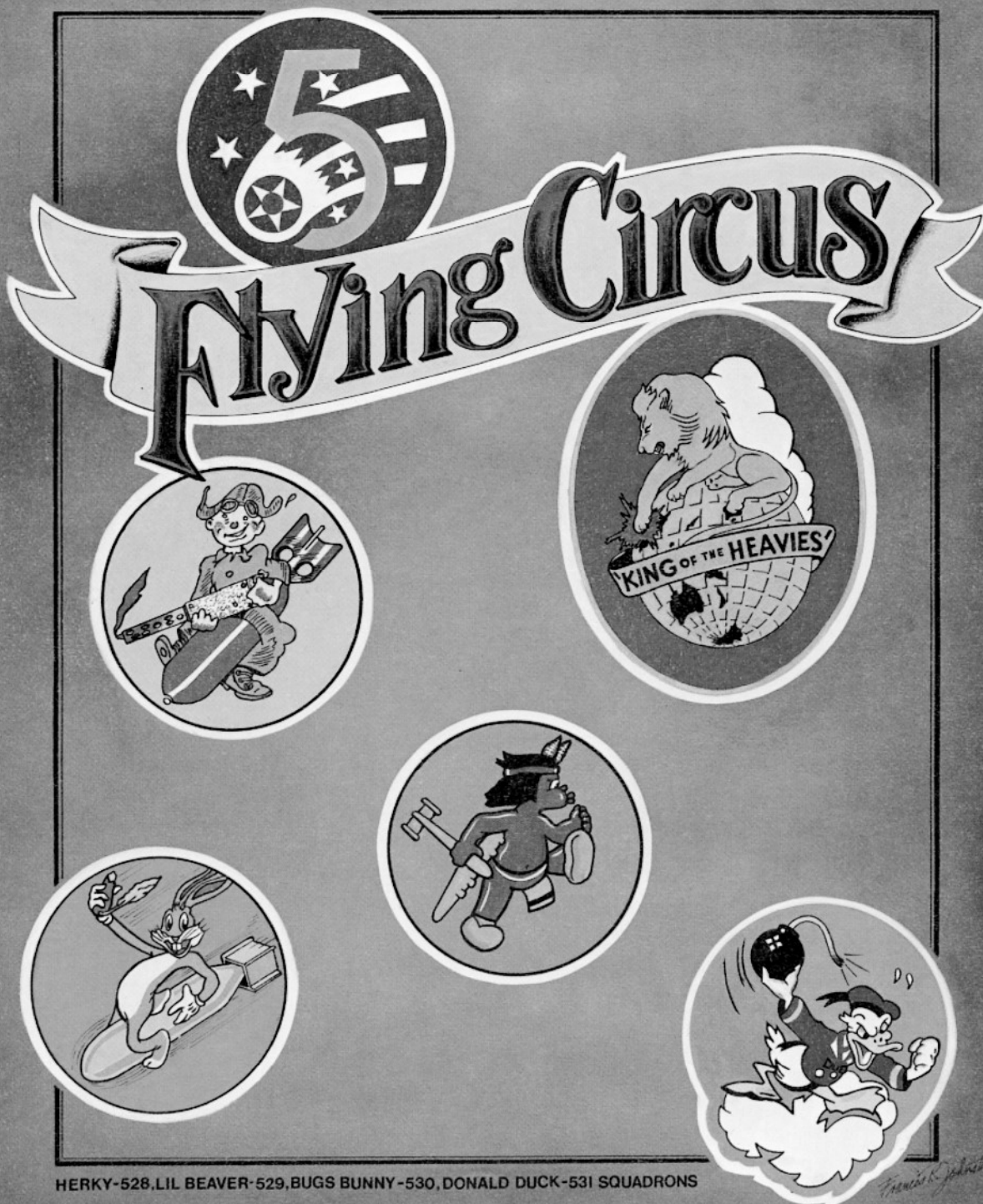


380TH BOMB GROUP



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 #74

MARCH 2022

80th Anniversary of the Bombing of Darwin

Chinese-American World War II Veteran Congressional Gold Medal Act

George Lim Poy - 531st Squadron
Chinese Airman Recalls Wartime

James Banos/Moody's Crew - 531st Squadron

Anthony DiNardo - 531st Squadron

The Veterans' Forum

2022 Membership Registration form
Gear Order (Inventory as of 1/12/22)

Operation Inherent Resolve Flag

LUCKY - B-24D-54-CO, 42-40514

EMBARRASSED - B-24J-150-CO, 44-40189

YANK, the Army Weekly
"Yank Down Under" Articles

Armament Section Staff Photos - 530th Squadron

Fact Not Fiction Films

Japanese Transport Plane Shot Down by 530th Squadron

Avoid COVID-19 Scams

Bomber Drops Liquor & Eggs on Adelaide

TAPS
Notices

HISTORIANS

Bob Alford
Glenn R. Horton Jr.
Bob Livingstone
William Shek Jr.
Robert Withorn

HISTORY PROJECT

NEWSLETTERS

REUNION COORDINATOR

WEBPAGES – FINANCIAL

Barbara J. Gotham

LINKS

Membership form:

<http://380th.org/2022Member-form.pdf>

Gear order form:

<http://380th.org/Gear2022-January.pdf>

Comments/TAPS notification:

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

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). Please leave voicemail if no answer on cell or home phone.

80TH ANNIVERSARY OF THE BOMBING OF DARWIN

The 19th of February was the 80th anniversary of the first bombing of Darwin. This photo was sent by Bob Livingstone on 28 February 2022 upon his recent return from Darwin.

The Bombing of Darwin, also known as the Battle of Darwin, on 19 February 1942 was the largest single attack ever mounted by a foreign power on Australia. On that day, 242 Japanese aircraft, in two separate raids, attacked the town, ships in Darwin's harbour and the town's two airfields in an attempt to prevent the Allies from using them as bases to contest the invasion of Timor and Java during World War II.



Darwin was lightly defended relative to the size of the attack, and the Japanese inflicted heavy losses upon Allied forces at little cost to themselves. The urban areas of Darwin also suffered some damage from the raids and there were a number of civilian casualties. More than half of Darwin's civilian population left the area permanently, before or immediately after the attack.

The two Japanese air raids were the first, and largest, of more than 100 air raids against Australia during 1942–43.

Background

In 1942, Darwin – whilst it was the capital of the Northern Territory – was a small town with limited civil and military infrastructure. Due to its strategic position in northern Australia, the Royal Australian Navy (RAN) and Royal Australian Air Force (RAAF) had constructed bases near the town in the 1930s and the early years of World War II. Darwin's pre-war population was 5,800.

As early as August 1941, Darwin had been a key in the South Pacific air ferry route designed to avoid routes through the Japanese mandate in the central Pacific for bomber reinforcement of the Philippines. The first flight to use the route occurred when nine B-17D bombers of the 14th Bombardment Squadron (H) left Hawaii on 5 September and passed through Darwin 10–12 September. By October 1941 plans were underway to position fuel and supplies with two ships, including USAT Don Esteban, being chartered and actively engaged in that purpose when war came. By November 1941 Australia had agreed to allow the establishment of training bases, maintenance facilities, munitions storage, communications, and improvement of airfields, including at Darwin, to meet the needs of the B-17 bombers in Australia.

