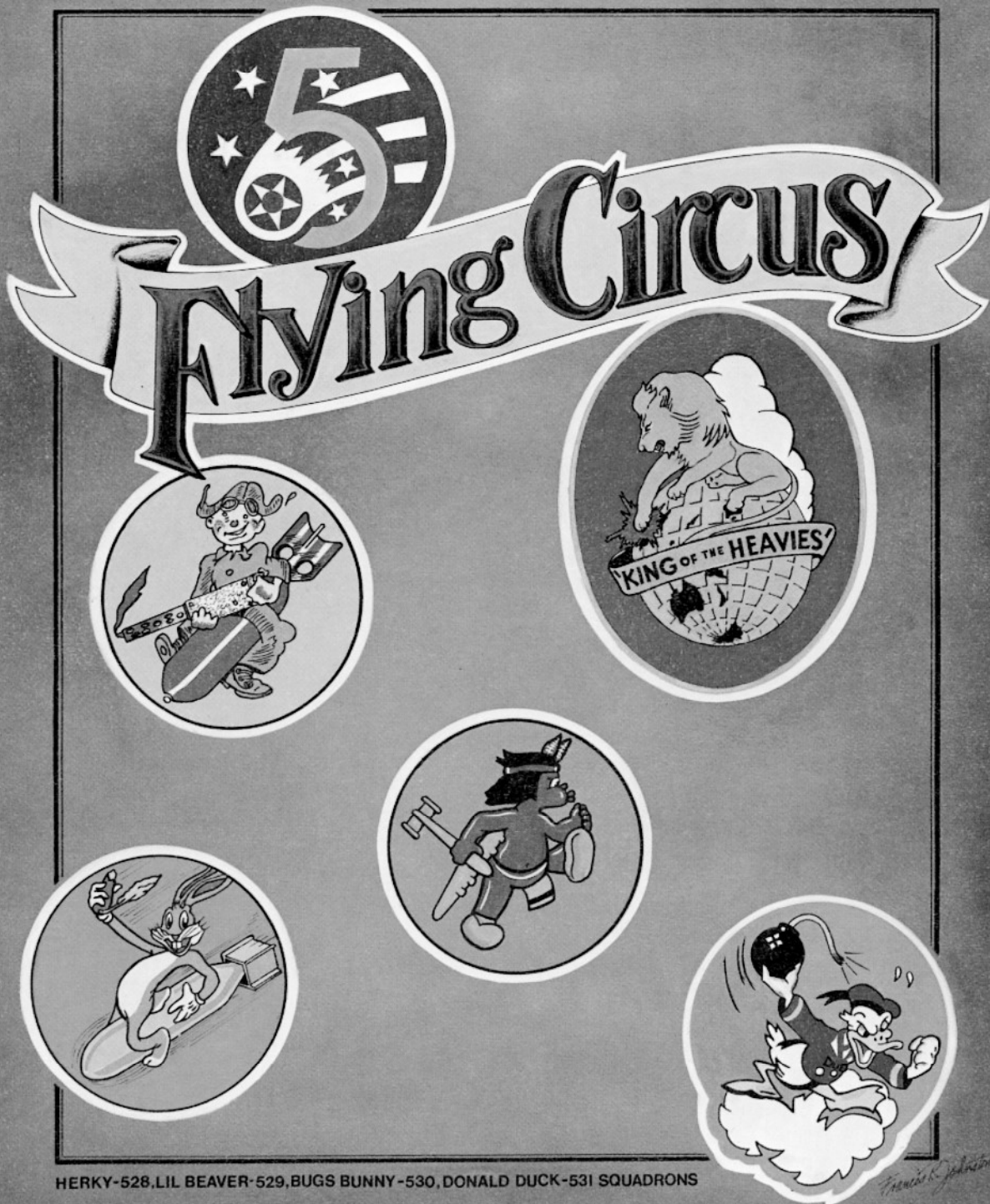


# 380<sup>TH</sup> BOMB GROUP



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 #81**

**AUGUST 2024**

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*\* = Featured articles*

### 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

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Phone: 765-463-5390; Cell (texting preferred): 765-412-5370 (Eastern time zone). Please leave voicemail or text if no answer.

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## REMINDERS

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Please remember to contact Barb Gotham if you have an address or email change. Also, please don't forget to send TAPS notices on your veterans and their spouses. Online form at: <http://380th.org/form.html>

Additionally: if you send an email requesting availability on 380th gear, please be sure to check your email for the follow-up email from 380th.ww2@gmail.com. Recently, replies to requests have been sent, but then the person doesn't reply back if they want the items. Inventory can't/won't be held indefinitely!

If you have any suggestions for future articles, or have one of your own to contribute, please send to Barb Gotham! All input is appreciated, including comments on current and past articles. Address and email on previous page.

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## 380TH SQUADRON COMMANDERS

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<b>528th</b>		<b>530th</b>	
<b>Name</b>	<b>Dates of Command</b>	<b>Name</b>	<b>Dates of Command</b>
Linnon R. Blackmon	21 Nov 42 – Mar 43	Zed S. Smith III	1 Dec 42 – 15 Dec 42
Zed S. Smith III	Mar 43 – 23 June 43	Fred W. Miller	15 Dec 42 – 5 Jul 43
John M. Hentschke	23 Jun 43 – 21 Nov 43	Andrew J. Bratton	5 Jul 43 – 26 Dec 43
William Shek	21 Nov 43 – 12 Dec 43	Augustus V. Connery	26 Dec 43 – 23 Jan 44
Jack R. Banks	12 Dec 43 – 12 Mar 44	Joseph M. Cesario	23 Jan 44 – Jul 44
Merton H. Shaffer	12 Mar 44 – 24 Jun 44	Ernest M. Martin	Jul 44 – 1 May 45
Ronald D. Kemp	24 Jun 44 – 27 Jun 44	Douglas L. Jenkins	1 May 45 – 22 May 45
Gayle S. Cox	27 Jun 44 – 14 Mar 45	Stuart V. Forest	22 May 45 – 3 Sep 45
Kenneth S. Dyson	14 Mar 45 – 22 Jul 45 K.I.A.	Robert J. Havner	3 Sep 45 – Unknown
Lyle P. McGuire	12 Jul 45 – Sep 45		

<b>529th</b>		<b>531st</b>	
<b>Name</b>	<b>Dates of Command</b>	<b>Name</b>	<b>Dates of Command</b>
Robert W. Horn	21 Nov 42 – 6 Dec 42	James H. Dienelt	1 Dec 42 – 11 Jun 43 K.I.A.
Richard M. Craig	6 Dec 42 – Mar 43	Paul G. Smith	11 Jun 43 – 11 Jun 43 K.I.A.
Robert W. Horn	Mar 43 – 21 Jan 44	Howard W. Merkel	11 Jun 43 – 10 Jul 43 K.I.A.
James W. Soderberg	21 Jan 44 – 23 Jan 44	Forrest L. Brissey	10 Jul 43 – 28 Sep 43
Douglas S. Craig	23 Jan 44 – 16 Jun 44	Zed S. Smith III	28 Sep 43 – Dec 43
James H. Van Pelt	16 Jun 44 – 5 Oct 44	Howard G. Hahn	Dec 43 – Jan 44
Herbert L. Woodward	5 Oct 44 – 16 Dec 44	Francis M. Seale	Jan 44 – Jul 44
James I. Cox	16 Dec 44 – 21 Apr 45	Howard C. Williams	Jul 44 – 19 Apr 45
Harvey T. Harrison Jr.	21 Apr 45 – 25 Apr 45	Robert Garn	19 Apr 45 – 18 Sep 45
Francis K. Edminster	25 Apr 45 – 25 May 45	John Wylie	18 Sep 45 - Unknown
Herbert T. Woodward	25 May 45 – 1 Sep 45		
Robert L. Chandler	1 Sep 45 – 26 Sep 45		
Anthony J. Maurel	26 Sep 45 – Unknown		

*Source: Glenn R. Horton, Jr., BEST IN THE SOUTHWEST, Appendix One, pp. 418-421*

Interesting to note that Zed Smith served as squadron commander in 3 of the 4 squadrons (first in the 530th, then in the 528th, and lastly in the 531st).

And sad to note that the first three squadron commanders in the 531st were all killed in action. To learn a little more about Paul Smith's one-day stint as squadron commander, see the Dreier Crew article in this issue.

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## RONALD L. ORTON (531st Squadron)

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Back in May 2022, Jon Strupp contacted Barb Gotham for any information available on Ronald L. Orton; Strupp was hoping to write a story about Orton for "Stories Behind the Stars."

Unfortunately, little information was available about Orton. He was the co-pilot on Dreier's crew; that crew only flew one (fatal) mission on 11 June 1943.

Strupp went to the Minnesota History Center in May 2022, but had no luck finding anything there about Orton; other searches were fruitless: apparently Orton's family moved frequently. Strupp was able to get records from the University of Minnesota where Orton went to school but he did not graduate.

While in Minnesota, Strupp was able to locate a descendant of Orton's, his niece, Jacquie Frogh, and met with her in the summer of 2022. She had pictures of Ronald in uniform. She also had some letters he wrote to his sister, Jacquie's mom, as well as had the invitation to Orton's graduation from flight school when he was commissioned.

In a subsequent search of Orton's crewmates, Strupp found articles in newspapers.com from late 1943 (when the crash happened) and January 1946 (when the crew was officially declared deceased - they had previously been listed as missing in action). Strupp updated Orton's FIND A GRAVE biography with the info he found. Strupp said he'd send the finished article to Barb Gotham.

Jump to May 2024: in reviewing old emails, Barb wrote Strupp again asking if he'd had any more success in finding info on Orton and if he had ever completed the article. Strupp replied that further searches were unsuccessful, so he had to give up on writing Orton's story for lack of information and other factors. He hopes to pick the story up again if more information becomes available.

This article is to show our readers the information that is available on Orton and the Dreier crew from Glenn R. Horton, Jr.'s book, BEST IN THE SOUTHWEST, and also to show the two photos that Ms. Frogh gave to Jon Strupp.

If anyone know anything further about this crew, the accident, etc., please write to Barb Gotham.



*Photos from Jacquie Frogh given to Jon Strupp*



RONALD L. ORTON  
St. Paul, Minn.  
Art

<https://www.findagrave.com/memorial/56780006/ronald-lee-orton>: photo from class book for pilot class 43-A at Sequoia Field, Visalia, California

From <https://www.findagrave.com/memorial/56780006/ronald-lee-orton> (created by Jon Strupp):

Son of Irvin James Orton (1889-1979) and Alta Ruth Bull Orton (1917-2017), who resided in St. Paul, Minnesota. He was born on 9 July 1918. Siblings were Ruth Emma Orton Frogh (1971-2017) and Keith Albert Orton (1921-1988).

Ronald served as a Second Lieutenant on B-24D "The Leila Belle" #42-40527, 531st Bomber Squadron, 380th Bomber Group, Heavy, U.S. Army Air Force during World War II.

He resided in Ramsey County, Minnesota, prior to the war.

He enlisted in the Army Air Corps on March 20, 1942, in Minneapolis, Minnesota. He was noted, at the time of his enlistment, as being employed as a Driver and also as Single, without dependents.

Ronald was awarded the Air Medal and the Purple Heart.

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## DREIER CREW (531st Squadron)

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### DREIER CREW (28) - 531st SQUADRON

All crew members were initially deployed in April 1943, and all were KIA 11 Jun 1943

Acft Cmdr: Dreier, Theron A. (Nebraska)  
Pilot: Orton, Ronald L. (Minnesota)  
Navigator: Larson, John H. (Indiana)  
Bombardier: Hartman, Clarence V. (Indiana)  
Flt Eng: Delp, Gary D. (Montana)  
Radio Opr: Wright, Bernard L. (Indiana)  
Asst Flt Eng, Gunner: Falltrick, Thomas G. (Arkansas)  
Gunner: Aylward, Joseph C. (Iowa)  
Gunner: Kilduff, Earl C. (Washington)

On 11 June 1943, this crew included **Capt Paul G. Smith** (Oklahoma), who served as pilot, and Dreier as co-pilot. Smith, the 531st Operations Officer, was unaware of **Capt Jim Dienelt's** death earlier that day over Koepang and that he [Smith] had been promoted to Squadron Commander; if he had known this, he would have assumed command of the squadron and would not have flown with Dreier on this mission.

On 11 June 1943, B-24D #42-40527, THE LEILA BELLE, took off from Port Moresby, National Capital District, Papua New Guinea on a bombing mission over Vunak-anau Airfield near Rabaul, East New Britain Province, Papua New Guinea. They experienced bad weather and instead proceeded to bomb Gasmata Airfield, West New Britain Province, Papua New Guinea. They did not return after this mission with a loss of the entire crew and it is unknown exactly what happened to them.

Originally declared "Missing in Action," the crew was not officially declared as dead by the military until 8 January 1946.

Sources: Jon Strupp and Horton's *BEST IN THE SOUTHWEST*

Source (photo to the right): <http://380th.org/HISTORY/PARTV/LeilaBelle.htm>

*THE LEILIA BELLE* carried out an average of 3 missions by New Guinea Deployment Group before the 11 June 1943 crash occurred.

Photo from Bob Livingstone

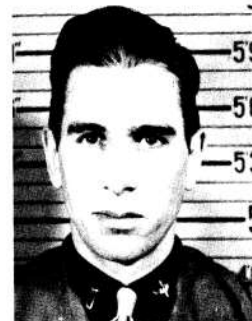
Also see: <http://www.b24bestweb.com/leilabelle.htm>



Paul Smith  
Howard R. Williams  
Collection



Theron Dreier  
Howard R. Williams  
Collection



Ronald Orton-CP on  
Dreier crew.  
H. R. Williams Coll.



Clarence Hartman-  
BOMB on Dreier crew.  
H. R. Williams Coll.

Source: Horton, *BEST IN THE SOUTHWEST*, p. 33





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## ALLIED CODE NAMES FOR JAPANESE AIRCRAFT

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The Allied code names for Japanese aircraft were introduced during World War II. These reporting names, often described as codenames, were given by Allied personnel to Imperial Japanese aircraft and used throughout the Pacific and China-Burma theatres. The names served as a simpler method for identifying Japanese aircraft, as the original Japanese designation system was bewildering and awkward.

Codenames originated during the first year of the Pacific War (beginning on December 7, 1941); Allied personnel struggled to quickly and accurately identify Japanese aircraft encountered in combat. The Japanese system allocated two names to each aircraft: the manufacturer's alphanumeric project code and the official military designation (which included a description of the aircraft and the year it entered service).



*Identification chart of Japanese aircraft*

An outstanding example of a Japanese fighter was the Mitsubishi Navy Type 0 Carrier Fighter. This famous fighter was code named "Zeke." The fact that "Zeke" and "Zero" are similar sounding is coincidental.

The dual naming system caused confusion. For example, the Mitsubishi A5M fighter had the military designation "Navy Type 96 Carrier Fighter," where "Type 96" indicated the year it entered service (equivalent to 1936 in the Gregorian calendar). However, other aircraft with the same type number entered service the same year, leading to further complexity. It's quite obvious that the codenames were introduced to simplify Japanese aircraft names. Aircrew were probably only fully aware of the small number of types which they encountered for the bombers and the fighters. The ground attack aircraft had extra ones, but the use of the codenames would have been in the intelligence area for reporting and statistical reasons.

In mid-1942, Captain Frank T. McCoy, a United States Army Air Forces intelligence officer, devised a simpler method. He divided Japanese aircraft into two categories: fighters and everything else. Here's how the naming system worked:

- Fighters: Given boys' names.
- Other Aircraft (Bombers, Transports, etc.): Given girls' names.
- Training Aircraft: Named after trees.
- Single-Engine Reconnaissance Aircraft: Given men's names.
- Multi-Engine Aircraft of the Same Type: Given women's names.
- Transports: Given girls' names starting with the letter "T."
- Gliders: Named after birds.

McCoy's system caught on and spread to other US and Allied units throughout the Pacific Theater. These code names were widely used from early 1943 until the end of the war in 1945. The list eventually included 122 names; to this day, many Western historical accounts of the Pacific War still use McCoy's system to identify Japanese aircraft.

In an effort to make the names sound somewhat comical, McCoy gave many of the aircraft "hillbilly" names, such as "Zeke" and "Rufe" that he had encountered while growing up in Tennessee. Others were given names of people the creators of the system knew personally. However, not all of McCoy's chosen names caught on. Many Allied personnel continued to call the Mitsubishi Navy Type 0 Carrier Fighter "Zero" instead of "Zeke." Also, McCoy's name for an upgraded version of the Zero, "Hap," in tribute to US Army General Henry H. Arnold, had to be changed to "Hamp" when it was learned that Arnold disapproved.



*A6M3-32 "Hamp" fighters*

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## ***ALLIED CODE NAMES FOR JAPANESE AIRCRAFT (continued)***

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Some of the names used:

<i><b>Name</b></i>	<i><b>Aircraft</b></i>	<i><b>Type designation</b></i>
Alf	Kawanishi E7K	Navy Type 94 Reconnaissance Seaplane
Ann	Mitsubishi Ki-30	Army Type 97 Light Bomber
Belle	Kawanishi H3K	Navy Type 90-2 Flying Boat
Betty	Mitsubishi G4M	Navy Type 1 Land-based Attack Aircraft
Bob	Nakajima E2N	Navy Type 15 Reconnaissance Floatplane
Buzzard	Kokusai Ki-105 Otori	Army Transport
Cedar	Tachikawa Ki-17	Army Type 95-3 Basic Grade Trainer
Claude	Mitsubishi A5M	Navy Type 96 Carrier Based Fighter
Dinah	Mitsubishi Ki-46	Army Type 100 Command Reconnaissance Aircraft
Emily	Kawanishi H8K	Navy Type 2 Large Flying Boat
George	Kawanishi N1K-J	Navy Interceptor Fighter
Glen	Yokosuka E14Y	Navy Type 0 Small Reconnaissance Seaplane
Goose	Kokusai Ku-8	Army Type 4 Special Transport Glider
Grace	Aichi B7A	Navy Carrier Attack Bomber
Helen	Nakajima Ki-49	Army Type 100 Heavy Bomber
Irving	Nakajima J1N	Navy Type 2 Land Reconnaissance Aircraft
Jack	Mitsubishi J2M	Navy Interceptor Fighter
Jake	Aichi E13A	Navy Type 0 Reconnaissance Seaplane
Jane	Mitsubishi Ki-21	Army Type 97 Heavy Bomber
Kate	Nakajima B5N	Navy Type 97-1 Carrier Attack Bomber
Liz	Nakajima G5N	Navy Experimental 13-Shi Attack Bomber
Louise	Mitsubishi Ki-2-II	Army Type 93-2 Twin-engined Light Bomber
Luke	Mitsubishi J4M	Navy Experimental 17-Shi Interceptor
Mary	Kawasaki Ki-32	Army Type 98 Single Engine Light Bomber
Mabel	Mitsubishi B5M	Navy Type 97-2 Carrier Attack Bomber
Mavis	Kawanishi H6K	Navy Type 97 Large Flying Boat
Nick	Kawasaki Ki-45	Army Type 2 Two-seat Fighter
Oscar	Nakajima Ki-43	Army Type 1 Fighter
Rita	Nakajima G8N	Navy Type 18 Land Based Attack Aircraft
Rufe	Nakajima A6M2-N	Navy Type 2 Interceptor/Fighter-Bomber
Sally	Mitsubishi Ki-21	Army Type 97 Heavy Bomber
Sam	Mitsubishi A7M	Navy Experimental Carrier Fighter
Stella	Kokusai Ki-76	Army Type 3 Command Liaison Aircraft
Tess	Douglas DC-2	Navy Transport
Thalia	Kawasaki Ki-56	Army Type 1 Freight Transport
Thelma	Lockheed Model 14	Army Type LO Transport
Val	Aichi D3A	Navy Type 99 Dive Bomber
Willow	Yokosuka K5Y	Navy Type 93 Intermediate Trainer
Zeke or Zero	Mitsubishi A6M	Navy Type 0 Carrier Fighter

*Mitsubishi G3M aircraft of the Imperial Japanese Navy were nicknamed "Nell" by Allied forces during World War II*

Sources:

*Email from Bob Livingstone, May 2024*

<https://kensmen.com/codenames.html>

[https://en.wikipedia.org/wiki/World\\_War\\_II\\_Allied\\_names\\_for\\_Japanese\\_aircraft](https://en.wikipedia.org/wiki/World_War_II_Allied_names_for_Japanese_aircraft)



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## SOUTH AUSTRALIAN PARADISE: ADELAIDE

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Adelaide, by American standards, may not have been a world beater, but to fatigued Yanks, the Australian city could have been capital of the garden of Eden.

American soldiers stormed many beaches in World War II--none with more telling effect than those of Southern Australia.

Here, basking in the civilized sector of the Downunder Continent, the invasion of the Yanks will be long remembered, both by the citizens and the soldiers.

From a jungle outpost, the clean sheets, table linen, steak and eggs, wine, women and song of urban Australia seemed and was paradise.

For the 380th Bomb Group, the most celebrated leave area was Adelaide, a quiet city in the state of South Australia, and a haven for tired Flying Circus men who took it literally apart periodically for more than a year while the patient citizenry attempted to be philosophical about this strange breed of men from across the sea. The fact that the strange men came well-heeled helped some.

First leave area to be used by the fledgling Circus when it began operations from the Darwin area in 1943 was Sydney. Americans were no novelty in this cosmopolitan city where the continental flavor, particularly in morals, found an eager response from the high-spirited and tropic-frustrated 380th men.

Here in an easy-going atmosphere, with most of the good things of life plentiful, the group managed to rent two apartments, and air crews and ground men were sent down for two-weeks leave at periodic intervals.

Night spots were satisfactory, if not numerous. Princes, Romanos, and others will be long remembered. When one 528th officer insisted on keeping a pig he had brought from no one knew where in the bathtub at one apartment, it became necessary to evacuate. The landlord's patience went just so far.

Australia's drinking laws were first a curiosity and then a terrific nuisance to men of the bomb

group. Pubs were opened from 1000 to 1300 and again from 1600 to 1800. This was hardly satisfactory to the thirty fliers and groundmen from the hot Northern Territory, but whiskey could be purchased from service clubs in the city, and a lively black market raged.

At the close of the afternoon "pub call" the lobby of THE AUSTRALIA, the only American-style hotel in Sydney, had to be seen to be believed. Daily between 1700 and 1800, it filled up with attractive, well-dressed girls each of whom simply sat patiently until an American came by and picked her up. They weren't professional people--just working girls in a city long starved of males by a war which had already grown old in Australia by 1943.

Flying Circus cynics came to know THE AUSTRALIA's lobby as the "snake pit."

Sydney was not long used as a leave area, however.

Adelaide, known in Australia as the "city of churches," although the 380th found it hard to understand why, soon put in a bid for some of the Yankee money, and General Headquarters directed that the Circus should use that city of 400,000 on the Torrens River as leave headquarters.

In Adelaide, where the only Americans were personnel of the 380th, the feats of the mad Yanks became legendary quickly.

Beautifully sited in the foothills of the Flinders Range, with green, low hills looking across the scenic city to the Indian Ocean beyond, Adelaide is the heart of an agricultural area which includes most of Australia's vineyards, considerable sheep and cattle grazing, and truck farming. It is quiet, respectable, rather provincial.

With nice beaches, notably at Glenelg; excellent fishing; race tracks; tennis courts and so forth, Adelaide was



*Glenelg Beach*



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## ADELAIDE (continued)

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*Scenic  
Adelaide*



not lacking in amusement facilities. But for the particular night clubs which so many Circusmen perpetually craved, it offered little. One decrepit nightspot flourished downtown on the second floor of a restaurant. Like all Australian cafe society, it was brilliantly lighted, revealing bare walls to a high ceiling; small tables; and one of the least musical orchestras of all times.

The laws of South Australia say no whiskey will be brought into a night club. This impressed Yanks as one of the greatest paradoxes of all time and was disobeyed universally. Bottles were concealed in trouser legs, in coats, in musette bags, in partners' handbags--everywhere--and fortunately the gumshoes seldom carried their quest to the inner sanctum where bottles sat naked on tables and merry-making went on. Sometimes it was dangerous to enter the 400 Club due to the Champagne corks whizzing through the air.

Another club, located on the outskirts of the city in the hills, was Mount Osborne, boasting a beautiful view but almost inaccessible from Adelaide because the charcoal-burning taxis could rarely chug up the hills to get there. The road to Mount Osborne was usually cluttered with Yanks and their dates pushing wheezing cabs up the hills, a fact which did not diminish the fare.

In Adelaide, personnel of the group lived in hotels where food and service were usually good. Some of the favorites were in South Australia, which appealed to the upper brackets of society in peace time and never quite recovered from the Americans who walked blithely through the lobby brandishing Burgundy bottles; the Napoleon; the Southern Cross; and several at Glenelg which were handy to the beach.

A sociologist would probably have been able to explain loose morals which seemed to be omnipresent in the Downunder Continent. Most 380th people never attempted to explain it; they just enjoyed it.

Many people in Adelaide came to know the 380th as well as the 380th knew itself, sometimes better. Taxi drivers had their favorites among the air crews and were champions of certain squadrons; could recite combat records, tell you of the difficult missions. Security officers tore their hair in the wealth of military information which seemed to permeate the city but could do nothing about it. Boastful Yanks frequently talked too much.

Pleased with the Americans for the most part, surprisingly enough, were the Adelaide police, who reported time and again that they had less trouble with the Yanks than any other service, including their own. Whatever the 380th was in Adelaide, it was not a trouble-maker. Of course, there were pranks and mishaps.

Two officers of Irish descent in the 530th squadron, Murphy and McHale, discovered one night a long-smouldering desire to operate a tram. Finding one in commission, they appropriated it, to the consternation of the motorman who promptly reported the matter to the authorities.

The long arm of the law reached out in the form of one Police Officer McGrawth. What followed was practically an Irish wake, as the two Americans invoked County Cork. When a bystander asked the Australian policeman what was wrong, he exclaimed: "Wrong?" with a strong Gaelic accent, "Why, they're telling me that these foine lads have been stealing a tram. Now I'm asking you, what would two such foine byes as Murrphy and McHale be doing stealing a tram. Be off with ye."

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## ADELAIDE (continued)

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*Adelaide street scene*

Bitternesses between American and Australian males were not as pronounced in Adelaide as in some other cities, although the easy virtues of some Australian wives, who frequently told Americans they were not married, could have caused incidents.

Two Americans were staying one night with two Australian girls in an apartment theoretically belonging to one of the girls. They had retired when one

American woke to find his nightmare real and an irate Aussie husband standing in the room with him. While the Australian couple waxed vituperative, the Yank did not stand on ceremony but dressed hurriedly and left. In his haste he put on the trousers of the other Yank who was sleeping peacefully in an adjoining room. This was complicated since the pants were roughly six inches too long. Too hurried to stay and adjust the matter, he left.

The remaining American woke the next morning to find the adjoining room occupied by the Australian couple and no sign of his friend. He dressed equally hurriedly, without waiting for explanations, and travelled the several miles to his hotel in slacks which were six inches too short.

Another incident of a different character was Major Woodward's buzz-fizz job reported by the Aussie press under such captions as "Plane 'Bombs' Suburbs" or "Liberator Drops Many Crates." It seems the bomb-bay doors dropped out on Woody as he was making a final, low sweep over Adelaide prior to taking a fat-cat back north. The bomb load was cases of beer, sparkling Burgundy, champagne, whiskey, eggs and fruit, all of which combined to make a Giant Xmas Punch over a goodly part of the fair city. Fortunately, nobody was hurt except thirsty members of the 380th back home.

\* \* \*



*Torrens River*

Adelaide is a beautiful town, with the scenic Torrens River coursing slowly, windingly through it, and the small boats and the swans moving slowly on its surface; with the green hills in the background and the clean, light-colored buildings of the city itself. Soft beds with clean sheets, warm baths, good food, with linen-covered tables, gleaming silver, candles, good wine--and friendly people--those are things which can never be forgotten by a tired, mentally fatigued fugitive from the Northern Territory who went there.

\* \* \*

After the group moved to the Philippines, rest leaves were much less pleasant. Manila was a gutted city, savagely destroyed by the beaten [Japanese], and its population had tasted the bitter ravages of war.

The 380th found a house, the former home of Jose Laurel, puppet governor of the islands under the Japanese, which naturally had not been damaged, and rented it from Mrs. Laurel who remained when Jose fled to Japan. Here there was cleanliness and food.

The city itself offered little, although night clubs sprang up in the wake of the advancing Americans and distilleries produced raw whiskey, as often poisonous as not. Many Americans lost their lives drinking poison whiskey in Manila, and many others who were not morally adverse to drinking became teetotallers because of the danger.

It was a rest, pure and simple. Not an idyll. Adelaide was that.

*From THE FLYING CIRCUS - 380TH BOMB GROUP, by James E. Fain, Jr., Howard L. Bergman, Grant C. Cannon and Julian A. Riser, Intelligence Officers of the 380th Bomb Group, Commanday-Roth Co., New York, NY, 1946 (also known as the 380th Blue Book), pp 123-126.*

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## WHAT IS A BOMBARDMENT GROUP?

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A bombardment group or bomb group was a unit of organizational command and control group of the United States Army Air Forces (USAAF) during World War II. A bombardment group was normally commanded by a colonel. The table of allowances (TOA) for personnel, aircraft and equipment grew steadily over the course of the war, doubling from 35 aircraft in 1941 to 72 in February 1945. The aircrew end strength reached upwards to two crews per aircraft.

### **Categories**

U.S. bomb groups were numbered and classified into four types: Very Heavy (VH), Heavy (H), Medium (M), and Light (L). Groups which combined bombers of differing categories into a single administrative organization were designated "Composite" groups. Bomber aircraft were assigned to groups by category:

Very Heavy:	B-29 Superfortress, B-32 Dominator
Heavy:	B-17 Flying Fortress, B-24 Liberator
Medium:	B-25 Mitchell, B-26 Marauder
Light:	A-20 Havoc, A-26 Invader

(The USAAF also operated two fighter-bombers during the period, the A-24 and the A-36. Groups with these two types were first classified as Light Bombers, then Dive Bombers, before being re-classified as Fighters.)

### **Unit organization**

In 1942, existing bomb groups were expanded from three to four numbered bombardment squadrons; and most bomb groups created during the war retained this structure -- B-29 groups were the exception, having only three squadrons. In addition to the flying squadrons issued Aircrew Badges, each group contained a group headquarters, a service squadron, and detachments for support of aircraft, equipment, and personnel from quartermaster, aviation ordnance, military police, chemical, signal, and maintenance companies, and from a weather squadron. These support personnel were then pooled and re-distributed among an unofficial service group and detailed for various duties as needed.

The service group provided support and technical sections for the group requirements as a whole: Flying control, Ordnance, Airfield security, Firefighting, Post Exchange (PX), Special Services, Mail, Transportation ("motor pool"), Communications, Radar, Gunnery instruction, Personal equipment, and Weather (Meteorology). The service group also had its own mess section. The service group had approximately 30 officers and 300 to 400 enlisted men.

The group headquarters contained sections organized in the traditional U.S. Army structure: Personnel (S-1), Intelligence (S-2), Operations (S-3), and Supply (S-4). Including inspectors, headquarters organizations in practice totalled approximately 20 officers, some of whom were also pilots, and 60 to 80 enlisted men.

Each bomb squadron, in addition to its assigned flight crews, had a squadron headquarters structured similarly to the group's, and six technical support and maintenance sections supporting its aircraft, equipment, and personnel: Mess, Armament, Ordnance, Communications, Medical, and Engineering (aircraft maintenance). The ground support members of a bomb squadron numbered 15-20 officers and 250 to 300 enlisted men.

Functionally, bomb groups were divided into an air echelon (the collective aircrews), and a ground echelon (all supporting ground personnel within the group, including those in attached Sub Depots). Groups commonly had two deputy commanders, termed the air executive officer and the ground executive officer, to coordinate these echelons.

### **Personnel strengths**

In 1943, a heavy bomb group had a total complement of 294 officers and 1,487 enlisted men to fly and support 48 heavy bombers; and a medium bomb group had 294 officers and 1,297 enlisted men for 64 medium bombers.

Source: [https://en.wikipedia.org/wiki/Bombardment\\_group](https://en.wikipedia.org/wiki/Bombardment_group)

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## TIMELINE OF U.S. BOMBER GROUPS IN AUSTRALIA

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The first US bombers to come and fight from Australia were the **19th Bomb Group** (BG), courtesy of being kicked out of Java in February 1942. The remnants of their LB-30 Liberators and B-17s were mainly used for transport but they did do recon with some small bombing.

The (then) “Heavy” bomb groups were:

The **22nd BG** arrived with their B-26s in May 1942. They transitioned to the B-25 from October 1942 and did not operate with B-24s until early March 1943.

The **43rd BG** brought B-17s to Australia across May-July 1942 and some 19th BG men transferred in, bringing their experience with them. The 43rd BG transitioned from B-17s to B-24s starting in October 1943.

The **90th BG** was the first all-B-24 group and arrived in time to run their first mission (recon) in November 1942. They were not fully trained and were mentored by the 43rd, and these groups ran the long range air war together.

The **380th BG** began ops in May 1943 and they, in turn, were mentored by the 90th AND 43rd. All three groups were to fly “together” (each with their own targets and sometimes the same targets) from then on.

In addition, there were the “Medium” Bomb Groups with B-25s and A-20s which flew a completely different, more tactical, role while the heavies flew more strategic missions finishing up with the “VH” B-29 groups.

*Source: Bob Livingstone, emails to Barbara Gotham, 14 May 2024 and 15 August 2024*

Articles about the 19th, 22nd, and 43rd Bomb Groups are contained in this issue.

The article about the 90th was originally in Newsletter #73 (October 2021) but reproduced in this issue for your convenience.

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### 19TH BOMB GROUP

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

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

The 19th Observation Group was constituted as part of the United States Army Air Corps on 18 October 1927, without personnel or equipment. In 1929 its paper designation was changed to the 19th Bombardment Group, and it came into being with its activation at Rockwell Field, California, in June 1932. Two of its four squadrons, the 23rd and 72nd Bomb Squadrons, were permanently detached for service in Hawaii with the 5th Composite Group. The two squadrons at Rockwell, the 30th and 32nd Bomb Squadrons, were equipped with Keystone B-3A bombers.

The unit flew training missions along the California coast for coastal defense between 1932 and 1935. On 1 March 1935, all aviation combat units of the AAC in the United States were

reorganized into General Headquarters Air Force, the first centralized control of the air striking arm of the United States. The 19th BG moved to March Field, California, in October 1935, as part of the 1st Wing, commanded by Brig. Gen. Henry H. Arnold.

In 1940, the group was equipped with the new B-17B Flying Fortress, the first production version of the B-17. The unit made aviation history on the night of 13–14 May 1941 when they ferried 21 B-17s from California to Hawaii to equip the new 11th Bomb Group, landing on schedule within 30 minutes of each other and in the order they took off. The crews returned to the United States by ship and relocated to Albuquerque AAF to train navigators.

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



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## 19TH BOMB GROUP (continued)

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*B-17s of the 19th Bombardment Group attacking Japanese-held Lae Airfield, New Guinea on 26–27 June 1942. Boeing B-17E Fortress 41-2633 (Sally) in Foreground. This aircraft was damaged by a storm in April 1945. Afterwards it was flown to Brisbane, Australia for scrapping in May 1945.*



Field, Luzon, a distance of over 10,000 miles, nearly all of it over water. The route had been pioneered between 5 and 12 September 1941 by the 14th Bombardment Squadron, which was attached as the group's third squadron after its arrival.

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

During December 1941, the 19th began reconnaissance and bombardment operations against Japanese shipping and landing parties. By the end of the year, ground personnel joined infantry units defending the Philippines, while the air echelon in Australia continued operations, including transport of supplies to the Philippines and evacuation of personnel.

In March 1942, the group was re-established in Australia, as part of the Fifth Air Force. From far-flung bases in Queensland, the Northern Territory and Western Australia, the group carried out missions over Japanese-held areas in New Guinea and the Dutch East Indies.

The group flew B-17s, B-24s, and LB-30s from Java against enemy airfields, shipping, and ground installations during the Japanese offensive against the Netherlands East Indies during early 1942, and was again evacuated on 2 March to Australia. It participated in the Battle of the Coral Sea, in May 1942, and raided enemy transportation and communications targets as well as troop concentrations during the Japanese invasion of Papua New Guinea. The group bombed enemy airdromes, ground installations, and shipping near Rabaul, New Britain in August 1942.

By late 1942, the USAAF decided that no more B-17s would be sent to the Pacific, and that units would be withdrawn or re-equipped in the Pacific in favor of the longer-ranged B-24 Liberator. The 19th Bomb Group was withdrawn from Australia and returned to the U.S. The group was largely unmanned from December 1943 to 1 April 1944.

After moving to Guam in 1944, the group was equipped with the Boeing B-29 Superfortress and conducted its first raid with B-29s on 25 February 1945, against Tokyo.

By the end of the war in August 1945, the 19th Bombardment Group flew 65 raids on the Japanese home islands, bombing strategic targets in Japan, participating in incendiary bomb attacks against Japanese cities, and attacked kamikaze airfields during the invasion of Okinawa in the spring of 1945.



*19th Bombardment Group – B-29 Superfortress somewhere over Japan, 1945*

The group has earned the distinction of being one of the most decorated units in the Air Force. Unit honors include nine Presidential Unit Citations, two Air Force Meritorious Unit Awards, ten Air Force Outstanding Unit Awards, one Philippine Presidential Unit Citation, and one Republic of Korea Presidential Unit Citation.

### **Lineage**

- Authorized as 19th Observation Group on 18 October 1927
- Redesignated 19th Bombardment Group on 8 May 1929
- Activated on 24 June 1932
- Redesignated: 19th Bombardment Group (Heavy) on 17 October 1939
- Redesignated: 19th Bombardment Group, Very Heavy on 28 March 1944
- Inactivated on 1 April 1944
- Activated on 1 April 1944
- Redesignated 19th Bombardment Group, Medium on 10 August 1948
- Inactivated on 1 June 1953
- Redesignated: 19th Air Refueling Group, Heavy on 31 July 1985 (Remained inactive)
- Redesignated: 19th Operations Group on 29 August 1991
- Activated on 1 September 1991
- Redesignated: 19th Air Refueling Group on 1 July 1996.
- Inactivated on 30 September 2008.
- Redesignated: 19th Operations Group and activated on 1 October 2008

### **Source and additional resources:**

- [https://en.wikipedia.org/wiki/19th\\_Operations\\_Group](https://en.wikipedia.org/wiki/19th_Operations_Group)
- [https://www.armyaircorpsmuseum.org/19th\\_Bombardment\\_Group.cfm](https://www.armyaircorpsmuseum.org/19th_Bombardment_Group.cfm)
- <https://pacificwrecks.com/units/usaaf/19bg/index.html>
- <https://www.ozatwar.com/19thbg.htm>



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## 22ND BOMB GROUP

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The 22nd Operations Group is the operational flying component of the United States Air Force 22nd Air Refueling Wing. It is stationed at McConnell Air Force Base, Kansas, and is part of Air Mobility Command (AMC)'s Eighteenth Air Force.

The group's primary mission is to provide global reach by conducting air refueling and airlift where and when needed. The group directs the 22nd Wing's Boeing KC-135R Stratotanker refueling and airlift operations.

When activated in 1940, the Group was located at Langley Field, Virginia. Its first aircraft were a few Douglas B-18 Bolo bombers, with a few North American B-25 Mitchell bombers also allocated. In 1941 the Group transitioned to Martin B-26 Marauder medium bombers.

Throughout 1941 the 22nd trained extensively, increasing in intensity in November 1941. It was so combat ready that 16 hours after the Japanese attack on Pearl Harbor on 7 December 1941, the 44 planes of the 22nd headed for the West Coast and on to the South West Pacific.

During World War II, as the 22nd Bombardment Group, the unit operated primarily in the Southwest Pacific Theater as a North American B-25 Mitchell unit assigned to the Fifth Air Force.

On 22 March 1942, the first flight of the 22nd air echelon arrived at Amberley Field, near Brisbane in Australia, and became the first fully armed Air Force Group to fly the Pacific en masse. They were warmly welcomed by the Australians who were concerned that, while the Japanese were threatening Australia, its troops were fighting the Germans in the Middle East.

In Australia, its bombardment squadrons were based at Reid River, about 40 miles south of Townsville; at Garbutt field; and at Antill Plains, 20 miles south of Townsville.

On 5 April 1942, the 22nd took off from Garbutt Field for its first combat action, an attack on Rabaul in New Britain (North of New Guinea). In this attack on the Japanese Naval Base, the Group sunk a transport ship but lost a plane and the life of S/ Sgt Bourne.

Meanwhile, four B-26 Marauders, including two from the 18th Reconnaissance Squadron, left behind at Hawaii, saw action on 4 June 1942 as part of the air attack in the Battle of Midway, and were the first Army planes to make a torpedo attack. These planes attacked the Japanese Naval Invasion Force, focusing torpedo and strafing action on its aircraft carrier.

In 1944, the group converted from medium, twin engine B-25 Mitchell and B-26 Marauder bombers to heavy four engine Consolidated B-24 Liberator bombers. Following its conversion to Liberators, on 11 February 1944 the 22nd was redesignated 22nd Bombardment Group, Heavy. The group was tasked to bomb Japanese airfields, shipping, and oil installations in

*B-26  
Marauder  
torpedo  
bomber  
Susie-Q of*



*the 408th Bombardment Squadron. It was flown during the Battle of Midway on 4 June 1942.*

Borneo, Ceram, and Halmahera. It began raiding the southern Philippines in September 1944 to neutralize Japanese bases in preparation for the invasion of Leyte.

From December 1944 to August 1945, the group struck airfields and installations on Luzon, supported Australian ground forces on Borneo, and bombed railways and industries in Formosa and China. Near the end of the war the 22nd moved to Okinawa in August 1945 and flew some armed reconnaissance missions over southern Japan.

It was awarded two Distinguished Unit Citations and the Philippine Presidential Unit Citation for its combat service in China, the Netherlands East Indies, New Guinea, the Bismarck Archipelago; the Western Pacific; Leyte and Luzon.

After the war, the 22nd's staff and aircraft were released and the group moved to Clark Air Base in the Philippines in November 1945. In April 1946 the 22nd returned to Okinawa as the 22nd Bombardment Group, Very Heavy and was remanned and assigned Boeing B-29 Superfortress bombers, operating from Kadena Air Base.

### **Lineage**

- Established as the 22nd Bombardment Group (Medium) on 22 December 1939
- Activated on 1 February 1940
- Redesignated 22nd Bombardment Group, Heavy on 11 February 1944
- Redesignated 22nd Bombardment Group, Very Heavy on 15 June 1946
- Redesignated 22nd Bombardment Group, Medium on 28 July 1948
- Inactivated on 16 June 1952
- Redesignated 22nd Air Refueling Group, Heavy on 31 July 1985 (Remained inactive)
- Redesignated 22nd Operations Group on 29 August 1991
- Activated on 1 September 1991

### **Sources and additional resources:**

- [https://en.wikipedia.org/wiki/22nd\\_Operations\\_Group](https://en.wikipedia.org/wiki/22nd_Operations_Group)
- [https://www.armyaircorpsmuseum.org/22nd\\_Bombardment\\_Group.cfm](https://www.armyaircorpsmuseum.org/22nd_Bombardment_Group.cfm)
- <https://www.ozatwar.com/22ndbomb.htm>
- <https://pacificwrecks.com/units/usaaf/22bg/index.html>

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## 43RD BOMB GROUP

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The 43rd Air Mobility Operations Group is currently an active duty air mobility unit at Pope Army Airfield (formerly Pope AFB), Fort Liberty, North Carolina, and is part of the Air Mobility Command (AMC) under the

USAF Expeditionary Center. The unit is composed of eight squadrons, including one of the only two active Air Force aeromedical evacuation squadrons based in the United States. The group's primary mission focuses on providing enroute operations and enabling global response and airborne support for the 82nd Airborne Division.

Constituted as 43rd Bombardment Group (Heavy) on 20 November 1940, it was activated on 15 January 1941. The group trained with B-17, B-18, A-29, and LB-30 aircraft. During most of 1941, they trained for bombardment operations. From December 1941 to February 1942, the group flew antisubmarine patrols along the New England coast.

The 43rd then moved to the Southwest Pacific via Cape Town, South Africa, from February to March 1942. It attacked Japanese shipping in the Netherlands East Indies and the Bismarck Archipelago from bases in Australia, New Guinea, and Owi Airfield, Indonesia between August 1942 and November 1944. While there it earned a Distinguished Unit Citation (DUC) for missions over Papua, New Guinea from August 1942 to January 1943.

The unit used skip bombing to sink Japanese ships during the Battle of the Bismarck Sea, 2–4 March 1943, for which the unit earned a second DUC. It also provided support for ground forces on New Guinea and attacked airfields and other enemy installations in New Guinea, the Bismarck Archipelago, Yap, Palau, and the southern Philippines in 1943 and 1944.

The group conducted long-range raids on oil refineries on Ceram and Borneo late in the war.

After moving to the Philippines in November 1944, the group attacked shipping along the Asiatic coast and struck factories, airfields, and other installations in China and on Formosa. It also supported ground forces on Luzon.

The unit moved to Ie Shima in July 1945, from which it conducted raids against airfields and railways in Japan and against shipping in the Inland Sea and the Sea of Japan. It was moved, on paper, to the Philippines in December 1945 and inactivated in April 1946.

### Lineage

- Constituted as the 43rd Bombardment Group (Heavy) on 20 November 1940
- Activated on 15 January 1941
- Redesignated 43rd Bombardment Group, Heavy on 21 September 1943
- Inactivated on 29 April 1946
- Redesignated 43rd Bombardment Group, Very Heavy on 1 October 1946
- