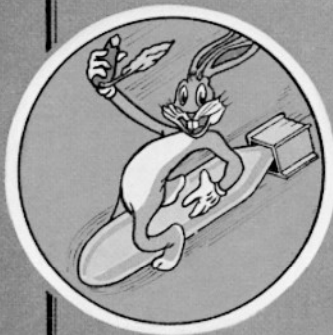


380TH BOMB GROUP



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 #77

MARCH 2023

Special Exhibit at the National World War II Museum in New Orleans

380th's Disney Emblem - 531st Squadron

2023 Membership Registration Form

Charles L. Bjorklund - 530th Squadron

Roberts Crew - 530th Squadron

"Short Snorters"

"Bombs Over Balikpapan - 1943"

Donation to the Eisenhower Regional Recreation Center

Orderly Room - 530th Squadron

Farid Simaika - Olympic Medalist - 530th Squadron

Lippincott's Crew (22) - 530th Squadron

Theodore J. "Ted" Williams - 531st Squadron

Cook Out Aussie Style - Fenton Field

Why Did They Scrap So Many of the B-24s After WWII?

Darwin Military Museum Memorial Plaques

Marvin Schaefer - 529th Squadron

B-25D-10 - 41-30222 - HAWG MOUTH (Darwin Aviation Museum)

TAPS

What started as an attempt to identify family of the owner of a fountain pen became an interesting story about an Olympic diver who had represented Egypt in the 1928 Summer Olympics and who went on to serve in the 380th Bombardment Group in WWII! See the story on Farid Simaika in this issue to learn more!

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/2023Member-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 (WWII Veterans Group)* or go to <https://www.facebook.com/groups/2302731583244398>

TAPS/Memorial page:

<https://www.facebook.com/groups/421843586784696>

TO REPORT ADDRESS CHANGES AND TAPS:

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 or text if no answer.

Online comments/TAPS submission form: <http://380th.org/form.html>

SPECIAL EXHIBIT AT THE NATIONAL WORLD WAR II MUSEUM IN NEW ORLEANS

Organized by The Walt Disney Family Museum in San Francisco, California, *The Walt Disney Studios and World War II* is now on display in The National WWII Museum's Senator John Alario, Jr., Special Exhibition Hall through September 24, 2023. This family-friendly exhibit explores how one of America's most beloved entertainment companies helped achieve Allied victory.

After the bombing of Pearl Harbor and the United States' subsequent entry into World War II, Disney's studio lot in Burbank was requisitioned as an Army anti-aircraft base. In response, Walt Disney and his staff pledged their unfaltering support to the war effort. The studio devoted over 90 percent of its wartime output to producing training, propaganda, entertainment, and public-service films, as well as publicity and print campaigns—and all without profit. The Walt Disney Studios even deployed a group of artists, including Walt Disney himself, to Latin America on a Goodwill Tour.

Through a collection of over 500 rare historical objects and film clips, this traveling exhibit showcases collections such as "Films and Print for Training, Propaganda, and Entertainment" and "Insignia and Morale." Not only does the exhibit include profiles of Disney employees who left their studios to join the Armed Forces, but it also highlights the remarkable American minorities who paved the way for future generations.

The National WWII Museum is located at 945 Magazine Street, New Orleans, Louisiana USA.

To learn more about this Exhibit and the museum, go to: <https://www.nationalww2museum.org/> and <https://www.nationalww2museum.org/WWII-Disney>

380TH'S DISNEY EMBLEM -- 531ST SQUADRON



Sometimes Donald Duck® stood on a cloud when he adorned 531st aircraft. Sometimes he didn't.
Robert Schmitz Collection



Donald Duck® without the benefit of his cloud.
Clarence Frankford Collection



Ed Lasko's 531st crew standing beside 42-72799 MALE CALL. Compare the difference in this cloud design with the one shown above (left).
Lee Brissey Collection

Source: Horton, *BEST IN THE SOUTHWEST*, Appendix Three, pp. 440-441

380th BOMB GROUP ASSOCIATION

2023 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.

CHARLES L. BJORKLUND -- 530TH SQUADRON

Jay Bjorklund

Son of Charles ("Chuck") L. Bjorklund, 530th Squadron,
Gunner, Roberts Crew (61)

December 12, 2022

It wasn't until my dad got into his eighties that he started sharing stories with me regarding the war, and what a time in his life it was! My dad was into photography during his time overseas and did his own developing of pictures while overseas. I remember him telling me of my grandparents sending him all the things he needed to develop the pictures he'd take; he made a dark room out of wool blankets in his tent so he could develop the pictures he'd taken, and he took lots of pictures. I'm including some of those photos as well as his log journal.

He was a gunner on the B-24 and was pretty much the guy who took care of issues while in flight. There was one mission that one of the B-24 in his squadron was shot down and had to ditch in the ocean. While circling as the plane went down, they spotted the crew of the crashed plane on the beach of an island, so he tied rations and such to a parachute and dropped it out for them. It was weeks later that the crew of that plane got back and told my dad and crew that they saved their lives and they were able to paddle an inflatable raft to a deserted island and were picked up by a sea plane.

My plan is to find any family members of the crew of *Hell's Belle* that would have any interest in seeing some of the pictures he'd taken and maybe share some stories. My dad kept a little journal of some of the missions they flew, where they went and for what reason. I also remember him telling me that one mission was the longest flown by a B-24 up to that part of the war, I could be wrong but what I remember him saying it was like 22 hours. Thanks for your interest.

Here is an excerpt from a New Richmond, Wisconsin, publication that was written in 2016 about Chuck.

Chuck was raised in Minneapolis, MN. As a young man, he moved to California to work for Lockheed Martin. After the start of the war, he volunteered for service and served 3 years in the Fifth Air Force. His initial plan was to become



a pilot but was instead qualified as a gunner on the B-24 Liberator. The B-24 was a heavy bomber which had

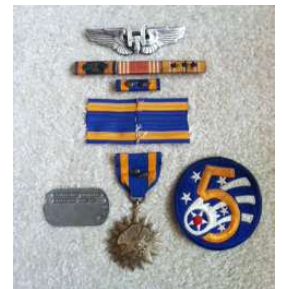
10 .50cal M2 Browning machine guns and a maximum bomb load of 8,000 lbs. Chuck was stationed in Australia with most of his bombing missions taking place along islands in and around New Guinea. He was later moved to the Philippines and continued his missions until he and his crew of 10 were sent home due to flight fatigue.