Following the outbreak of the Pacific War in early December 1941, Darwin's defences were strengthened. In line with plans developed before the war, several Australian Army and RAAF units stationed in the town were sent to the Netherlands East Indies (Dutch East Indies; NEI) to strengthen the defences of the islands of Ambon and Timor. An improvised plan for support of the Philippines and the Dutch East Indies was completed in Washington on 20 December 1941 by the U.S. Army General Staff. It envisioned Darwin as the hub of transshipment efforts to supply those forces by landing supplies at Brisbane, shipping overland to Darwin, and onward by air and blockade-running ships. In reality, transport to Darwin by sea was necessary. Supplies and shipping intended both to build the Darwin base and to support the Java and Philippine forces were gathered in Darwin and the vicinity. In the two months before the air raids, all but 2,000 civilians were evacuated from the town. Japanese submarines I-121 and I-123 laid mines off Darwin in January 1942.

By mid-February 1942 Darwin had become an important Allied base for the defence of the NEI. The Japanese had captured Ambon, Borneo, and Celebes between December 1941 and early-February 1942. Landings on Timor were scheduled for 20 February, and an invasion of Java was planned to take place shortly afterwards. In order to protect these landings from Allied interference, the Japanese military command decided to conduct a major air raid on Darwin. On 10 February a Japanese reconnaissance aircraft overflew the town, and identified an aircraft carrier (actually the seaplane tender USS Langley), five destroyers, and 21 merchant ships in Darwin Harbour, as well as 30 aircraft at the town's two airfields.

Among the ships in harbour were those returned the morning before the attack from the convoy escorted by USS Houston involved in the failed effort to reinforce Timor. Houston had departed for Java but left Mauna Loa and the Meigs which had attempted to transport Australian troops to Timor and the U.S. Army transports Portmar and Tulagi which had embarked a U.S. infantry regiment at Darwin.

To learn more, read the Wikipedia article at: https://en.wikipedia.org/wiki/Bombing_of_Darwin

CHINESE-AMERICAN WORLD WAR II VETERAN CONGRESSIONAL GOLD MEDAL ACT



Arrangements were being made to hold a ceremony in April 2020 in the Capitol Visitor Center, but due to the COVID-19 pandemic, the event was postponed and moved to a virtual format that took place on 9 December 2020: <https://youtube/iETfRFJHtm4>.

One of the first virtual Congressional Gold Medal Ceremonies to be held due to the COVID-19 pandemic, the ceremony featured leadership from both the House of Representatives and the Senate.

An in-person National Ceremony was held September 28-30, 2021, in Washington, D.C.

16 regional ceremonies were held from September 2021 to February 2022 (Hawaii).

It has been estimated that between 12,000 and 20,000 Chinese-American men, representing up to 22% of the men in their portion of the U.S. population, served during WWII. Unlike Japanese and Filipino Americans, 75% served in non-segregated units.

Chinese-American men and women served in every theatre of WWII and sacrificed their lives defending American values of freedom. Their acts of patriotism, loyalty, and courage occurred at a time when the Chinese Exclusion Act of 1882 was in effect. This Act prevented non-U.S. born Chinese-Americans from obtaining citizenship. However, as many as 20,000 Chinese-Americans (nearly 1 in 5) served, and 40% without citizenship.

On May 4, 2017, Senators Tammy Duckworth, Thad Cochran and Mazie Hirono introduced S.1050, Chinese-American World War II Veteran Congressional Gold Medal Act, and Representatives Ed Royce and Ted Lieu introduced a companion bill, H.R.2358. Efforts to pass the bill were led by the Chinese American WWII Veterans Recognition Project. The bill was passed in the Senate on September 12, 2018, and in the House on December 12, 2018. President Donald Trump signed the bill, enacting it into law on December 20, 2018.

While their acts of military heroism, bravery and sacrifice were minimized and unrecognized at the time of their service, by awarding the Chinese-American World War II Veteran Congressional Gold Medal, Congress now recognizes their commitment to our nation.

Design of the Medal: The obverse design depicts Chinese-American servicemen and a nurse, representing all United States service branches in World War II and highlighting that they fought in every theater with honor.

The reverse design features an Iowa class battleship, an M4 Sherman tank, and a P-40 Warhawk from the Flying Tigers showcased in front of a World War II-era American flag.

Sources and for more information:

- <https://uscode.house.gov/statutes/pl/115/337.pdf>
- <https://www.usmint.gov/coins/coin-medal-programs/medals/chinese-american-veterans-of-world-war-ii>
- https://en.wikipedia.org/wiki/Chinese-American_service_in_World_War_II
- <https://asamnews.com/2021/01/15/army-generals-last-battle-winning-congressional-gold-medal-for-chinese-am-veterans/>
- <http://www.cacanational.org/>
- <https://www.caww2.org/campaign-1/>
- <https://www.heritageseries.us/chinese-american-wwii-veterans-recognition-project>
- https://www.army.mil/article/251805/chinese_american_wwii_veterans_awarded_congressional_gold_medal
- https://history.house.gov/Historical-Highlights/2000-/2020_Dec_9_ChineseAmericanGoldMedal/
- <https://ccamuseum.org/chinese-american-veterans-unsung-heroes-opens-11-6-2021/>
- <https://blogs.va.gov/VAntage/82179/chinese-american-wwii-veterans-receive-congressional-gold-medal/>
- https://history.house.gov/Historical-Highlights/2000-/2020_Dec_9_ChineseAmericanGoldMedal/

GEORGE LIM POY - 531ST SQUADRON

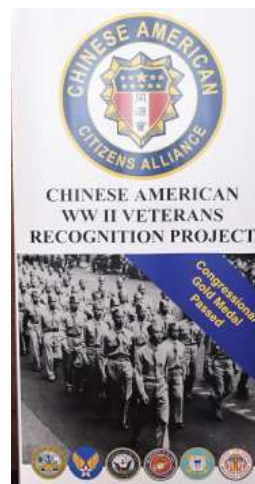
It truly was an honor to be recipient of the [Chinese-American] Congressional Gold Medal for my father, George Lim Poy, who served as a navigator on B-24s in the Pacific Rim China-Burma-India Theater, at the Scottsdale, Arizona, award ceremony on December 4, 2021. Here are some photos from that ceremony.

Attending with me were my husband, Peers Henes, our daughter and her new husband, Natalie and Stephen Tafoya, my siblings, George Lim Poy, Jr., and Rosalyn Lim Kin, and her daughter, Melissa Joe Kin. My cousin, Col. Joseph Chan, and his wife Eliz, also attended. This was a regional ceremony, following an initial ceremony in Washington DC in September.

Beverly Henes
Daughter, George Lim Poy
Navigator, Benson Crew, 531st Squadron



Presenter Lee, Bev Henes,
George Poy Jr., Rosalyn Kin



George Lim Poy served as the Navigator on Richard Benson's Crew (116) of the 531st Squadron. A photo of this crew can be found in Newsletter #33 (online at <http://380th.org/NEWS/News33.pdf>).

An extensive video interview of George can be found in the Library of Congress's VETERAN'S HISTORY PROJECT, digitized collection: <https://memory.loc.gov/diglib/vhp/story/loc.natlib.afc2001001.91012/>

Newsletter #33, Winter 2007/2008 (see link above) has an article written by George Lim Poy called TARGET: FORMOSA. This article was from a modified version of one of the letters Poy wrote to family and friends in 1945 when he was flying combat missions in the S.W. Pacific and The Philippines, and used as P.R. material in the U.S. in an Air Corps magazine/paper.

George Poy's daughter, Rosalyn Lim Kin, wrote an article in Newsletter #43 (Summer 2010) (<http://380th.org/NEWS/News43.pdf>) called A CHILDHOOD HISTORY LESSON REMEMBERED. It's her remembrances of her father, and included his mission logs.



