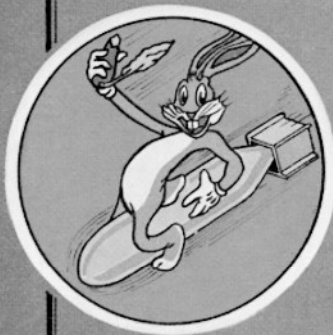


380TH BOMB GROUP



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

Francis Johnston



The 380th Bomb Group Association

5th AF -- RAAF

Affectionately Known As

The Flying Circus

NEWSLETTER #75

JULY 2022

Remembering Every Fallen 380th Veteran-Stories Behind the Stars Project
Richard W. Schow - 529th

George V. Painter and Donald J. Mullen - 528th

Liberty Ships

U.S. Army Transport Ship "Maui"

19th Bombardment Group, WWII

FOIL PROOF MARY - Forced Landing of B-24J Liberator on Croker Island,
5 February 1944

McDowell Crew - 531st
1947 Inquiry into 1943 Crash (McDowell Crew)

United Service Organizations (USO) in WWII

Aviation Accidents Archives: Bureau of Aircraft Accidents Archives, U.S.
National Archives, Australian Transport Safety Bureau

Updates from Previous Stories

Why the 530th and 531st Patches Are No Longer Available

380th B-24 Website Update: B-24D-90-CO, 42-40683

B-24D-65-CO, 42-40525 - TOUGHY

528th Early Days Memories

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](http://380th.org/2022member-form.pdf)

Gear order form:

[http://380th.org/Gear2022-
January.pdf](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/](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.

REMEMBERING EVERY FALLEN 380TH VETERAN - STORIES BEHIND THE STARS

Thousands of men who served in the 380th Bombardment Group returned home to live full lives, but about 400 did not survive the war.

Among those fallen was Staff Sergeant Richard W. Schow from Salt Lake City, Utah, who served on B-24 #44-40891, nicknamed SQUAW PEAK. The plane was lost on a mission to Formosa on 15 April 1945.

SSG Schow was just one of 2,100 Utahns who lost their lives in World War II. Now, thanks to the efforts of volunteers with the non profit initiative Stories Behind the Stars, every one of these fallen has a story that can be read for free at their graves and memorials. This is SSG Schow's story: <https://www.fold3.com/memorial/85048269/richard-w-schow/stories>).

Stories Behind the Stars volunteers completed this Utah pilot project in 2020, the first time all the WWII fallen from one state were memorialized in one central database. In 2021 they completed the stories of all the 2,502 Americans who died in Normandy on D-Day and the stories of all 2,341 Pearl Harbor fallen.

Stories Behind the Stars volunteers are currently researching and writing stories about the 8,000 WWII fallen buried at Arlington National Cemetery.

Overall the project has completed more than 17,000 stories.

The goal is to have a story for ALL of the 421,000 US World War II fallen completed by September 2, 2025, the 80th anniversary of the end of World War II.

This ambitious project has attracted a lot of attention – more than 100 news stories, including coverage by Fox News host Martha MacCallum, MSN, and The Washington Post.

Stories Behind the Stars appreciates the assistance provided by Ancestry.com, MyHeritage.com, FamilySearch.org, Friends of the National World War II Memorial, Arlington National Cemetery, The National D-Day Memorial, The Medal of Honor Historical Society of the United States, Wreaths Across America, JustServe.org, BillionGraves, and Together We Served.

Most of all, thanks is due to the hundreds of volunteers from all 50 states and more than a dozen other countries who are writing stories of the fallen. Many more volunteers are needed to help write the stories of the remaining 404,000 fallen, including all those

who died while serving with the 380th Bombardment Group.

Those associated with the 380th Bombardment Group may be interested in helping to join this project so each of the heroes from the Flying Circus are remembered, just like SSG Schow. With enough participation all these stories could be done in a few months. So far no Bombardment Group has done stories of all their fallen. The Flying Circus could lead the way and be the first.

Stories Behind the Stars provides free training material and it only takes on average 2-3 hours to write a story that will be permanently available at grave sites and memorials.

To find out more, visit www.storiesbehindthestars.org or email founder and director Don Milne at don@storiesbehindthtestars.org

RICHARD W. SCHOW - 529TH

Richard W. Schow, 529th Squadron, 19173030, Photographer with various crews

Schow was with Francis V. See's crew (40) on 15 April 1945 when B-24J-180-CO #44-40801, SQUAW PEAK, went down over Shinshoshi Airfield, on the island of Formosa (now Taiwan) after being hit by the bomb load from the lead 531st plane above them. The accident happened when the 531st went around for a second bomb run and dropped on the incoming 529th formation. The men bailed out, but several fell to their deaths when fire destroyed their chutes; Schow was one of those who fell to his death. He was 19 years old at the time. The rest of See's crew were taken as prisoners of war and survived their imprisonment.

Staff Sergeant Schow's body was recovered and buried overseas. His remains were returned on the *USAT Sinnet* to the United States 16 April 1949 for reinterment in his home city of Salt Lake City.

Sources: Glenn R. Horton, Jr.'s, BEST IN THE SOUTHWEST, Appendix II.
<https://www.fold3.com/memorial/85048269/richard-w-schow/stories>

FUTURE BROTHERS-IN-LAW: GEORGE V. PAINTER AND DONALD J. MULLEN

George V. Painter, 528th Squadron, Ground Staff, Ordnance

Donald J. Mullen, 528th Squadron, Ground Staff, Ordnance

A previous entry in Newsletter #18, March 2004, introduced us to George and Don. Here's the story from that issue as told by Edward Painter, George's son:

"Don and Dad shared a tent and one day Dad walked in to find Don reading a letter from his sister; she had also sent a picture of herself which was laying on the bed. Dad picked it up and asked Don who it was. Don told him it was his sister. Dad then said, 'I think I'll marry her.' Don said, 'Like hell you will.' Well, needless to say it did happen, Mom and Dad had been married 52 years when Dad passed, with a daughter and three sons."

This issue will go into more about George and Don's friendship, military service, and George and Betty's eventual meeting and marriage (excerpts from George's memoirs).

George Painter's enlistment was 31 May 1940 and his discharge date was 9 October 1944. He was a munitions worker handling and issuing munitions, loading bombs, salvaged ammunition, unloaded trains and trucks.

He trained first at Langley Field VA (in Ordnance), then McDill Field in Tampa FL (more training, learned to drive a 1-1/2 ton truck, and worked at the bomb dump).

[At present, the company that George and Don was assigned to after training is unknown. It is possible they were with the 19th Bomb Group and 43rd BG, since information about these groups align with George's narrative. See more about the 19th BG later in this issue.]

After training, Painter was sent to a base in New Orleans LA, where he was first assigned to driving a truck at the base, but was soon put in charge of the bomb dump. Within a week after war was declared, his company was split up and he was sent to Savannah GA (Don Mullen remained in New Orleans).

In Savannah Painter loaded bombs that he had fused onto planes that flew anti-submarine coastal patrol. A short time later the company returned to New Orleans to join the remainder of their company. They then traveled by train to San Francisco CA; by this time, he had been reunited with Don Mullen, with whom Painter only had a passing acquaintance at the time. From San Francisco they caught a boat to Angel Island where they boarded the troop transport, USAT Maui, setting sail on 12 February 1942 to an unknown destination.

The group arrived at Brisbane, Australia, on 6 March 1942. They left Brisbane by train and went up the coast to Cloncurry. At the airport at Cloncurry they serviced planes of the 19th Bomb Group that had been chased out of The Philippines. In Painter's memoirs, he says: "Cloncurry was a



Left, George Painter, Don Mullen on right

**Photos from
George Painter's
and Don Mullen's
family collections**



Don Mullen



terrible place to be. Hot, dusty and fly-filled. The flies were so bad they would get into your ears, nose and eyes."

When the group left Cloncurry by train, they had 50 caliber machine guns mounted on the trucks and equipment because the Japanese had bombed Townsville where they were headed. At Townsville they turned north to Cairns (Queensland), a mountainous area, and on to Mareeba.

