com/>. Convenient shuttle services between Santa Fe and Albuquerque International Airport with 30 trips daily to fit your travel schedule. Pick up and drop off at all hotels, motels, bed and breakfasts, colleges, and other locations in Santa Fe, NM

Sunport Shuttle, call (505) 833-4966 / 1-866-505-4966. Provides round-the-clock transportation to any address in the Albuquerque area from the airport and back again. Visit them online at <http://sunportshuttle.com/>.

For info about getting from Santa Fe from Albuquerque, visit this website: <http://qd2012.newmexicoconsortium.org/details/getting-to-santa-fe-from-albuquerque>

2016 REUNION

OPTIONAL TOURS:

ABQ Trolley Tour

Thursday, October 13, depart at 1:15pm, return by 4:00pm

This will be an 85-minute narrated tour (broken up into two segments), 18-mile Best of ABQ City Tour using a completely custom, uniquely-Albuquerque, open-air trolley. On this tour you will learn the lay of the land, get a glimpse of Albuquerque's rich history, and obtain an overview of all that Albuquerque has to offer (it surprises most people how much there is to see and do in Albuquerque).

Our private tour starts at the MCM Elegante Hotel. We will cover half of the tour route, then stop for a 20-30 minute break at **Rude Boy Cookies**, then continue with the remainder of the tour, with our last stop back at the MCM Elegante Hotel.



Note that other than the cookie stop, there are no other stops (this is not a hop-on, hop-off tour). In addition, there are no toilet facilities on the trolley, and there are about 2-3 stairsteps to enter the trolley.

The trolley is open-air. There are no windows, walls, or enclosures; only a roof shades guests from the warm New Mexico sunshine (sunscreens are highly recommended). There are drop-down rain curtains to shield guests from the weather; however, a light jacket may be necessary.

Indian Pueblo Cultural Center

Friday, October 14, depart at 1:15pm, return by 5:00pm

Website: <http://www.indianpueblo.org/>

The Indian Pueblo Cultural Center was founded in 1976 and is jointly owned and operated by the 19 Pueblos of New Mexico. Located in the historic Albuquerque Indian School District just minutes from Downtown and Old Town Albuquerque, the Indian Pueblo Cultural Center is a world-class museum and cultural center created to be a place where Pueblo people can tell their story. As the Gateway to the 19 Pueblos of New Mexico, the IPCC is a necessary first-stop for visitors to New Mexico, providing a jumping off point for understanding the state's landscape, legacy, story of continuance and the unique connection between cultures.



The Indian Pueblo Cultural Center is the only place in North America to host traditional Native American dances every weekend year round. Known for its collection of Pueblo pottery and 19 murals painted by Pueblo artists, the IPCC also offers an exciting schedule of cultural, educational and community activities including rotating exhibits, events with Native American artists and leaders, hands-on children's programs and art festivals. Visitors can also experience the award-winning Native fusion cuisine of Pueblo Harvest Cafe and shop at Shumakolowa Native Arts, a trusted destination for authentic handcrafted Native American art. Today the Indian Pueblo Cultural Center leads the world in educating people about the legacy of resilience, accomplishments and living history of Pueblo people and is a vibrant place for people of all cultures to share, learn and discover.

In April 2016, in conjunction with our 40th Anniversary Celebration, we unveiled the first major renovation of our permanent museum exhibit since opening. Representing all 19 Pueblos of New Mexico, the new exhibit is called: "We Are of This Place: The Pueblo Story." It shares the Pueblo people's legacy of resilience, expresses the Pueblo story through the voices of Pueblo people, honors our land and all living things, and is inspired by traditions that have been passed down for generations. With this renovation, we have created a living museum for visitors that continues to do justice to the history and accomplishments of the Pueblo people of New Mexico.