George died on June 21, 2016, in Novi, Michigan. He was preceded in death by his wife, Jessie Wee Poy, on October 23, 2014.

While researching online for this article and the preceding one, the following 2009 story was found about George Lim Poy from THE OAKLAND PRESS, Sterling Heights, Michigan



George & Jessie Poy, 2013
380th Reunion, Seattle WA

CHINESE AIRMAN RECALLS WARTIME

By SHARON LONGMAN | THE
OAKLAND PRESS | sslstart@aol.com |
PUBLISHED: June 6, 2009 at 8:42 a.m.
| UPDATED: June 17, 2021 at 10:47
a.m.

George Lim Poy was born in Detroit in 1920, went to school in America and China and served as a navigator on a B-24 bomber in the South Pacific during World War II.

He married, had a family, a 41-year career with the same company and said, "I feel very blessed to have the experiences that I've had so far."

Lim Poy of Waterford Township was one of eight children. His father, George Poy, owned the Oriental Cafe in Detroit near the Book-Cadillac Hotel from 1914 through the 1920s and, according to Lim Poy, was considered the unofficial Mayor of Chinatown.

Regular cafe customer Henry Ford invited Poy and his wife, Wong Tze Yen, to tour the Ford Motor Co., and they did.

Poy had been a teacher and scholar in China, came to the U.S. in 1902 to earn a living, survived the San Francisco earthquake and eventually settled in Detroit.

Poy was a friend and supporter of Dr. Sun Yet-sen, the father of the Chinese Republic and its first president, after the fall in 1911 of the Qing Dynasty.

"My dad believed in democracy," Lim Poy said. "He felt the system worked here and was better than being oppressed by the Imperial Regime. He liked that there were laws that people had to abide by to have peace in the community."

Poy took his family back to China in 1931 during the depression, where his son George, 11, the American-born, English speaking student, learned the Cantonese and Mandarin languages. Lim Poy came back to the U.S. when

the war with Japan broke out in China in 1937. His father died in 1939.

Lim Poy graduated from Cass Technical School in 1940 and then started college at the University of Detroit. He worked at the UT Gardens while going to school.

He was attending school when the Japanese bombed Pearl Harbor.

"I thought the Japanese had ravished China and separated our family and now they had bombed Pearl Harbor," Lim Poy said. "I felt compelled to enlist and get into the service and fight the Japanese enemy the best I could. I figured if I were able to get into the Army Air Force, I would be able to get into the foray that much quicker and defend my country, the U.S.A. and China, the country of my mother and father."

After completing his freshman year, he enlisted in the U.S. Army in early 1943. He attended the cadet training center at Selman Field in Monroe, La., and tested at San Antonio, Texas, where he found out he could be a pilot, navigator or bombardier.

He chose to be a navigator because the training didn't take as long. He studied at the University of Oklahoma and trained at Marsh Field in Riverside, Calif., in celestial pilot navigation, flying over water, combat flying and dropping bombs.

After a year of training, Lim Poy and his crew flew from Hamilton Field in California, 2,000 miles to Honolulu and then to New Guinea where they were assigned to the 531st Squadron, 380th Bomb Group of the Fifth Air Force. They flew there in their brand new B-24 bombers manufactured by the Ford Motor Co. at the Willow Run plant.

They flew bomb raids to break up Japanese guerilla groups and helped General Douglas MacArthur recapture Luzan, Latay and Mindora Islands in the Philippines. They attacked Formosa, Indo China and China.

When flying over Canton Province in China, Lim Poy had told all the crews, "Don't drop too close to the bridge where my mother's house is in Toy-shan," and they didn't. His mother later moved to the U.S. because all her children were here.

They moved to Okinawa, and after the atomic bomb was dropped, they flew over Nagasaki and witnessed the devastation.

He was the only Oriental in the squadron and was almost shot once when he was mistaken for Japanese.

"I think it's so important to educate the young about the history of WWI and II, so that they know that you really have to not let your guard down and always be prepared, if someone wants to battle with you," Lim Poy said. "I think all the veterans feel that way, that you shouldn't cut down on home security. When you are a No. 1 power, if you want to stay that way, you better be able to defend yourself."

After the war, Lim Poy earned a chemical engineering degree from the University of Michigan. In 1949, he went to work for the Rinshed-Mason Co. in Detroit and stayed through business mergers, finally retiring in 1990 from BASF after 41 years with the company.

CHINESE AIRMAN RECALLS WARTIME (continued)

His last assignment was a nine-month stint in Shanghai with his wife accompanying him. Instead of sending a team to negotiate a contract with the Shanghai Paint Co., they sent Lim Poy. He knew the language, making an interpreter unnecessary. While there, his wife acted as his stenographer and volunteered to teach at the Shanghai-American school.

He met his wife, Jessie, through friends and they have been married for 59 years. She graduated from Wayne State University with a bachelor's degree in home economics and a master's in education. She taught at Clawson Junior and High schools.

They belonged to the Four Seas Club in Detroit, helped students who came from China and were part of the group that founded the Chinese American Association. He was its third president. He also helped found the Chinese American AMVETS in 1959 and was its commander for six years.

In 2000, Lim Poy made a presentation at the Grosse Pointe War Memorial where the documentary "We Served With Pride," the story of the World War II Chinese American Veterans, was shown.

For the last 10 years, the Lim Poy family have been attending reunions with his bomber crew and their families at airfields across the U.S.

In November 2008, Poy took 15 members of his family to his crew member reunion in Tucson, Ariz.

"I really enjoyed my time in the service and met wonderful people, especially my B-24 bomber crew," Lim Poy said. "I wanted the rest of the family to know these people. Crew members became like family to me. We took care of each other, flew combat together and our whole crew came home in one piece together."

They flew 27 combat missions with 270 combat hours of flying.

Credit: Sharon Longman and The Oakland Press (Sterling Heights, Michigan)

Source: <https://www.theoaklandpress.com/2009/06/06/chinese-airman-recalls-wartime/>



George Lim Poy refers to the storyboard he presented at the Grosse Pointe War Memorial program, sharing the history of Chinese American AMVETS Post 85.

Source: The Oakland Press, 2009

These two photos below are from the 2008 380th Reunion, Tucson, Newsletter #37

Members of the Benson Crew attending:
L-R, Al Jansen (Gunner),
George Poy (Navigator),
Gail Stephenson
(Bombardier)



Poy Family, 2008



JAMES BANOS / MOODY'S CREW - 531ST SQUADRON



Dec 11, 2021

Here is my dad's memento from WW2.

James Banos was a father of 4 and a draftsman at Fort Monmouth (New Jersey) until he retired. He loved golf, home projects and art.

His crew did pretty well in the war, they shot down multiple enemy planes. He died in 2016 at age 92.

David Banos

Banos, James, 531st Squadron, Assistant Radio Operator/Gunner, Moody Crew (93)

Moody's crew flew over 30 missions in Australia and New Guinea, from January 1944 - November 1944



MOODY'S CREW (93)

Standing, L/R: Pilot, Frederick G. Moody; Co-Pilot, Arthur A. Chapman; Bombardier, Henry J. Cicciollo; Navigator, Thomas O. Callaway, Jr. Kneeling: Radio Operator, Norman Wachtel; Nose Gunner, James Banos; Gunner, Roger R. Douglas; Tail Gunner, Boyd W. Beatty; Engineer/Top Gunner, Jasper H. Hatfield

Source; BEST IN THE SOUTHWEST, Glenn R. Horton, Jr., page 282 (Travis Brasfield collection)

ANTHONY DINARDO - 531ST SQUADRON

During the war, Anthony ("Tony") DiNardo was a bombardier on the Blum Crew (91) in the 531st Squadron.

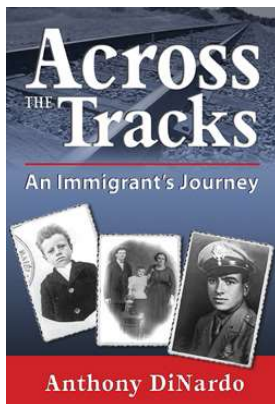
Here is the photo that Tony sent Barb Gotham in 2008 of the Blum Crew after the 100th mission of MALE CALL. He said this about this B-24: *"it was the oldest in the 380th. It was a "D" model with no nose turret, but some time before our crew flew her, a nose turret had been attached -- with the result that hydraulic fluid drips from the turret would drop onto the window below, thereby smudging the view of the Norden Bombsight. But she was a strong lady and took us back to home base 39 times!"*



Back row, L-R: Oswald Schoenemann, Radio-man; Woodward Ward, Engineer; Harry Blum, Pilot; Emmett Stanley, Tail Gunner; (a non-crew member gunner); Donald Grieb, Navigator; Z.B. Cruthers, Co-pilot. Front row: Braxton Raybon, Armor Gunner; (a non-crew member photographer); Robert Winters, Nose Gunner; Tony DiNardo, Bombardier

After the war, Tony returned to Pittsburgh and worked at the machine shop job he had prior to enlisting while pursuing an education. He and his wife Elly married in 1947. In the spring of 1949 he received his B.S. degree in chemistry from the University of Pittsburgh; he later earned a law degree from Duquesne University. In 1960 Tony and Elly and their four children moved to Boston where he took a position as personnel manager at Stop and Shop; he retired in 1986 as senior vice president.

Tony initiated his retirement years in York Harbor, Maine, and then settled in Bedford, New Hampshire for many years. He pursued his many interests and hobbies, most notably photography and writing. His cherished gallery of photographs reflect his extensive travel during and after his business career.



In his retirement, Tony found time to explore his love of writing. He wrote "Rogue's Pawn," a suspense novel set in Massachusetts and internationally. His memoir, "Across the Tracks: An Immigrant's Journey," was self-published in 2014, and recounts his family's immigrant story (he was born in Italy in 1924 and his family came to the U.S. when he was five) and discusses his training and experience as a bombardier and his optimism as he pursued his education and career.

Tony died on September 30, 2017, in Bedford, New Hampshire. He was predeceased by his beloved wife of 62 years, Elly, in 2010. He is survived by his daughters, Jan, Donna, and Nan, and his son, Mark; as well as nine grandchildren and eight great-grandchildren.

Continued on next page.

Both books are available from Amazon.



ANTHONY DINARDO - 531ST SQUADRON (continued)

His daughter, Jan McCarron, in a January 2022 email to Barb Gotham, said this about her father's memoirs (*Across the Tracks*, 2014):

"I flew out to Lincoln, Nebraska, with Dad to hand deliver the book to Harry Blum, the pilot commander of Male Call. Harry was in hospice at the time, passing away 6 weeks later. The local ABC news affiliate picked up on the story and interviewed Dad & Harry -- the human interest story ran on the news that night.

Also, that summer of 2014, Bob Winters (Nose Gunner) traveled from Ohio with his daughter to visit us in New Hampshire and pick up his copy of Dad's book. I was so moved by these men, the remaining crew of Male Call -- men that were barely twenty when they traveled halfway around the world to defend our country.

Dad became a bit of a local celebrity after that. Voted Man of the Year by the Bedford Women's Club, speaking at the local public library and interviewed by Bob Stevens of the Veterans Forum. The Forum series is produced in cooperation with the Library of Congress' Veterans History Project. The project goal is to collect, preserve and make available the personal accounts of American wartime veterans. [Read more about The Veterans' Forum below.]

I could go on and on sharing both achievements and escapades that I was able to participate in during those years up until my Dad's passing. We were lucky to have him for as long as we did."

Sources: Emails from Tony DiNardo and Jan McCarron, and these websites:

- <https://www.cabinet.com/news/bedford-news/2014/11/14/women-8217s-club-honors-veteran-dinardo/>
- <https://bedfordnhlibrary.org/library-events/2014/06/17/meet-author-anthony-dinardo>
- <https://www.legacy.com/us/obituaries/unionleader/name/anthony-dinardo-obituary?id=12066093>



Tony DiNardo & Harry Blum, 2014



Tony DiNardo & Bob Winters, 2014



Tony DiNardo being interviewed by WWII Seabee veteran Bob Stevens for The Veterans' Forum

THE VETERANS' FORUM

Bob Stevens, of Manchester, NH, served as a World War II Seabee, and is now working with the Library of Congress on its Veterans History Project. He has produced recorded programs he collectively calls The Veterans' Forum. Segments can be found online by searching online on youtube.com (search for "Bob Stevens"): <https://www.youtube.com/channel/UCbi2dCKwaLSEyAlq-H18YIA/playlists>

Bob's personal mission is to interview and record for posterity as many veterans, both men and women, as he possibly can, regardless of their branch of service, and whether it was in peace or war. To date he has recorded over 100 such interviews, and proven himself adept at eliciting the details of every veteran's personal story.

Source: <https://forumhome.org/the-veterans-forum-p22729-1.htm> (2015)

380th BOMB GROUP ASSOCIATION

2022 MEMBERSHIP REGISTRATION INFORMATION

New ____ Renewal ____ Date: _____

WWII Squadron (528th, 529th, 530th, 531st, Group, or RAAF) _____

Your Name _____ Spouse's Name: _____

Your Address: _____

City/State/Zip/Country _____

Home Phone _____ Cell Phone _____

E-mail _____

380th Duty (if known, e.g., Gunner, Crew Chief, Mechanic, etc.) _____

Please check the appropriate box(es):

To reduce printing and USPS mailing costs, we recommend you get your newsletter (PDF) by email:

☐ **380th Veteran**

☐ **Please send my FLYING CIRCUS newsletter by email**

☐ **380th Wing Member**

☐ **I'd prefer to receive a hard copy of the newsletter**

☐ **Family Member of 380th Veteran** Name of Veteran _____

Your relationship to veteran _____

☐ **Other** If other, please explain here why you wish to join the group _____

An annual donation of \$25 (or whatever amount your budget allows) payable to **380th Bomb Group Association** will help defray costs of newsletters, mailings and the website throughout the year. (Cash or checks only, no credit cards.) Please mail your donation and registration form to:

**Barbara Gotham
130 Colony Road
West Lafayette, IN 47906-1209 USA**

Cash or checks only, made payable to: 380th Bomb Group Association (no credit cards)

Note: If you have a PayPal account (recommended for our Australian and other overseas members), you can transfer your donation using the Send & Request Tab –

use Barbara Gotham's PayPal email account: bjgotham@gmail.com

If you send a donation by PayPal, you still need to send the completed form by mail (to address above) or email the information to 380th.ww2@gmail.com to get on the newsletter/reunion mailing list.

Join us on Facebook at: <https://www.facebook.com/groups/380th/>

380th Bomb Group Association
GEAR ORDER – as of 12 JANUARY 2022

PATCHES

(Mark on line # requested)

Squadron/Group patches:

\$10.00 ea. (used patches \$5.00 ea.)

Group: _____ 528th: _____

529th: _____ 530th: _____

Sorry, there are no 531st patches left (Donald Duck)



Group-6"x4-1/2"x528th-5"x5"



529th-5"x5"



*Limited supplies available.
 380th Members only
 530th-4-3/4"x4-3/4"*

Wings patches: \$3.00 ea.

Pilot: _____

Navigator: _____

Bombardier: _____

Gunner: _____

Air Crew Member: _____

Size: 3-1/8" x 1-1/4"



Pilot



Navigator



Air Crew



Bombardier



Gunner

REUNION PATCHES

NOW \$FREE Size: 4-1/8" x 3/4"

Tucson/2018: _____

Older: Year _____

Place: _____



RAAF wings patches:

\$3.00 ea. (limited supplies available)

These are the only ones left:

Bombardier: _____

Engineer: _____

Size: RAAF4-1/4" x 1-1/2"

Others: 3-1/2" x 1-1/4"



Tucson 1942-1999 patches:

FREE (only 6 left) _____



Size: 4-1/2" x 5"

CAPS, \$3.00 ea. (mesh, solid bill)

One size: _____ **(only 1 left)**



Used cap (1 only): \$FREE _____

Shoulder patches:

\$4.00 ea.

5th Air Force: _____

USAAF: _____

Size: 3" round



5th Air Force



USAAF

1981-2018

Commemorative

Reunion Patch

\$10.00 ea. _____

Size: 3-1/2"x5-1/2"



JACKETS (long sleeves)

Blue nylon, \$8.00 ea.

(NEW 2022 price)

These are the only sizes left:

Unlined: Small: _____

Lined: Small: _____

Lined: Large: _____



Back



Front

T-shirts (short sleeves)

Blue cotton/polyester,

\$3.00 ea. (NEW 2022 price)

Small: _____

Medium: _____ (only one left)

(Logo on shirt front only)



Front



Closeup of logo on front

PLEASE send email to 380th.ww2@gmail.com before submitting order to check on current availability of items. Limited quantities of items are in stock. Please check on possibility/availability of re-orders (e.g., clothing items will not be reordered unless more than 6 of any one out-of-stock item is ordered). Please allow 6-10 weeks for re-stocking and shipping of these items.

ADDITIONAL FUNDS FOR POSTAGE CHARGES ARE WELCOMED!

Name: _____ Email: _____

Address: _____

Phone: _____

Mail to: Barbara Gotham, 130 Colony Road, West Lafayette, IN 47906-1209 USA

Cash or checks only, made payable to: 380th Bomb Group Association (no credit cards)

If you have a PayPal account, PLEASE ADD \$2 to your order for PayPal transaction fee. You can transfer your payment using the

Send & Request Tab –PayPal email account: bjgotham@gmail.com –

(Note: You still need to mail or email the completed form in order to get the gear you want!)

OPERATION INHERENT RESOLVE FLAG



On 03 December 2021, this flag flew in support of Operation INHERENT RESOLVE on a KC-10 "Extender", of the 908th Expeditionary Air Refueling Squadron from Al Dhafra AB, U.A.E. This flag represents the commitment of the men and women of the Armed Forces, the Global War on Terrorism, and honors the thousands who died in the World Trade Center, the Pentagon, and the fields of Pennsylvania on September 11, 2001. Let all who look upon this flag be reminded of their accomplishments and steadfast devotion to protecting the freedoms our flag represents.

Joseph D. Phillips, Capt, USAF
Aircraft Commander

Valentin R. Garcia, 1 Lt., USAF
Co-Pilot

Matthew F. Coleman, Col, USAF
380 AEW Vice Commander

John L. Friel, SSgt, USAF
Flight Engineer

Trinidad A. Reyes, A1C, USAF
Boom Operator

To honor those who served at home and abroad. We will never forget September 11, 2001.

Matthew Coleman

What a surprise to receive your package yesterday [Dec 28, 2021] in the mail! It is my privilege and honor to accept the flag on behalf of the 380th Bomb Group Association.

Barbara Gotham


LUCKY - B-24D-65-CO, 42-40514



Latest 380th photo (LUCKY) added to the B-24 Best Web website:
http://www.b24bestweb.com/Pics-L-LUA-LUCKY_A.htm

And updated on the 380th website:
<http://380th.org/HISTORY/PARTV/Lucky.htm>



 NAME	TP	-	M#	SER	-	BLK	-	MF	SERIAL #	AF	BG	BS	SC	RCL/#	V#-P	PHOTO CREDITS
LUCKY	B	-	24	D	-	65	-	CO	42-40514	5	380	529	~	~	01-4	N/A

Starboard (Right) Side - USAAF 4th Air Depot Group - Townsville, Australia 1943

Send e-mail or pics to [B-24 Best Web Master](#) along with your questions or comments about this web site.
Copyright © 1997 [B-24 Best Web](#). Published on Veterans Day 11/11/97. Last modified: 30-Jan-2022

LUCKY was manufactured by Consolidated in San Diego and completed March 15, 1943. Her first flight was March 1, 1943. The aircraft left Hamilton Field, California, on her overseas flight to Amberly Field, Brisbane, Australia, on April 14, 1943, arriving there on April 19, 1943. She had a nose turret modification in Townsville.

LUCKY was assigned to the 529th Squadron at Manbulloo/Long Station. She flew 12 missions with the 380th.

Damaged in a landing accident, she was transferred to the RAAF in Darwin in November 1944. Unfortunately, LUCKY suffered engine failure enroute to Biak in November 1945; her remaining engines were salvaged and the hulk dumped at sea by the RAAF, officially condemned in Australia in 1946.


EMBARRASSED - B-24J-150-CO, 44-40189



Recently added photo of EMBARRASSED to the B-24 Best Web website:
<http://www.b24bestweb.com/embarrassed1.htm>

Also updated on the 380th website:
<http://380th.org/HISTORY/PARTV/Screamer-Embarrassed.htm>



 NAME	TP	-	M#	SER	-	BLK	-	MF	SERIAL #	AF	BG	BS	SC	RCL/#	V#-P	PHOTO CREDITS
EMBARRASSED	B	-	24	J	-	150	-	CO	44-40189	5	380	531	~	~	00-1	GEORGE HOLMES

Starboard (Right) Side - Was also named The SCREAMER

Contributor - [David L. Holmes](#)

My Grandfather, S/Sgt George Holmes, was a Cameraman with the 7th Combat Camera Unit.

Send e-mail or pics to [B-24 Best Web Master](#) along with your questions or comments about this web site.
Copyright © 1997 [B-24 Best Web](#). Published on Veterans Day 11/11/97. Last modified: 26-Nov-2021

This B-24 was originally named THE SCREAMER (there are no known photographs of her with this name). Manufactured in San Diego at Consolidated in March 1944, she flew from Fairfield, California on April 22, 1944, to Townsville, Australia, arriving there on April 26, 1944. Originally assigned to Long Strip with the 531st Squadron, she flew 55 missions in Australia and 46 in The Philippines. At the end of the war she was flown to Kingman, Arizona, where she was stricken off charge on November 1, 1945.



Source:
BEST IN THE
SOUTHWEST,
Glenn R. Horton, Jr.

YANK, THE ARMY WEEKLY

Yank, the Army Weekly was a weekly magazine published by the United States military during World War II.

History

The idea for the magazine came from Egbert White, who had worked on the newspaper Stars and Stripes during World War I. He proposed the idea to the Army in early 1942, and accepted a commission as lieutenant colonel. White was the overall commander, Major Franklin S. Forsberg was the business manager and Major Hartzell Spence was the first editor. White was removed from the Yank staff because of disagreements about articles which had appeared. Soon afterward, Spence was also assigned to other duties and Joe McCarthy became the editor.

The first issue was published with the cover date of June 17, 1942. The magazine was written by enlisted rank (EM) soldiers with a few officers as managers, and initially was made available only to the US Army overseas. By the fifth issue of July 15, 1942, it was made available to serving members within the US; however, it was never made available on the newsstands for public purchase. YANK's circulation exceeded 2.5 million in 41 countries with 21 editions.

The last issue was published on December 28, 1945. Joe McCarthy remained the editor of Yank until the official closure of the office on New Year's Eve 1945.

Trimmingham letter

The magazine's April 28, 1944 edition included a letter from a black corporal, Rupert Trimmingham, complaining that white German prisoners of war were being treated with more respect than black American soldiers. The reaction to the letter was strong and immediate. In a follow-up letter published 28 July 1944, Trimmingham said that he had received 287 letters, 183 from whites, supporting his position. The editors reported that Yank had received "a great number of comments from GIs, almost all of whom were outraged by the treatment given to the corporal."

Artists and photographers

Sketch artists such as Robert Greenhalgh, Victor Kalin and Howard Brodie worked on the magazine, which also featured the "G.I. Joe" cartoons by Dave Breger and the Sad Sack cartoons by Sgt. George Baker. The cartoons of Bil Keane of Family Circus were featured in "Yank," and artist and author Jack Coggins spent over two years with the publication, first in New York, then in London, producing illustrations and articles in more than 24 issues. John Bushemi was a photographer, who photographed the Pacific War and provided covers for Yank.

Source: https://en.wikipedia.org/wiki/Yank,_the_Army_Weekly

As mentioned, the YANK was circulated in 41 countries with 21 editions. Their overseas bureaus included: Britain-France, Italy-Southern France, Middle East, China-Burma-India, South Pacific, Central Pacific, Alaska, Panama, Puerto Rico, Bermuda, Brazil, Central Africa, Iceland, and Newfoundland.

380th personnel had access to YANK DOWN UNDER and later YANK FAR EAST (after their move to The Philippines). Our veterans and their families may have copies of these magazines brought back after their tour ended.

Barb Gotham received copies of these magazines from one of our members at one of our last reunions [Sorry, can't remember who it was so you can be given proper credit for the donation!]

The magazines she received cover 18 issues of YANK DOWN UNDER, dated from Nov 19, 1943 (Vol 1, #16) to Nov 17, 1944 (Vol 2, #16), and there are 4 issues of YANK FAR EAST, dated from Dec 22, 1944 (Vol 2, #21) to Jan 12, 1945 (Vol 2, #24).

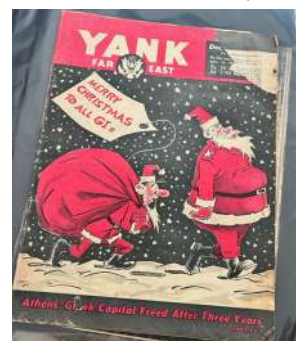
Here are covers of three issues, and a couple of stories from those issues follow on the next page, along with a story sent by one of our readers!



YANK DOWN UNDER, Nov 19, 1943



YANK DOWN UNDER, Nov 17, 1944



YANK FAR EAST, Dec 22, 1944

"YANK DOWN UNDER" ARTICLES

I ran across an issue of Yank Down Under in my father's papers. I thought the Flying Circus readers might enjoy this the commentary.

Joyce MacDonald (sent in 2008) - daughter, James Parker Benton, 530th, Asst Flt Engr, Gunner, Harkins Crew (38), TAPS 6/24/2007

YANK DOWN UNDER - JUNE 23, 1944 HO HUM MILK RUN

In the May 12 issue of YANK we of the heavy bomb group, formerly known as Colonel Miller's Flying Circus, noticed the article entitled "Two Bomber Outfits Start Feuding." After operating with both the Jolly Rogers and Ken's Men we are inclined to agree with Ken's Men that the Jolly Rogers are not the "Best damn heavy bombers in the world."

As you know, Colonel Miller's boys are from the Never-Never Land and probably it is because of that fact that no publicity comes our way. But what's the difference; we are no supermen nor can we vie for honors with comic-strip heroes. We fly without fighter cover, our short missions are longer than those flown in Guinea, and we take off (with maximum loads) and land on strips shorter and inferior to those utilized by the Jollies or the Kennys. Ho Hum, we never had it so good.

Once in a while we have some fun. We go down on an enemy airdrome and strafe. It may be an operative strip, makes no difference. Perhaps our bombs didn't hit (we are not infallible) and we may knock a few fighters out of commission before they come up to meet us. You see, we have no top cover.

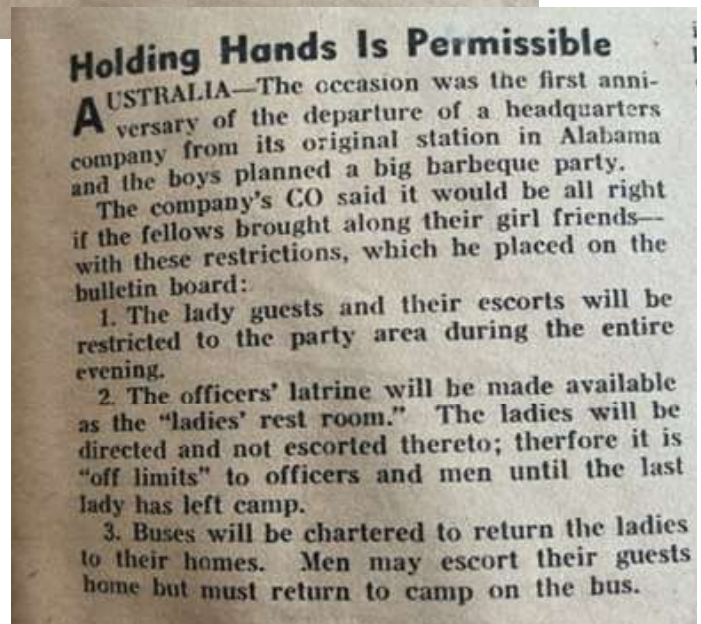
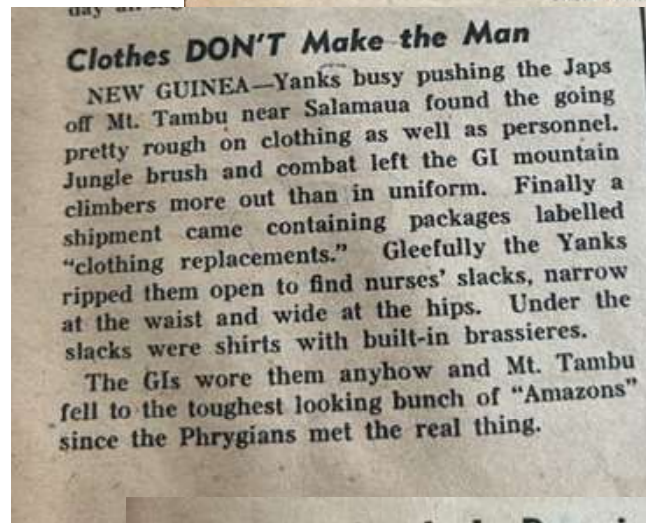
There's a rumor circulating in camp that sometime ago part of the Jolly Rogers were here. We here tell they received some kind of award for going over a particular target. That target is a good deal hotter now and we're required to go over it with fewer planes. Milk Run!

We are proud of one thing, however. We are proud of the formation we fly. It's very nice to see. ...

We have a lot to learn about combat flying, we admit. We'd like to have some of the Guinea heroes targets. We're eager to learn-send'em over.