Mullen was wounded at Mareeba when he was taking a damaged nose fuse to the armament tent to see if all the explosive had been removed. When he set the fuse on the table, it exploded. It split Don's hand open between the thumb and forefinger, leaving over 30 pieces of shrapnel in the hand. The wound was too ragged to suture so it was put in a cast.

The group remained at Mareeba for some time loading B-17s for bombing New Guinea and Japanese shipping.

GEORGE V. PAINTER AND DONALD J. MULLEN (continued)

The group left Mareeba, by way of Townsville, on a Liberty ship to go to New Guinea. It took three days to reach their destination. There they again worked at the bomb dump.

The next few pages are excerpted from George Painter's memoirs and includes photos from his collection, sent by his son, Edward Painter.

Painter's memoirs:

"Quartermaster Corps unloaded bombs from ships and brought them to our dump on 2-1/2 ton trucks. We told the drivers to go fast backwards, stop suddenly, and let the bombs roll off the truck. They weighed 500 lbs and 1000 lbs. The drivers, every one of them, were fearful of the bombs exploding so we got behind the wheels of the trucks and drove them ourselves. One hundred pound bombs came in a steel crate and had to be unloaded and stacked by hand. Our camp was on a hill between two air-strips and the bomb dump. There was a huge lumber pile at seven-mile strip. Tokyo Rose came on the radio and said the Japanese would turn the lumber pile in to a stack of splinters. We moved the dump closer to Jackson Strip so that the planes could be loaded faster.

"During the rainy season the grass grew ten feet tall and the season lasted three months. We had a new outfit of Engineers who worked on roads and set a fire break through the high grass around the bomb dump. There was a yellow alert meaning the Japanese were on the other side of the Owen-Stanley Range. At the alert all the planes, fighters, bombers and transports were ordered to take off. The fighters and bombers went out over the ocean. Transports were sent to the passes in the Owen-Stanley Range. These plans were in keeping with the normal habits of the Japanese bombing raids. However, they switched plans and came across the mountain range instead of around them.

"The company commander called the bomb dump to say we had a red alert and get everyone back to camp. I sent the men to camp and went out to get the man who was cutting the fire break. He said his orders were to cut the fire break. I told him my orders are for you to get back to camp and to get on the waiting truck. At that he complied and we returned to camp. After returning he was sitting on the ground and I was standing beside him. We could hear the roar of plane engines. I spotted the Japanese planes, and exclaimed, "There they are!" When I looked down the Engineer was gone. Although I hadn't seen him leave, he had taken off for a safer place.

"There were 105 Japanese planes, 45 bombers and 60 Zeros. They shot down several of the transports in the

passes and hit every plane that was on the ground and hadn't been able to get off the ground or were in for repairs. Our fighters had been called back but by then the Japanese had finished their bombing. Ack-ack fired at the Japanese hit one twin-engine bombers, setting one of its engines on fire. It left the formation and started back over the mountain range. A P-39 came down from above and shot him down. When the enemy went back, fighters at Buna attacked and shot down many of them with a loss to the Japanese of about one half of them. We had to supply the planes at Buna with bombs and ammunition by flying the items over the Owen-Stanley range. I went on one trip with a load of ammunition on a C-47. Upon arrival at Buna we were cautioned to take great care because there were Japanese snipers around. We never came across any."

380TH BOMB GROUP:

"We received word of a new bomb group coming to northern Australia and volunteers were requested to go and help train these men. Some of them had been in service only six months. I was one picked to go and so was Don, my future brother-in-law. Everybody volunteered. We were told we would all get a promotion, one grade, possibly two. On arrival Don and I were assigned to the 528th Bomb Squadron of the 380th Bomb Group.

"There was a mission going using Aussie bombs which had a detonator so sensitive the heat of your hand could set them off. It was about the size of a pencil with a little round head on one end. You held it by this little head to put it in the bomb before the fuse went in. It had to be held between



Above: Uncaptioned photo, presumed to be while at 380th based on the fact that both Painter and Mullen are in the photo; Mullen is far right in white t-shirt near truck, and Painter is lower left kneeling (with hat on).

GEORGE V. PAINTER AND DONALD J. MULLEN (continued)

two fingers and one had to be careful not to scratch it when it was going in. Don and I told the Lieutenant we would fuse one plane load of bombs to show the new men how it was done. One of our bombs was a cluster of thermite bombs. Some of the clusters were damaged in shipping and could not be used. We used them to heat water with which to wash our clothes.

"After some weeks all the guys except Don and I were transferred to other Squadrons. When the B-24s arrived Don and I started digging a fox-hole. Everyone told us we were crazy because the Japanese had never bombed there. We answered that until the B-24s arrived they had had no reason to bomb there. Sure enough, they came out at night and bombed us but it was so dark they couldn't see well enough. Half the camp was soon out digging fox-holes while Don and I laughed.

"In returning to Fenton Field, I flew in Captain Miller's plane. He used to take our beer up in the plane to a higher altitude so it would get cold. During this trip I was in the top turret, the highest man in the formation. He took us over Darwin and back to Fenton Field.

"While at Fenton Field we used to cut across the field on the other side of the strip. We had heard we would soon be relieved of duty to go home. Some of the fellows in the other Squadrons, the higher ranking N.C.O.s, took a reduction in grades so that the fellows going home could be promoted.

"It was while we were at Fenton Field that I was picked to be on the Guard-of-Honor for the Governor General of Australia. His name and title was Lord Gowrie, personal representative of the King of England. He was addressed as "Your Excellency." We stood at Present Arms and then were inspected by him. Lord Gowrie was an old soldier and holder of the Victoria Cross which was equal to our own Medal of Honor, it being the highest honor of the British Empire.

"A little later we were moved to about 100 miles from Darwin. At this base orders came in relieving Don and me from all duties. The next day the Lieutenant asked me to pick out a location for the bomb dump. I told him I would go along but to remember that I had been relieved of all duties. He asked for my recommendation for a replacement to be in charge of the section I was leaving. Sergeant Lehmkuhl, an outstanding man, was my choice.

"Don and I took the first available transportation, a plane to Brisbane, to begin our journey home. There we boarded a Navy transport to San Francisco and on to Angel Island where there was an Army Base.

[Don and George arrived back in the US 26 Sept 1944.]

"Our next stop was Chicago, where Don and I split up; he going home to Columbus [Ohio] and I to Steubenville [Ohio], where I had arranged to meet his sister and go on to my home in Pennsylvania.

"Betty had sent a telegram letting me know that she would arrive at Steubenville on October 3rd. Through some mix-up in the message I expected her on the 2nd. Betty has a special devotion to St. Teresa whose feast-day was October 3rd. She claims the saint had something positive to do with the fact that we met on October 3rd. Since I expected her the day before, I got somewhat impatient waiting around the hotel lobby, playing pin-ball machines. I even thought of leaving thinking I'd been stood up. Finally, the desk clerk told me the girl I'd been waiting for had arrived and just gotten into the elevator.

"I waited a while before going up to her room. In the interim she had put her hair up in curlers, so that when I knocked on her door, she made me wait in the hall until she'd combed her hair. Betty says one of the first things I said to her was, "My mother is going to like you!" Taken aback, she asked, "And what about you?" I knew right away she would be the girl I'd marry.

"Next day we took a bus to Apollo, Pennsylvania, where my family lived. Betty tells me she has fond memories of seeing how excited I became as the bus moved into territory familiar to me. I leaned forward in my seat to call out this place and then another. It was obvious the other people on the bus shared my joy. I was one of the first group of soldiers to return to the States and people stared at my uniform and the ribbons, often smiling.

"When we arrived at my parents' home Betty tells me once inside the door I dropped the suitcases, forgot she existed, and called out to my mother. She also tells me my reunion with my mother remains one of her cherished memories. Dad was working at the steel mill and I went there to meet him. I had two sisters at home and a married one who lived close by. After this visit I went to Columbus with Betty to meet her family.

