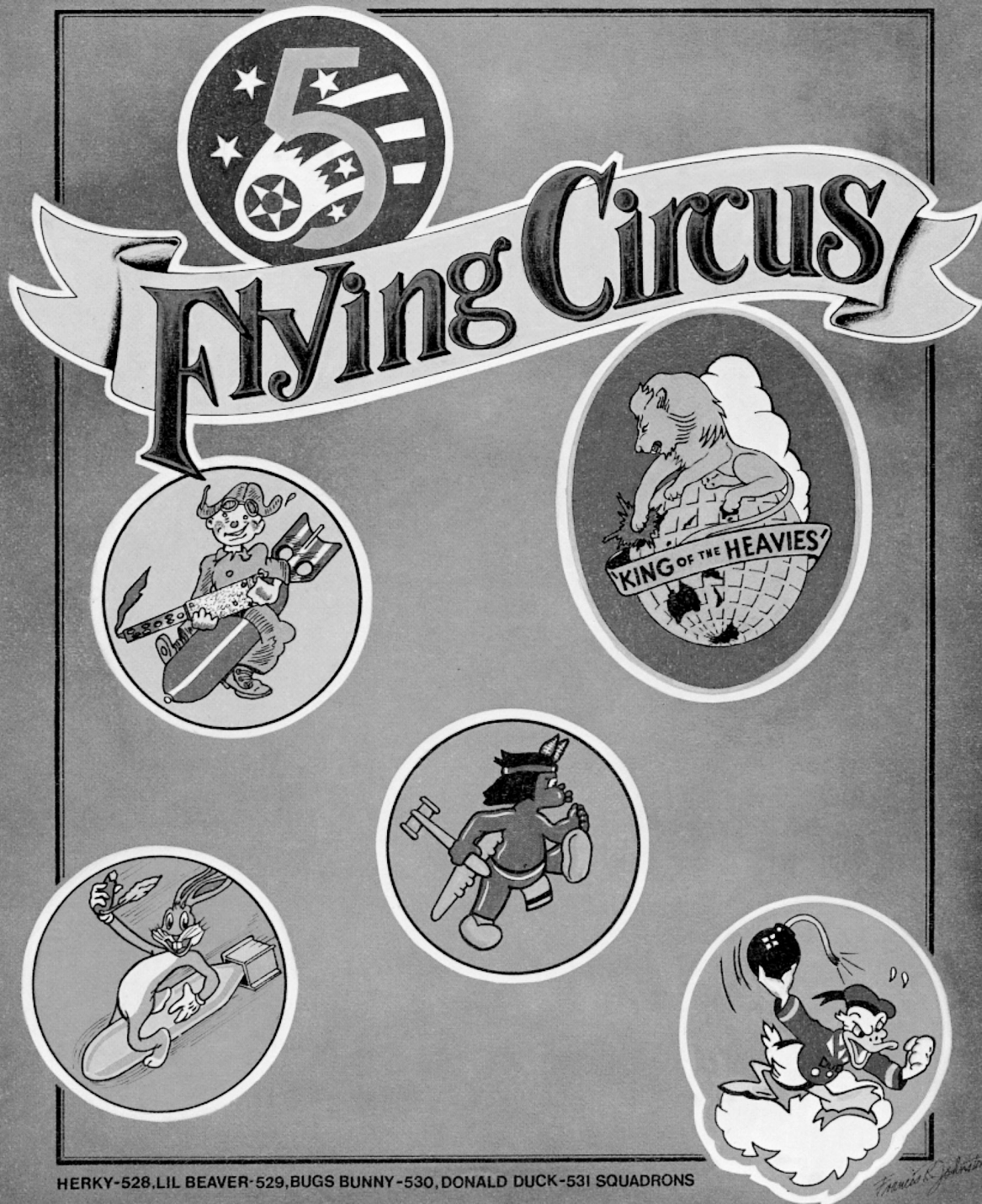


380TH BOMB GROUP



HERKY-528, LIL BEAVER-529, BUGS BUNNY-530, DONALD DUCK-531 SQUADRONS



The 380th Bomb Group Association

5th AF -- RAAF

Affectionately Known As

The Flying Circus

NEWSLETTER #62

DECEMBER 2016

Contents of this Issue

This and That

2016 Reunion - October 12-16 - Albuquerque

Attendees List

Memorial Service Program

Photos

B-24 Production

Mail Call

Reunions

Radar Countermeasures Development in Australia (by Craig Bellamy, part 2)

TAPS

Address Changes/New Members/Returned Newsletters

Supplement: Reunion Survey and Member Form

HISTORIANS

Bob Alford

Glenn R. Horton, Jr.