2016 REUNION

MENUS:

Thursday Mexican Buffet Dinner:

Garden salad w/ choice of toppings and choice of ranch and Italian dressings
Beef fajitas
Shredded chicken tacos
Diced onion & tomatoes, salsa, sour cream, guacamole
Spanish rice & refried beans
Warm flour tortillas
Coffee, iced tea, and iced water (milk or juice for children <12)
Chef's choice of assorted desserts

Friday Sack Lunches:

Choice of ham & cheese, turkey & cheese, or tuna salad (all on croissant sandwiches)
Condiments on the side (mustard, mayo, ketchup, lettuce, tomato, dill pickle spear)
Each sack will also have an individual bag of chips, one piece of whole fruit (apple, orange or cluster of grapes) & one cookie
Bottled water

Saturday Plated Dinner:

Choice of:

- Grilled tilapia with Vera Cruz sauce, served with rice pilaf and seasonal vegetables or
- Marinated beef tips served over fettucini pasta and served with seasonal vegetables or
- Chicken scalapini served with fettucini pasta and seasonal vegetables

All meals served with rolls & butter and garden salad

Coffee, iced tea & iced water

Chocolate chocolate cake for dessert

Children <12 will be served chicken fingers and french fries, with rolls and choice of milk or juice (other children's meal choices may also be available, please ask)

HOTEL DINING:

FREE FULL HOT BREAKFAST & HAPPY HOUR AT MCM ELEGANTÉ HOTEL

RUSTLER'S RESTAURANT

Enjoy great food in a casual comfortable setting, serving Breakfast, Lunch, and Dinner.

FREE Breakfast Buffet prepared fresh daily, including eggs and omelets cooked to order. A variety of cereals, biscuits and gravy, bacon, sausage, Danish and muffins ensure a great start to your day.

Open daily 6am-9am weekdays

Open daily 6am-10am weekends

SANDIA SPRINGS LOUNGE

Enjoy a more relaxed atmosphere with happy hour drink specials and big screen TVs for all your sports viewing.

Guests enjoy complimentary happy hour cocktails each evening. Order a hamburger cooked just the way you like it, or one of several other delicious items off the limited menu.

Sandia Springs features 41 varieties of beer, ale and lagers, as well as a large selection of vodka, tequila and wines.

Opens daily at 4pm.

2016 REUNION

THINGS TO DO AND SEE:

Albuquerque Aquarium and Rio Grande Botanical Garden - A "journey" down the Rio Grande from Albuquerque into the Gulf of Mexico

Albuquerque Museum - A collection of contemporary and historical art

Balloon Museum At Balloon Fiesta Park - View the development of ballooning through historic, scientific & artistic exhibits

Explora Museum - A children's science museum

Hispanic Cultural Center - Dedicated to the study, advancement, and presentation of Hispanic culture

Indian Pueblo Cultural Center - Dedicated to the preservation of Pueblo Indian culture, history and art

Maxwell Museum of Anthropology - Offers exhibits and programs relating to cultures around the world (at the University of New Mexico)

National Museum of Nuclear Science & History - Learn the story of the Atomic Age, from early research to peaceful uses

New Mexico Museum of Natural History and Science - Foster an understanding of the diverse natural history of New Mexico

Old Town Plaza - Shopping and arts in the original City Plaza (one block N. of Central Avenue, at Rio Grande Blvd)

Popejoy Hall - New Mexico's grandest multi-use theater (on the University of New Mexico campus)

Rio Grande Nature Center State Park - 270 acres flourishing with native grasses, wildflowers, and cottonwoods

Rio Grande Zoo - Encounter more than 250 species of exotic and native animals

Sandia Peak Tramway - The world's longest aerial tramway **Tinkertown Museum** - Man-made eccentric memorabilia museum

University Art Museum - Our efforts allow people throughout the world to enjoy our acquisitions

Unser Racing Museum - All about the Unser family and their racing history

CASINOS

Sandia Resort & Casino - Provides transportation to and from the casino 24/7

Isleta Resort & Casino (505) 724-3800

LOCAL EVENTS DURING OUR REUNION:

Disney's The Lion King

At Popejoy Hall
University of New Mexico Campus

Tues-Thur, 7:30pm
Fri, 8:00pm
Sat, 2:00pm and 8:00pm
Sun, 1:00pm and 6:30pm

Pricing:
\$43-\$138 – Orchestra level
\$88-\$95 – Mezzanine level
\$43-68 – Balcony level

Website: <http://popejoypresents.com/2015-2016/disneys-the-lion-king>



Dulcimer Convention

<http://www.nmdulcfest.com/>

Concert open to the public Friday and Saturday nights, \$15 admission, at the Asbury United Methodist Church, 10,000 Candelaria Rd, NE. Albuquerque (15 minute drive from hotel to church).