25 missions was the original number of missions Chuck was set to complete while overseas. Due to circumstances unbeknownst to him, he ended up completing 44 total missions. Chuck was told "You have to keep fighting 'till you're dead." That was the mentality the "Greatest Generation" had during the most trying times in history, and he certainly kept fighting.

One of his many awards was the Air Medal. The Air Medal is awarded to any person who, while serving in any capacity in or with the armed

forces of the United States, shall have distinguished themselves by meritorious achievement while participating in aerial flight. Awards may be made to recognize single acts of merit, heroism, or for meritorious service. SSgt Bjorklund was the



recipient of the Air Medal with two oak clusters denoting a total of two subsequent awards of the medal. One of those awards was for heroic actions while conducting bombing runs in the Pacific. The crew of 11 was conducting bombing runs aboard the B-24. They were targeting ammo ships and other targets over the Pacific. While conducting these runs, the bomb racks malfunctioned and could not be released. SSgt Bjorklund descended to the bomb bay and had to physically release each bomb by hand. Once Bjorklund was in the bomb bay, his 1 gallon oxygen tank (used for breathing in higher altitudes) was sucked out of the plane. Although he lacked the proper oxygen in such high altitudes, he continued to release each bomb until the mission was complete.

Shortly after the above article was printed, Chuck passed away peacefully on September 14, 2016, at the age of 93 in Somerset, Wisconsin.



CHARLES L. BJORKLUND (continued)

Some of the notes from Bjorklund's mission journal:

3rd Raid Dec 7th, 1943, Two years after Pearl Harbor

Target: Pelauw Hell's Belle

Took off from Fenton at 07:10. Ran into lots of rain and rough weather all way to target.

Target was clear at 5,000 ft, so we bombed very low.

Ack Ack shook my tail turret badly.

We dropped our bombs near a landing strip-destroyed a plane in revetment and blew up roads.

Other ships blew up town and last ships dropped incendiaries and pamphlets. Town was left ablaze.

We encountered no fighter opposition at all.

Another very successful mission completed-landed at 17:00.

Total time: 9 hrs 50 min.

Feb. 7. Mission to Ambon

Night mission. We blew up a hell of a lot of the Island. Very good mission. Lots of Ack Ack. No other opposition.

9 hrs. 30 min.

Total 142 hrs 00 min.

March 1st In New Guinea Again Based at Nadzab

Mission to Hansa Bay. Took off in morning. Had large formation with P-47s over cover and P-40 side cover.

Lots of Ack Ack over target-no interception. Very good bombing by all ships. We led formation and Pinky did good bomb job.

We had a Colonel along as a Co-Pilot.

Someone stole my pen, so I have to write in pencil.

Time: 3 hrs. 50 min.

Total: 178 hrs. 50 min.

March 5th 1944

Mission to: Admiralty Islands

Mission was a flop on account of the weather. We landed with 8,000 pounds of bombs. Two ships went down with crews. One was Lt. Kimlau, a Chinese pilot, the other was from the 529th Sq.

Time: 7 hrs 05 min.

Total: 185 hrs 55 min.

March 17th

Mission to Sourbaja from Corona Downs

Flew to Sourbaja and dropped our bombs on the target. Plane behind us blew up a big oil refinery and the fire could be seen for 100 miles.

No Ack Ack except two bursts behind us. No interception at all.

Very good mission.

Colonel Brissey gave thanks to group.

Time: 15 hrs. 35 min.

Total: 217 hrs. 05 min.

May 4th, 1944

37th Mission: Recco of four planes to photograph islands on other side of Guinea

Everything went smoothly except we dropped three of our four propaganda bombs in the water.

We got jumped by two Zekes on the way back-only one made one pass.

I was shooting the top turret & we had a different Radio Man, Bombardier and Navigator. We all got a good laugh out of the Navigator.

Time: 11 hrs. 50 min.

Total: 274 hrs. 15 min.

ROBERTS CREW -- 530TH SQUADRON

Roberts Crew (61), 530th Squadron

Aircraft Commander: Jack Roberts, Jr.

Pilot: Junior M. Danhof

Navigator: Harold L. Stiles

Bombardier: William P. Thompson

Flight Engr: Harry H. Doyle

Radio Operator: Donald L. Weaver

Asst Flt Engr/Gunner: Daniel E. Neshkoff

Asst Flt Engr/Gunner; Flt Engr: John W. Tackett

Asst Radio Opr/Gunner: Joseph A. King

Gunner: Charles L. Bjorklund

Gunner: James J. McDermott

The Roberts crew flew missions from November 24, 1943, until July 11, 1944

Jack Roberts, Pilot



Jim McDermott, Gunner



Harry Doyle, Flt Engr

"SHORT SNORTERS"

William Shek
380th FB Group Post
January 4, 2023

I saw a couple of comments about monetary bills called "Short Snorters." They were popular in WW2 with USAAF aircrews. It was a "club" that the men could join. The member was required to take a dollar bill and have crew mates, friends, or people he met during trips or meetings, sign the bill. Those bills were to be kept and carried by each member, and, when entering a bar or club, another member could demand that person to produce his bill. If the person could not, he would have to either pay each Short Snorter member in the bar one dollar, or buy each member in the bar a "short snort" (small shot) of liquor. Thus the name "Short Snorter."

Here are a couple of examples from my father's collection that he had saved. The first is a one dollar bill and the other is an Australian 10 shilling note. You will notice that "Hawaii" is printed on each side of the dollar bill. Here is why: "During World War II the United States issued special currency to the island of Hawaii. The Hawaii Notes were offered in 4 denominations: One Dollar, Five Dollar, Ten Dollar, and Twenty Dollar. The One Dollar Bills were Silver Certificates that were included in the 1935 Series (Series 1935A). The other denominations were Federal Reserve Notes from the 1934 Series (Series 1934 \$5 & \$20 and Series 1934A \$5, \$10, & \$20). These



Hawaii Notes were issued after the attack on Pearl Harbor. Military officials believed that in the event of an invasion of Hawaii, Japanese forces could seize a large amount of US currency. To avoid this scenario Military Governor Delos Carleton Emmons issued an order to recall most regular US paper currency from the islands of Hawaii (there were set caps on how much regular currency individuals (\$200) and businesses (\$500) could keep). Regular US currency was replaced with the overprinted Hawaii Notes. If an invasion did occur, the US Government could immediately declare the Hawaii Notes worthless. An interesting fact is that military officials decided to destroy (bills were burned) the \$200 million in recalled US currency to avoid the logistics of shipping it back to the mainland."