Gary L. Horton

HISTORY PROJECT

NEWSLETTERS

REUNION COORDINATOR

WEBPAGES – FINANCIAL

Barbara J. Gotham

LINKS

Membership form:

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

Gear order form:

<http://380th.org/Gear2016.pdf>

Comments/TAPS notification:

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

Reunion Survey (due 31 Jan 2017):

<https://www.surveymonkey.com/r/PZTY9J>

FACEBOOK

Search for the group *380th Bombardment Group (5th AF, WWII)* or go to

<https://www.facebook.com/groups/380th/>
In Memoriam page: <https://www.facebook.com/groups/1686408651610839/>

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

My father-in-law is Frank J. Chulay. He was a WWII B24 Acft. Comm. in the 528th. Frank had his 95th birthday in September. He is in good health and gets around like he is still in the left seat of a B24. I don't know how many missions he flew in the PTO, but I believe quite a few. He raised a daughter who is a retired teacher with two masters degrees, and a son who is a doctor and is retired from the army with the rank of Colonel. After the war he worked for one company which he retired from when he was in his 60's. He was then selected to be the Executive Director of the Greater Chicago Food Depository. After that he was persuaded to run for the Office of Mayor of his suburban community. Needless to say he won. I have been proud to be his son-in-law for 42 years. As a former military pilot myself I try to get him to talk about his WW11 experiences but he really doesn't say to much about them. I don't know if he is aware of your organization but if you have some info I will be happy to forward it to him.

Dennis Dolgin



Frank J. Chulay



Frank is kneeling, lower left

I think you'll like this video, it's 690mb, It shows some shots from Fenton, Darwin , Brisbane, Townsville and Sydney, including Shady Lady: https://drive.google.com/open?id=0B0iwLac5_EOaS0ZvNXlYTmlocUk -- Doug Tilley

To reduce printing and mailing costs, readers can now choose to receive a PDF copy of future newsletters by email (rather than receiving the hard copy in the mail).

If you are interested in this option, please indicate so on the enclosed survey (question 9) or send an email to 380th.ww2@gmail.com

Looking for a gift for that special someone for the holidays? Please consider 380th gear!

Check out the order form on our website at: <http://380th.org/Gear2016.pdf>

Barb Gotham recently received a packet of photos and letters from David Raymond, Post Commander of American Legion Post AU01 in Sydney, Australia. Mr. Raymond was contacted by an Australian family in the State of South Australia about memorabilia they have of members of the 529th Bomb Sqdrn, 380th Bomb Group, who visited their families during World War 2 (the unit was based near their home). They kept up correspondence during the war and afterwards with photos and letters from their families. These letters and photos were passed on to Mr. Raymond to see if he could contact either of the members who may still be alive or their families.

Some of the names mentioned in the letters with their ranks and serial numbers are Cpl. Francis (Pete) Maurer 35378943, Sgt. Steve M. Honeygosky 33265355, S/Sgt. Albert L. Hunt 34169925, Sgt. Oscar W. Johnson 39452120, S/Sgt Jacob Kaplan 31138854, Sgt Walter (Wally) Nowakowski 37329094, M/Sgt Francis (Benny) Delaney 37074454, Sgt Atlee Miller 35403818 (of Baltimore, Ohio), Sgt. E.H.S. (Zeke) Keller 35378618, Cpl. Frank Horvath 33312397 (Pottstown, PA), M/Sgt Robert N. Reagor 16018063 (Galesburg, Illinois).

If anyone knows any of these families, please let Barb know so she can pass them along. As space permits in future issues of this newsletter, the letters and photos will be reproduced here.

380th Bomb Group Reunion
October 12-16, 2016 - ALBUQUERQUE



ATTENDEE LIST

528th Squadron

Baker Sr, Dexter
Aircraft Commander, Baker's Crew
 Baker, Greg
 Baker Jr, Dexter & Sharon Baker

Baker, Peggy (Vance) & Dean Baker
Daughter, William Vance
Aircraft Commander, Vance's Crew

Brew, Bill
Bombardier, Tiffany's Crew, Adjutant &
Squadron Commander

Collins, Martha & Ken Collins
Daughter, Houston S. Burkhart
Gunner, Roth's Crew

Muchow, Dan
Son, Robert (Bob) Muchow
Pilot, McGuire's Crew

O'Day, Russ
Pilot, Vance's Crew/Aircraft Commander,
O'Day's Crew
 Curtis, Kathy
 O'Day, Michael

Randall, Bill
Son-in-law, Loyd Oakes
Bombardier, Synar's Crew

Shek, Jr., William
Son, William Shek
Aircraft Commander, Shek's Crew

529th Squadron

Busedu, Albert
Gunner, Deaner's Crew

Gioia, Donna
Widow, Anthony (Tony) Gioia
Flight Engineer, Deaner's Crew

Rackley IV, Spencer & Kathleen Rackley
Friend, Al Busedu
Gunner, Deaner's Crew
Charlotte NC

Stadler, Steve & Barbara Stadler
Son, Eugene Stadler
Flight Engineer

531st Squadron

Girod, Daphne
Daughter, William Wassner
Pilot, Magee's Crew

Wright, Dorothy
Niece, William Wassner
Pilot, Magee's Crew

Johnson-Anderson, Marie
Widow, Robert J. Anderson
Pilot

Walford, Ed & Barbara Walford
Navigator, Sears' Crew
 Hulsey, Victoria & Gary
 Walford, Jenny
 Walford, Jill
 Wick, Marcia