Link to the dulcimer convention flyer:
<http://www.nmdulcfest.com/pdfs/2016.nmdf.flyer.pdf>

Link to the dulcimer concert information:
<http://www.nmdulcfest.com/pdfs/2016.nmdf.concerts.pdf>



MAIL CALL

On May 19, 2015, Barb Gotham received an email inquiry from Wenyang Lee, from P.R. China, requesting more info on the L2D transport that was intercepted by B-24D "Juarez Whistle" (42-40496) of the 380th Bombardment Group, piloted by Captain Gus Cannery on 21 August 1943. Apparently a Japanese Imperial family member was onboard the L2D.

Lee reported that the noble man on that L2D was Hirohide Fushimi. He was an earl, son of a prince.

He went on to say that there were so few Japanese Imperial members killed in action; in fact there were only three in WWII. One was killed when the US landed on Kwajalein. Another was killed in Hiroshima by the A-bomb.

Lee said that Imperial members were always well protected. Their KIA was a shame to the Japanese Army/Navy; for example, the guardman of the one who died in Hiroshima killed himself for that.

Glenn Horton's BEST IN THE SOUTHWEST says this of the 21 August 1943 mission: The mission was to take out nickel mines at Pomelaa, Celebes, to stem the mining of this metal and slow down the Japanese war machine. As another 380th B-24 was entering the Gulf of Bone, the L2D Tabby popped out of a cloud in front of him; the "Juarez Whistle" then flew ahead and gunned down the Tabby, igniting the plane's left wing and engine, and it fell to the ocean surface, killing all aboard. All this took less than 3 minutes. Apparently the L2D Tabby was in the wrong place at the wrong time!

The following info is also from Lee: A total of 19 persons were killed on that L2D.

Fushimi's death was confirmed the next day. Another Imperial Member (Nobuhito, Prince Takamatsu), who also served in navy, wrote down Hirohide's death in his diary.

The plane was a Japanese licensed copy of DC-3, built for civilian use, not a navy type transport. Before the war, the plane was owned by Imperial Japanese Airways (Dai Nippon Koku), a civilian air line. When the war broke, this plane was drafted into navy (both the plane and operating group) for military transport mission. The crew were all civilians.

The plane took off from Kendari that day. It was a routine transport flight; 10 minutes after it took off, it was caught by the 380th's B-24.

Hirohide Fushimi was a navy lieutenant at the time; his father, Prince Fushimi Hiroyasu, was once Chief of the Imperial Japanese Navy General Staff, a top naval officer in IJN.

Shown here is a photo from a WWII Japanese official magazine, "Photo Weekly (Shiyashin shuuhou)," No. 290, published on Sept 3, 1943. It says that Hirohide Fushimi died from wounds on August 26th, which was not true, maybe for secrecy reasons.

Lee says: I hope you can tell this to the "Juarez Whistle" crew who shot down that plane -- tell them they got a big fish, and with thanks from the Chinese people. [China was our ally during WWII.]



MAIL CALL

May 21, 2016

Hi Barbara,

It has been several years since we last communicated but I wanted to take a moment and bring you up to date on what I have learned about the below piece of nose art. This is the piece I brought to the 380th San Diego reunion back in 2004.

First, I contacted the Smithsonian National Air and Space Museum and, based upon the serial number on the panel, the piece is from the under engine cowl of a P-51 Mustang.

Now, P-51's didn't start showing up in Australia until later in the war, but the 380th didn't pull out of Fenton until Feb 1945. So, I did some additional research and found a story about a gentleman who found pieces of a WW2 Bomber and a P-51 in Australia. That story may be found at <http://www.warrelics.eu/forum/battlefield-history-relics/ww2-bomber-crash-australia-5178/>.

In the same story we find the gentleman writing the following description of his location:

"Not a lot to tell really, this is just one of dozens of airfields that were dotted around our northern part of Australia. This one was bombed a few times by the Japanese, which caught a few USAAF Liberators on the ground, and another couple crashed landed after bombing runs on the Japanese held islands up north.

Most of these airfields were cleaned up after the war, and unfortunately nearly all of the aircraft were cut up and melted down for scrap. However a couple of the remote bases still have quite a bit of stuff laying around still.

If you're game, most of these places had ordnance disposal dumps that are still uncovered where unexploded and damaged stuff was dumped. I leave that alone. This airfield still has a lot of Japanese incendiary bombs just laying around!!"