"I had thirty days leave after which I was sent to Atlantic City, New Jersey. We were put up in hotels and treated like kings. There was maid service, open snack bars twice a day, and great food. While here we went through a mental and physical examination.

GEORGE V. PAINTER AND DONALD J. MULLEN (continued)

"We were told we could have our choice of any base in the United States to be transferred to. One fellow whose home was in Washington, D.C., apparently wise to the ways of the Army, asked for March Field CA. He was sent to Bolling Field at Washington, D.C. I wasn't as wise and asked for Lockbourne Air Force Base in Columbus, where Betty lived. I ended up at Hensley Field, Dallas, Texas.

"On arrival at our new post I discovered there was no work in my line, Ordnance. I was put in charge of the base gas station. I went to the base Commander to ask for a transfer. He told me the only place he could send me would be Kelly Field, Texas, where Master Sergeants were chasing birds out of trees so they would not make doo-doo on the General's grass. I quickly agreed I would be better off running the gas station.

"In Columbus Betty was working at Ranco, a factory that made oil pressure gauges for night fighters and part of the secretive Norden bomb sight. When I was unable to get a leave, I asked her to come to Texas so we could marry. She wanted to wait until June but my coaxing paid off and she came to Dallas about the end of January 1945. We were married at St. Rose's Cathedral about 7:30 in the evening of February 3rd. Betty and I moved into a small motel that had been built primarily for the influx of soldiers to the area.

"When we learned that the end of the war with Japan was close to an end, we listened to the radio continually, anxious for the news. It was a tremendous relief we would be going home.

"I was discharged from the Army at Camp Atterbury, Indiana.

"Betty and I decided to make our home in Columbus."

Ed Painter fills us in on their lives after the war.

After Dad moved to Columbus he got a job at Owens Illinois glass factory. They manufactured television picture tubes for various television manufacturers. Don also worked there as a security guard. I know both Dad and Don stayed there until they retired. Don and his family lived on the south side of Columbus and we lived on the north side; however, there was probably never more than 20 miles separating the two families. Something I never thought about until now is that Don had three sons and a daughter, while I and my siblings were three sons and a daughter.

Don and his wife and Mom and Dad are buried side by side at St. Joseph Cemetery just south of Columbus.

One of Don's sons, Tom, served in the Marines in communications in Vietnam. I served in the Army in communications being stationed in Germany, Tom and I didn't know until years later that we basically did the same job in the military.

George Painter, born on January 3, 1922, died on August 1, 1997. Betty died July 13, 2012.

Don Mullen, born August 7, 1918, died on January 25, 1982. Don and his wife, Imogene, were married in Columbus on January 15, 1949. Imogene died January 26, 2005.



George and Betty's wedding photo; their original wedding rings are enclosed in the frame



Don and Imogene's wedding photo



Don
Mullen

Photos from George Painter's and Don Mullen's family collections



WITH OUR DEFENDERS

APOLLO COMMITTEE U. S. O.

MRS. LYNN J. HEMPHILL, Editor



Sgt. Painter on Guard of Honor for Governor of Australia

Following is a homey letter from Staff Sergeant George V. Painter to his mother, Mrs. M. S. Painter of North Apollo.

Aug. 16, 1943-

Dearest Mother:

I received your letter yesterday mailed the last of July so you can see it made pretty good time. I am in good health but not any too happy as you can imagine.

I had a letter from Ruth the other day and in it was "Skinny's" address so that very night I wrote to him but so far I haven't gotten around to answering Ruth's letter.

There is a boy here in the tent that has been in my outfit ever since we were in New Orleans. He has a very good looking sister twenty years of age. I wrote to her a while back and yesterday I had an eight page letter plus two snapshots she wrote a very nice letter and in it said she would write a letter to me once a week. I believe it will turn out to be an excellent friendship for she wrote a marvelous letter.

I had another great experience the other day when I was on the guard of honor for the governor-general of Australia. His name and title was

Lord Gowrie and he happens to be the personal representative of the King of England. When speaking to the governor, one addresses him as Your Excellency. Thank goodness I didn't have to talk to him or I would surely have made a mistake. We stood at present arms and after that we were inspected by Lord Gowrie.

Lord Gowrie is an old soldier and holder of the Victoria Cross which is equal to our own congressional medal of honor. The Victoria Cross being the highest honor of the British Empire.

There are some Apollo boys over here somewhere but none around here where I am. I had a letter from Bill Litz the other day. He is running around somewhere in England with bars on his shoulders. I sure was glad to hear from him. The letter that I wrote to him caught up with him just before he sailed.

Well, mother, I can't seem to think of anything else I would be allowed to say so I'll close for now.

All my love

Bud

S/Sgt. George V. Painter 7025851, APO 921 c/o P. M., San Francisco, Calif.



Regarding what group Painter and Mullen were with prior to joining the 380th, historian Bob Livingstone offers this insight:

Whether these guys were actually enrolled as members of the 19th BG or whether they were part of a HQ unit or maybe an engineer or ordinance unit I can't say, but since the 19th BG was reorganised from the remnants of itself and the 7th BG on 14 March 1942, eight days after Painter & Mullin arrived, it seems very likely that they were either recruited into or attached to the 19th. The 19th was officially withdrawn from Australia on 16 November though some personnel remained and went to the 43rd BG. The 19th and 43rd flew together (a number of the new B-17s sent to Australia went to the 435th BS) from the beginning of August until the 19th left so it's pretty obvious the ground staff would have just been transferred into the 43rd at Mareeba. I'd suggest their progression from 19th to 43rd to 380th.



Above news article and photos were submitted by Ed Painter

LIBERTY SHIPS

Liberty ships were a class of cargo ship built in the United States during World War II under the Emergency Shipbuilding Program. Though British in concept, the design was adopted by the United States for its simple, low-cost construction. Mass-produced on an unprecedented scale, the Liberty ship came to symbolize U.S. wartime industrial output.

The class was developed to meet British orders for transports to replace ships that had been lost. Eighteen American shipyards built 2,710 Liberty ships between 1941 and 1945 (an average of three ships every two days), easily the largest number of ships ever produced to a single design.

Their production mirrored (albeit on a much larger scale) the manufacture of "Hog Islander" and similar standardized ship types during World War I. The immensity of the effort, the number of ships built, the role of female workers in their construction, and the survival of some far longer than their original five-year design life combine to make them the subject of much continued interest.

Use as troopships

In September 1943 strategic plans and shortage of more suitable hulls required that Liberty ships be pressed into emergency use as troop transports with about 225 eventually converted for this purpose. The first general conversions were hastily undertaken by the War Shipping Administration (WSA) so that the ships could join convoys on the way to North Africa for Operation Torch. Even earlier the Southwest Pacific Area command's U.S. Army Services of Supply had converted at least one, William Ellery Channing, in Australia into an assault troop carrier with landing craft (LCIs and LCVs) and troops with the ship being reconverted for cargo after the Navy was given exclusive responsibility for amphibious assault operations. Others in the Southwest Pacific were turned into makeshift troop transports for New Guinea operations by installing

field kitchens on deck, latrines aft between #4 and #5 hatch- es flushed by hoses attached to fire hydrants and about 900 troops sleeping on deck or in 'tween deck spaces. While most of the Liberty ships converted were intended to carry no more than 550 troops, thirty-three were converted to transport 1,600 on shorter voyages from mainland U.S. ports to Alaska, Hawaii and the Caribbean.

The issue of hull cracks caused concern with the United States Coast Guard, which recommended that Liberty ships be withdrawn from troop carrying in February 1944 although military commitments required their continued use. The more direct problem was the general unsuitability of the ships as troop transports, particularly with the hasty conversions in 1943, that generated considerable complaints regarding poor mess, food and water storage, sanitation, heating / ventilation and a lack of medical facilities. After the Allied victory in North Africa, about 250 Liberty ships were engaged in transporting prisoners of war to the United States. By November 1943 the Army's Chief of Transportation and WSA, whose agents operated the ships, reached agreement on improvements, but operational requirements forced an increase of the maximum number of troops transported in a Liberty from 350 to 500. The increase in production of more suitable vessels did allow for returning the hastily converted Liberty ships to cargo-only operations by May 1944. Despite complaints, reservations, Navy requesting its



SS John W. Brown, one of four surviving Liberty ships, photographed in 2000

personnel not travel aboard Liberty troopers and even Senate comment, the military necessities required use of the ships. The number of troops was increased to 550 on 200 Liberty ships for redeployment to the Pacific. The need for the troopship conversions persisted into the immediate postwar period in order to return troops from overseas as quickly as possible.