Note that Dad had listed some of his missions around the edges of the Aussie note.

To learn more about this subject:
https://en.wikipedia.org/wiki/Short_snorter
https://en.wikipedia.org/wiki/Hawaii_overprint_note
<https://pearlharbor.org/the-history-of-the-hawaii-overprint-note/>

"BOMBS OVER BALIKPAPAN - 1943"



The print shown here titled "BOMBS OVER BALIKPAPAN-1943" was painted by Mr. Gene C. Lysaker, date unknown, though assumed to be around the year 2000. Any prints still around would have been purchased from Mr. Lysaker and/or the previous 380th Bombardment Group Association and proceeds went to the 380th Bombardment Group Association Memorial Fund.

Mr. Lysaker was a gunner on Turiak's Crew, 530th Squadron; he attended several of the group's annual reunions. He died on May 5, 2012, in Twin Valley, Minnesota.

Overloaded to a statistician's nightmare, one B-24 after another strained under full power for flying speed as the end of the short, short Darwin runway loomed. Anxious ground men counted as torching engines cleared by inches the dark clump of trees on the up-wind side. A dozen off — and people could breathe again. Later they called it the "DFC" takeoff.

The "Flying Circus" was bound for Balikpapan, later to become a key word around the Pacific atolls. Balikpapan had been one of the most important of all centers in the vast oil field of the Netherlands East Indies before the war. Intelligence said evidence pointed to its being in full use by August 1943.

The bombers were jammed with 3500 gallons of gasoline and six 500-pound demolition bombs. An even dozen rose from the strip on the afternoon of 13 August for the historic mission, 17 hours in the deepest penetration yet made of Japanese territory. Then again on 16 August came the second phase of the Battle of Balikpapan and what most Circus personnel consider the "damndest mission of the entire war." On 15 August, two B-24's flew a daylight recco to photograph the damage.

The Liberators shown on this painting include one plane from each of the Squadrons. Two of the aircraft participated on both missions. They were Snafu and Juarez Whistle.

From the 528th Sqdn. was Shady Lady, flown by Lt. Douglas Craig. From the 529th Sqdn. was Snafu, flown on the first mission by Capt. Jack Kelly and on the second mission by Capt. Robert Horn. From the 530th Sqdn. was Juarez Whistle, flown on the first mission by Lt. Augustus Connery, Jr. and on the August 16 mission by Lt. John Dennis. The 531st Sqdn. plane was Fyrtil Myrtle, flown by Lt. John Farrington.

Despite the treacherous weather, despite the vaunted Japanese defenses, not a single airplane nor a single life was lost on these missions. The airmen who flew them, and the men on the ground who sweated to see them on their way, all richly deserved the praise that was swiftly forthcoming from their top commanders.

For the Balikpapan missions, THE FLYING CIRCUS was awarded their first Presidential Unit Citation.

•

Painting by Gene Lysaker — Member of Joe Turiak's crew, 530th Sqdn.

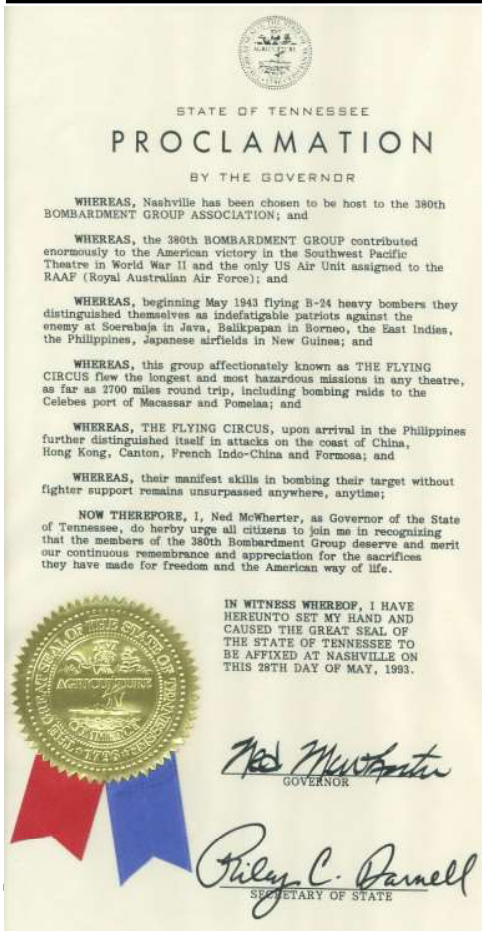
The description to the left here is from the insert that came with the print is about the mission that inspired this painting.

In October 2022, Barbara Gotham donated her copy of this print to Mr. Tom Mitchell, on behalf of the Eisenhower Regional Recreation Center at The Villages in Florida. Mr. Mitchell is the son of Charles W. Mitchell, 531st Squadron, a member of the ground staff (supply clerk-typist); Charles died on November 4, 2011; he was residing in The Villages at that time.

Tom had written earlier in 2022 saying that although the Eisenhower Rec Center had many exhibits for other war groups, there was nothing about the 380th (of which, naturally, he and his father were quite proud!), so he asked if there was anything that could be done to remedy this. To that end, Barbara sent her copy of this print, along with two other plaques she'd received over the years: a framed Proclamation from Tennessee, and an American Legion certificate. Copies are shown on the next page.

Once these items are displayed at the Eisenhower Rec Center, it is hoped that Tom will take photos of them and send to share with us all this "new" 380th exhibit at The Villages.

DONATION TO THE EISENHOWER REGIONAL RECREATION CENTER



As noted on the previous page, these two plaques were donated to the Eisenhower Regional Recreation Center at The Villages, Florida, in October 2022 by Barbara Gotham.

The Proclamation from the State of Tennessee came from the previous 380th Bombardment Group Association, led by Forrest E. ("Tommy") and Helen H. Thompson (530th Squadron); Mrs. Thompson moved from Arkansas to Tennessee after the passing of her husband on June 15, 1991. She died on June 22, 2008, in Milan, Tennessee.

The American Legion Certificate of Recognition was given to the group by Joseph H. Wells, a proud American Legion member. Joe presented this plaque to the group at one of his final 380th reunions. Joe died on April 17, 2015, in Grove City, Ohio.



ORDERLY ROOM -- 530th SQUADRON

Stanley Patterson
380th FB Group Post
December 29, 2022

These are pictures from my Father's collection. Here are pictures of the personnel line to the 530th Squadron Orderly Room.