Now, that sure as heck sounds like Fenton but how can we be sure. Well, the gentleman also provides multiple pictures of the location and 4th picture below from that article unquestionably matches the fifth picture down from your article <http://380th.org/NEWS/News26/Shek.html>. So, assuming that the gentleman can differentiate between P-51 and B-24 wreckage, there is irrefutable evidence of a wrecked P-51 at Fenton.

Thus, I contend that a piece of the nose of this P-51 was removed and painted with the 380th emblem for display in a headquarters or like building. For instance, in the 6th picture below a similar piece hangs above the bar in Herky's Hangout.

Lastly, there is the squadron number on the back of the panel. One can readily see the "5" but whether the next two numbers are 28 or 30, no one can be sure (I've tried black lights and all kinds of other stuff). It is highly unlikely that a reproduction would have this kind of numerology on the back with an air flow pattern to boot. You just don't find flown pieces of P-51's to paint on.

In conclusion, my contention is still not proof so may I ask you if any of your members have ever come across information about 380th nose artists. Quite frankly, I purchased the piece at a price that was far below what a fake would go for.

Feel free to further forward this message as you see fit.

Respectfully and With Thanks,
Richard R. Kee
La Verne, CA

P.S. I am now retired and necessity may require that I sell this remarkable piece in the not too distant future. When I do, I feel someone associated with the 380th should have the first shot ... if you share my sentiment.



RADAR COUNTERMEASURES DEVELOPMENT IN AUSTRALIA: A CASE STUDY OF MULTINATIONAL CO-OPERATION IN WWII

Craig Bellamy has completed his Honours Thesis at Charles Darwin University, Darwin, Australia. The thesis is titled: ***Radar countermeasures development in Australia: A case study of multinational co-operation in World War II at Fenton, Northern Territory.*** It is now available online at: <https://espace.cdu.edu.au/view/cdu:56205>

Feel free to download it if you are interested. We will be reproducing Section 6-"380th BG Operations from Fenton" in these newsletters, starting with this issue.

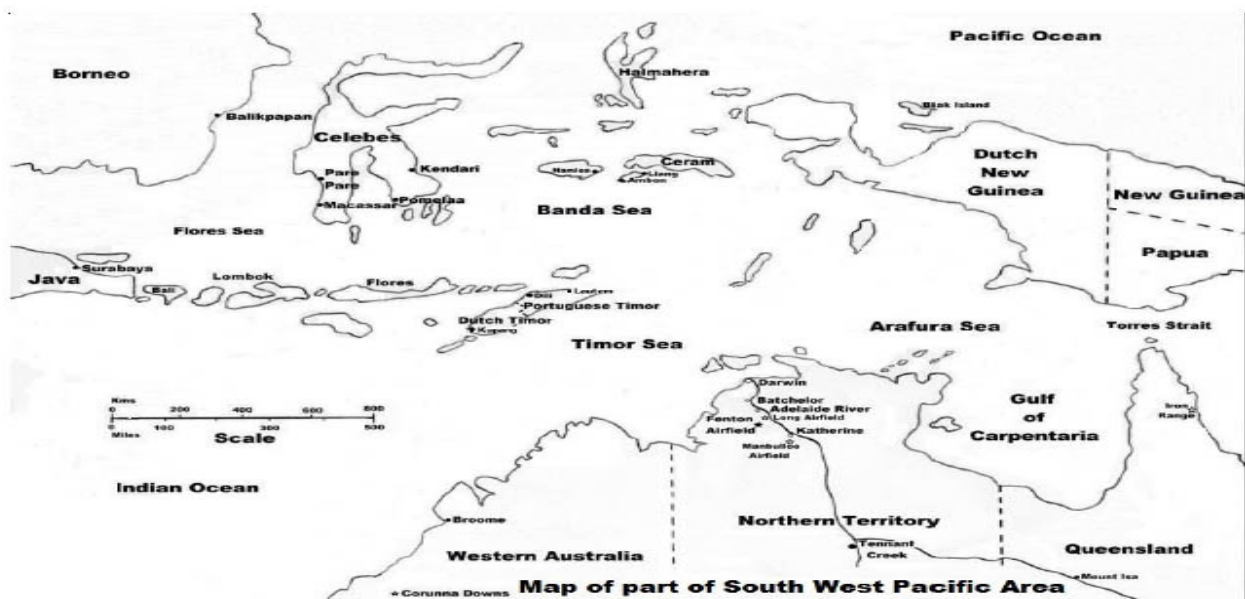
Here is the Abstract:

This thesis concentrates on a small secret radar countermeasures (RCM) unit called Field Unit 6 based within an American bombardment group operating over Japanese territory from Fenton airfield in northern Australia during World War II. This multinational and multi-service unit, charged with looking for Japanese radar sites in the islands north of Australia, used electronic surveillance to achieve its task. Of interest here is the success of this unit and the extent of co-operation that occurred between it and the larger bomber unit within which it was based at Fenton.

Fenton was a large but isolated United States Army Air Force (USAAF) air base carved out of the bush in the Northern Territory south of Darwin. This base and other airfields were home to the USAAF's 380th Bombardment Group (BG) which flew B-24 bombers against Japanese military targets to the north of Australia. Facilities at this 'tent city' base were primitive with all ranks experiencing difficult living conditions under canvas during the Territory's very pronounced wet and dry seasons.

Field Unit 6, which was part of an Allied intelligence group called Section 22, was multinational and multi-service in composition and included United States (US) and Commonwealth personnel from Australia, Britain and New Zealand. The unit was a pathfinder in RCM in the South West Pacific Area (SWPA) with its findings contributing to the knowledge of early Japanese radar and ultimately making an important contribution to the war effort. Given the historic significance of this subject and the general neglect it has received previously in the official records and by researchers it is felt to be worthy of further research.

Despite the privations that all must have experienced at Fenton there is little evidence of friction or animosity between members of the different nationalities and different services, either within this unit or between it and the 380th BG at Fenton. The level of co-operation that occurred within this unit and generally at Fenton is examined using historical records, published sources and the recollections of servicemen who were there. *(continued on next page)*



RADAR COUNTERMEASURES DEVELOPMENT IN AUSTRALIA (continued)

Section 6 - 380th BG Operations from Fenton

The Fenton base was first occupied by the 319th BS of the USAAF 90th BG. This squadron flew B-24 heavy bombers from Fenton from January 1943 until 8 July 1943 when it moved to join the other three 90th squadrons in Port Moresby, New Guinea. In late April 1943, the 528th and 531st BSs, two of the 380th BGs four squadrons, began arriving at Fenton. [While Fenton was the headquarters for the 380th BG only two of the 380th BG's four bombardment squadrons (BS) flew from there - the 528th and 530th BSs. The 529th and 531st BSs flew out of Manbulloo then moved to Long Strip closer to Fenton.] They would reside there for over fourteen months before leaving for RAAF Base Darwin on 9 August 1944. The other two squadrons (529th and 531st BSs) moved to Manbulloo for four months. Manbulloo is some fifteen kilometres south-west of the town of Katherine in the Northern Territory. In November 1943 the 529th and 531st BSs moved to the newly constructed Long Strip, some twelve kilometres east of Fenton.

The 380th BG had an intense beginning to operations, as in June 1943 it flew fifty missions then another seventy-eight the following month. Yet, these long range operations by B-24s from Fenton and associated 380th BG bases, despite the "courage and aggressiveness of their crews", has been less well reported than the exploits of the Allied fighter aircraft that operated in the Darwin area. It was the long range of the USAAF's B-24s that actually first extended the "Darwin area offensive against the Japanese to western New Guinea and Macassar". The 380th BG's main work was long range reconnaissance and strike missions to targets in Timor, Sulawesi, and other Japanese occupied islands. These missions were undertaken "entirely without fighter cover" with the 380th BG flying as far as the major oil refinery at Balikpapan on the east coast of Borneo. The longest bombing missions up to 1943 were flown by 380th BG B-24s to Balikpapan in Borneo - the first long range strategic bombing missions being in August 1943. These originated from Fenton and Manbulloo and to give them additional distance staged (including refuelling) through the secret base of Corunna Downs near Marble Bar, Western Australia. These flights remained a record for distance flown by Allied bombers until broken later in the war by USAAF B-29 Super Fortresses flying from India and the Marianas to attack distant Japanese targets, including Singapore and the Japanese Home Islands.

From May 1943 until February 1945 the 380th BG was placed under the operational control of the RAAF based in the Northwest Area of Australia. The Group served the longest of any American unit under the direct operational control of an Allied country. This ended when the 380th BG re-joined their US comrades in the Philippines as the war zone moved northwards.

Living and Working Together at Fenton

In 1946 Dr Herbert Vere Evatt, Australia's then Minister for External Affairs, wrote that between the Australians and Americans there was "the closest comradeship in actual [military] operations. It was team work at its highest". More recently, Alan Powell in *The Shadow's Edge* and Bob Alford in *Darwin's Air War 1942-1945* highlighted the strong alliance and co-operation that existed between US forces, Australians and other nationalities on the ground in forward combat areas during the Pacific War. Both authors specifically mention the bonds and alliances that existed between US and Australian aircrews flying with the 380th BG out of Fenton and associated bases in northern Australia.

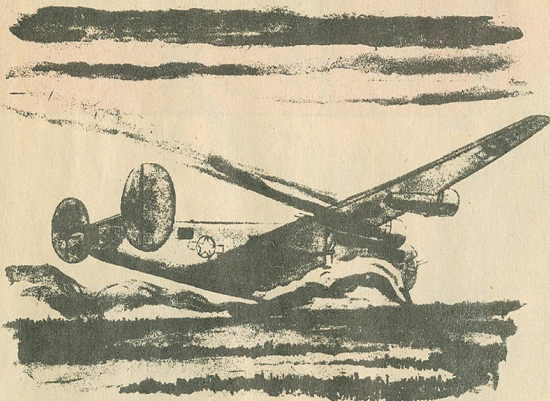
Fenton was by necessity a scene of co-operation being an American base on Australian soil. The WWII propaganda in an Eveready battery advertisement perhaps sets the scene as to what was happening in terms of camaraderie for a common cause, "on battlefronts in the Southwest Pacific and elsewhere, the fighting men of Australia and America march together against a common enemy ... to achieve a lasting peace. Men that once lived half a world apart, fight and live together today as if they had been neighbors for generations. The hardships common to Australians and Americans in the jungles ... in the air and at sea will build a stronger unity in post-war years ... a mutual understanding".

Much could be said of the relationship between the Americans, Australians and others at Fenton and how the strong comradeship continues still today despite the number of survivors dwindling - with at least one Australian travelling to the US in 2013 for the annual 380th BG Association reunion. As Fain states while "we barely dented the history books, we made a critical difference ... It was a magnificent time to be young ... It was a proud thing to belong to the 380th's band of brothers - a bond nothing ... could ever loosen". USAAF bombardier Jim Wright summed it up simply with "I liked the Aussies. Maybe that's because they seemed to like us". He further states "the men of the 380th were thrown into direct contact with Australians in a combat setting. We sensed no rivalry. We were on the same team".

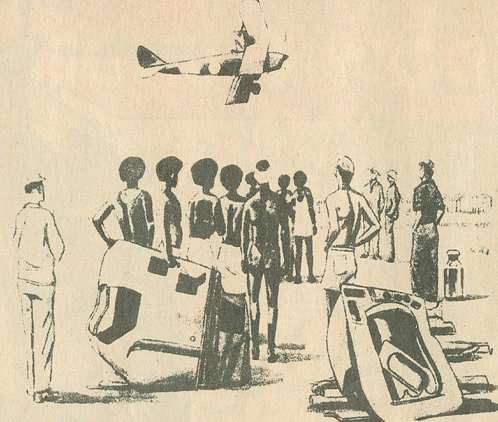
TO BE CONTINUED IN THE NEXT NEWSLETTER

Salvage Operations in the Never-Never

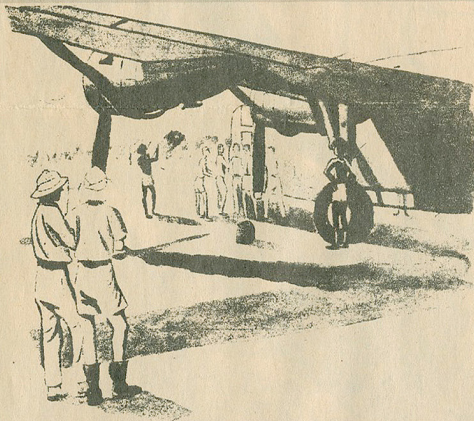
When a 5th Air Force Liberator, Returning From One of the War's Longest Bombing Missions, Crashed in the Lonely Bush of Northern Territory, Half Wild Aborigines Helped in the Salvage Job That Put the Big Plane in the Air Again Just Two Days Before Floods Covered Its Landing Ground. Sgt. Charles Pearson, YANK Staff Artist, Turned Up at the Scene and Sketched the Work from Start to Finish.