After the War

More than 2,400 Liberty ships survived the war. Of these, 835 made up the postwar cargo fleet. Greek entrepreneurs bought 526 ships and Italians bought 98. Shipping magnates were known to have started their fleets by buying Liberty ships.

Some Liberty ships were lost after the war to naval mines that were inadequately cleared.

Statistics

Planned: 2,751
Completed: 2,710
Cost: \$2 million US per ship (\$39 million in 2022)
Active: Two (traveling museum ships)
Four are preserved

Length: 441 ft 6 in (134.57 m)
Beam: 56 ft 10.75 in (17.3 m)

Source and to learn more: https://en.wikipedia.org/wiki/Liberty_ship

UNITED STATES ARMY TRANSPORT (USAT) SHIP "MAUI"

SS Maui was built as a commercial passenger ship in 1916 for the Matson Navigation Company of San Francisco and served between the United States West Coast and Hawaii until acquired for World War I service by the United States Navy on 6 March 1918. The ship was commissioned USS Maui (ID-1514) serving as a troop transport from 1918 to 1919. The ship was returned to Matson for commercial service September 1919 and continued in commercial service until purchased by the United States Army in December 1941.

United States Army Transport, WWII

On 3 December 1941, the United States Army purchased Maui for World War II service, converted her into a troop transport, and placed her in service as the United States Army Transport USAT Maui. Maui was part of a particularly important convoy, Number 2033 escorted by USS New Orleans departing San Francisco on 12 February 1942 arriving at Brisbane, Australia on 5 March, that transported Army air units, planes and supplies to Australia to reinforce that area against Japanese advances in the Southwest Pacific. She operated in the Pacific Ocean for the remainder of World War II, carrying personnel and cargo to Alaska, the South Pacific, the Southwest Pacific, the Philippines, and, after the end of the war in August 1945, to Japan.

Maui completed her Army service in early 1946 and was transferred to the Maritime Administration for disposal entering the reserve fleet at Olympia, Washington, 30 August 1946 and totally stripped by 19 September 1947. On 16 January 1948 the ship was sold to Zidell Ship Dismantling Company for \$40,000 and scrapped in 1948.

[https://en.wikipedia.org/wiki/SS_Maui_\(1916\)](https://en.wikipedia.org/wiki/SS_Maui_(1916))

19TH BOMBARDMENT GROUP, WWII

On 14 March 1942, Special Order No. 1 was issued for the merger of personnel and equipment of the 7th Bomb Group into the 19th Bomb Group in Australia. The new 19th Bomb Group consisted of five squadrons under the command of Lt. Col. K. Hobson:-

- Headquarters Squadron
- 28th Squadron
- 30th Squadron
- 93rd Squadron
- 40th Reconnaissance Squadron

On 14 March 1942, the Naval Task Force B-17E Flying Fortresses of "Southern Bomber Command" (ex 88th Reconnaissance Squadron of 7th Bomb Group), based in Townsville, were transferred to the 40th Reconnaissance Squadron of the 19th Bombardment Group, USAAF, under the command of Major W.C. Lewis. It was three of these B-17s that were sent from Townsville to rescue General Douglas MacArthur from the Philippines. The 40th Reconnaissance Squadron was redesignated to become the 435th Squadron on 22 April 1942.

With some of their own aircraft and some new B-17E Flying Fortresses, the 19th Bomb Group moved to bases at Cloncurry, Townsville and Longreach.

An APO list shows the 30th Bomb Squadron, 19th Bomb Group (H) located at Cloncurry in June 1942.

The B-17Es of the 19th Bomb Group staged missions through Port Moresby from Townsville from about April to August 1942.

<https://www.ozatwar.com/19thbg.htm>

19TH BOMBARDMENT GROUP, WWII (continued)

The 19th Observation Group is one of the oldest organizations in the Air Force, being a successor organization of the 19th Bombardment Group, one of the 15 original combat air groups formed by the Army before World War II.

It was constituted as part of the United States Army Air Corps on 18 October 1927, without personnel or equipment. In 1929 its paper designation was changed to the 19th Bombardment Group, and it came into being with its activation at Rockwell Field, California, in June 1932.

In 1940, the group was equipped with the new B-17B Flying Fortress, the first production version of the B-17.

The 19th BG redeployed two of its three squadrons (the 30th and 93rd) to the Philippines between 16 October and 4 November 1941. The 26 bombers, traveling individually and at night on their longest leg, flew a trans-Pacific route from Hamilton Field, California; to Hickam Field, Hawaii; Midway Island; Wake Island; Port Moresby, Papua New Guinea; Darwin, Northern Territory, Australia; and Clark Field, Luzon, a distance of over 10,000 miles, nearly all of it over water.

B-17 Flying Fortress Era

The unit was based at Clark Field as the bomber command of the Far East Air Force when the Japanese attacked on 8 December 1941, inflicting numerous casualties and destroying two-thirds of the 19 B-17s at Clark in the attack. The 14th and 93rd Squadrons, with 14 B-17D and two B-17C bombers, had been ordered to Del Monte Airfield on Mindanao just two days prior and escaped unharmed.

During December 1941, the 19th began reconnaissance and bombardment operations against Japanese shipping and landing parties until 17 December when badly in need of depot maintenance, it began displacing south to Darwin. By the end of the year, ground personnel joined infantry units defending the Philippines, while the air echelon in Australia continued operations, including transport of supplies to the Philippines and evacuation of personnel. On 29 December 11 of the survivors moved forward to Singosari Airfield near Malang, Java, to continue combat operations.

The group flew B-17s, B-24s, and LB-30s from Java against enemy airfields, shipping, and ground installations during the Japanese offensive against the Netherlands East Indies during early 1942, and was again evacuated on 2 March to Australia. The group bombed enemy airdromes, ground installations, and shipping near Rabaul, New Britain in August 1942.

By late 1942, the USAAF decided that no more B-17s would be sent to the Pacific, and that units would be withdrawn or re-equipped in the Pacific in favor of the longer-ranged B-24 Liberator. In addition, the combat losses by Eighth Air Force in Europe were reaching such magnitudes that the entire B-17 production was urgently needed for replacements and training in that theater. The 19th Bomb Group was withdrawn from Australia and returned to the U.S. in December 1942.

WWII Assignments

- IV Bomber Command, 19 September 1941
- Far East Air Force (United States), c. 23 October 1941
- V Bomber Command, 16 November 1941
- Fifth Air Force, Australia, c. March 1942
- V Bomber Command, September 1942
- 15th Bombardment Training Wing, 9 December 1942
- 16th Bombardment Wing, 3 January 1943
- 46th Bombardment Operational Training Wing, 4 September 1943 – 1 April 1944
- Second Air Force, 1 April 1944
- Attached to 17th Bombardment Operational Training Wing (Very Heavy), 1 April-19 December 1944
- XXI Bomber Command, 14 December 1944
- 314th Bombardment (later, 314th Composite) Wing, 27 January 1945

WWII South Pacific Stations

- Clark Field, Philippines, 26 October 1941
- Batchelor Airfield, Australia, 24 December 1941
- Singosari Field, Java, 30 December 1941
- Essendon Airport (Melbourne), Australia, 2 March 1942
- RAAF Base Townsville, Australia, 18 April 1942
- Longreach (Torrens Creek) Airport, Australia, 18 May 1942
- Mareeba Airfield, Australia, 26 July 1942
- RAAF Base Townsville, Australia, 30 November-2 December 1942

Current Status

The 19th Operations Group (19 OG) is the operational flying component of the United States Air Force 19th Airlift Wing, stationed at Little Rock Air Force Base, Arkansas.