For a little background, my father, T/Sgt. Eddie L. Patterson was in the 530th Squadron, first Cadre at Fenton. He was a Chief Electrician, Ground Crew on B-24s. Known to everyone as "Pat," he loved taking pictures and was rarely without his camera.

Note: the orderly room served as an administrative building that was used for things like payday, etc.



My Father is pictured in the line, the first one with his hand on his hip.

FARID SIMAIKA -- OLYMPIC MEDALIST -- 530TH SQUADRON

Michael Oman
Nov 4, 2022 Email
Ms. Gotham,



Yesterday as I was organizing family memorabilia, I came across a very stylish fountain pen that I assumed had belonged to my Father, Ralph W. Oman, Captain, USAF, Squadron 530th, 380th Bomb Group. Upon closer examination I saw a name engraved on the pen-- Farid Simaika. I recognized the name right away because my Father had made note of it in his diary, "Sept 12 (1943)--Lt Lippincott & crew missing in action--??? raid. Lt Simaika aboard. They were in the Red Ass." I am assuming that Lt. Simaika perished in this action.

It doesn't seem right for me to have and keep this personal artifact. I would like to return it to Lt. Simaika's heirs if one can be located. I am hopeful that you will be able to guide me to information--names, addresses--that I could contact. Or to sources that I could consult.

Thanks for any assistance you can provide, and thanks also for your good work on the Flying Circus newsletter.

Yours sincerely, Michael Oman

What started as an attempt to identify family of the owner of a fountain pen became an interesting story about an Olympic diver who had represented Egypt in the 1928 Summer Olympics and who went on to serve in the 380th Bombardment Group in WWII!

Note that Michael Oman's father, Ralph W. Oman, was also an intelligence officer in the 530th, which may explain why he had Farid's fountain pen because they must have shared workspace.

Oman, Ralph W., Ground Staff, Intelligence, Intelligence Officer (9300), Initial Deployment, May 43, Capt

Simaika, Farid (NMI), Ground Staff, Intelligence, Intelligence Officer (9300), Initial Deployment, May 43, 2/Lt, KIA (with Lippincott), 11 Sep 43, 1/Lt

Simaika was born on 12 June 1907 in Alexandria, Egypt. The Simaikas were one of the oldest Coptic families who could trace their ancestry to the middle of the 17th century. Before moving to the U.S. in 1926, Simaika was already a well-known Egyptian diving champion; he also held an Egyptian pilot's license.

Simaika moved to Los Angeles in 1926 to train for diving under coach Big Jim Ryan at the Ambassador Hotel Swimming and Athletic Club in Los Angeles. Simaika won the 1927 AAU low board championship and came in second place in the 10m platform event. The next year, unable to represent the U.S. because he was not a

citizen, he instead represented Egypt at the 1928 Summer Olympic games, where he won a silver medal in the 10m platform event and the bronze off the 3m springboard. Simaika was the first to earn two medals as an Egyptian athlete at the 1928 Summer Olympics.

His silver medal was regarded as one of the most controversial events in Olympic history. At the conclusion of the event, it was announced that Simaika had finished with top points at 99.58 and the Egyptian flag was hoisted and the Egyptian national anthem sung for the first time of the Games. But soon afterwards it was announced that a majority of the judges by a vote of 5 to 4 had decided that Pete Desjardins of Miami (U.S.) was the winner with the best general average of points for the eight dives. Simaika's coach, Jim Ryan, was furious at what he considered to be blatant racism.

Simaika went on to win the U.S. high diving championships in 1930, 1931, and 1932, but was declared a professional and disqualified from competing in the 1932 Olympic games for receiving money for diving exhibitions in Egypt, where he was held in great favor being the first Egyptian Olympic diving medalist. Simaika's performance in the 1932 U.S. championships so impressed the Japanese that they invited him to compete in the Japanese high diving competition held in Tokyo after the L.A. Olympic Games and he won the Japanese title with ease.



Having won two Olympic diving medals and four A.A.U. diving titles, in the 1930s he went on to star in various world's fair water shows and started touring the world giving diving exhibitions. In 1937 he and fellow Olympian and A.A.U. diver Harold "Dutch" Smith joined the Billy Rose Aquacade. One of their high diving acts included a blindfolded tandem act, which they performed for an MGM short called *Double Diving*, which provided one of the earliest demonstrations of what is the Olympic sport of synchronized diving. In 1935 he was coach of UCLA's diving team.

He appeared in three Hollywood films: in addition to *Double Diving* mentioned above, he did diving stunts in *Seas Beneath* (1931) and starred in *Water Sports* (1941).

Simaika married Mabel Van Den Akker, Hollywood society girl and daughter of a wealthy Hollywood jeweler in 1929; see the news story on the next page. They divorced in 1931.

White Girl Weds Egyptian Swimmer; Parents Say 'O. K.'

HOLLYWOOD, Feb. 12.—(UP) After Mabel Van Den Akker succeeded in getting her parents to withdraw objections to a man of another race she was married here last night to Farid Simaika, Egyptian swimmer and brother of the Egyptian consul to New York.

Mrs. John Van Den Akker vigorously opposed the union at first and went to far as to ask immigration authorities to deport Simaika.

"At first I did everything I could to prevent the marriage," Mrs. Van Den Akker said today, "but I'm sure now that everything will be all right. In the beginning I thought Mabel was mistaken about being in love with a man of another race."

The bride's father, John Van Den Akker is a wealthy Hollywood jeweler.

In April 1935, aged 27, Simaika married Betty J. Wilson in Los Angeles. When Simaika and Wilson filed an intention to wed notice, the marriage license bureau initially refused to grant them a marriage license because of doubt about whether Simaika was "an Egyptian or a Caucasian." Existing California laws at the time prevented Caucasians from marrying "those of another race." After consulting experts, the county counsel's office

in Los Angeles ruled on 26 April 1935 that "an Egyptian is of the Caucasian race" and that "Egyptians were of the Hamitic and Semitic branch of the Caucasian race," thereby removing the racial barrier to their marriage.

He and Betty had one son, Sadek Farid Simaika. Sadek was born on August 9, 1936, at Coptic Hospital, in Cairo, Egypt; Farid was 29 at the time of the birth, and Betty was 20. Other than a record of Betty Simaika's voter registration in 1944 in Elsinor, California, no further information could be found about her or her son.