Honorary / 531st Squadron

Gotham, Barb & Doug Gotham
Reunion Coordinator / Friend, Ted Williams
Navigator, Magee's Crew

380th Bomb Group Association
5th AF – RAAF, World War II



Interfaith Memorial Service
Friday, October 14, 2016, 10:00 AM
Kirtland Air Force Base Chapel, Albuquerque, New Mexico

Musical Prelude	Pianist, Geoffrey St. John
Invocation	Chaplain, Maj. Darren Duncan
Welcome & Greeting	Chaplain
Hymn – “My Country, ‘Tis of Thee”	Hymnal #807
Psalm 23	Chaplain
Hymn – “Amazing Grace”	Hymnal #343
Reading of names of deceased (reported 2015-2016)	Doug Gotham

Moment of Silence

If anyone has anything thoughts or memories of any of those named that you’d like to share, you may do so now.

Please rise for the Colors and Taps

Hymn – “Battle Hymn of the Republic”	Kirtland AFB Honor Guard
Benediction	Hymnal #804
Hymn – “America the Beautiful”	Chaplain
Dismissal	Hymnal #799

528th Squadron

Roland Jerome Folsom, December 21, 2015
Norwood H. Keeney Jr., May 15, 2014
Phyllis M. Keeney, November 28, 2015
Emanuel R. Kokes, April 15, 2008
Elizabeth Jane (Nane) Loy, September 4, 2015
Robert L. Muchow, October 23, 2015
David H. Olson, May 21, 2007
Elmer S. Riding, September 28, 2001
Richard Merton Slater, December 9, 2000
Robert Jared Tiffany, July 17, 2006

529th Squadron

Carl L. Borgstrom, March 20, 2016
Lawrence M. Brewer, December 29, 1989
Robert A. Daffer, March 17, 2016
Lawrence Beach Farnum, November 8, 2014
Carmine Henry Imondi, November 3, 2008
Dorcas Jeffery, April 9, 2013
Angelo P. Loschiavo, March 23, 2001
Arthur E. Nakarado, March 29, 1971
Edward F. Pataky, August 4, 1980
Lincoln W. Shutt, December 24, 1992
George E. Stevenson, July 19, 2016

530th Squadron

Edward Eugene Allen, June 15, 2015
Josephine (Ceal) Babiarz, May 30, 2016
Doris W. Englert, March 5, 2016
Marvin E. Gardner, September 16, 2016
George Kassab, April 13, 2006
Wayne H. Olson, October 2, 2015
Joe Herbert Satko, December 27, 2015

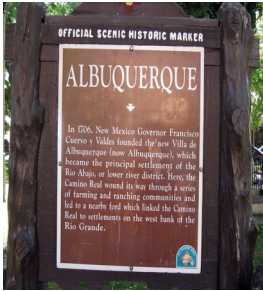
531st Squadron

Joseph E. Burdick, June 29, 2015
Betty Wilson Farrington, February 10, 2016
Angelo Fortunato, June 17, 2016
Samuel Leiner, October 2015
Carolyn Parrott, February 4, 2016
George Lim Poy, Sr, June 21, 2016
Herbert B. Rosenbaum, January 23, 2016
Wilfred V. (Bill) Ruschau, May 21, 2016

RAAF

530th – Angus John (Gus) Cameron, February 18, 2016
530th – Colin Angus Campbell, June 22, 2016

2016 REUNION - ALBUQUERQUE - OCTOBER 12-16, 2016



MCM Elegante

Thursday - City Trolley Tour



Guides: Allyson & Rorik

Bill Brew & Barb Gotham



Bill Randall & Marie Johnson-Anderson



Gary & Vicky Hulsey, Ed & Barbara Walford



Cookie Break



Al Busedu

Thursday - Welcome Dinner



Flamenco Musicians after dinner: Josh Vigil & Ronaldo Wade

Miscellaneous Photos



Donna Gioia



Spencer & Kathleen Rackley



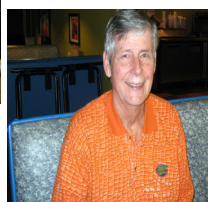
Peggy Baker wearing her Dad's (William Vance) bomber jacket



Bill Shek



Ed Walford, Al Busedu, Bill Brew



2016 REUNION - ALBUQUERQUE - OCTOBER 12-16, 2016

Friday - Memorial Service Kirtland AFB



Chaplain & staff greeting arrivals



Kirtland
AFB Honor
Guard



Chaplain, Maj.
Darren Duncan



Pianist, Geoffrey St. John



Doug Gotham
reading names
of deceased



Bill Brew honoring his
Pilot, Robert Tiffany



Our WWII
vets at this
year's re-
union:
Dexter Baker,
Ed Walford,
Russ O'Day,
Bill Brew,
Albert Busedu