Equipped with the Lockheed C-130 Hercules, the group provides part of Air Mobility Command's Global Reach capability. Tasking requirements range from supplying humanitarian airlift relief to victims of disasters, to airdropping supplies and troops into the heart of contingency operations in hostile areas.

https://en.wikipedia.org/wiki/19th_Operations_Group

FOIL PROOF MARY

FORCED LANDING OF A B-24J LIBERATOR ON CROKER ISLAND, NORTHERN TERRITORY, AUSTRALIA ON 5 FEBRUARY 1944

B-24J Liberator #42-73126 "Foil Proof Mary" of the 531st Bomb Squadron of the 380th Bomb Group was hit by anti-aircraft fire over Koepang on 5 February 1944, putting two engines out of action. Over Croker Island, in the Northern Territory, six crew members baled out safely. Lt. Arthur A. Bates, the pilot in command, force-landed the B-24 on the northern side of the island, near Croker Point. It hit a small depression and the aircraft caught fire. Three crew members were killed in the forced landing; Lt. Bates survived only until the next day. Eight survivors were rescued from Croker Island the next day by the corvette HMAS Inverell.

The survivors who were rescued by HMAS Inverell were as follows:

1st Lt. Arthur A Bates, Pilot, 25 yrs, seriously injured and died the next day
2nd Lt. John T. Pegula, Co-pilot, 26 yrs, injured
2nd Lt. Donald L. Fuller, Navigator, 25 yrs
2nd Lt. Loren W. Blowers, Bombardier, 28 yrs
Sgt. Gordie Whittington, Engineer, 23 yrs
Sgt. Albert Hoffman, Asst. Engineer, 25 yrs
Sgt. Vincent Scalese, Gunner, 20 yrs
Sgt. Peter C. Ceplice, Radio Operator, 29 yrs

Those who died as a result of this tragic accident were:

Sgt. Nicholas Soletz, Gunner
Sgt. Daniel A. Miller, Gunner
Pvt. Robert Dufficy, Gunner
1st Lt. Arthur A. Bates, pilot (died the day after the crash)

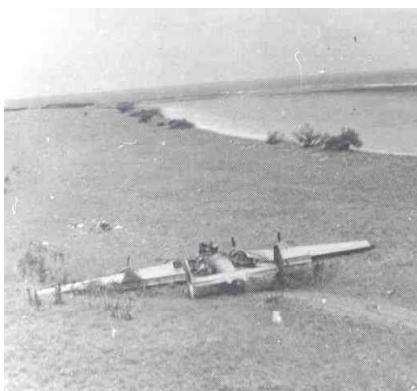


Salvage operations underway on "Foil Proof Mary"

Soletz, Miller and Dufficy were initially buried in the sand beside the wreckage of the aircraft. Their temporary grave was covered by a wrecked bomb bay door and two crossed machine guns were placed at the end of the grave. Temporary graves for other crashes have also used crossed propeller blades at the end of the grave. The three bodies were exhumed later and transferred to the Adelaide River Cemetery.

For more information on the crash and the HMAS Inverell, and photos of the crash site, go to <https://www.ozatwar.com/ozcrashes/nt217.htm>

You can also read more about FOIL PROOF MARY'S crash of 5 February 1944 in BEST IN THE SOUTHWEST, by Glenn R. Horton, Jr., pages 169-172, 428. These photos are from that source.



What remains were found of the three gunners was temporarily placed under a piece of bomb bay door.
Vincent "Jim" Scalese Collection



ARTHUR BATES' 531st CREW

Back Row, L to R: Loren Blowers-BOMB, Don Fuller-NAV, Bates-P, John Pecula-CP, Kneeling: Al Hoffman-NOSE, Bob Dufficy-WG, Nick Soletz-WG, Pete Ceplice-R/O, Dan Miller-TAIL.
Francis Johnston Collection

FOIL PROOF MARY (continued)

Fri, Apr 15 2022

Being an aviator myself I became very interested when first told of the B-24 wreckage on Croker Island. I currently work at Croker with a group of local Indigenous rangers.

Initially, there was conflicting information regarding the wreckage's location. Access to the site is not easy as there are no roads in this area and the beach is protected by a reef.

If you are interested the links below show the site via drone late last year and then just recently when I was able to access the area on the ground via boat.

Also, if you would like to have a plaque placed at the site, we may be able to assist with the delivery and installation.

Kind regards

Bryan Macdonald

These images are from <https://maccasmeanderings.blogspot.com/2022/04/b24-wreckage-from-ground.html>

For more photos:
<http://maccasmeanderings.blogspot.com/2021/11/usaf-b24-wreckage-foil-proof-mary.html>



B-24 wreckage taken in the 1980s with considerably less vegetation around the site



The rear gunner position -- anything of value has been stripped long ago

Remains of the inner part of the right wing



CROKER ISLAND, NT, AUSTRALIA

Croker Island is an island in the Arafura Sea off the coast of the Northern Territory, Australia, 200 km northeast of Darwin. It is separated from Cobourg Peninsula in the west by Bowen Strait. In the north and east is the Arafura Sea, and in the south and southeast Mountnorris Bay. Croker Island has an area of 331.5 km² (128.0 sq. miles). At its highest point it is only 15 m (50 feet) above sea level. Croker Island is the largest island, and the only permanently inhabited island, in the Croker Group.

Settlement

The only notable settlement on Croker Island is the Aboriginal community of Minjilang, located on Mission Bay on the east coast. Apart from that, there are nine small family outstations, the largest one of which is Inngirnatj (Point David) at the southern end of the island.

Between 1940 and 1968, the Methodist Overseas Mission operated the Croker Island Mission at Minjilang.

1942 exodus

The Pacific theatre of World War II saw the Japanese military aerial bombing Darwin in February 1942. Non-indigenous children from the island were evacuated. To avoid the bombing, missionary Margaret Somerville led 95 indigenous children from the island's orphanage, part of the Croker Island Mission, on a journey that saw the party arrive on the Australian mainland. Over 44 days, the group covered 5,000 miles (8,000 km). The children returned to Croker Island in 1946.

https://en.wikipedia.org/wiki/Croker_Island

MCDOWELL CREW - 531st SQUADRON

10 July 1943

Near Kaimana, Dutch New Guinea

MISS MARY (42-40492) was shot down by fighters after aborting a mission to Babo with a malfunctioning top turret. McDowell must have fixed the problem since he turned back towards the Vogelkop and was caught by roving fighters. Wreckage and remains were recovered in 1972 near Kaimana. Source: Glenn R. Horton, Jr., *BEST IN THE SOUTHWEST*, p. 425

See letter on next page, dated November 10, 1947, from the sister of Marcus I. Friedlander (Navigator) inquiring about the search for the McDowell crew. They had to wait another 25 years to find out.

MISS MARY's first mission was on 11 Jun 1943; she only flew 6 missions; no photos are available of this B-24.
<http://380th.org/HISTORY/PARTV/MissMary.htm>

McDOWELL (10) 531st Squadron

Acft Cmdr: McDowell, Francis G., O-728697 | Initial Deployment, Apr 43 (in 529th), to 531st Jul 43 | KIA, 10 Jul 43, 1/Lt.

Pilot: Shelly, Gilman F., O-735499 | Initial Deployment, Apr 43 (in 529th), to 531st Jul 43 | KIA, 10 Jul 43, 2/Lt.

Navigator: Friedlander, Marcus I., O-735992 | Initial Deployment, Apr 43 (in 529th), to 531st Jul 43 | KIA, 10 Jul 43, 2/Lt.

Bombardier: Kahn, William F., O-732936 | Initial Deployment, Apr 43 (in 529th), to 531st Jul 43 | KIA, 10 Jul 43, 2/Lt.

Flt Eng: Dardis, Ronald A., 39604417 | Initial Deployment, Apr 43 (in 529th), to 531st Jul 43 | KIA, 10 Jul 43, T/Sgt

Radio Opr: Cross, Charles R., 18062957 | Initial Deployment, Apr 43 (in 529th), to 531st Jul 43 | KIA, 10 Jul 43, S/Sgt

Asst Radio Opr, Gunner: Wozniak, Leonard J., 36398539 | Initial Deployment, Apr 43 (in 529th), to 531st Jul 43 | KIA, 10 Jul 43, S/Sgt

Gunner: Allen, Eugene H., 34260920 | Initial Deployment, Apr 43 (in 529th), to 531st Jul 43 | KIA, 10 Jul 43, S/Sgt

Gunner: Kallstrom, Clyde E., 15320936 | Initial Deployment, May 43 (in 529th), to 531st Jul 43 | KIA, 10 Jul 43, S/Sgt

Gunner: Murphy, Daniel S., 11030896 | Initial Deployment, Apr 43 (in 529th), to 531st Jul 43 | KIA, 10 Jul 43, S/Sgt



Francis McDowell-P
Howard R. Williams
Collection



Gilman Shelley-CP
McDowell crew.
H. R. Williams Coll.



Marcus Friedlander-N
McDowell crew.
H. R. Williams Coll.



William Kahn-B
McDowell crew.
H. R. Williams Coll.

Photo source: Glenn R. Horton, Jr., *BEST IN THE SOUTHWEST*, p. 57

MCDOWELL CREW - 1947 INQUIRY INTO 1943 CRASH 1947

166/1/114

3375 Livingston Avenue
Salem, Oregon, USA.
Monday, November 10, 1947.

Commanding Officer, Headquarters
Royal Australian Air Force
Melbourne, Victoria.

Dear Sir:

Your organization was referred to me today as being a possible source for obtaining information concerning my brother, Lt. Marcus I. Friedlander, USAAF, who was first reported missing in action on July 10, 1943. He was with the 380th Bomb Group, and I believe stationed at Darwin prior to setting out on the mission to Babo, New Guinea, from which he did not return.

Here are all the facts which we know: The plane was piloted by Lt. McDowell, co-piloted by Lt. Shalley, my brother was the navigator, Lt. Kahn, the bombardier, Sgt. Murphy, radio technician, and four others whose names I can supply. On the above date, their plane in formation set out for Babo, and after passing the islands of Aru and Krei, Lt. McDowell reported to his squadron leader that the guns were unmaneuverable, but that otherwise, everything was all right. He was instructed to return to his base. The assumption was made that they might have been jumped by a Jap plane which had intercepted the message, but it seems very possible that they could have outflown any such interference. In either case, the plane failed to return, and though a search was begun, no trace was ever found.

We realize that at that time, there were few planes which were available to search for missing personnel. Now, four years later, our papers reveal that an extensive search to locate graves and wreckages is being conducted by Squadron Leader K. Rundle in the New Guinea area. We have hopes that our boys are still alive - you see, they were exceptionally resourceful and intelligent, and the feeling is that if they succeeded in crash landing on one of the many islands located south of New Guinea or even in the jungle of the main island, they are there - alive.

Let me explain that I repeat WE so often because these are the mutual thoughts and hopes of the three mothers and one brother with whom I have corresponded. All are widows whose only sons were on that plane.

Any bit of information with which you can furnish us will be so gratefully received. My hearing today from Mr. Fred B. Hubbard, American newspaper correspondent in Brisbane, and his suggestion that I write to you has sent my thoughts and hopes higher than the bombers in which my brother flew. The very best of luck to your organization in its wonderful work.

Sincerely,
Rosalyn Rathsam
(Mrs. Marvin R. Rathsam)

166/1/114

TYPE unknown NR284

Source: Emails 4 Jun 2022 from Edward Rogers and Bob Livingstone

UNITED SERVICE ORGANIZATIONS (USO) IN WORLD WAR II



The United Service Organizations Inc. (USO) is an American nonprofit-charitable corporation that provides live entertainment, such as comedians, actors and musicians, social facilities, and other programs to members of the United States Armed Forces and their families. Since 1941, it has worked in partnership with the Department of War, and later with the Department of Defense (DoD), relying heavily on private contributions and on funds, goods, and services from various corporate and individual donors. Although it is congressionally-chartered, it is not a government agency.

Founded during World War II by Mary Ingraham in response to a request from President Franklin D. Roosevelt to provide morale and recreation services to U.S. uniformed military personnel, the USO sought to be the GI's "home away from home" and began a tradition of entertaining the troops and providing social facilities. Involvement in the USO was one of the many ways in which the nation had come together to support the war effort, with nearly 1.5 million people having volunteered their services in some way. The USO initially disbanded in 1947, but was revived in 1950 for the Korean War, after which it continued, also providing peacetime services. During the Vietnam War, USO social facilities ("USOs") were sometimes located in combat zones.

The organization became particularly known for its live performances, called Camp Shows, through which the entertainment industry helps boost the morale of servicemen and women. In the early days, Hollywood was eager to show its patriotism, and many celebrities joined the ranks of USO entertainers. They went as volunteers to entertain, and celebrities continue to provide volunteer entertainment in military bases in the U.S. and overseas, sometimes placing their own lives in danger by traveling or performing under hazardous conditions.

World War II

Following the Invasion of Normandy on June 6, 1944, Edward G. Robinson was the first movie star to travel to Normandy to entertain the troops. He had already been active back home selling war bonds, and donated \$100,000 to the USO. During his show, he said, "This is the most privileged moment of my life, the opportunity to be here with you." The following month, Camp Shows began in Normandy.

Until fall 1944 overseas units contained five performers or fewer; The Barretts of Wimpole Street, using local theaters in France and Italy, was the first to use an entire theater company, including scenery. At its high point in 1944, the USO had more than 3,000 clubs, and curtains were rising on USO shows 700 times a day.

Fundraising was also aided by non-USO entertainment groups. Soldier Shows, which troops – often experienced actors and musicians – organized and held their own performances, were common. The army formed a Special Services unit that organized such shows and supervised the USO, and the experience from the Soldier Shows led to Irving Berlin's Broadway show *This Is the Army*. Performers and writers from throughout the army were recruited for the production; they remained soldiers and continued drills.

According to historian Paul Holsinger, between 1941 and 1945, the USO did 293,738 performances in 208,178 separate visits. Estimates were that more than 161 million servicemen and women, in the U.S. and abroad, were entertained. The USO also did shows in military hospitals, eventually entertaining more than 3 million wounded soldiers and sailors in 192 different hospitals. There were 702 different USO troupes that toured the world, some spending up to six months per tour.

Twenty-eight performers died in the course of their tours, from plane crashes, illness, or diseases contracted while on tour. In one such instance in 1943, a plane carrying a USO troupe crashed outside Lisbon, killing singer and actress Tamara Drasin, and severely injuring Broadway singer Jane Froman. Froman returned to Europe on crutches in 1945 to again entertain the troops. She later married the co-pilot who saved her life in that crash, and her story was made into the 1952 film *With a Song in My Heart*, with Froman providing the actual singing voice. Others, such as Al Jolson, the first entertainer to go overseas in World War II, contracted malaria, resulting in the loss of his lung, cutting short his tour.

Performances continued after the end of the war in 1945. 60 new units went to Europe after V-E Day, and 91 new units went to the Pacific after V-J Day. The USO dissolved in December 1947, after having spent \$240 million in contributions on Camp Shows, canteens, and other services. Special Services productions grew in number as replacement.

Women in the USO

According to Emily Yellin, many of the key foot soldiers in the USO's mission were women who were "charged with providing friendly diversion for U.S. troops who were mostly men in their teens and twenties." USO centers throughout the world recruited female volunteers to serve doughnuts, dance, and just talk with the troops. USO historian Julia Carson writes that this "nostalgic hour," designed to cheer and comfort soldiers, involved "listening to music – American style" and "looking at pretty girls, like no other pretty girls in the world – American girls."