In March 1942 Simaika received his American citizenship, and on 3 August 1942 enlisted in the U.S. Army hoping to be a pilot. However, too old for pilot school, (he was 35) he joined the Officer Candidate School. Because he was also an amateur photographer and had a private lab at home, he was assigned to air intelligence. According to war hero and International Swimming Hall of Famer Col. Frank Kurtz, Simaika was working on a photography process that would distinguish camouflage foliage on the ground from live foliage.

Simaika was assigned to the 380th's 530th Squadron, as an Intelligence Officer and in May 1943 was part of the 380th's initial deployment.

It was reported that on 20 June 1943 Simaika conducted some diving performances for men aboard the *Charles P. Steinmetz*, a Liberty Ship, as it lay peacefully anchored off

Thursday Island (an island of the Torres Strait Islands, located north of Cape York Peninsula in Far North Queensland, Australia); the show was enjoyed by all!

In September 1943, as the Bomber Wing Intelligence Officer, he volunteered to go on what turned out to be his final B-24 reconnaissance mission.

From Horton's BEST IN THE SOUTHWEST, for 11/12 September 1943:

Saturday morning, the 11th, was just another hot day at Fenton as 1/Lt Dave Lippincott walked over to the 530th Operations shack. A night mission was scheduled for what was later in the day revealed to be Macassar and a 6000t freighter known to be anchored there. Lippincott and his bombardier, Hal Grace, had been part of the practice mission off Darwin earlier that week and felt confident in their skills. Tonight, this newly acquired finesse would be put to the test as they went after the ship. If they missed, the Wilhelmina wharf and Juliana quay stood as easily attached targets. Intrigued by the mission, Olympian 2/Lt Farid Simaika, their Squadron Intelligence Officer, decided to come along for the thrill of a skip-bombing attack at night.

Both airfields launched their bombers without incident and sent them in an unformed stream to Macassar. F/O Bill Thomas, 531st, began the actual attack shortly after midnight. He dropped 42-40485 FYRTLE MYRTLE to 500ft and entered the harbor. A misty fog and overcast skies made it very difficult to spot the freighter or even identify the wharf area. Thomas finally sighted the vessel just as he overflew it and a hail of tracers coming from its alerted gunners. He instinctively wracked his B-24 into a tight turn to get away from the testy defenses. This maneuver brought them out of the harbor and allowed bombardier 2/Lt Chris Pappas a second chance to line up on the ship. Unfortunately, the release was late, causing his bombs to overshoot. The shipboard gunners seemed to be having a better night, as they scored numerous hits on FYRTLE MYRTLE. The #4 engine took the brunt of the punishment, while the outer right panel absorbed the remaining hits. Thomas again exited the harbor, this time with a dead powerplant. It quit almost as if the fuel lines had been cut. The crew shut the engine down and returned to Manbulloo without further incident. Fellow 531st pilots, Bill Brennan and Howard Hahn, were plagued with fuel consumption and bomb hang ups. Brennan landed at Fenton, critically low on gas, while Hahn struggled with their release system. After 30 frustrating minutes of hard work, they salvaged the load.

FARID SIMAIKA (continued)

Some time during the middle of the attack, Dave Lippincott entered the harbor, intent on sinking the 6000t freighter. Like Bill Thomas, his approach was greeted by an intense volume of anti-aircraft fire which probably hit 42-40524 THE RED ASS. The Liberator disappeared in a violent explosion before hitting the water. Its proximity to the surface made another pilot think one of his own skipped bombs claimed them. The wreckage plunged into the ocean west of the Wilhelmina wharf, killing seven of the eleven men on board. The four survivors were quickly picked up by the Japanese and brought to shore for interrogation. After several days of beatings and questions, the four men were paraded through Macassar and then beheaded in front of a group of Australian POWs. Lippincott and his crew were the first combat fatalities within the 530th.



Farid Simaika
K.I.A. 11 Sept. 43
H. R. Williams Coll.

For his service, Simaika was awarded the Distinguished Flying Cross and Purple Heart and promoted to 1/Lt posthumously. In 1982 he was inducted into the International Swimming Hall of Fame. A major road in Cairo's Heliopolis district is named after him.

Sources:

www.ishof.org/honoree/honoree-farid-simaika/
https://en.wikipedia.org/wiki/Farid_Simaika
https://en.wikipedia.org/wiki/Egypt_at_the_1928_Summer_Olympics

<https://www.wikidata.org/wiki/Q981874>

Glenn R. Horton, Jr., BEST IN THE SOUTHWEST, pages 37, 97-98, 425-426.

www.findagrave.com/memorial/56757754/farid-simaika

www.honorstates.org/index.php?id=355241

Videos of Simaika diving in the 1930s:

<https://www.youtube.com/watch?v=vmSpH0hYJqs>

<https://www.britishpathe.com/asset/165216/>

Note: In reviewing the loading list for the 11 Sept 1943 mission, it is interesting to note that Simaika was originally assigned to Bratton's crew, but was subsequently reassigned by Lippincott (as Acting Operations Officer) to Lippincott's crew.

LIPPINCOTT'S CREW (22) -- 530TH SQUADRON

LIPPINCOTT CREW (22)

(All KIA 11 Sept 43 except *)

Acft Cmdr: Lippincott, David A.

Pilot: Swan, Loyd E.

Navigator: Moore, Wayne H.

Bombardier: Grace, Hal I.

Flt Eng: Pratscher, William J.

Radio Opr: Hallam, Elmer T.

Radio Opr/Gunner: *Carter, Thomas H.
(did not fly on 11 Sept 43)

Asst Flt Eng/Gunner: Chapman, Robert M.

Gunner: Canning, David S.

Gunner: Page, Wilson E.

Gunner: Witt, David J.



Dave Lippincott
Howard R. Williams Collection



Wayne Moore - NAV
H. R. Williams Collection



Loyd Swan - CP
H. R. Williams Collection

Photo Sources; Horton, BEST IN THE SOUTHWEST, pp 73, 97



DAVE LIPPINCOTT'S ORIGINAL 530th CREW

Back Row, L to R: Dave Witt-G, Bob Chapman-G, Wilson Page-G, Bill Pratscher-ENG, Dave Canning-G, Elmer Hallan-R/O. Kneeling: Lippincott-P, Hal Grace-BOMB, Joe Vick-CP,¹ Leon King-NAV.²

¹Only man to survive war for he wasn't flying that day. ² KIA 21May43.

