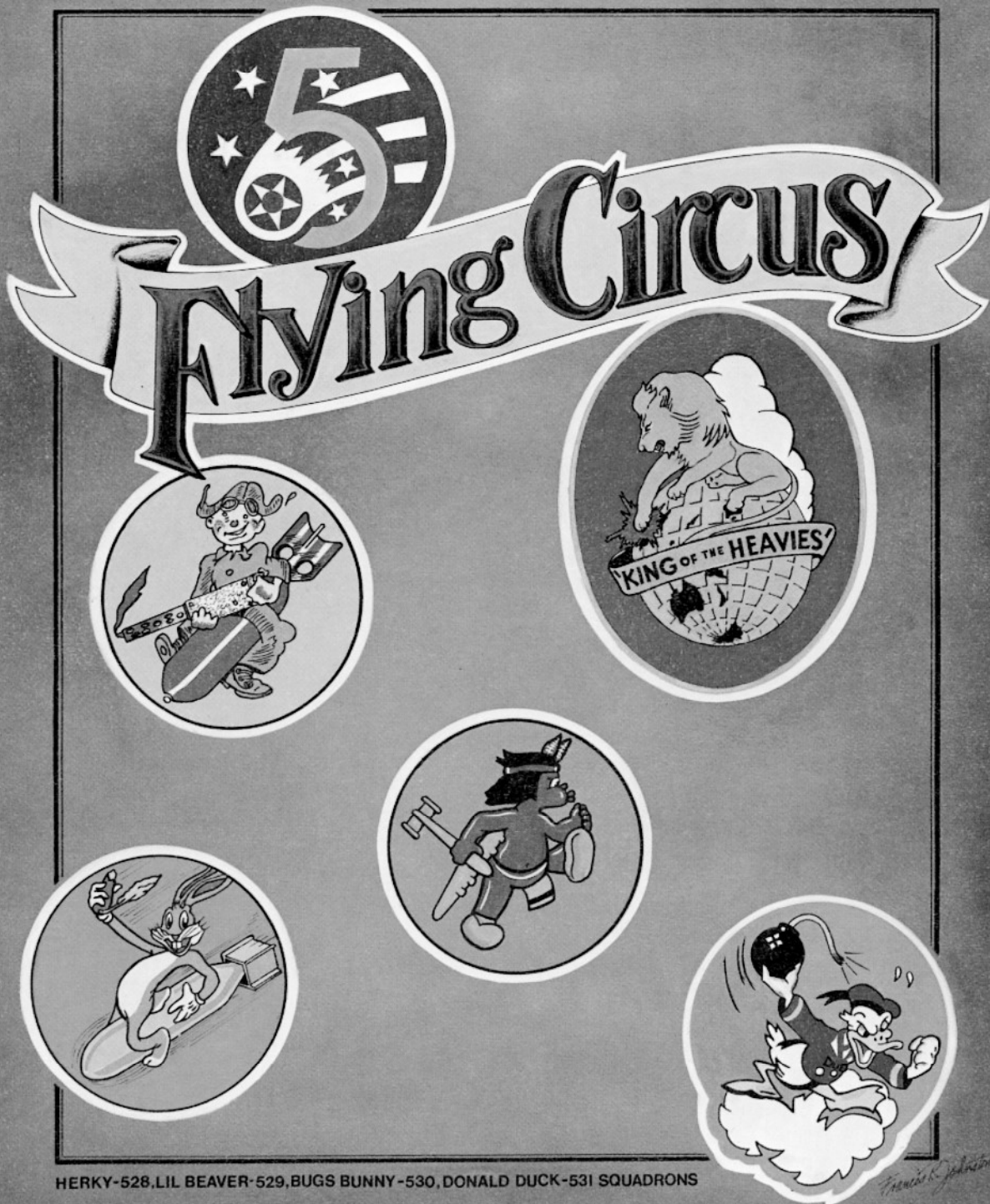


380TH BOMB GROUP



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 #80

APRIL 2024

CONTENTS

Requesting Mission Reports

Identifying Military Medals, Badges and Awards

*** Mission Symbols**

Photo Collection of William H. Stokes / Carmichael Crew (529th)

Wallace M. Olson / Cullen Crew (530th)

RAAF Area Commands

*** Female WWII Pilots**

29 August 1944 Morale Booster

Mail Call

*** 49th Depot Repair Squadron**

5th Air Force Service Command

Battle of the Bismarck Sea: March 2-4, 1943

Recent FOLD³ Blog Articles

Member Form

Gear Order Form (as of March 2024)

TAPS

Notices

*** = Featured articles**

WAFS - Nancy Love at the controls of Boeing B-17 "Queen Bee"



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/2024Member-form.pdf>

Gear order form:

<http://380th.org/Gear2024-March.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>

Facebook TAPS/Memorial page:

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

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.

REQUESTING MISSION REPORTS

Looking for a veteran's 380th mission reports? Here are three sources that you can try.

The National Personnel Records Center in St. Louis may or may not have the records you request--they had a fire years ago which burned thousands of records. However, they have had an ongoing successful project of restoring (or trying to) many records thought permanently lost. If you contact them and they reply that the records were destroyed in the fire, re-submit your request--several times if necessary--requesting they check the "Burn File." Eventually they may "find" them. The other two sources were more successful.

At "Golden Arrow Research" you will be requesting "After Action Reports." You may need your veteran's serial number, if available, his dates of service in the 380th, his unit, and the time periods the missions took place.

When you visit the websites, follow the instructions for requesting records. There may be a fee for services.

There are other sources, but these three have been used with success by some of our members.

Good luck!

National Personnel Records Center
1 Archives Drive
St. Louis, MO 63138
<https://www.archives.gov/personnel-records-center/military-personnel>

AFHRA/RSA (Wheaton) *
600 Chennault Circle
Maxwell AFB, AL 36112-6424
<https://www.afhra.af.mil/contact-us/>

Golden Arrow Research
7372 Northmoor Drive
St. Louis, MO 63105
<https://www.goldenarrowresearch.com/order-after-action-reports/>

* AFHRA is the Air Force Historical Research Agency

REPRODUCED AT THE NATIONAL ARCHIVES

530TH BOMBARDMENT SQUADRON (H), AAF
Office of the Operations Officer

A.P.O. 921,
July 18, 1943.

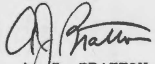
SUBJECT: Loading List

TO : Operations Officer, 380th Bombardment Group (H), AAF, APØ 921.

1. The following is a list of Planes and Crews attached to 528th Bombardment Squadron for mission FEN 4.

<u>Ship No. 524</u>	<u>Ship No. 504</u>
P Morris, W. L., 1st Lt	P A. V. Connery, 1st Lt.
CP Piper, M. Z., 2nd Lt	CP J. M. Vick, 2nd Lt.
N Skuzinski, E. F., 2nd Lt	N P. J. Mullins, 2nd Lt.
B Massey, W. L., 2nd Lt	B J. C. Wright, 2nd Lt.
E Jones, P. D., T/Sgt	E T. P. Koumarelos, T/Sgt
AE Maslanka, S. F., S/Sgt	AE J. W. Tackett, S/Sgt
R Carter, T. H., T/Sgt	R A. C. Welsh, T/Sgt
AR Brown, C. R., S/Sgt	AR F. R. Drury, S/Sgt
G Sprowls, D. V., S/Sgt	G D. M. Greenwood, S/Sgt
AG Warren, C. L., S/Sgt	AB T. J. Farley, S/Sgt
	F D. P. Ballenger, pfc , 18166512

<u>Ship No. 508</u>
P J. S. Dennis, 1st Lt
CP J. M. Coonce, 2nd Lt
N P. C. Hebner, 2nd Lt
B R. H. Kunz, 2nd Lt.
E L. R. Hastings, T/Sgt
AE W. E. Page, S/Sgt
R C. D. Wilbert, T/Sgt
AR C. W. Ostrowski, S/Sgt
G R. M. Mather, Cpl
AG J. Estes, S/Sgt
F J. Cryzter, Pvt, 33113622


A. J. BRATTON,
Captain, Air Corps,
Operations Officer.

IDENTIFYING MILITARY MEDALS, BADGES AND AWARDS

A free educational site,
www.identifyingmedals.com,
hopes to inform people about
military medal awards, badges, and
orders from around the world and
to help them identify medals in
their collections as well as to learn
more about the stories behind
some of the different insignia.