2016 REUNION

Friday - Indian Pueblo Cultural Center



Saturday - Meeting



We were honored to have ABQ Cub/Scout Troop 106 do a flag ceremony after our meeting



Scouts interacting with Russ O'Day



Saturday - Dinner



Ken & Martha Collins



Dan Muchow, Bill Brew, Steve Stadler

L-R standing: Kevin Stamber, Cubmaster Pack 106; Nathan Setter; Adrian Leyba; Drew Setter, Assistant Scoutmaster, Troop 106; Connor Setter; Noah Sanchez; Isaac Leyba; Cruz Bustamante; Matthew Leyba

Seated: Ed Walford, Russ O'Day, Dexter Baker



Ed Walford dancing with his daughters



Greg & Dexter Baker, Sharon & Dexter Baker Jr, Collins

Bill Shek



Marie Johnson-Anderson, Dottie Wright, Daphne Girod



Michael O'Day, Kathy Curtis, Russ O'Day, Peggy & Dean Baker, Stadlers



Jill Walford & Bill Brew



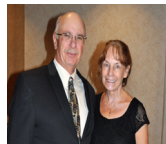
Marie, Dottie, Daphne, Gothams, Rackleys, Bill Randall



Kathy Curtis & Russ O'Day



Rackleys, Bill Randall, Marie, Dottie, Daphne, Gothams

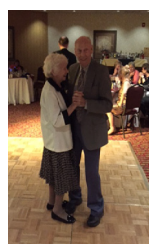


Gary & Vicky Hulsey

Marcia Wick & Vicky Hulsey



Dan Muchow & Bill Brew



Barbara & Ed Walford



Peggy & Dean Baker



Steve & Barb Stadler

Photo credits:

Bill Shek, Spencer Rackley, Dan Muchow, Jenny Walford



Jenny & Jill Walford

B-24 PRODUCTION

The B-24 was produced on a very large scale, with almost 19,000 units being produced across a number of versions. Production took place at 5 plants. At Ford's Ypsilanti Michigan based Willow Run Bomber plant alone, one B-24 was being produced every 63 minutes at its peak, a rate so large that production exceeded the military's ability to use the aircraft. Such were the production numbers it has been said that more aluminum, aircrew and effort went into the B-24 than any other aircraft in history.

Continued development work by Consolidated produced a handful of transitional B-24Cs with turbocharged instead of supercharged engines. The turbocharged engines led to the flattened oval nacelles that distinguished all subsequent Liberator models.

The B-24D was the first mass-produced series. The B-24D was the Liberator III in British service. It entered US service in early 1942. It had turbocharged engines and increased fuel capacity. Three more 0.50 caliber (12.7 mm) machine guns brought the defensive armament up to 10 machine guns. At 59,524 pounds (27,000 kg) (29.76 short tons) maximum takeoff weight, it was one of the heaviest aircraft in the world; comparable with the British "heavies", with fully loaded weights of 30 short tons for (and nearly identical to) the Stirling, the 34 short ton Lancaster and the 27 short ton Halifax.



B-24s under construction at Ford Motor's Willow Run plant

Production of B-24s increased at an astonishing rate throughout 1942 and 1943. Consolidated Aircraft tripled the size of its plant in San Diego and built a large new plant outside Fort Worth, Texas in order to receive the massive amounts of knocked down aircraft that Ford shipped via truck from its Ypsilanti Michigan Facility. Additional B-24s would also be assembled by Douglas Aircraft in Tulsa, Oklahoma as well as the North American plant B in the city of Grand Prairie, Texas having only starting production of the B-24G in 1943. None of these were minor operations, but they were dwarfed by the vast new purpose-built factory constructed by the Ford Motor Company at Willow Run near Detroit, Michigan.

According to the Willow Run Reference Book published Feb 1, 1945, Ford broke ground on Willow Run on April 18, 1941,

with the first plane coming off the line on September 10, 1942. Willow run had the largest assembly line in the world (3,500,000 sq ft; 330,000 m²). At its peak in 1944, the Willow Run plant produced one B-24 per hour and 650 B-24s per month. By 1945, Ford made 70% of all B-24s in two nine-hour shifts. Pilots and crews slept on 1,300 cots at Willow Run waiting for their B-24s to roll off the assembly line. At Willow Run, Ford produced half of 18,000 total B-24s alone. Up into December 1944, Ford had also produced an additional 7242 KD or 'Knocked Down' B-24's that would be trucked to and assembled by the remaining 4 bomber plants.

Each of the B-24 factories was identified with a production code: Consolidated/San Diego, CO; Consolidated/Fort Worth, CF; Ford/Willow Run, FO; North American, NT; and Douglas/Tulsa, DT.

In 1943, the model of Liberator considered by many the "definitive" version was introduced. The B-24H was 10 inches (25 cm) longer, had a powered gun turret in the upper nose to reduce vulnerability to head-on attack, and was fitted with an improved bomb sight (behind a simpler, three-panel glazed lower nose), autopilot, and fuel transfer system. Consolidated, Douglas and Ford all manufactured the B-24H, while North American made the slightly different B-24G. All five plants switched over to the almost identical B-24J in August 1943. The later B-24L and B-24M were lighter-weight versions and differed mainly in defensive armament.