Lt. E. H. Radius
Radius, Egbert H., 529th, Pilot, Blake's Crew

Newsletter #74 - March 2022



ARMAMENT SECTION STAFF PHOTOS - 530TH SQUADRON

These photos were part of Ted Williams' collection of photos that he received from Muril H. Moss, Aircraft Armorer in the Armament Section of the 530th ground crew. The identified men pictured were all aircraft armorers (classification 911), with the exception of Lloyd G. Siderius, who was an armament officer (4822). There were approximately 30 aircraft armorers in the 530th, of which 4 came in the original cadre (November 1942) and 17 during initial deployment (May 1943). The majority of these aircraft armorers were with the 530th until September 1945.



Back, L-R: Joseph A. Muccia, James L. Norton
Front, L-R: Muril H. Moss, Harry W. Murdock



Harry W. Murdock



Lloyd G. Siderius, Armament Officer



Home, Fenton Field, 1943



Above: James W. Nesbitt,
Nicholas Dzaik



Hair cutting time
Floyd Miner, Muril Moss (seated),
James L. Norton (barber)



Left: Floyd L. Miner,
washing his uniform

The men shown in this bottom row of aircraft photos were not identified by Moss/Williams.



FACT NOT FICTION FILMS

Feb 26, 2022

I hope you are well.

Our latest not for profit public information film, 'Finding Wilson', made to help raise awareness of PTSD and mental health in young adults, was recently in selected UK cinemas, currently in film festivals globally and will be a 2023 Academy Award contender.

This summer we are planning on filming a short drama film called 'Angel Fleet'. The film is an ambitious homage to all the lost aircrews.

If you could help us in anyway by donating, sharing the project with your friends etc... I would be very grateful.

I attach a sponsorship proposal with information about the 'Angel Fleet' and another short film we also plan to make this summer about lobular breast cancer.

The film website is at:
<https://www.angelfleetfilm.com/>

Kind regards
Captain Tristan Loraine BCAi
CEO/Producer
Fact Not Fiction Films
Phone: +44 1403 734550
Cell: +44 7968 213862
E: productions@factnotfiction-films.com
www.factnotfictionfilms.com



Fact Not Fiction Films is seeking corporate partners to be part of either of our two new exciting public information films.

'Angel Fleet' is an homage to all the lost aircrews. The film story is centered around an introvert 15-year-old daughter who struggles to come to terms with the tragic flying accident that killed her father. Our charity partner for the film is the B-17 Preservation Trust. They fly the last remaining B-17 bomber based in Europe.

'Eve' is a short film that seeks to raise awareness of lobular breast cancer. The film is about a mother with stage four breast cancer. She is a keen gardener and her 15-year-old daughter arranges an amazing surprise for her mother to show how much she loves her.

Both are dramas and both are planned to be filmed in the summer 2022.

Every year Fact Not Fiction Films seeks to make a not-for-profit public awareness film. By being a sponsor, you become part of an important public interest film. Whether you have an interest in helping increase awareness of cancer or pay tribute to former crews, we believe we have a package that would appeal to you and your business. Any unused donations will be given to our partner charities.

Angel Fleet Sponsorship:

- Glenn Miller Picnic Concert - (100 places only) - £100 donation
- Your name in the film end credits and also on the film website - £250 donation (or the name you wish to dedicate your donation to)
- Associate Film Producer Film Credit - (20 available only) - £1,000+ donation
- Executive Film Producer Credit - (10 available only) - £2,500+ donation

Eve Groves Sponsorship:

- Your name in the film end credits and also on the film website - £250 donation (or the name you wish to dedicate your donation to)
- Associate Film Producer Film Credit - (20 available only) - £1,000+ donation
- Executive Film Producer Credit - (10 available only) - £2,500+ donation

Project Manager:

Producer / Director – Tristan Loraine has produced more than 30 film and documentary productions for international broadcast. His last feature film, A Dark Reflection (2015) is said to be Britain's largest co-operative film shot on 35mm Fuji film. His documentaries 'Shady Lady' (2012), 'Everybody Flies' (2019) and 'American 965' (2020) were all Academy Award contenders. He has directed over 100 corporate films in the last 10 years.

'Shady Lady' tells the story of a 380th Bomb Group rescue in Australia.

Please contact Tristan if you are interested in supporting any of his films.

JAPANESE TRANSPORT PLANE SHOT DOWN BY 530TH SQUADRON

"They Never Got There"

8/31/1943 [press release date]

Carrying a group of Jap [sic] officials to Makassar, this Jap [sic] plane never reached its destination. The armed plane crashes in flames near Pomela, in the Celebes, after meeting up with an American Liberator. Captain Augustus V. Connery of East Providence, R.I., and S/Sgt. John W. Tackett of Los Angeles, Calif., sent the transport, which resembles a Douglas DC-3, to its doom. Shoot down date was 21 Aug 1943 and B-24 was Juarez Whistle. Credit: U.S. Signal Corps radiotelephoto-ACME.



From Glenn R. Horton, Jr.'s BEST IN THE SOUTHWEST, pp. 88-89:

21 August 1943

As Bill Miller entered the Gulf of Bone, on his inbound track, a rare Nakajima L2D Tabby transport popped out of a cloud in front of him. It startled the commander and the two Liberator crews trailing him. Miller, John Henschke and Gus Connery all wracked their planes around in hot pursuit of this Japanese copy of the American DC-3/C-47. Connery bolted ahead in 42-40496 Juarez Whistle and closed for a quick kill before the other two B-24s could join the attack. From his advantageous position, the top turret gunner, S/Sgt John Tackett, fired 200 rounds at point blank range, igniting the hapless plane's left wing and engine. It fell to the ocean surface like a discarded torch, killing all aboard. Surprised, but very pleased with this unexpected turn of events, Connery rejoined Miller and Henschke as they proceeded onward to Pomelaa. The brief clash was over in less than three minutes.



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. To read more, see Newsletter #61, p. 10, <http://380th.org/NEWS/News61-web.pdf>

Additional information can be found on this Pacific Wrecks page: <https://pacificwrecks.com/aircraft/l2d/bono.html>

AVOID COVID-19 SCAMS

Have you gotten robocalls, text messages, or emails offering COVID-19 tests in exchange for your Medicare Number? Be careful! Scammers are selling fake and unauthorized at-home COVID-19 test kits in exchange for your personal or medical information. Do not give out your Medicare Number for COVID-19 test kits!

Make sure to purchase FDA-approved COVID-19 test kits from legitimate providers. Over-the-counter or at-home tests are available for sale around the U.S. at many reputable and trustworthy retailers and pharmacies.

Remember, each household in the U.S. can also have four free COVID-19 at-home tests shipped directly to their home at no cost. Visit COVIDtests.gov to order tests or learn more about testing.

If you suspect fraud, call 1-800-MEDICARE to report it.

BOMBER DROPS LIQUOR & EGGS ON ADELAIDE

News (Adelaide, SA), Tuesday 22 August 1944, page 1

Bomber Drops Liquor & Eggs on Adelaide

Residents of West Parkway, Colonel Light Gardens, were showered with champagne, sparkling burgundy, beer, coca-cola, eggs, and oranges about 8 a.m. today.

The shower came in crates and bottles accidentally dropped from a big, low-flying American bomber. Part of a bomb-bay also dropped. The crates and bottles smashed holes in roofs of houses, ripped gaps in fences, and gave residents a nasty fright.

Several children had narrow escapes from injury, but no one was hurt.

Narrow Escapes

The general feeling in the district after the excitement had died down was disappointment that so much good liquor was wasted.

Two bottles of champagne were reported to have survived the fall, but they could not be located.

At the home of Mr. H.A. Pittard, of 98 West Parkway, one bottle of coca-cola smashed through the bathroom window, showered six-year-old Marlene Kingdon, Mr. Pittard's grand-daughter, with the drink--but did not hurt her.

John Kingdon, 21 months, was in the back yard when a crate of beer hit a lemon tree, took 6 ft out of the fence on its way through to Mrs. L.F. McDonald's yard. John ran inside looking for his mother, and then began to cry.

Mrs. McDonald, who was recently returned from hospital, was in bed when a carton of coca-cola crashed through her back verandah roof. That, with the roar of the plane, a four-engined Liberator, convinced her that the plane had crashed in the back yard.

Mr. Ryan, the man who collected the unbroken coca-cola, was in his yard, painting a chair, when he heard the roar of the approaching bomber, and saw it appear over the roofs to the north.

Then he saw objects falling from it as it flew at a height of about 150 ft.

He dashed into his garage for protection, realized that Mary, his six-year-old daughter, was still outside, ran back to get her.

By this time the plane had passed over their house, and three cartons of coca-cola had landed in the backyard. Mary was crying but unhurt.

National Library of Australia, <http://nla.gov.au/nla-news-article127050247>

News (Adelaide, SA), Wednesday, 6 September 1944, page 6

BOMBER INCIDENT REPORT

Plane Part "Faulty"

Failure of a rack in the bomb bay caused the shower of champagne, sparkling burgundy, beer, coca-cola, eggs, and oranges from a low-flying U.S. Liberator on to a number of houses in Colonel Light Gardens on August 22.

This was announced by a U.S. Army spokesman today following the completion of an official inquiry into the accident.

He said that the accident was caused by the development of a weakness in a non-standard rack which was fitted in the bomb bay.

The rack had been adapted so that the Liberator could carry supplies instead of bombs, and when it failed portion of the cargo fell out and burst through the bomb-bay doors, tearing one off.

"NOT JETTISONED"

All planes were carefully inspected before they were allowed to take off, but there was a hidden weakness in this case which had caused the cargo to fall.

It had been established positively that the supplies had not been purposely jettisoned, said the spokesman.

After he took off on a flight with supplies for U.S. troops, the pilot experienced minor trouble with the motors and was turning to go back to the aerodrome which he had left shortly before the accident.

People whose property had been damaged had been interviewed by U.S. Army representatives with a view in settling the costs. Total damage would probably not amount to more than £30.

The happening had been purely accidental. It was regretted that it had happened, and steps had been taken to see that there would be no repetition.

National Library of Australia, <http://nla.gov.au/nla.news-article127048759>



528th - Gladstone, Roland A., Radio Operator, Grindle's Crew, DOD September 29, 2021, Morton Grove, Illinois, returned newsletter

528th - Graham, Solon L., Pilot, Hill's Crew, DOD July 21, 2019, Clarksburg, Ohio, reported by his sons, Paul and David Graham

528th - Graham, Verlla, Widow of Solon L. Graham, DOD August 2, 2021, Clarksburg, Ohio, reported by her son, David Graham

529th - Horton, Gary L., co-author of KING OF THE HEAVIES, Editor, BEST IN THE SOUTHWEST, son of Glenn R. Horton, Aircraft Commander, Horton's Crew (34), DOD October 12, 2021, Inver Grove Heights, Minnesota, reported by his twin brother, Glenn R. Horton, Jr.

529th - Jones, Granvil T. ("Tom"), Waist Gunner/Assistant Radio Operator, Morabito's Crew (41), DOD December 26, 2007, Indianapolis, Indiana, reported by his son, Gerald K. Jones



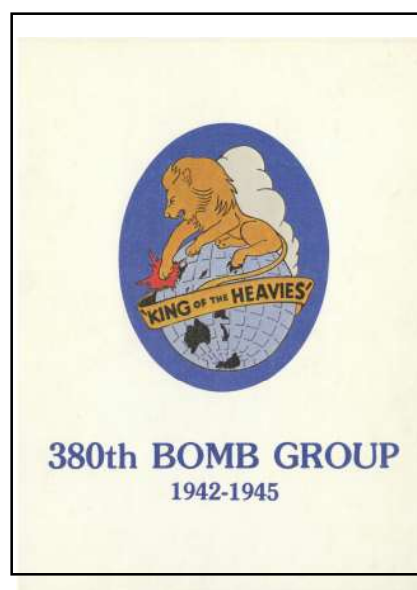
Solon Graham

529th - Jones, Etwell, Widow of Granvil T. Jones, DOD May 26, 2020, Indianapolis, Indiana, reported by her son, Gerald K. Jones

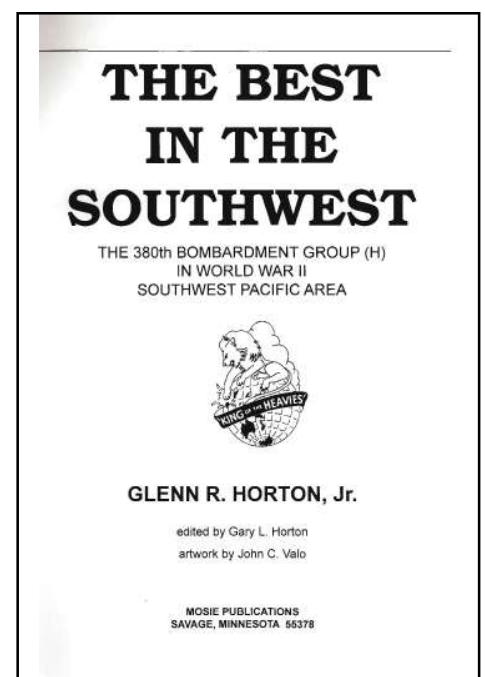
530th - Chapman, Jr., Ralph W., Gunner, Hedges' Crew, DOD September 19, 2020, Cambridge, Massachusetts, reported by his granddaughter's husband, Ashley Underwood

531st - Banos, James, Assistant Radio Operator/Gunner, Moody's Crew (93), DOD May 28, 2016, Long Branch, New Jersey, reported by his son, David Banos

531st - DiNardo, Anthony, Bombardier, Blum's Crew (91), DOD September 30, 2017, Bedford, New Hampshire, reported by his loving daughter, Jan McCarron



Outside cover,
King of the Heavies



NOTICES

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 in "How to Report TAPS").

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.

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

NOTE: IF YOU CHANGE YOUR EMAIL ADDRESS, PLEASE BE SURE TO SEND NOTICE OF YOUR NEW EMAIL ADDRESS.

The membership/donation form is provided in this issue, but you can also use one from an earlier issue, or download a copy from the 380th website at:

<http://380th.org/2022Member-form.pdf>

PAST ISSUES OF THE NEWSLETTERS CAN BE FOUND on our website at:

<http://380th.org/NEWS/News.html#Newsletters>

Issues 1-58 are in HTML format (December 1999-November 2015). PDF versions are available of all issues.

Got an idea for a story? Send email to 380th.ww2@gmail.com or mail to Barb Gotham at the USPS address shown below.

Looking for a gift for that special someone? Please consider 380th gear! Check out the order form in this issue and on our website at: <http://380th.org/Gear2022-January.pdf>

HOW TO REPORT TAPS

Please write to:

Barbara Gotham
380th Bomb Group Association
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>

FACEBOOK

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

To post obituaries and memorials, please use our
In Memoriam FB page:
<https://www.facebook.com/groups/1686408651610839/>



*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.