You can explore military medals
and awards by country, and by
time periods: Pre-WWI, WWI,
Interwars Period, WWII, and Post
WWII.

MISSION SYMBOLS

Mission symbols, also known as mission marks, kill markings and victory decals, are the symbols painted on the sides of planes (although initially on bombers, these symbols were later used on fighter aircraft and troop transports), usually near the cockpit or nose. They were used to show the successes of the crews that had flown that particular aircraft (they were also used on naval and land-based vehicles). The use of victory markings originated during World War I but grew in popularity during World War II. During World War II, these marks or symbols appear not to have been official military markings but rather were given meaning through their repetitive use by the airmen. The markings were typically simple in design and varied in shape and size and more than one marking may have similar meanings. Mission symbols were used by all of the Allied and Axis countries participating in the war. (Keeping the tally of a successful defeat of the enemy has been a common practice since the beginning of record-keeping and trophy hunting: whether a painting in a cave, a “notch” on a belt, display of a defeated enemy’s weapons, or a painted symbol on aircraft, this tally of victory helps tell the story of the victorious and raises their status as a successful warrior.)

This military tradition was largely carried over from past WWI squadrons recording combat kills on a board located at homebase by displaying the enemy’s insignia. These symbols evolved in complexity over time, and varied in style and were largely carried out in part by the pilots and ground crew to boost morale and keep a score of battle throughout the war. Although not every mission or kill was accounted for with these markings, the symbols tell the rich history of the aircraft and the pilots that flew them into battle.

The chart shown here includes examples of the types of symbols seen on the U.S. Army Air Force planes.

Mission symbols were also used on other military equipment, such as tanks and submarines, to denote the accomplishments of these groups.

Key to mission symbols on facing page

1 Bomb mission as lead crew. 2 Lead crew (variation). 3 Bomb with target name. 4 Bombing mission (variation). 5 V-weapons site raid. 6 Camera — photo mission. 7 Broom — fighter sweep. 8 Umbrella — top cover. 9 Top hat and cane — fighter escort. 10 Purple Heart — crew member wounded in action. 11 Paratroop. 12 Airborne troop drop. 13 Japanese meatball — aircraft kill. 14 Swastika — German aircraft kill. 15 Swastika (variation). 16 Rising Sun flag — Japanese aircraft kill. 17 Red Cross — Medevac mission. 18 Patee Cross — German aircraft kill (variation). 19 Iron Cross — German aircraft kill. 20 Italian aircraft kill. 21 Enemy aircraft destroyed — usually Pacific theatre. 22 Ships sunk. 23 Duck — decoy mission. 24 Bombing mission (variation). 25 Camel — mission over the ‘Hump’ or Himalayas. 26 Train destroyed. 27 Mountain — hump mission (variation). 28 Shell — mission record (variation). 29 Swastika with red ring — kill. 30 German flag — kill. 31 Bridge destroyed. 32 Eye — photo mission. 33 German aircraft kill. 34 Top cover/bombing mission. 35 Boxcar — cargo carrier mission.



MISSION SYMBOLS (continued)

Color photos of the 380th B-24s show bombs painted on the nose; each one stood for a bombing mission, and were painted yellow on the olive drab painted B-24s (for visibility) and were generally painted black on the plain aluminum B-24s. The small star (may look like a dot in some photos) above each bomb designated that that aircraft was the mission leader in the attack. A bridge symbol (like a suspension bridge) was used if they bombed or destroyed any bridges. If they shot down any enemy aircraft, small airplanes would be painted there also. An example from the 380th aircraft that are shown here are from "Queen Hi" - 44-40432 (two bridges are at the top right), and the left side of "Embarrassed" - 44-40189 (ships and planes are on the top left).



Queen Hi



Embarrassed

Examples of some of the symbols used are described and shown below.

National Kill Mission Victory Symbols

It was common to display the insignia or national marking of the enemy to mark the kill. These were composed of swastikas, Japanese Imperial flags, Russian Stars, American flags and Stars and Circles. Symbolizing the victories over the enemy wasn't solely done by the Allied forces, but a practice done by the Axis powers in equal comparison.

Bomb Mission Symbols

Bomb Mission symbols varied in shape and size, but for the most part were a simple design to denote the number of missions carried out by the bomber crew. The addition of a star was used to signify a lead bomber within a mission.



Top Cover Mission Symbols

Top Cover missions were signified by an umbrella shape. These missions were flown by high altitude combat aircraft meant to protect bombers or other operational aircraft at lower altitudes.



Fighter Sweep Mission

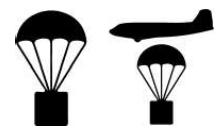
A Fighter Sweep is an offensive mission by fighter aircraft to seek out and destroy enemy aircraft or targets of opportunity in an allotted area of operations. The successful mission was symbolized by a broom-shaped silhouette.

Fighter Escort Mission



Cargo and Paratroop Mission

Also important were missions dropping cargo and paratroopers. These symbols were detailed with a parachute and cargo container underneath. Paratroop drops were symbolized with a silhouette of a C-47 above the drop symbol.



MISSION SYMBOLS (continued)

Destroyed Land and Sea Target Symbols

Land and Sea targets were also marked on aircraft with symbols that varied from floating to sinking ships, along with various train designs.



Current Usage

In the United States Air Force, as of 2010, victory markings are applied in the form of six inch green stars set within a black border with the type of aircraft defeated stenciled inside the star in white lettering.

Victory marks have been applied to aircraft for reasons other than aerial victories. During the period of its use for astronaut recovery, the U.S. Navy's Helicopter 66 bore victory marks showing a space capsule silhouette, with one mark added for each recovery in which it participated. In 2012, a German Eurofighter was spotted with a kill mark denoting a simulated victory over a U.S. Air Force F-22 Raptor, achieved in a dogfight during a training exercise.

Summary

It's undeniable that aerial combat played a pivotal role in shaping the outcome of numerous battles during World War II. The skies were dominated by aircraft-on-aircraft fighting, with the Allies ultimately coming out on top. As a symbol of pride and achievement, many pilots adorned their fighters and bombers with victory markings, distinctive emblems that tallied up their triumphs against the enemy. Victory markings emerged as a way for pilots to showcase their individual and collective successes against enemy aircraft. They took the form of painted symbols or decals placed in various locations on an aircraft. Typically, each marking represented one confirmed enemy aircraft that was shot down, while other symbols signified other victories. The practice varied among different Allied air forces, but a variety of different icons were used to denote different missions.

While victory markings certainly had a positive psychological impact on the pilots, they also played a significant role in boosting the morale of both ground crews and the civilian population. The sight of an aircraft covered in these symbols demonstrated the prowess and dominance of the Allied forces, instilling a sense of pride and hope. Furthermore, the media often used images of decorated aircraft in propaganda materials.

Sources:

Email between William Shek Jr. and Frank Castrillo, January 2024, concerning 380th markings, in particular, those on "Queen Hi."

World War II Mission Symbols by Carolyn Apple, retired Dover-area emergency medicine physician and Delaware Division of Historical and Cultural Affairs volunteer: <https://history.delaware.gov/2015/09/03/world-war-ii-mission-symbols/>

Aircraft Victory Mission Markings of WWII, Apr 22nd 2020, by Nic Johnson: <https://www.aircorpsart.com/blog/aircraft-victory-mission-markings-of-wwii/>

Victory Marking, Wikipedia: https://en.wikipedia.org/wiki/Victory_marking

Victory Markings Were Used By Pilots To Show Wins Against the Enemy, Aug 11, 2023, by Rosemary Giles, Guest Author: <https://www.warhistoryonline.com/world-war-ii/victory-markings.html>

US WWII Aircraft Markings - What Do They Mean, Eighth Air Force VIDEO: <https://www.bing.com/videos/riverview/relatedvideo?q=bomber+kill+markings+wwii&mid=2BEC4954AC3F680D13312BEC4954AC3F680D1331&FORM=VIRE>

<http://380th.org/HISTORY/All-Aircraft-byName.htm> (Queen Hi and Embarrassed); for a few other examples, see: Bail-out Belle, Beautiful Beast, Beautiful Betsy, Big Ass Bird, Dally's Dilly, Dauntless Dottie, Snafu.

PHOTO COLLECTION OF WILLIAM H. STOKES (529TH SQUADRON)



The photo above was sent by Randall Stokes whose stepfather, William H. Stokes, was a tailgunner on Carmichael's Crew (40) (529th Squadron). This photo was taken in 1944. The occasion for this photo is unknown; the men in it are from all four squadrons and are mainly gunners, flight engineers, and armament staff.

Top row, left to right: Frederick J. Wark (530th, Gunner, Taylor's Crew); Leo J. Woelfel (529th, Gunner, Harrison's Crew); Gene D. Grunnet (531st, Flt Eng, Magee's Crew); Francis W. Taylor (531st, Armament Officer); unknown; Roy ("Bama") T. Gaisser, Jr. (530th, Gunner, Planck's Crew); Glenn A. Miller (528th, Gunner, Parker's Crew); William B. Lynch, Jr. (531st, Flt Eng, Baptist's Crew); Russell G. Sullivan (531st, Armament Chief/Armorer); Kenneth M. Sims, Jr. (529th, Gunner, Fleming's Crew)

Bottom row, left to right: George S. Gregory (531st, Gunner, Deaton's Crew); Reed L. Tyler (530th, Gunner, McHale's Crew); John J. Phelan (529th, Gunner, Woodward's Crew); William H. Stokes (529th, Gunner, Carmichael's Crew); Alexander V. Volpe (528th, Gunner, Fleming's Crew); Courtney H. Brewer (529th, Armament/Armorer); Alton C. Willford (528th, Gunner, Navran's Crew); Norbert J. Rafter (530th, Armament/Armorer)

Photo right: DREAM GAL crew with trainer aircraft taken stateside, 1944; photo sent by Randall Stokes



CARMICHAEL CREW (40) - 529th

Acft Cmdr: Carmichael, Charles C.
Pilot: Davis, John R.
Navigator: Johnston, James H.
Bombardier: Hagler, John B.
Flt Eng: Hutchens, Eugene I.
Flt Eng: Williams, Benjamin H.
Radio Opr: Lott, Kingdon R.
Radio Opr: Smith, Charles H.
Asst Flt Eng, Gunner: George, Walter S.
Asst Flt Eng, Gunner: Carozzo, Richard J.
Asst Flt Eng, Gunner: Lee, T.C. (RAAF)
Gunner: Gregory, Arthur J.
Gunner: Patrick, P.J. (RAAF)
Gunner: Stokes, William H.



<http://www.b24bestweb.com/dreamgal4.htm>

WALLACE M. OLSON (530TH SQUADRON)

Olson, Wallace M. / 530 / 36554393 / Radio Opr, Cullen's Crew, McHale's Crew (54) / GUS'S BUS II

11 October 1944

Site: Darwin, NT, Australia

B-24D-135-CO, #42-41125, GUS'S BUS II, piloted by 1/Lt James W. McHale, stalled on take-off, crashed and burned while going out on an armed recce. The impact bent the #3 propeller inward so that it came through the fuselage and pinned the radio operator, T/Sgt Wallace M. Olson, to his seat. He was unable to escape the ensuing fire. The remainder of the crew survived with a variety of lesser injuries.

For more details of the crash: Glenn R. Horton, Jr., *BEST IN THE SOUTHWEST*, pp. 275-276, 431.

CULLEN CREW (54) - 530th

Acft Cmdr: Cullen, Robert J.

Pilot, Acft Cmdr: McHale, James W.

Navigator: Digman, Lorenz H., Jr.

Navigator: Piennett, Thomas H.

Bombardier: Wallace, James H., Jr.

Bombardier: Williams, Roger K.

Flt Eng: French, Emmanuel C.

Radio Opr: Olson, Wallace M.

Asst Flt Eng, Gunner: Knowles, Ernest W.

Asst Flt Eng, Gunner: Rocco, Jay F.

Asst Flt Eng, Gunner: Slowick, John W.

Asst Flt Eng, Gunner: White, Harry M.

Gunner: Doan, Verden E.

Gunner: Elliott, Billy J.

Gunner: Levinsohn, Joseph E.

Gunner: Roberts, Lawrence ("Larry") E.



Wally Olson
Larry Roberts
Collection



All that remained of Gus's Bus II after the fire was put out
Larry Roberts Collection



Gus's Bus II burned furiously after crashing at
Darwin
Larry Roberts Collection

RAAF AREA COMMANDS

Area commands were the major operational and administrative formations of the Royal Australian Air Force (RAAF) between 1940 and 1954. Established in response to the outbreak of World War II, they underpinned the Air Force's geographically based command-and-control system for the duration of the conflict and into the early years of the Cold War, until being superseded by a functional control system made up of Home, Training, and Maintenance Commands.

The area commands and their responsibilities evolved over time according to changing circumstances. The RAAF established four commands to begin with in 1940–41: Southern Area, Central Area, Western Area, and Northern Area. They oversaw most of the operations, training and maintenance within their boundaries. A concession to functional control occurred in mid-1941, when the Air Force formed two groups that assumed the training role of the southern and eastern states; Central Area was disbanded and most of its units taken over by Northern and Southern Areas, and the newly formed No. 2 (Training) Group. The area structure was further revised in 1942, following the outbreak of the Pacific War; Northern Area was split into North-Eastern Area and North-Western Area, and a new command, Eastern Area, was created, making a total of five commands. The same year, the RAAF formed two functional groups that assumed the maintenance role of the area commands; the latter focussed on operations until the end of hostilities. A new area command covering RAAF units in New Guinea, Northern Command, was formed in 1944 and dissolved soon after the war.



RAAF area command boundaries in 1944

By the early 1950s, most operational units were based within Eastern Area Command, most Air Force training was controlled by Southern Area Command, and maintenance was the responsibility of Maintenance Group. The area command structure was no longer considered appropriate for delivering the concentration of force necessary for combat, and the Federal government decided to replace it with a functional command-and-control system. In 1953, Eastern Area Command was re-formed as Home Command (controlling operations), Southern Area Command was re-formed as Training Command, and Maintenance Group was re-designated Maintenance Command. The three remaining area commands ceded their authority to the functional commands in 1954, and were disbanded by the end of 1956.

The functional commands established in 1953–54 were revised in 1959. Home Command was renamed Operational Command, and Training and Maintenance Commands merged to become Support Command. Operational Command was renamed Air Command in 1987, and three years later Support Command split into Logistics Command and Training Command. In 1997, logistics management became the responsibility of Support Command (Air Force), the RAAF component of the Defence-wide Support Command Australia (later subsumed by the Defence Materiel Organisation). Training Command was re-formed as Air Force Training Group, a force element group under Air Command, in 2006. Air Command became the sole command-level organisation in the RAAF.

Source: https://en.wikipedia.org/wiki/RAAF_area_commands

FEMALE WWII PILOTS

In 1942 the U.S. faced a severe shortage of pilots, and leaders gambled on an experimental program to fill the gap: train women to fly military aircraft so male pilots could be released for combat duty overseas.

OVERVIEW

The Women Airforce Service Pilots (WASP) program was established in 1943 by the U.S. Army Air Forces. Approximately 1,100 young women, all civilian volunteers, were tasked with noncombat military flight duties during WWII and were not considered military service members. These women were the first female pilots to fly U.S. military aircraft.

The WASP flew a total of 60 million miles during the war, performing a variety of missions. They delivered 12,650 aircraft from manufacturers to airfields which accounted for more than 50% of all combat aircraft built in the U.S. during the war. They ferried new planes long distances from factories to military bases and departure points across the country. They tested newly overhauled planes. They towed targets to give ground and air gunners training shooting (with live ammunition!). They also trained male pilots and transported cargo. They flew almost every type of aircraft used by the USAAF during WWII, and when not flying studied radio communications and navigation.

The WASP expected to become part of the military during their service. However, the program was cancelled after just two years. They weren't granted military status until the 1970s.

BACKGROUND

The WASP had its origins with two exceptional female flyers: Nancy Harkness Love (the youngest American woman to have earned her private pilot's license at that time) and Jackie Cochran (after the war, she became the first woman to break the sound barrier).



Nancy Love

Love lobbied for a program that would allow female pilots to ferry warplanes.