As the war progressed, the complexity of servicing the Liberator continued to increase. The B-24 variants made by each company differed slightly, so repair depots had to stock many different parts to support various models. Fortunately, this problem was eased in the summer of 1944, when North American, Douglas and Consolidated Aircraft at Fort Worth stopped making B-24s, leaving only the Consolidated plant in San Diego and the Ford plant in Willow Run.

In all, 18,482 B-24s were built by September 1945. Twelve thousand saw service with the USAAF, with a peak inventory in September 1944 of 6,043. The U.S. Navy received 977 PB4Y-1s (Liberators originally ordered by the USAAF) and 739PB4Y-2 Privateers, derived from the B-24. The Royal Air Force received about 2,100 B-24s equipping 46 bomber groups and 41 squadrons; the Royal Canadian Air Force (RCAF) 1,200 B-24Js; and the Royal Australian Air Force (RAAF) 287 B-24Js, B-24Ls, and B-24Ms. Liberators were the only heavy bomber flown by the RAAF in the Pacific.

Source: https://en.wikipedia.org/wiki/Consolidated_B-24_Liberator

MAIL CALL

The Wings of Freedom Tour
 ★ COLLINGS FOUNDATION ★
 Join the Team! **B-17**
 FLYING FORTRESS
B-24
 LIBERATOR
B-25 MITCHELL
P-51 MUSTANG
 Explore these majestic bomber aircraft inside and out. Feel the engines power up and take to the skies in an amazing 30-Minute Flight Experience! **Walk-through tours** are \$12 for adults and \$6 for children 12 yrs and younger. **Bomber Flight Experiences** in the B-17 or B-24 are \$450. B-25 flights are \$400. Get some "stick time" in the worlds greatest fighter! **P-51 Mustang Flight Training:** (World's Only Full Dual Control P-51C Mustang fighter) are \$2200 for a half hour or \$3200 for a full hour.
PURDUE UNIVERSITY AIRPORT
AUGUST 8TH TO AUGUST 10TH
 No reservations needed for tours. Tour times: 8/8 12:00 PM to 5:00 PM, 8/9 9:00 AM to 5:00 PM, 8/10 9:00 AM to 12:00 PM. Call for flights.

Barb and Doug Gotham saw the Collings Foundation's B-24 WITCHCRAFT in August. We weren't able to book a flight because it was under repair the day we attended. Here are some of our photos.



To see more photos and a video from the local newspaper, go to: <http://www.jconline.com/story/news/college/2016/08/08/wings-freedom-tour-flies-into-purdue/88273612/>

REUNIONS

Future Reunions

At the 2016 Reunion Members Meeting, it was proposed and accepted by the attendees that if there are future reunions, that they be located in the middle of the US, so that East and West coast members travel equal distance to the reunions. (We are abandoning the previous pattern of East, Middle, and West for the reunions.)

It was also decided that we would defer the date and location of the 2017 reunion (if there is one) until a reunion survey was completed by our members. The purpose of the survey is to determine why attendance at recent reunions has been low (the last large one was in New Orleans in 2012, when we had nearly 100 attendees; since then, attendance has been steadily decreasing, with only 32 present at this year's reunion in Albuquerque).

The survey can be submitted online at:

<https://www.surveymonkey.com/r/PZTY9J>

It is also included as a supplement to this newsletter.

Questions include why past reunion attendees haven't attended recently (for example, health issues, cost, location, schedule, time of year, no longer interested); what's most important reason for attending reunions (location or visiting/meeting 380th members); future attendance; satisfaction with reunion programs; changes in reunion program.

The survey also provides an opportunity for those who are no longer interested in receiving 380th newsletters or mailings to be removed from the mailing list. If you prefer not to do the entire survey, but just want off the mailing list, you can send an email to 380th.ww2@gmail.com asking to unsubscribe to the group newsletters and mailings.

Finally, the last question of the survey proposes a list of cities for the 2017 and future reunions.

So please take a few minutes to fill out and return/submit the survey!! **SUBMISSION DUE DATE: JANUARY 31, 2017**

LIST OF REUNION SITES TO DATE

- | | |
|--|---|
| 1. September 1981, Organizational with 22nd Bomb Group, Denver, CO | 19. 19-26 September 1999, Tucson, AZ |
| 2. 30 September - 3 October 1982, Dayton, OH | 20. 8-12 November 2000, San Antonio, TX |
| 3. 28 September - 2 October 1983, Plattsburgh, NY | 21. 3-7 October 2001, Dayton, OH |
| 4. 11-14 October 1984, El Paso, TX | 22. 18-22 September 2002, Salt Lake City, UT |
| 5. 11-15 September 1985, Omaha, NE | 23. 10-14 September 2003, Williamsburg, VA |
| 6. 24-28 September 1986, Plattsburgh, NY | 24. 29 September - 3 October 2004, Boston, MA |
| 7. 1-4 October 1987, San Antonio, TX | 25. 9-13 November 2005, San Diego, CA |
| 8. 14-18 September 1988, Seattle, WA | 26. 12-16 October 2006, Washington, DC |
| 9. 13-17 September 1989, Norfolk, VA | 27. 6-9 September 2007, Dayton, OH |
| 10. 12-16 September 1990, Colorado Springs, CO | 28. 5-9 November 2008, Tucson, AZ |
| 11. 25-29 September 1991, Orlando, FL | 29. 14-18 October 2009, Pooler/Savannah, GA |
| 12. 4-8 November 1992, Tucson AZ | 30. 3-7 November 2010, Branson, MO |
| 13. 29 September - 3 October 1993, Nashville, TN | 31. 3-7 August 2011, Colorado Springs, CO |
| 14. 14-18 September 1994, Denver, CO | 32. 31 October - 4 November 2012, New Orleans, LA |
| 15. 17-23 July 1995, Oshkosh, WI | 33. 31 July - 4 August 2013, Seattle, WA |
| 16. 16-20 October 1996, Savannah, GA | 34. 5-9 November 2014, Norfolk, VA |
| 17. 8-12 October 1997, Panama City, FL | 35. 14-18 October 2015, Dallas, TX |
| 18. 13-20 September 1998, San Diego, CA | 36. 12-16 October 2016, Albuquerque, NM |

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 Issue #61. This is the second installment in the series.

Living Arrangements and the Loss of Comrades

S.P. Money recalls Fenton as a place where there “were tents to fit any purpose ... [including] accommodation tents, a large tent hospital and even an armoury which operated out of a large machine shop tent. Tents were so common that the absence of permanent structures did not appear remarkable to me”. Former USAAF staff sergeant, Cal Killingsworth recalled that Fenton “had the appearance of being hastily constructed basic (temporary) tent structures although some admin and mess buildings had concrete slabs”. Similarly, Dakeyne recalls “the tents were put up haphazard and not in lines with the openings facing any direction”.

Some order was however apparent with there being two distinct tent districts with each squadron – one for the officers and the other for the enlisted men.

Sleeping arrangements were generally four to six people to a large square US military bell tent, with each person having a metal framed camp stretcher, a thin filled mattress, a mosquito net and a couple of blankets. No-one interviewed remembered being issued with sheets. Dakeyne could not “remember having anything more than two blankets when at Fenton – it wasn’t cold”. To help cope with the humid north the side flaps to the tents were “rolled up so we could catch any vagrant breeze”. Lifting the sides also served to give more internal area. Angus Cameron’s tent had four camp stretchers placed under the flaps which left the central area around the main tent pole free for a table and chairs made from packing boxes and makeshift cupboards. “We even had a Yank bloke as an orderly”.



Figure 22: Australian RAAF RCM Operators Angus Cameron, Ian Hamilton and Dick Dakeyne in the 530th BS tent lines at Fenton (Suttor Collection)

Dakeyne and Holohan had been issued with an Australian tent by 44 RDF Wing whilst in Adelaide River. They pitched it at Fenton in the 319th BG’s communications area and shared it from 5 May to 11 June 1943 (until Holohan was killed). Dakeyne was then given the task of packing Holohan’s possessions to be sent south to family. He was left alone in the tent so took it upon himself to find a US crew and bunk in with them. He found a space in a US tent (which even had an ant bed floor) occupied by several USAAF sergeants from Juarez Whistle and remained with them for the rest of his first tour. Dakeyne began his second 380th BG tour “living with some American photographers. Only four in a tent - I came in and was the fifth”.



Figure 23: Errol Suttor’s tent in the Group Headquarters area at Fenton. Suttor was a RAAF Radio Mechanic with Field Unit 6. Photograph dated 6 July 1944 (Suttor Collection)

Fain wrote of the Group’s losses and how they were physically visible at the 380th BG’s camps. It was emotionally painful with the Group losing “half our crews in six months with no replacements ... each loss meant tents came down. Soon the camps ... looked like checkerboards, with each blank a daily reminder of friends no longer living”. RAAF RCM Operator John Carroll experienced this first hand, when the USAAF crewmen in the next door tent were lost when their aircraft had gone down. Their tent was cleaned out and “there was nothing left to show that they had ever been there ... It really was a sad time for us as we had become very good friends”. RAAF RCM operator Charlie Oakley had a somewhat similar experience being allocated a US tent to himself when he arrived at Fenton in early 1944. The tent “had been occupied by two [USAAF] aircrew officers whose Liberator had been shot down some time previously”. He was soon moved to another tent which he shared with a USAAF bombardier.

RADAR COUNTERMEASURES DEVELOPMENT IN AUSTRALIA (continued)

In March-April 1944 RAAF crews began arriving to do their combat training with the 380th BG at Fenton and Long and later at Darwin. One of these RAAF crew members was Noel Trethewey, a tail gunner who flew with the 530th BS while at RAAF Base Darwin, who was soon to experience loss from war. He and his fellow crew members arrived at the 530th BS and were warmly welcomed by six 'Yank' crew members in the next tent. The Americans came over and introduced themselves, bringing "a couple of dozen bottles of beer and a bottle or two of whiskey. They really made us feel welcome – we sat around and swapped yarns and played cards for quite a few hours". The plan was to return the compliment the following evening but this did not happen as four of the 'guys' were shot down over the Celebes (now Sulawesi) then four days later the other two were reported missing in a raid over Liang. "Suddenly we had an empty tent alongside us. It had a profound effect on all of us".

Australian Scroungers

It appears that the Australian reputation for scrounging occasionally caused problems in terms of Allied co-operation with the 380th BG. RAAF co-pilot Ed Crabtree encountered an example of Australian crews scrounging to make their new homes a little more comfortable and remembers "I had a bit of a run in with ... [the first three Australian crews to arrive at Fenton] ... Joe Cesario (later commander of 530th BS) said 'your mates have pinched everything - boxes for Norden bomb sights, marquee ropes, pieces of pipe – they have all disappeared. Go down and tell them to return it, seeing that you are an Australian'. I went down there (they were wing commanders and so forth, I was only a pilot officer at the time) and I said, 'Sir the CO has requested that you return all the stuff that you've borrowed'. The Australian skipper replied 'tell him to get nicked' (or words to that effect). So I went back and said 'Joe they refused to return anything'. 'Right', said Joe, 'now go back and tell them that unless they return everything they are all canned and they'll go back to Melbourne'. The stuff came back that fast – a great bluff that was!"

RAAF co-pilot Jim Swan states that RAAF crews soon settled at Fenton organising furnishings "made from boxes, scrap timber and whatever else could be found". He and his tent mate "built a small bamboo fence around our tent and converted it into a home, complete with rough furniture made from scrounged packing cases".

However, when Swan arrived at Fenton in late April 1944 he wondered why "every tent had one or two [American] occupants" and why the Australian crews had to erect their own Australian A type tents amongst the larger US tents. Later he learnt why there was a small number of American occupants in each US tent as the "reputation of Australian skill at scrounging had been well publicised, and every effort to prevent unauthorised acquisition had been made". These under-

occupied tents were also a legacy of those crews who had not returned from missions.



Figure 24: Painting by 'WEP' captioned 'U.S. Air Force Camp in the outback of North-west Australia' showing US tents and men in jeeps in the wet season at Fenton (Australian Women's Weekly, Saturday 25 December 1943)

Yet, perhaps despite this tendency for scrounging, there were generally very good feelings amongst the various nationalities at Fenton. USAAF RCM Operator Norwood Keeney, was in fact a grateful recipient of Aussie scrounging, remembering benefiting from the results of "fabled scrounging expeditions Aussies are famous for. Many a steak got cooked over ... open fires at night. No one ever asked where they came from. In those evening sessions I got to know the Aussies a little better – they were quite a bunch. Sometimes we were referred to as 'Aussie Americans'. Of course, we did have American cigarettes to share".

Living and Training Together

The new arrivals were welcomed by the Americans with the "Aussies ... integrated into all of the 380th squadrons, being used just like any replacement American crew". In reference to the first three RAAF crews to train with the 528th BS, the official unit history states that "during the time that the ... [Australians] flew with us they achieved a personal popularity that was remarkable. Living together and flying together has made the military alliance between our countries seem a very real and personal thing to us".

The RAAF personnel "were getting valuable B-24 experience" before the RAAF formed its own heavy bomber squadrons. Many of these RAAF personnel already had substantial combat experience in Europe or the SWPA with considerable flying hours. The 380th BG served the RAAF well training fifty Australian crews (some 523 men) with 5th Air Force protocol being that these crews did ten missions or 100 mission hours. Additionally, the 380th BG was involved with 'Z Special Unit' and, obviously, radar intelligence gathering with Field Unit 6.

TO BE CONTINUED IN THE NEXT NEWSLETTER



LEST WE FORGET

528th - Fogarty, Robert J., Ground Staff, DOD July 23, 2009, Niskayuna, New York, reported by his daughter, Eileen Bolognino

528th - Muchow, Robert L., Pilot, Dyson/McGuire Crews (23), DOD October 23, 2015, Leawood, Kansas, reported by his son, Daniel Muchow

529th - Jeffery, Dorcas Harrison, Widow of Jerry H. Jeffery, DOD April 9, 2013, reported by Lynne McCook

529th/Group - Pataky, Edward F., Ground Staff, Engineering, Draftsman, DOD August 4, 1980, Houston, Texas, reported by his son, Edward F. Pataky, Jr.