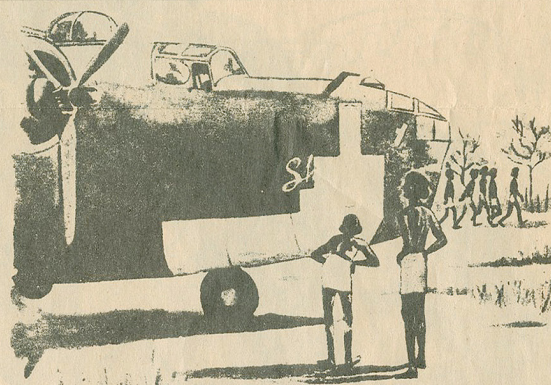
1 The damaged Liberator "Shady Lady" makes a forced landing in the desolate abo country of Northern Australia. "Shady Lady" was returning from a bombing mission up in the East Indies, one of the longest missions of the war.



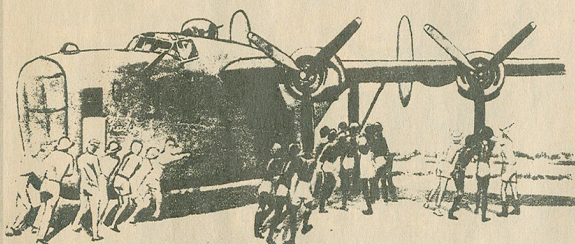
2 Opinion was the ship could be salvaged and flown out. A Gypsy Moth shuttled back and forth from the home base with supplies. Later a larger plane was able to land 20 miles away. Aborigines carried salvage material overland to mend the stricken ship.



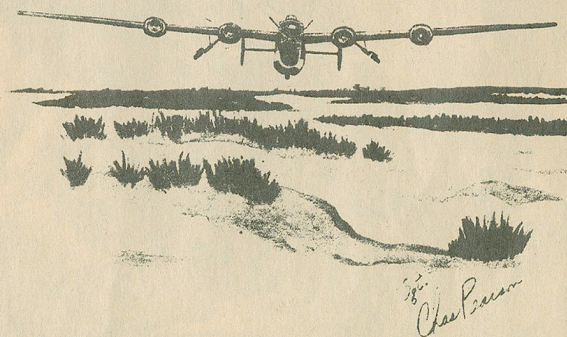
3 Work on the damaged nose is rushed. There is no let-up even during the 130-degree middle of the day. The tides in this part of the country vary 50 feet. If the plane is not in the air before tidal season begins, it will be washed away.



4 Abos inspect the repair job. Since the plane will have to take off on a half-length zig-zag runway, all excess weight has been removed and gasoline is limited to little more than enough to return "Shady Lady" to her 5th Air Force base and another job.



5 The plane is manhandled back to a position from where it can take most advantage of the short makeshift runway. The abos did most of the manual labor, were paid with stick tobacco and candy Life Savers, legal tender in the bush.



6 While everyone watches and speculates on the chances of a successful take-off, "Shady Lady" races down the runway. As she approaches the gully, her nose lifts. She made it. Two days later tidal floods came and the whole area was under water.



*This Newsletter is Dedicated to All the Men of the
380th Bombardment Group (H) in World War II*

with special thanks to

*Forrest E. (Tommy) Thompson, Lt. Col. USAF (Ret.) and Helen H. Thompson
who had the foresight, perseverance, and love of the 380th Bombardment Group (H) and its history,
traditions, and personnel to organize, succor, and guide the
380th Bombardment Group Association, Inc. (our predecessor organization, from 1982-1999)*

and to Theodore (Ted) J. Williams

*for his dedication to preserving the 380th's history and for continuing the work of the
Thompsons in guiding our current organization from 1999-2006*

and to Thomas (Tom) M. Hunt

for his support, guidance and commitment to the 380th Bomb Group Association during his lifetime.

Our everlasting thanks and love go out to them all.