In September 1942 Love organized the Women's Auxiliary Ferrying Squadron (WAFS) and more than two dozen of the country's best female civilian pilots were soon reporting to New Castle Army Air Base in Delaware for transport training.

Cochran wrote to First Lady Eleanor Roosevelt, who put her in touch with Gen. Henry ("Hap") Arnold, chief of the Army Air Forces, and Gen. Robert Olds, head of the Air Transport Command. Arnold asked Cochran to ferry a bomber to Britain to generate publicity for the plan.



Jackie Cochran with Gen. Arnold

While in the UK, she volunteered for the Air Transport Auxiliary and recruited American women to fly planes in Europe. She also studied the organization of the Royal Air Force and the ATA.

Her goal was to train thousands of women to fly for the Army, not just a few dozen integrated into the men's program. She wanted a separate women's organization and believed militarization would follow if the program was a success. And it was. The women's safety records were comparable and sometimes even better than their male counterparts doing the same jobs.

Upon returning from the UK in October 1942, Cochran persuaded Gen. Arnold to activate the Women's Flying Training Detachment (WFTD), a similar program to the WAFS based at Howard Hughes Airport in Houston, and by November 1942 the first trainees were recruited.

The two programs operated separately until August 20, 1943. With Cochran pushing for a single entity to control the activity of women pilots, Gen. Arnold ordered the merging of the two programs, to create the WASP, with Cochran as the director and Love as the executive in charge of ferrying operations.

FEMALE WWII PILOTS (continued)

ABOUT THE PROGRAM

More than 25,000 women applied to serve as WASPs. Only 1,830 were accepted, and of that number only 1,073 graduated. Candidates had to be between 21 and 35 years of age (their age range for service was lower than their male counterparts “to avoid the irrationality of women when they enter and go through menopause”), at least be 5-feet 2-inches tall, possess a commercial pilot’s license, and have the physical endurance to complete the military training regimen that was part of the selection process. Among those graduating were two Chinese Americans, two of Hispanic descent, and one Native American. All African American applicants were denied.

All of the WASP trainees completed a 6-month training course at Avenger Field in Sweetwater, Texas. Life wasn’t always sweet at Sweetwater. Their training was as rigorous as that of the male cadets. Although the women were already licensed pilots, they had to learn to fly America’s military aircraft. Ground school was no picnic either. Hydraulics, meteorology, Morse code, aerodynamics, physics, and airplane maintenance were just some of the required courses.

Add to that, their male-sizes-only “zoot suit” uniforms didn’t fit, the weather was hot and dusty or cold and snowy, the barracks were crowded, the latrines were spartan, and sometimes meat loaf, grits, and squash just wasn’t a dream dinner. All in all, becoming a WASP took guts, skill, and stamina.

After training, WASPs were stationed at 122 airbases across the U.S., freeing 900 male pilots for combat duty.

Pay for WASPs was two-thirds of what male pilots earned. They received \$150 per month while in training and \$250 per month afterwards. From that, they needed to pay \$50 for room and board and pay for their own uniforms at \$12.50 per pair of pants and \$8 to \$12 per shirt. Most WASPs bought 4 sets.

They worked under 90 day, renewable contracts.

While administered by the Army, the WASPs remained a Civil Service organization. The 38 female pilots who lost their lives serving their country were denied military honors and military burials and they did not even receive funding to transport their bodies back home (their fellow WASPs often collected monies to pay for their return home). Sad to say, because they weren’t considered military, the American flag was not supposed to be draped



Cochran with trainees

over their coffins. However, some families defied this edict and did it anyway.

In January 1944 Rep. John Costello (Calif.) tried to get the U.S. House of Representatives to pass legislation that would allow the organization to be militarized, introducing bill HR 4219, which would authorize women’s commissions in the USAAF, but it was narrowly defeated.

In 1944 the program came under threat. By the summer of 1944, the war seemed to be ending. Flight training programs were closing down, which meant the male civilian instructors were losing their jobs. Fearing the draft and being put into the ground Army, they lobbied for the women’s jobs. It was felt at the time that women replacing men was unacceptable. Women could release men for duty (that was patriotic), but they couldn’t replace men.

So Arnold announced the program would disband by December 1944, but those who were still in training could finish. The Lost Last Class, as it was called, graduated but was immediately sent home, often without a graduation ceremony, although some bases did throw parties or have full reviews for their departing WASP.

At the conclusion of the program, there were 915 female pilots on duty: 141 assigned to the Air Transport Command; 620 to the Training Command; 11 to the Weather Wing; 133 to the numbered air forces of the continental U.S.; 9 to the technical commands; and 1 to the Troop Carrier Command. WASPs flew 80% of all ferrying missions, delivering 12,652 aircraft of 78 different types.

FEMALE WWII PILOTS (continued)

AFTER THE PROGRAM ENDED

After the disbandment of the group, the majority of the pilots had to find their own transportation home. Some of them volunteered for the Chinese Air Force, which was still fighting the Japanese, and while the U.S. Air Force offered commissions to former members in 1949, they were relegated to support and administrative duties.

After the war, a few of them got piloting jobs but not with any of the major airlines. And some of them stayed in the air as airline stewardesses. In those days, no major commercial airline would hire these experienced women as pilots.

The WASP kept in touch for awhile. But that didn't last long. Then in the 1960s they began to find each other again and had reunions; they even started talking about pushing for military status.

Records about the Women Airforce Service Pilots program were classified and sealed for 35 years. The files were only declassified in the mid-1970s when efforts to gain the WASP's recognition were brought to the U.S. Government.

In 1976, the Air Force decided to admit women to their flying program. An Air Force statement said: "it's the first time that the Air Force has allowed women to fly their aircraft." As expected, the WASP were enraged. The fact that the WASP had been forgotten by their own Air Force united them.

They lobbied Congress to be militarized, and persuaded Sen. Barry Goldwater to help. He had ferried planes during the war, just as they had done.

Finally, in 1977, President Jimmy Carter signed the G.I. Bill Improvement Act which finally granted WASP pilots full military status. The women who served were given Honorable discharge papers in 1979, and in 1984 were awarded the World War II Victory Medal. Those who had served over a year were also awarded the American Theater Ribbon/American Campaign Medal.

Efforts to gain recognition continued past their fight with the government. In 2005, former WASP member Deanie Bishop Parrish and her daughter opened the National WASP WWII Museum, and four years later the organization was inducted into the International Air & Space Hall of Fame at the San Diego Air & Space Museum.

Congressional Gold Medal



In 2009 President Barack Obama signed a bill conferring the Congressional Gold Medal upon the WASP. The following year, on March 10, 2010, 66 years after the organization was disbanded, the Women Airforce Service Pilots (WASP) received the Congressional Gold Medal for their remarkable service, record, and revolutionary reform in the Armed Force during World War II. Approximately 200 WASPs, many of them in their 80s and 90s, gathered at the Capitol to accept this well-deserved honor. Each WASP received a smaller version of the medal as a keepsake.

It wasn't until 2016 that veteran WASP were allowed to be buried at Arlington National Cemetery.

Sources and to learn more:

War History Online: www.warhistoryonline.com/instant-articles/the-incredible-women-who-ferried-aircraft-for-the-us-during-wwii.html

War History Online: www.warhistoryonline.com/war-articles/wasps-women-who-served-as-pilots.html

NPR: www.npr.org/2010/03/09/123773525/female-wwii-pilots-the-original-fly-girls

Bullock Museum, Texas: <https://www.thestoryoftexas.com/discover/campfire-stories/wasp>

Britannica: www.britannica.com/topic/Women-Airforce-Service-Pilots

Wikipedia: https://en.wikipedia.org/wiki/Women_Airforce_Service_Pilots

Nancy Harkness Love: https://en.wikipedia.org/wiki/Nancy_Harkness_Love

Jacqueline Cochran: https://en.wikipedia.org/wiki/Jacqueline_Cochran

WASP Congressional Gold Medal: <https://www.identifymedals.com/article/women-airforce-service-pilots-wasp-gold-medal/>

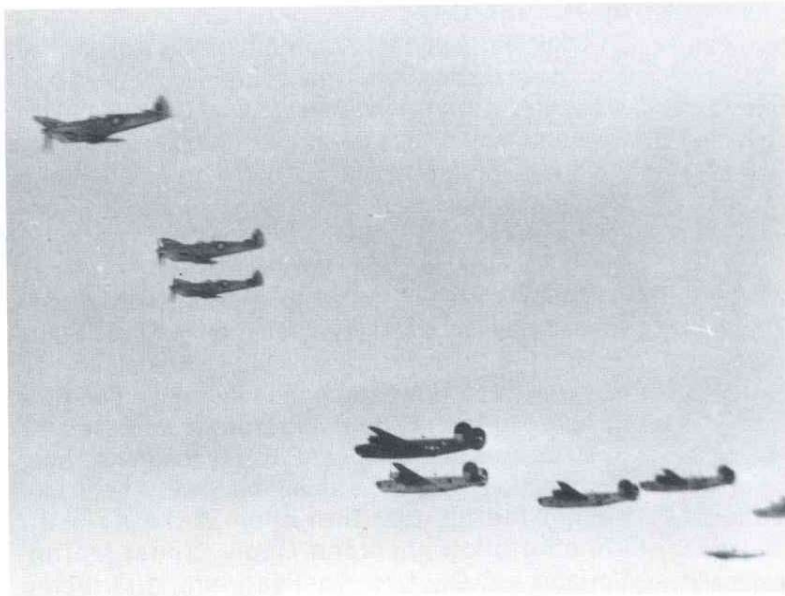
29 AUGUST 1944 MORALE BOOSTER

29 August 1944

Brig/Gen Jared V. Crabb presided over the first formal decoration ceremony to be held by the 380th since their arrival in the Pacific Theater. Commander Lee Brissey and his adjutant, Maj Charles Schroeder, wanted to create a ceremony that would stir the men to pride and help restore their sagging morale. To this end, they took a chance at burdening them with another Army formality by scheduling a parade and flyover. The gamble paid off, as all felt a resurgence of pride when Crabb and Brissey pinned on 7 Silver Stars, 29 DFCs, 7 Soldier's Medals, 242 Air Medals, and 28 Purple Hearts.

It was a grand day, capped off by a flyover of 24 Liberators escorted by Spitfires from the local RAAF/RAF squadrons. After the ceremony, Crabb awarded the 530th a trophy for having the tightest formation in the flyover. Winning pilots included Capt Ernest Martin, Squadron C.O., 1/Lt Charles Petre, 1/Lt Verne Cruze, 1/Lt Joe Quinn, Capt Bernard Kiel, and 1/Lt John Black.

The winning 530th formation buzzes the parade grounds on 29 Aug 1944 escorted by unpainted Spitfire Mk. VIIs.
James Clark Collection



for it. This inequity would finally be addressed in October 1944 when all the Squadron Commanders and the Group Operations Officers were promoted to Major.

Source: *BEST IN THE SOUTHWEST*, Glenn R. Horton, Jr., pp 261-262.



Gen. Crabb pinning on medals. Although small in stature, Crabb was a hard driving leader and former CO of the 345th BG. James Clark Collection

This morale booster was short lived, for the 380th still lagged behind most other 5th AF units with their promotions. Their point of contention was graphically illustrated when Capt Joseph Cesario, the Group Operations Officer, returned to the States.

Cesario, a former 530th CO, had been given the job without the expected promotion to Major when Maj Gus Connery went home. Now, the combat exhausted pilot was leaving this important post to a very capable man. 1/Lt Anthony M. Tovaraz, another 530th man, would spend several weeks working as the Group Operations Officer before he received his Captain's bars. He too would never see his Majority, even though the Table of Organization and Equipment called

MAIL CALL

Dec 21, 2023

Hi, I'm a Ph.D. Student at Ohio University studying the strategic bombing campaign against Japan. I am also doing a massive oral interview project with Pacific War veterans across the country. I am seeking 1-2 (or more if willing) veterans that participated in the bombings in the Pacific War.

Likewise, anyone (children/grandchildren) who has quality materials left from loved ones that served I would be interested in interviewing too. Please email at cm749420@ohio.edu. Thanks in advance.

Christian D. McCall
Graduate Teaching Assistant of History
HGSA President Academic Year 2023-24
Ph.D. Student in History
Ohio University History Department

If anyone wants to participate in Mr. McCall's project, please contact him at the email given above.

Feb 5, 2024 - This was posted to the 380th's Facebook page. Several comments were provided about how to obtain the records and a chart identifying Army medal ribbons. It was also recommended to him in an email to check with small businesses or hobby shops in his area about putting together a shadow box once he has the items he'd like to put into it.

If anyone has any other advice or can help Mr. Prest, please contact Barb Gotham at 380th.ww2@gmail.com to pass along to him.

Art Prest is looking for someone to help him put together a shadow box of his brother's medals, etc.

His brother was Robert F. Prest, Pilot, Prest's Crew (77), 531st Squadron, O-760706. He arrived at the 380th on 10 Jul 1944 and was killed in action on 9 Oct 1944. The plane he was piloting, Patty's Pig, crashed into the sea near Koepang, Timor, after a large caliber flak shell exploded between the fuselage and #2 engine. Five parachutes were seen deploying from the dying bomber, but no bodies were found; any survivors most likely drowned or were executed.

If anyone can help Art identify any medals that his brother might have received and how to procure them, it would be greatly appreciated.

Any info you might have, please send email to 380th.ww2@gmail.com to pass along to Art.

Comments:

- 1 - DD-214 or discharge papers are not issued to KIA.
- 2 - Best thing to do is request Robert's IDPF file from the National Archives.
- 3 - I requested my step-dad's records from the National Archives. A couple months later, I received about 100

documents and full set of medals, covering 10 years during WWII and Korea.

<https://www.archives.gov/veterans/military-service-records>

4 - Mr. Prest, here is a chart identifying Army medal ribbons. Each medal had a distinctive ribbon attached. Instead of the person wearing the actual medals, he would wear the small ribbon pins, which identified the medal by the ribbon design. If any of your brother's ribbons have a small brass oak leaf pinned to it (AKA an "Oak Leaf Cluster"), that means that that particular medal was awarded to him a second time. Instead of awarding another identical medal, each subsequent award of the same medal would get another brass OLC pinned on the ribbon. This would be repeated until the 5th award of that same medal - then the 4 previous brass OLCs would be replaced with a silver OLC, denoting that he had earned that medal a total of six times (the original award plus 5 additional awards). Then, the whole process would start again with the brass clusters. If he has any service or campaign ribbons with small metal stars on them, that indicates additional participation in particular campaigns. Again, brass stars until the 5th award, then a silver star would replace the brass ones. Hope this all isn't too confusing.

5 - Reply to 4 above from Mr. Prest: I don't have any of his medals. Ironically I have a box full of medals for my father who served in WW1 and was gassed in the trenches of France so I even have his Purple Heart. I also have a bunch of his ribbons for which I have no clue as to what they were for. I was born in 1945 when my father was 47. My brother Bob was shot down 8 months before I was born. My mother had 2 other sons who were also serving in WW2. David was a Flight Engineer in the Army Air Force in North Africa and Ed was in the Army in Germany

49TH DEPOT REPAIR SQUADRON

The Air Depot Repair Squadrons were responsible for servicing aircraft and other equipment, as well as for training maintenance staff.

The 49th Depot Repair Squadron was intimately involved with the 380th as shown on Peter Dunn's webpage: <https://www.ozatwar.com/usaaf/49depotrepairstqn.htm>

Here is information from that website. (Note that because this history was written by an Australian, Australian spelling is used throughout.)

The 49th Depot Repair Squadron was activated and organised as a unit of the 49th Air Depot Group on 15 February 1943, on the authority of G.O. 18, Hqs, Duncan Field SAAD, San Antonio, Texas. The first Commanding Officer was Captain Douglas Campbell. In April 1943, command was assumed by Captain Ernest R. Paul. After spending time training at Kelly Field and Stinson Field, the unit boarded a troop train on 13 January 1944 and arrived at Camp Stoneman in California on 17 January 1944; from there they departed a ship for Brisbane, arriving there on 24 February 1944. They had to march two miles to nearby Camp Doomben and the Doomben Racecourse. As they had been exposed to spinal meningitis aboard ship, they were all quarantined in Camp Doomben for two weeks.

On 23 March 1944, the entire unit traveled from Camp Doomben by foot to nearby Bretts Wharf on the Brisbane River and embarked on the S.S. R. P. Warner on 24 March 1944 enroute to Townsville in north Queensland, arriving in Cleveland Bay on 28 March 1944. The weather for the three days of the journey from Brisbane had been very inclement. Most of their food had spoiled and their quarters became very wet and disagreeable. After the wind calmed and the rain ceased they docked at Townsville.

The troops travelled by motor truck convoy to Armstrong's Paddock, a US Army camp in Townsville; from there they departed Armstrong's Paddock on 31 March 1944 by motor convoy and embarked again on S.S. R.P. Warner which left Townsville Harbour on 1 April 1944. They proceeded to Thursday Island where they were joined by another Liberty ship and a Corvette escort. The ship arrived in Darwin Harbour on 8 April 1944. The troops disembarked via landing barges and travelled by trucks to Depot #4 Darwin at the RAAF Airfield. Duties at this Depot centered entirely about construction of the Depot.

During May 1944 men went for special training and worked on repairs to two B-24s that had crash landed.

In May/June 1944, one officer and 20 enlisted men returned from Detached Service with the 81st Air Depot Group. Three B-24s were "sold" from the repair shops, and four additional ones were received for 500 hour inspections and engine changes. A large percentage of the Squadron personnel continued work on construction for the completion of Depot #4 Darwin.

By the end of June 1944 the 49th Depot Repair Squadron's strength stood at 11 officers and 374 enlisted men. On 18 June 1944, the 49th Depot Repair Squadron moved by motor convoy with the 49th Air Depot Group to a new camp area in the Darwin area.

In August 1944, 9 enlisted men assigned to the Oxygen Generating Section returned from Detached Service with the 30th Service Squadron. Their return and the receipt of equipment enabled the Squadron to complete the Oxygen Generating Section. Receipt of other equipment enable the Squadron to complete the Electroplating Section also. Both Sections were operating satisfactorily.

In August 1944, almost daily, small crews of men were sent to the 380th Bombardment Group for sheet metal, fabric, armament, and hydraulic jobs not exceeding 30 or 40 hours.

In August 1944, one officer and 6 enlisted men from the RAAF received training for 6 weeks from the 49th Depot Repair Squadron in field maintenance problems and minor overhaul of instruments and bombsights. All personnel from the 49th Depot Repair Squadron attended weekly lectures in medical treatment. These lectures lasted for 6 weeks and equipped personnel to take better medical care of themselves.

In August 1944, the Squadron's Supply Section prepared elaborate plans for evacuation and started to pack items which they did not expect to use in the future thus allowing them to act quickly and intelligently in case movement orders were received.

49TH DEPOT REPAIR SQUADRON (continued)

In August 1944, 3 officers and 6 enlisted men from the RAAF received training in the Instrument Shops. The Yanks learned Aussie slang and received many tips about the native women. Both parties believed the knowledge gained would be very useful in the present war.

In September 1944, despite many earlier rumours of possible movements to China or the Philippines, the 49th Depot Repair Squadron was still based in Darwin. They were getting used to the red dust being on their clothes and in their cots. Major Michael J. Galer was assigned to the Squadron as Operations Officer and two enlisted men were transferred out of the Squadron, giving them a strength of 12 officers and 371 enlisted men.

In October 1944, the 49th Depot Repair Squadron helped the US Navy by transporting one of their enlisted men with a broken back to Brisbane for medical treatment. The 49th Depot Repair Squadron continued to service the 380th Bomb Group aircraft. During October 1944, the Squadron completed one major overhaul and nine minor repairs of C-47s and seven major overhauls and 12 minor overhauls of B-24 Liberators.

The 30th Service Squadron was reassigned to a new Station in November 1944, leaving the 49th Depot Repair Squadron as the only unit maintaining the shops in Depot #4 at Darwin, with the exception of 10 men from other units. The Squadron turned out 15 B-24 Liberators including two minor overhauls, one major overhaul, eight complete overhauls and four salvages in November 1944. It was noticed that there was an increase in the number of work orders initiated by the 380th Bomb Group indicating closer coordination between the activities of Depot #4 and the tactical group.

In December 1944, there was a pronounced rise in morale due to the plentiful turkeys and trimmings for Christmas dinner and a large number of Christmas packages received. Three officers and 49 enlisted men were also sent to Adelaide for rest and recuperation.

In December 1944, the 49th Depot Repair Squadron turned out 10 B-24 Liberators including four complete overhauls, 6 minor overhauls and four C-47s, including two major overhauls and two minor overhauls. They also completed a large number of minor repairs and modification on transient B-24 Liberators, B-25

Mitchells, and other aircraft. Two B-24 Liberators were salvaged.

Also in December 1944, because no aircraft were available for Depot #4 in Darwin due to a forced landing at Inverleigh of the 49th Air Depot Group's aircraft, "Timber" #42-40111, a B-24 Liberator from the 380th Bomb Group carried mechanics from the 49th Depot Repair Squadron to Inverleigh with parts to repair "Tim-ber", which remained on the ground for 10 days.

The last of several lectures about the Philippine Islands were delivered by officers and NCOs of the 49th Depot Repair Squadron. The men found the lectures both enlightening and interesting.

The strength for the 49th Depot Repair Squadron in January 1945 was 11 officers and 349 enlisted men.

In January 1945 plans continued for their move to their next Station. Logistics for their air and sea movements had been compiled earlier. In January 1945 they compiled logistics for an overland move to Townsville. Seventy-six of the estimated 1,347 boxes required to move their equipment had already been packed. Boxes were still being made and packed. A large amount of time was spent in aiding the 380th Bomb Group in their move also.

The enlisted men had a party on 6 January 1945 where they had a G.I. orchestra, about 35 women, consisting of American and Australian Red Cross girls and AWAS girls, and refreshments purchased from the Squadron fund.

February 1945 was a very busy month for the 49th Depot Repair Squadron. They serviced and repaired their own and other aircraft, they helped with the 380th Bomb Group move, and they prepared for their own movement. It rained a lot during February 1945.

The Squadron was informed in February 1945 that they were eligible for battle honours for participation in the New Guinea Campaign by General Order No. 18, Hqs USAFFE, APO 501, dated January 1945.

The 49th Depot Repair Squadron made certain that all of the 380th Bomb Group's aircraft that left were in perfect condition before leaving and aided the Group in their move in numerous other ways. By the end of February 1945, all of their equipment was packed ready for shipment except that which was absolutely essential for daily use.

49TH DEPOT REPAIR SQUADRON (continued)

In February 1945, the Pilots of the 49th Depot Repair Squadron flew 22 missions carrying personnel and cargo.

The 49th Depot Repair Squadron closed its shops at APO921 Darwin completely on 25 March 1945. Up until then they had completed minor repairs on two C-54 aircraft and two B-24J Liberators and two engine changes on one C-47. They repacked 40 parachutes, built up 10 engines, completely reconditioned 3,000 spark plugs, and completely overhauled 40 propeller governors and 10 propellers.

The Squadron finished all their packing and started to load their equipment on the Liberty ship "Oscar Underwood" bound for Manila.

While Major General McMullen was in Biak, he decided that a Repair Squadron was needed there. He then flew to Darwin and ordered the 49th Depot Repair Squadron to move to Biak. His plans were to send C-46 or C-47 aircraft from the IV Air Service Area Command to Darwin to move the 49th Depot Repair Squadron.

While waiting for transportation, the Squadron continued their work on loading the Liberty ship. They planned to move all the men into permanent buildings such as the Orderly Room, the Supply Room, the Recreation Hall, the officers Mess, etc., so that they could pack up their tents.

At the end of April 1945, the unit strength was 10 officers and 346 enlisted men. The Squadron moved its Headquarters to Depot #3 at Biak in the Netherlands East Indies on 5 April 1945.

Six officers and 24 enlisted men remained at Darwin to operate the Flight and Operating Section. This group hauled passengers and freight to numerous places in the Pacific area, quite often stopping at Biak (Depot #3).

Source: <https://www.ozatwar.com/usaaf/49depotrepairsqn.htm>

Below is a photo Peter Dunn found of the 380th aircraft "PATCHES" while researching Depot #4 in Darwin.