529th - Poplin, John M., Rear Gunner, Kroes Crew (56), DOD May 1969, Ahoskie, North Carolina, reported by his grandson, John E. Poplin

529th - Stevenson, George E., Pilot, Kroes Crew (56), Aircraft Commander, Stevenson Crew, DOD July 19, 2016, Eagan, Minnesota, reported by his daughter, Chris Anderson

530th - Englert, Doris, Widow of Gerald W. Englert, DOD March 5, 2016, reported by her daughter, Linda McClory

530th - Gardner, Marvin E., Aircraft Commander, Gardner's Crew (78), DOD September 16, 2016, Castle Dale, Utah, reported by his daughter, Kathleen Clements

531st - Leiner, Samuel, Flight Engineer, Koller's Crew, DOD October 2015, Monroe Township, New Jersey, reported by his widow, Miriam Leiner

531st - Wassner, Amelia D., Widow of William R. Wassner, DOD November 26, 2016, Carson City, Nevada, reported by her children, Stephen and Daphne

RAAF/530th - Campbell, Colin Angus, Assistant Flight Engineer, Lister's Crew (71A), DOD June 22, 2016, Perth, Western Australia, reported by his daughter, Kaye Campbell

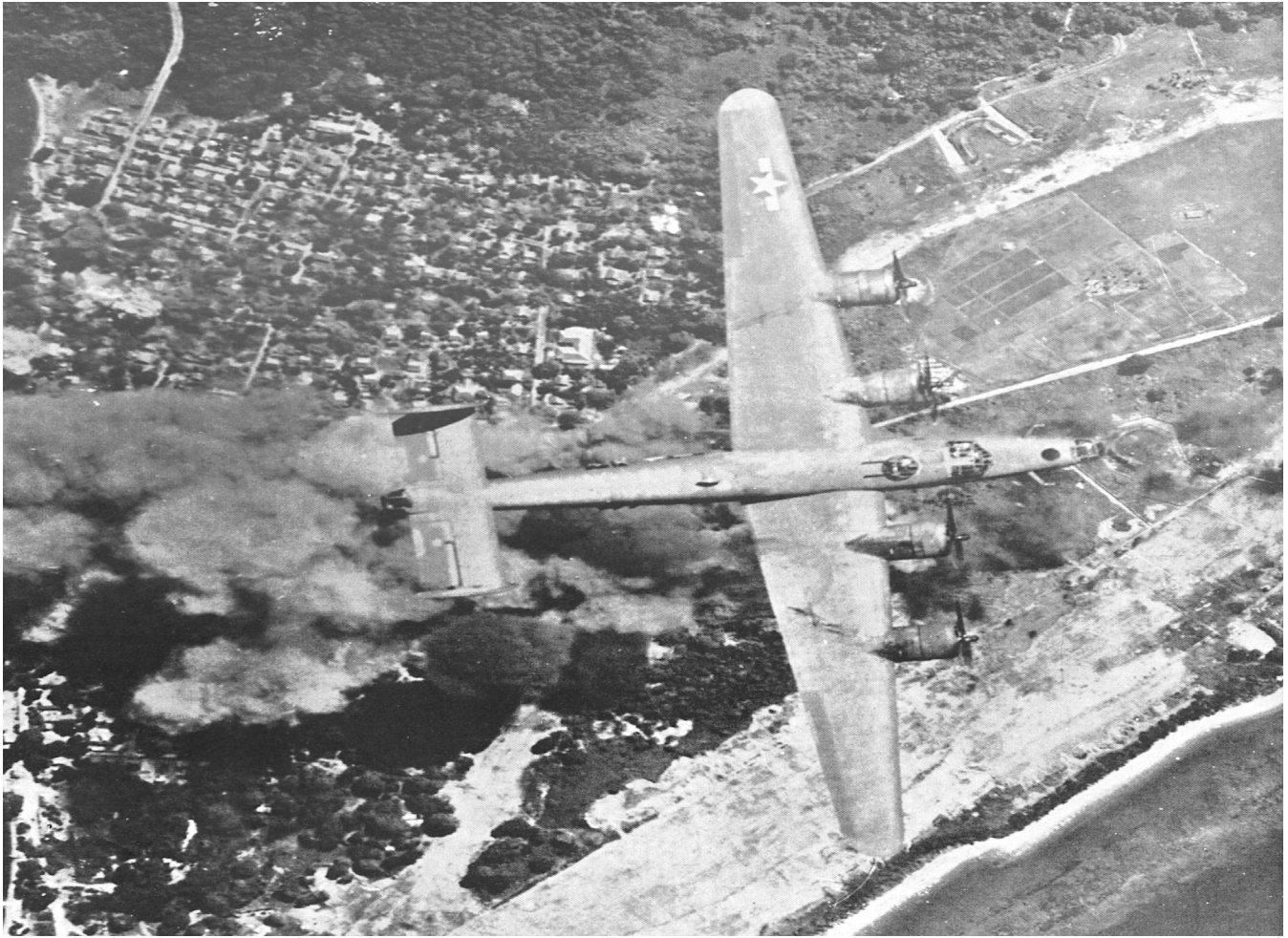
HOW TO REPORT TAPS

Please write to:

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130 Colony Road
West Lafayette IN 47906-1209 USA

Or send email to: 380th.ww2@gmail.com

Or go to this web link and submit the form:
<http://380th.org/form.html>



*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.