A. V. Connery Collection

THEODORE J. "TED" WILLIAMS -- 531ST SQUADRON

Theodore J. "Ted" Williams
September 2, 1923-April 27, 2013
Navigator, Magee's Crew (91)

The following was written for Ted's family by his daughter Mary Williams, May 2, 2013:

Dad was internationally known in the field of automatic control, which means using computers to automate industrial processes. During his 29-year career at Purdue University he wrote, consulted, ran professional groups, and won medals and prizes, one after another.

What he most wanted his grandchildren to know about him, though, is what he did in World War II. Oliver Wendell Holmes wrote of his service in the Civil War, "Through our great good fortune, in our youth our hearts were touched with fire." I want to tell a couple of stories to explain why Dad felt that way about his own wartime service.

First story:

Balikpapan was an oil refinery on the coast of Borneo, more than 1300 miles northwest of Fenton Army Air Force Base, where Dad was stationed, in the Northern Territory of Australia. Balikpapan had been built by the Dutch, but was captured by the Japanese, and its oil was used to fuel Japanese ships. It was an important target to take out. A night strike was planned, and on the evening of January 11, 1944 the squadron was informed of the planned mission, which would be the fifth attack on Balikpapan. This was 24 hours before the scheduled departure, and having been told what the next day would bring, Dad couldn't sleep that night.

The eighteen B-24 Liberator Bombers of the squadron took off at 3-minute intervals the following evening. Dad's plane took off at 5:33pm. The weather was not favorable: it was overcast or there were broken clouds or scattered thunderstorms along the way, and it was nighttime. Dad, who was then a second lieutenant, was the navigator. His job was to find this spot, this refinery, 1300 miles away somewhere in the dark. They were flying mostly over featureless ocean but sometimes

over unlit land. The world was a lot darker at night in 1944 than it is now, but in any case it was overcast and they were flying above the clouds. His instruments were comparatively primitive. There was no GPS in 1944. He navigated by the stars and by calculations that must have been done on paper or maybe with a



Standing, L-R: Milt Wilkinson (BOMB), Ted Williams (NAV). In cockpit, Carl Magee (PILOT). Sticking out of the escape hatch is Ray Prew (ASST ENG) who was the artist for SAD SACK. *Theodore J. Williams Collection*

slide rule. If he made an error in his calculations the crew would not find its target. More importantly, because this was a long mission there was a risk of running out of fuel.

B-24s were very difficult to fly, very unmanageable. Their particular B-24 was "Sad Sack," a plane we children have been taught to love and is like another sibling to us. During this long flight it was cold up there, and noisy. For 6 to 8 hours of the mission Dad was the only one awake. He had to stay focused, keep calculating minute by minute. Eighteen planes had taken off but only nine successfully reached the target "due to excessive gas consumption or bad weather" and one didn't make it back at all.

However, Dad and the rest of the crew did, and he said that when the clouds finally parted, Balikpapan was right under them. He had done his job perfectly. From below there were searchlights and anti-aircraft fire, but "Sad Sack" dropped its bombs on target and returned safely to Fenton at 10:10am on January 13, almost 17 hours later, 17 hours without a break. They had flown the distance from San Francisco to Pittsburgh. The crew was recommended for the Distinguished Flying Cross for this mission. When Dad got back to Fenton he slept for 40 hours. He was 20 years old. He told me this was one of the most important days of his life.

Second story:

Dad's crew was relieved of combat duty in September of '44. In the spring and summer of '45 Dad was in flight school at Carlstrom Field in Arcadia, Florida. He wanted to be a pilot. The Stearman PT-13, the plane he trained on, is a bi-plane about 24' long and 9' high, with a 32' wingspan. It has an open cockpit. The pilot's head is out in the open air. When Dad was training in the PT-13 he usually flew to an altitude of 6,000 to 9,000 feet. One day Mom, whom



THEODORE J. "TED" WILLIAMS (continued)

Dad had started courting around Christmas of '44, sent Dad a letter that included a copy of the poem "High Flight." The following day, inspired by this poem, Dad took the PT-13 to 17,000 feet, about twice as high as he had ever taken it. In a PT-13, the service ceiling, which is the "maximum usable altitude of an aircraft," is 13,200 feet. Dad was up there alone in his dinky little prop plane with his head in the breeze, more than 2000 feet higher than the Matterhorn and thousands of feet higher than was considered safe. Dad later wrote: "Now some men get religion in the heat of battle or at a time of crisis, but if I never had it before, I truly found it on that beautiful summer day..."

For challenge, thrill, camaraderie, hardships overcome and terror faced, nothing later could compare with the experiences of those years. What happened to him during the War, when he was 20 and



Williams with PT-13, 1945,
Carlstrom Field Arcadia,
Florida

21, came to eclipse everything else in life but his love for his wife and family.

Here are some photos of Dad. Thanks for your continuing dedication to this preservation work, so important for those who remember, those who remember those who remembered, and for the interested people to come.



Standing on SAD SACK wing: L-R: William R. Wassner (Co-Pilot), Carl D. Magee (Pilot), Theodore J. Williams (NAV), Milton D. Wilkerson (BOMB), Robert R. Ogilvie (RADIO), Joseph H. Wells (FLT ENG/GUN), Robert H. Marz (GUN), Raymond H. Prew (FLT ENG), Maclovio Martinez (GUN), Raymond E. Sepulveda (GUN), probably Gene D. Grunnet (FLT ENG); photo taken c. Jun 1944, Long Strip, NT, AU



SAD SACK officers: L-R: Wilkerson, Williams, Magee, Wassner; c. Jun 1944, Long Strip



SAD SACK crew: L-R: Sepulveda, Ogilvie, Martinez, Wells, Marz, Prew; c. Jun 1944, Long Strip

COOK OUT AUSSIE STYLE - FENTON FIELD

Stanley Patterson
380th FB Group Post
December 30, 2022

Life at Fenton must have been very difficult with unbearable heat, hard work and Japanese bombings but there were many resourceful men who made it a little more bearable. In my Father's album, he titled these pictures "Cook out Aussie style." And, of course the Aussie Beer!



WHY DID THEY SCRAP SO MANY OF THE B-24S AFTER WWII?

William Shek
380th FB Group Post
January 14, 2023

Not a pleasant sight: Here are photos of some of the 380th BG B-24s at the Kingman, Arizona, boneyard, waiting for, or going through, dismantling and scrapping after the war. The two "Smelter" photos are what they finally faced.

Some people today get angry at this and ask why they were not saved and either stored or put in museums. During WW2 the American public was facing rationing of food items as well as "hardware" items such as aluminum pots & pans, silk (no silk stockings for the ladies during that time), and many other items we now take for granted. All of those materials were used for the war effort (such as using aluminum to build aircraft). When the war ended and rationing was no longer needed, many of those "raw" materials were in short supply for public use. People were very war weary and wanted to try to forget the war and get back to normal. They didn't care about the aircraft any more. The USAAF (and the newly formed USAF in 1947) didn't have the budgets or the physical space to store the now "surplus," and unneeded, wartime aircraft and vehicles. The best solution was to scrap them and recycle the metals and other materials back into normal society. Museums at the time also had no interest or space for the hundreds of aircraft and vehicles left over.

Now, of course, it's so easy for us to look back and ask "Why??" You have to put yourselves into the public's post-war mindset back then.



Missouri Miss at Kingman, AZ, boneyard, being chopped up.

Missouri Miss at Kingman, AZ, boneyard, being chopped up. The large flat metal object above is the "Guillotine" that was used to chop up the aircraft. The crane would drop it onto the aircraft.



Kingman, AZ, boneyard Smelter. This is where the scrapped aircraft went to be melted down.

Kingman, AZ, boneyard Smelter. In the foreground are the end results: Aluminum ingots that used to be aircraft.

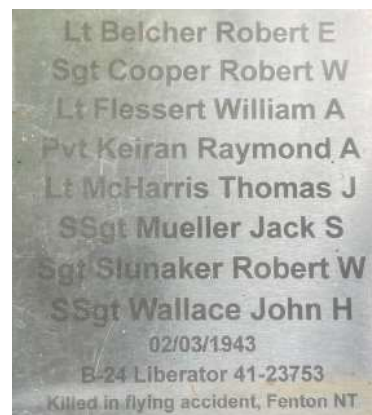


Unknown 531st BS B-24 at Kingman, AZ, boneyard, waiting to be scrapped.

DARWIN MILITARY MUSEUM MEMORIAL PLAQUES

Robert Peterson
March 6, 2023
380th FB Group Post

I attended the Darwin Military Museum yesterday & stumbled across some memorial plaques dedicated to members of the 380th & other units who were killed whilst serving at Fenton & Long fields. I hope this doesn't cause anyone undue distress; just felt it was appropriate to honour these brave souls.



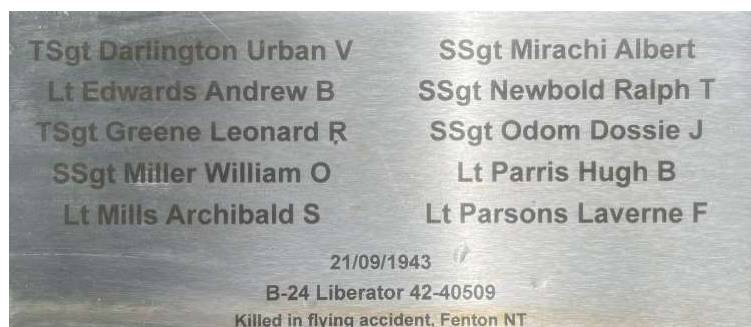
To learn more about the deaths of the 380th men named on these plaques, please see Glenn R. Horton, Jr.'s book, **BEST IN THE SOUTHWEST, Appendix Two**. You can also write to 380th.ww2@gmail.com with your questions.



The Darwin Military Museum provides a learning and commemorative war experience about the NT and also other parts of Australia's rich military history in a sensitive and respectful manner. They have a variety of displays and artifacts in a beautiful, peaceful, sub-tropical setting.

The DMM was founded in the mid-1960s by Lieutenant Colonel Jack Haydon and members of the Northern Territory branch of the Royal Australian Artillery Association (RAAA). It celebrated its 50th anniversary in August 2019 and looks forward to another 50 years of telling the story of the Territory's rich military history.

To learn more about the museum:
<https://www.darwinmilitarymuseum.com.au/#/>



MARVIN SCHAEFER -- 529TH SQUADRON

November 2022

Marvin Schaefer, nephew of Marvin Schaefer, Flight Engineer, Trimble's Crew (26), sent these photos of his uncle.

Marvin Schaefer and Ralph J. Walsh (Bombardier, Trimble's Crew) were both drowned before they could be rescued on 22 May 1945, 35 miles off the coast of Mindoro. Flak damage to the #1 engine on B-24L-FO, #44-49467, caused the propeller to runaway and overheat the motor to the point it caught fire. All efforts to extinguish the blaze failed so the crew jumped before the wing burned through; all survived except Schaefer and Walsh.

To read more about the accident and for a Memorial Tribute to Schaefer, see Newsletter #68 (November 2019): <http://380th.org/NEWS/NEWS68.pdf>



B-25D-10 -- 41-30222 -- HAWG MOUTH

Stanley Patterson
December 31, 2022
380th FB Group Post

Here is an interesting picture my Father captured of the B-25D-10 "Hawg Mouth" (confirmed by Clinton Bock). This ship was transferred to The 380th B/G at Fenton, originally from The 3rd B/G. In 1945 it force landed in the Tanami desert with no injuries to the crew of four. It remained in the Tanami desert until 1974 when The Australian Aviation Heritage Center (Darwin Aviation Museum) recovered it. It was restored and is displayed in The Darwin Aviation Museum today. The ship's history can be read in the Pacific Wrecks web site.



Craig Bellamy (Comment):

It's a really impressive exhibit at the Darwin Aviation Museum [Australia]! Its history is interesting with it ending up as a 380th BG hack aircraft.

The Darwin Aviation Museum is an accredited tourism attraction with award winning displays. With 19 aircraft, 21 engines, 38 major displays including relics of crashed aircraft it depicts the aviation history of the Northern Territory. To learn more about the museum: <https://www.darwinaviationmuseum.com.au/>



528th - Brooks, Irma Meixner, Wife of Joseph P. Brooks, DOD November 8, 2020, Aurora, Illinois

528th - Castro, Olivia Z., Widow of Ramon Castro (DOD December 28, 1965), DOD December 16, 2016, Alice, Texas

528th - Chulay, Irma D., Wife of Frank J. Chulay, DOD September 15, 2022, Lincolnwood, Illinois

528th - Cornwell, Dorothy ("Dot"), Widow of Hugh W. Cornwell (DOD August 1, 2016), DOD November 9, 2021, Travelers Rest, South Carolina

528th - Fortenberry, Barbara, Widow of William M. Fortenberry (DOD January 27, 2010), DOD November 7, 2022, Mobile, Alabama

528th - Halling, Beverly Jean, Widow of Gene A. Halling (DOD January 27, 2012), DOD August 16, 2021, Perry, Iowa

528th - Lento, Dolores Marie, Widow of John F. Lento, Jr. (DOD January 23, 2015), DOD January 12, 2022, Wilmington, Delaware

528th - Maltbie, Neva Irene, Wife of Earl L. Maltbie, DOD October 9, 2012, Hurdland, Missouri

528th - Powers, Genevieve, Widow of Maurice V. ("Slim") Powers (DOD September 1, 2011), DOD November 23, 2022, Barstow, California

528th - Spencer, Margaret Lucille ("Peggy"), Widow of Eusebierus ("Seab") Spencer (DOD January 19, 2009), DOD February 11, 2010, Traverse City, Michigan

529th - Daffer, Marie Katheryn, Widow of Robert A. Daffer (DOD March 17, 2016), DOD July 21, 2021, McCook, Nebraska

529th - Farnum, Jeanne Seaman, Widow of Lawrence ("Larry") B. Farnum (DOD November 8, 2014), DOD December 2, 2022, Tucson, Arizona

529th - Sabatine, Karen D. Larson, Widow of Leroy J. Sabatine (DOD July 21, 2013), DOD January 28, 2022, Erie, Pennsylvania

529th - Quigg-Strouse, Bertha, Widow of Earl L. Quigg (DOD June 6, 2003), DOD September 22, 2022, Mill Hall, Pennsylvania (her second husband, Fred Strouse, died in 2016)

529th - Fitzhugh, Robert Lee, Pilot, Edminster's Crew (44), DOD March 6, 1995, McComb, Mississippi, reported by his niece, Ginger Breland

529th - Gordon, Sylvia, Widow of William A. Gordon (DOD February 12, 2010), DOD October 10, 2022, St. Louis, Missouri

529th/GP - Healey, James F., Ground Staff, Photo Lab Tech, DOD May 7, 2009, Safety Harbor, Florida

529th - McMullen, Francis Raymond ("Mac"), Gunner, Barton's Crew, DOD May 19, 2021, Burney, California

529th/531st/GP - Mollicone, Bernard B., Ground Staff, Communications Lineman, Telephone and Telegraph, DOD June 27, 2016, Coral Gables, Florida; his widow, Elaine Alyce Mollicone, died February 22, 2018, Coral Gables, Florida

529th - Neff, Suzanne ("Suzi"), Widow of Bryce H. Neff (DOD April 19, 2013), DOD June 18, 2018, Fort Collins, Colorado

529th - Previs, George J., Armorer Gunner, Swanson's Crew, DOD January 7, 2023, New Milford, Connecticut

529th - Smith, Walter Richard, Ground Staff, Orderly Room Clerk, DOD December 15, 2013, Rockingham, North Carolina

529th - Virden, Kenneth D., Gunner, Guy's Crew, DOD August 20, 2015, Boise, Idaho

TAPS (continued)

530th - Badow, Harry E., Navigator, Gardner's Crew (78), DOD May 10, 2011, Green Bay, Wisconsin

530th - Bjorklund, Charles L. ("Chuck"), Gunner, Roberts' Crew (61), DOD September 14, 2016, Somerset, Wisconsin, reported by his son, Jay Bjorklund

530th - Chrisanthos, Nick, Bombardier, Cooper's Crew, DOD December 11, 2021, Ocean City, New Jersey

530th - Hocker, David R., Ground Staff, Medic, DOD September 14, 2018, Harrisburg, Pennsylvania; his wife, Jean, died November 2, 2008

530th - Corey, Marshall F., Navigator, Engle's Crew, and Transportation Officer, DOD September 17, 2020, Baldwinsville, New York

530th - DeLoache, George N., Aircraft Commander, DeLoache's Crew (64), and Special Services Officer, DOD June 10, 2016, Aiken, South Carolina; his wife, Eugenia, died November 16, 2008

530th - Gonzalez, David D., Gunner, Loudon's Crew (53), DOD March 27, 2014, San Pedro, California

530th - Guerard, Harold G., Jr., Bombardier, DeLoache's Crew (64), DOD September 30, 2015, Siler City, North Carolina

530th - McKay, George W., Bombardier, Havner's Crew, and Armament Officer, DOD November 16, 2012, Henry, Virginia

530th - Stadler, Ruth A., Widow of Eugene B. Stadler (DOD June 6, 2012), DOD September 5, 2022, Rocky River, Ohio

530th - Wojnilko, Vincenza M., Widow of Frank J. Wojnilko (DOD August 2003), DOD December 24, 2018, Danbury, Connecticut

531st - Boatwright, Jr., Carroll W., son of Carroll W. Boatwright (Supply Sergeant, DOD January 25, 1991), DOD August 2, 2022, Danville, Kentucky, reported by his widow, Patricia

531st - Garn, Gene Comstock, Widow of Robert A. Garn (DOD December 10, 2007), DOD June 30, 2022, Akron, Ohio

531st - Goodrich, Warren W., Ground Staff, Airplane Mechanic, DOD April 8, 2021, Royal Center, Indiana

531st - Hektor, Rudolf L., Flight Engineer, Hicken's Crew (114), DOD June 27, 2021, Binghamton, New York; his wife, Pauline, died April 2, 2014

531st - Morales, Guadalupe R., Widow of Victor G. Morales (DOD April 30, 2011), DOD June 19, 2016, Saginaw, Michigan

531st - Otto, Margaret Weeren, Widow of John W. Otto, Jr. (DOD September 26, 2009), DOD June 10, 2020, Needville, Texas

531st/GP - Piantedosi, Adeline C., Widow of Mario S. Piantedosi (DOD October 11, 2014), West Newton, Massachusetts

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

531st - Rychlicki, Rosemary F., Wife of Stanley E. Rychlicki (DOD November 24, 2014), DOD April 8, 2013, Caledonia, New York

531st - Schoenemann, Mary Virginia, Widow of Oswald ("Ozzie") Schoenemann (DOD February 15, 2009), DOD August 10, 2019, Houston, Texas

531st - Slingerland, Roland F. ("Mike"), Gunner/Engineer, Unknown Crew, DOD May 12, 2004, Albany, New York

531st - Smolek, Emil T., Aircraft Commander, Smolek's Crew (111), DOD November 25, 2019, North Judson, Indiana; he was 100 at the time of his passing



*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.) (DOD 6/15/91) and Helen H. Thompson
(DOD 6/22/08) 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 (DOD 4/27/13) 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 (DOD 11/11/08)
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.