5TH AIR FORCE SERVICE COMMAND

In addition to the website on the 49th Depot Repair Squadron, Peter Dunn has more information (and photos) on the 5th Air Force Service Command at:

<https://www.ozatwar.com/5thaf.htm> and <https://www.ozatwar.com/usaaf/5thafsc.htm>

4th Air Depot Group

<https://www.ozatwar.com/4adg.htm>

- HQ & HQ Squadron
- 83rd Depot Repair Squadron
- 4th Depot Supply Squadron
- 911th Signal Co. Dept. Av.
- 1125th M.P. Co. Av.

12th Air Depot Group

- HQ & HQ Squadron
- 12th Depot Repair Squadron
- 317th Depot Repair Squadron
- 12th Depot Supply Squadron
- 1699th Ordnance Medium Maintenance Co. Av.
- 2483 Q.M. Truck Co. Av.

15th Air Depot Group

<https://www.ozatwar.com/ozatwar/15adg.htm>

- HQ & HQ Squadron
- 15th Depot Repair Squadron
- 29th Depot Repair Squadron
- 15th Depot Supply Squadron
- 194th Ordnance Dep. Co.
- 1702nd Ordnance Medium Maintenance Co. Av.
- 2486th Q.M. Truck Co. Av.

22nd Service Group

<https://www.ozatwar.com/usaaf/22ndservicegroup.htm>

- 895th Chemical Company
- 30th Service Squadron
- 1535th Ordnance S&M Company (Aviation)

45th Service Group

- HQ & HQ Squadron
- 1058th Signal Co. Services Group
- 1158th Q.M. Co. Service Gr. Av.

5th Air Service Area Command

<https://www.ozatwar.com/usaaf/5thafsc.htm>

- 8th Service Squadron
- 760th Chem. Dept. Co.
- 1909th Ordnance Co.

Source: <https://www.ozatwar.com/5thaf.htm>

TOWNSVILLE AIR DEPOT

Book by Peter Dunn

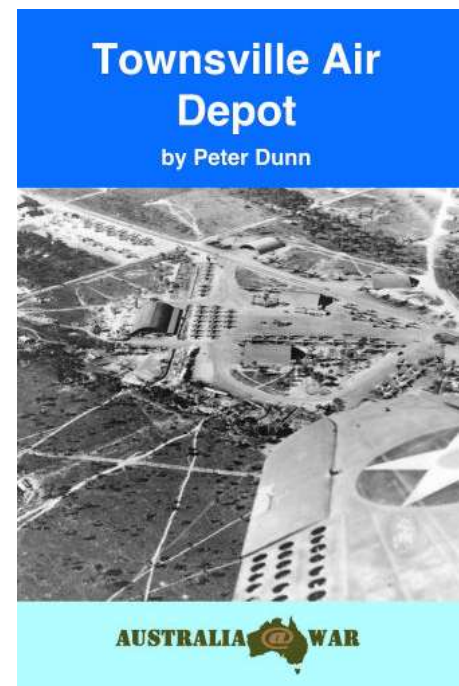
5th Air Force Service Command Depot No. 2 was located at the base of Mount Louisa in Townsville in north Queensland, Australia during WWII. It was also known as the Townsville Air Depot. It was the largest Air Depot in the Southwest Pacific Area.

The Townsville Air Depot was home to the following main units:

- 4th Air Depot Group
- 12th Air Depot Group
- 15th Air Depot Group

There were many other subsidiary units attached to these three Air Depot Groups.

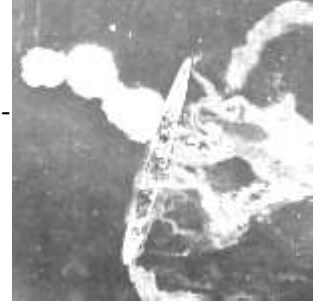
Source: <https://www.ozatwar.com/books/tad.htm>



BATTLE OF THE BISMARCK SEA: MARCH 2-4, 1943

March 1, 2024 by Jenny Ashcraft, Fold3® Blog

The Battle of the Bismarck Sea was a pivotal WWII battle fought March 2-4, 1943, in the Southwest Pacific Area (SWPA). Allied aircraft from the US Fifth Airforce and the Royal Australian Air Force (RAAF) attacked a convoy of Japanese ships transporting troop reinforcements to Lae, New Guinea. The Allies destroyed most of the convoy, and Japan suffered heavy losses, abandoning their plan to land more troops at Lae.



In January 1943, Japan launched a convoy of five destroyers and five transport ships to New Guinea to reinforce the Japanese hold in the SWPA. Allied aircraft attacked the convoy, but only two transports were lost. Some 4,000 Japanese troops successfully made it to New Guinea.



Left: This Japanese transport ship was highly camouflaged with trees and foliage as it traveled through the Bismarck Sea. A US Army plane carrying a combat cameraman flew low to capture this shot. The ship has been hit, and smoke is rising as it burns.

Emboldened by their success, Japan began planning a more extensive transport to bring 6,900 troops, ammunition, fuel, and supplies to reinforce New Guinea.

They knew the convoy was risky because of strong Allied air power, but the alternative was landing the troops much further away, where they would be required to hike through rugged terrain to reach Lae.

The second Japanese convoy consisted of eight destroyers, eight transports, and 100 Japanese aircraft to provide air cover. The convoy departed Simpson Harbour in Rabaul on February 28, 1943.

Allied intelligence officials, however, had intercepted coded Japanese messages and were aware of the plans for a convoy. Under the direction of US Army Lt. Gen. George C. Kenney and RAAF Group Captain William H. Garing, the Allies planned and rehearsed a highly coordinated air attack. Reconnaissance planes began sweeping the sea, looking for enemy ships. On March 2, they spotted the enemy convoy and launched the first of several waves of attacks.

The multi-pronged attacks involved 16 Allied squadrons that attacked from different altitudes. Some bombers flew just a few feet above the ground, dropping skip bombs (bombs that skipped across the water before slamming into the sides of ships). Others from medium altitude and some from as high as 10,000 feet.

Below: An enemy Japanese ship is bombed with a low-level skip bomb during the Battle of the Bismarck Sea.



Over the next two days, the Allies sank all eight transports and four destroyers. The remaining four destroyers were damaged. They also shot down numerous Japanese fighter planes. Japanese survivors from the ships were adrift in the sea. On March 4, the Allies sent torpedo boats and aircraft to patrol the area. They strafed Japanese survivors and rescue vessels. They also engaged with a Japanese submarine, assisting in the rescue operation. The controversial strafing decision was defended as a way to prevent enemy soldiers from returning to active service.

At least 3,000 Japanese soldiers died. Some 2,700 were rescued from the water and returned to Rabaul, and 1,200 made it ashore to Lai. In contrast, just 13 Allied airmen died. The losses were devastating for Japan, and they made no further attempt to reinforce Lai.

If you would like to learn more about the Battle of the Bismarck Sea, search Fold3®: <https://www.fold3.com/>.

380TH BOMB GROUP ASSOCIATION 2024 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.

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 so we know what to send you!

380th Bomb Group Association
GEAR ORDER – as of 1 MARCH 2024

PATCHES
 (Mark on line # requested)
Squadron/Group patches: \$10.00 ea. (used patches \$5.00 ea.)
 Group: _____ 528th: _____
 529th: _____



Group-6"x4-1/2" 528th-5"x5" 529th-5"x5"

Sorry, there are no 530th or 531st patches left (Bugs Bunny, Donald Duck)

Wings patches: \$3.00 ea.
 Pilot: _____
 Navigator: _____
 Bombardier: _____
 Gunner: _____
 Air Crew Member: _____
 Size: 3-1/8" x 1-1/4"




Pilot Navigator Bombardier
 Air Crew Gunner


REUNION PATCHES
NOW \$FREE Size: 4-1/8" x 3/4"
 Tucson/2018: _____
 Older: Year _____
 Place: _____



RAAF wings patches: \$3.00 ea. (limited supplies available)
 These are the only ones left:
 Bombardier: _____
 Engineer: _____
 Size: RAAF4-1/4" x 1-1/2"
 Others: 3-1/2" x 1-1/4"



Tucson 1942-1999 patches: FREE (only 6 left) _____



Size: 4-1/2" x 5"

CAPS, \$3.00 ea. (mesh, solid bill)
 One size: _____ (only 1 left)



Used cap (1 only): \$FREE _____

Shoulder patches: \$4.00 ea.
5th Air Force: _____
USAAF: _____
 Size: 3" round



5th Air Force USAAF

1981-2018 Commemorative Reunion Patch \$10.00 ea. _____
 Size: 3-1/2"x5-1/2"



JACKETS (long sleeves) Blue nylon, \$7.00 ea. (NEW 2024 price)
 These are the only sizes left:
 Unlined: Small: _____
 Lined: Small: _____
 Lined: Large: _____



Back Front

T-shirts (short sleeves) Blue cotton/polyester, \$3.00 ea.
 Small: _____
 Medium: _____ (only one left)
 (Logo on shirt front only)



Front
 Closeup of logo on front

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

ADDITIONAL FUNDS FOR POSTAGE CHARGES ARE WELCOMED!

Name: _____ Email: _____

Address: _____

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

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

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

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

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

RECENT FOLD3® BLOG ARTICLES

Operation Carpetbagger: The WWII Mission to Supply Resistance Fighters, February 2024, by Jenny Ashcraft, <https://blog.fold3.com/operation-carpetbagger-the-wwii-mission-to-supply-resistance-fighters/>

December 1941: Patriotism Prevails as Enlistees Flock to Recruitment Offices Following Pearl Harbor, December 2023, by Jenny Ashcraft, <https://blog.fold3.com/december-1941-patriotism-prevails-as-enlistees-flock-to-recruitment-offices-following-pearl-harbor/>

Christmas in a Japanese Prison Camp, November 2023, by Jenny Ashcraft, <https://blog.fold3.com/christmas-in-a-japanese-prison-camp/>

TAPS

LEST WE FORGET



528th - Frank J. Chulay, Acft Cmdr, Chulay's Crew, DOD April 12, 2024, Lincolnwood, Illinois, reported by his son-in-law, Dennis Dolgin. Frank was 102 at the time of his passing; a memorial service will be held in late June in Lincolnwood where Frank had been mayor.

529th - Sharon K. LaFlech, widow of William E. LaFlech (Pilot, Bowman's Crew, DOD October 12, 2010), DOD February 14, 2024, Highland, Indiana, internet search.

529th - Paul Newman Beilstein, Bombardier, Kroes' Crew (56), DOD February 8, 2024, Valley Springs, California, reported by his family. Paul was 98 at the time of his passing; he almost made it to 99!

529th - Sharon R. Previs, widow of George J. Previs Sr. (Armorer Gunner, Swanson's Crew, DOD January 7, 2023), DOD November 28, 2019, New Milford, Connecticut, internet search.

531st - James E. Taylor, Ground Staff, Supply Clerk, DOD December 27, 2011, Auburndale, Florida, reported by his grandson, Richard A. Brown, Jr.

531st - Catherine L. Bryant, widow of Therence (Ted) Bryant Jr. (Engineer, Olearczyk's Crew, DOD January 6, 2010), DOD February 9, 2024, Dothan, Alabama, internet search.

531st - Anna A. Debevec, widow of Tony J. Debevec (Navigator, Lenihan's Crew, DOD March 1993), DOD February 3, 2024, New Philadelphia, Ohio, reported by her daughter, Donna Crowell. Anna was 102 at the time of her passing!



Anna Debevec



Frank Chulay

531st - Larry Joseph Wells, son of Joseph H. Wells (Gunner, Magee's Crew, DOD April 17, 2015), DOD January 29, 2024, Springboro, Ohio, reported by his widow, Colleen.

529th Correction: John ("Johnnie") M. Laster, Flight Engr, Jennings' Crew (33). Middle initial was previously listed as D. Reported by his grandniece, Melissa Roth Young. He was from Memphis, Tennessee, and his plane went down March 8, 1944, on the Wewak run. He was preceded in death by his brother Murray Calvin Laster, Jr. who died in a training accident at Biggs Field, El Paso, Texas, in 1943.



Paul Beilstein



James Taylor

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 Address Changes").

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 ARE ENCOURAGED TO RECEIVE A PDF COPY OF FUTURE NEWSLETTERS BY EMAIL (RATHER THAN RECEIVING THE HARD COPY IN THE MAIL).

If you are interested in this option, please send an email to: 380th.ww2@gmail.com

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

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

<http://380th.org/2024Member-form.pdf>

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

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

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/Gear2024-March.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>

HOW TO REPORT ADDRESS CHANGES:

Please write to:

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

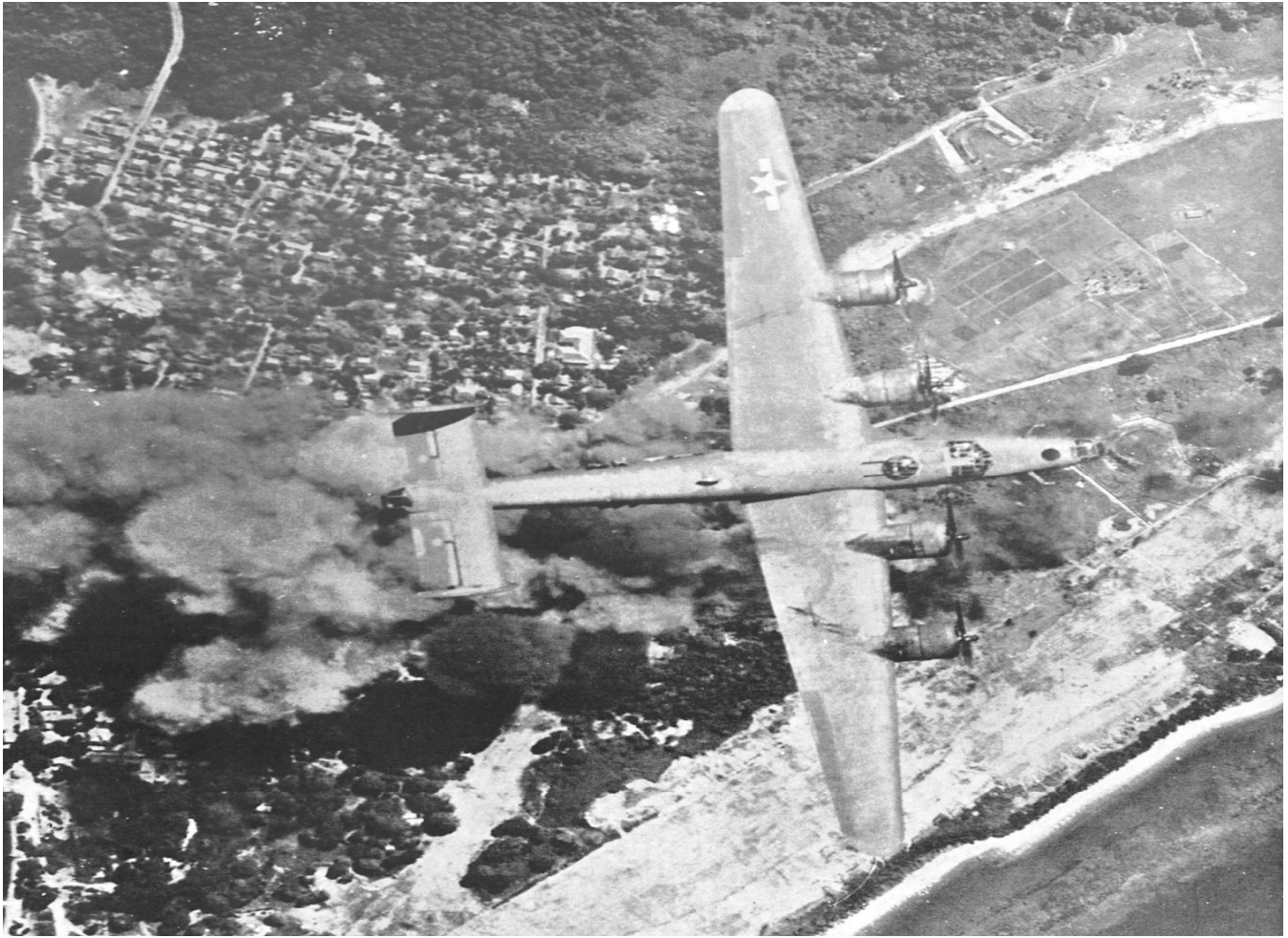
Or send email to: 380th.ww2@gmail.com

NEW FACEBOOK PAGES

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>



*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.