USO (continued)



Along with actress Una Merkel and accompanied by film star Gary Cooper, Phyllis Brooks was the first civilian woman to travel to the Pacific theater of war during World War II on a USO tour. This photo is of Cooper, Brooks (middle), and Merkel at a Brisbane press conference on their way to entertain the troops (1943) https://en.wikipedia.org/wiki/Phyllis_Brooks

reminders of and even substitutes for their girls back home, as a reward for fighting the war, as embodiments of what they were fighting for." Edward Skvarna remembers 1943, when he met Donna Reed at a USO canteen and asked her to dance. "I had never danced with a celebrity before, so I felt delighted, privileged even, to meet her. ... But I really felt she was like a girl from back home." Jay Fultz, author of a biography of Reed, states that soldiers "often wrote to her as if to a sister or the girl next door, confiding moments of homesickness, loneliness, privation and anxiety."

In 2011, the USO was awarded the National Medal of Arts.

Source: https://en.wikipedia.org/wiki/United_Service_Organizations#World_War_II

Ed Painter, son of George V. Painter (528th, Ground Staff, Ordnance) and nephew of Donald J. Mullen (528th, Ground Staff, Ordnance) sent these photos from his father's collection of the USO show December 13-14 (probably 1943 since Cooper, Merkel and Brooks did a USO tour of the South Pacific in late 1943-early 1944).

African-American women scrambled to rally the community around the soldiers and create programs for them. By 1946, hostesses had served more than two thousand soldiers a day while also providing facilities for the wounded and convalescent who were on leave. They went to black businesses and fraternal organizations in order to find sponsorship for their USO group, and later expanded to fulfill the needs of soldiers during the Korean War. Moreover, they worked to merge black and white USOs into one desegregated unit. As black historian Megan Shockley noted, "Their work for the desegregation of USOs had begun during World War II, and it finally paid off."

Women were also key entertainers who performed at shows. Stars such as Marlene Dietrich, Judy Garland, Betty Grable and Rita Hayworth had traveled over a million miles. Yellin notes that on one tour, Hayworth visited six camps, gave thousands of autographs, and "came back from Texas with a full-fledged nervous breakdown from over-enthusiasm!" Opera singer Lily Pons, after she had performed a "serious" opera song to troops in Burma, "an applause erupted that stunned even the most seasoned performers." She later wrote in a letter, "Every woman back home wears a halo now, and those who represent her had better keep theirs on, too."

Author Joeie Dee pointed out that "for women entertainers, traveling with the USO made it possible to be patriots and adventurers as well as professionals." She adds, however, that the G.I.s in the USO audiences "tended to see these women in a different light – as

This photo is signed by Phyllis Brooks



Note on back of photo to left says "Gary Cooper and Phyllis Brooks"

AVIATION ACCIDENTS ARCHIVES

An aviation accident is defined by the Convention on International Civil Aviation Annex 13 as an occurrence associated with the operation of an aircraft, which takes place from the time any person boards the aircraft with the intention of flight until all such persons have disembarked, and in which a) a person is fatally or seriously injured, b) the aircraft sustains significant damage or structural failure, or c) the aircraft goes missing or becomes completely inaccessible. Annex 13 defines an aviation incident as an occurrence, other than an accident, associated with the operation of an aircraft that affects or could affect the safety of operation.

The first fatal aviation accident was the crash of a Rozière balloon near Wimereux, France, on June 15, 1785, killing the balloon's inventor, Jean-François Pilâtre de Rozier, and the other occupant, Pierre Romain. The first involving a powered aircraft was the crash of a Wright Model A aircraft at Fort Myer, Virginia, in the United States on September 17, 1908, injuring its co-inventor and pilot, Orville Wright, and killing the passenger, Signal Corps Lieutenant Thomas Selfridge.

https://en.wikipedia.org/wiki/Aviation_accidents_and_incidents

Bureau of Aircraft Accidents Archives

The Bureau of Aircraft Accidents Archives (B3A) was established in Geneva in 1990 for the purpose to deal with all information related to aviation accidentology.

The primary goal of the B3A is to collect, manage and archive all information relating to aviation accidents worldwide since 1918 till today. Therefore, its records is currently composed of thousands of documents, reports, photos, etc., representing to date more than 28,400 events.

The second goal of the B3A is to promote aviation safety through know-how action plans, training and information. On request, the B3A can take part to investigations, publish procedures and/or send any recommendations if necessary.

The third goal of the B3A is to inform the public and professionals of the risks inherent in the operation of an aircraft and training on psychological preparedness for mass disaster.

With an experience of almost 30 years, the B3A now offers its services and expertise in managing situations of mass disasters not only in aviation but in all other transportation modes: boats, trains, automobiles, etc.

What is considered as an accident?

- Any event where an aircraft suffered such damage that it is not in a position to be used anymore and that it is removed from service (written off). In any case, the aircraft should be considered as damaged beyond economical repair.
- Any event involving an aircraft certified to carry at least 6 people, crew included. Are not considered helicopters, balloons, hot air balloons, airships, gliders, fighters, and all other aircraft which does not correspond to the criterions mentioned here above.
- In military aviation, are those involving aircraft intended for troop transport, reconnaissance, surveillance, heavy bomber and logistical support, provided they are able to carry at least six people.

<http://www.baaa-acro.com/>

U.S. National Archives

Aircraft Accident Reports

This website describes selected records of the General Records of the Department of State (Record Group 59), Foreign Service Posts of the Department of State (Record Group 84), Civil Aeronautics Board (Record Group 197), and the Federal Aviation Administration (Record Group 237), and the General Records of the Department of Transportation (Record Group 398) in the custody of the Civilian Records Staff, Textual Archives Services Division, at the National Archives at College Park.

<https://www.archives.gov/research/transportation/aircraft-accidents>

Australian Transport Safety Bureau

The ATSB is Australia's national transport safety investigator. Investigations seek to identify safety issues and encourage safety action to reduce the risk of future accidents and incidents.

ATSB aviation statistics are based on Australian registered aircraft and occurrences that have been reported to the ATSB.

<https://www.atsb.gov.au/aviation/>

UPDATES FROM PREVIOUS STORIES

The All-American Crew: A True Story of a World War II Bomber and the Men Who Flew It – NOW AVAILABLE (released April 12, 2022) by Russell Low -- \$18.95 (paperback)

An inspiring true story of teamwork, camaraderie and Americans at war. On January 23, 1943, a B-24 Liberator bomber and its crew of ten men disappeared without a trace in New Guinea. Their families never knew what happened to them. Now, 80 years later, their long-forgotten letters and dusty photographs finally tell their story in *The All-American Crew*.

Russell N. Low is the nephew of Stanley Low and a California-born fourth-generation Chinese American physician. Low is the author of *Three Coins*, which tells the story of his great-grandmother Ah Ying, who was enslaved as a child and trafficked to California, where she escaped from slavery with the help of her future husband, Hung Lai Wah, a worker on the transcontinental railroad. The story of Ah Ying, Hung Lai Wah and their descendants has been featured on the History Channel, BBC Radio, National Public Radio and the Voice of America, and is included in the California State Railroad Museum and the Smithsonian Museum of American History. Low lives in La Jolla, California.

<https://sfpl.org/events/2022/05/24/author-russell-low-all-american-crew>

<https://www.russlow.com/>

<https://www.youtube.com/watch?v=XthVjLEiyTU>

March 2022

The update on Code Talker events is we are still abiding by Tribal directive to suspend large event gatherings. However, we are in Phase 3 status for Tribe and it appears our COVID numbers are decreasing. I would say maybe by summer we can continue with public events such as Code Talker Day. We will keep you posted.

In meantime, Hanna and I are back at work and doing our best to serve our local Veterans.

Stay safe,

Eugene "Geno" Talas, Director, Hopi Veterans Services
P.O. Box 123
Kykotsmovi, AZ 86039
Office: (928) 734-3461
E-mail: ETalas@hopi.nsn.us

If you know of any 380th BG crashes that happened in Australia that I have not covered yet on my "Australia @ War" web page I'd like to hear about them please.

www.ozatwar.com/

Overall I already have well over 2,000 aircraft crashes that happened in Australia during WWII on my site. My prediction is that I will eventually get to close to 5,000 crashes (if I live long enough!).

Regards
Peter Dunn OAM

WHY THE 530TH AND 531ST PATCHES ARE NO LONGER AVAILABLE

There have been a few inquiries this year about why the 531st patches are no longer available (and why there's a limited quantity of the 530th ones).

First, their designs are (have been) copyrighted by Warner Bros. (Bugs Bunny) and Disney (Donald Duck).

Barb Gotham was able to have enough patches made on previous requests for copyright permissions from these two corporations but the last request was over 10-15 years ago, and since then the permission process has changed and the people she worked with at that time have moved onto other positions, etc.

So Barb basically gave up renewing the copyright permissions for these two patches, especially since the volume of patches being printed and sold each year didn't seem sufficient for the amount of time and trouble to get the permissions, particularly since we no longer have annual reunions (that was when the most sales of patches and gear occurred).

Note that the 528th and 529th patches, as well as the King of the Heavies one (Group - lion on the world), the Air Force and 5th Bomb Group, and the commemorative reunion patches and others are not under copyright and will continue to be reproduced.

In addition, there have very few requests for gear (jackets, caps, t-shirts) over the last few years since the reunions were discontinued. Since Barb is not a salesperson, she doesn't plan on restocking once/if it ever is down to zero. That said, if anyone is interested in submitting a large order of jackets, caps or t-shirts (say, 6 or more of each), then please let her know so she can place an order for you.

Requests for patches come more often, but still not as frequently as they did prior to 2018 (our last reunion).

The company Barb work with in Lafayette, Indiana (her community), requires the copyright permissions, but they don't require a minimum order of a sale (at least they haven't yet).

Further, we cannot afford to have the "association" (that is, Barb) be held liable for any reproductions of these patches without the legal copyrights.

If any of our readers (lawyers?) know of any copyright changes that have occurred recently that make the Disney and Warner Bros. characters non-copyrightable and in the public domain, please let Barb know.

Some of our members have seen different 380th squadron patches available on eBay from time to time; if people are interested, it may be a good place to check from time to time, but note that this statement is not an endorsement of eBay or similar websites.



All of these patches are not copyrighted and are still available for reproduction.

380TH B-24 WEBSITE UPDATE

B-24D-90-CO, Serial 42-40683, came to the 380th from the 43rd Bomb Group, 403rd Bomb Squadron (5th AF). Its nose art there was COLOSSAL FOSSIL. It came to the 380th in October 1943, and before it could be re-named, on its first (and only) mission with the 380th (11 November 1943, Shaw Crew (9), 528th Squadron), it ran out of gas on a mission to Manokwari, causing a crash landing that burned up this B-24.

Recently these photos, from when she was in the 43rd BG with the COLOSSAL FOSSIL nose art, were added to 42-40683: <http://380th.org/HISTORY/PARTV/42-40683.htm>



ABOVE: Starboard (Right) Side
Source: <http://www.b24bestweb.com/colossal-fossil-the1.htm>,
Contributor - Jean-Louis Delattre

BELOW: Port (Left) Side

Source: <http://www.b24bestweb.com/colossal-fossil-the2.htm>, Contributor - Bob Livingstone



B-24D-65-CO, 42-40525 -- TOUGHY



Port (Left) Side - Transferred from 380/529 to 43/64
Lost 7 May 44, PNG - MACR 5664 - Pilot John E. Terping

Info Contributor - Pete Johnston
Flew 16 missions in the 380th BG then sent to Charters Towers 5 Dec 43 for nose turret modification. Transferred to 43rd BG where she crashed after failing to join formation after take-off from Nadzab, for a raid on Sarmi, 7 May 1944.

Wreckage was discovered in 1974 north of Kaiapit and many of the crew's remains found were still at their positions. An Australian Army team brought their remains to the US Army Central Identification Laboratory branch (since closed) in Tachikawa, Japan.

Source: <http://www.b24bestweb.com/toughy2.htm>

42-40525 TOUGHY arrived at Amberly Field, Brisbane, on 19 May 1943. She was assigned to the 380th's 529th Squadron (Manbulloo station). Her first mission was on 29 August 1943 and her last with the 380th was on 24 November 1943; she flew an average of 6 missions carried out by the New Guinea Deployment Group during May/June 1943. 529th aircrews that flew TOUGHY were Thompson (15), Toepperwein (17), Robertson (24), and Horn (14).

Source: <http://380th.org/HISTORY/PARTV/Toughy.htm>



John K. Thompson's 529th Crew
Source: Glenn R. Horton, Jr.,
BEST IN THE SOUTHWEST, p. 56

528TH EARLY DAYS MEMORIES

"Four old graybeards were sitting around Herky's Hangout disturbing the atmosphere with memories that reached from Biggs Field, Texas to Yontan Airfield on Okinawa, in the Ryukyu Islands. These venerable characters consisted of Capt. "T." Howard, representing Intelligence; Capt. "Doc" Butts, flight surgeon; Capt. Bill Shipley, Armaments; and Capt. Curtis Crowe, ex-office head of Bomb Sight Maintenance from Texas.

"This session was occasioned by the termination of hostilities with Japan and the many rumors that were jamming all frequencies regarding the next move -- State side. These veterans had seen the outfit develop from its pre-natal state in November of 1942 until the present time, September 1945, when deactivation plans were in progress. Without attempting to record verbatim all that transpired during this period, the interested listener would have gathered the following highlights from the conversation that flowed interminably back and forth.

"Squadron formed at Tucson, Ariz., in November 1942. Trained at Biggs and Lowry Fields before leaving for overseas in April 1943. Water echelon embarked in May 1943, on the S.S. Mt. Vernon. Fourteen days of crowded living conditions aboard easy to remember. Chow lines so long men never knew whether they were eating breakfast or dinner. Sydney, Australia, sighted on 21 May 1943 and ship almost overturned as sightseers crowded the port rail. Two weeks of camp at Warwick Farms, 12 tram miles outside of Sydney, during which Aussie beer, girls, and steak and eggs made permanent impressions on all concerned. Remember the "Passion Pit" and Kings Cross? (If married, nil remember.) Sixteen days of nauseating travel aboard a Liberty ship, Darwin bound. The war at last!

Disembarked at war-torn Darwin and loaded onto Aussie lorries, objective Fenton Field where the air echelon was eagerly awaiting our arrival. The full meaning of Northern Territory was carried home to every Yank who made this trip to Fenton via motor transport from Darwin. The vastness of such an uncivilized area! No signs of life except the herds of curious kangaroos that froze on sight, then applauded our arrival with their thump, thump of tail and legs as they scampered away. The raucous cry of the Kookaburra as he was frightened from the gnarled limbs of the stunted trees seemed to reflect a certain amount of amusement at this sudden invasion of a domain which heretofore had been invariably quiet. Yes, the home of the bullocks, wild horses, aborigines and remote cattle stations was about to resound with the implements of war."

Source: THE FLYING CIRCUS, 380th "Blue Book," p. 127.

TAPS

LEST WE FORGET



528th/530th/Group - Meredith, Jim T., Squadron Executive Officer (528th); Adjutant, Executive Officer (530th); Assistant Group Adjutant, Acting Group Adjutant, Group Adm and Ground Inspection (Group), DOD December 12, 2021, Athens, Texas, reported by his son, Martin Meredith

528th/530th/Group - Meredith, Jeanne, wife of Jim T. Meredith, DOD May 7, 2020, Athens, Texas, reported by her son, Martin Meredith

529th - Kroes, Jimmie, widow of Leonard Kroes (Pilot, Kroes Crew (56), DOD April 30, 2008), DOD May 26, 2012, Delton, Michigan, reported by her daughter, Harriet Olson

531st - Rankin, Stephen W., Pilot, Low's Crew (109), DOD December 16, 2014, Oshkosh, Wisconsin, returned newsletter



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 not provided in this issue, but you can 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>

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 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.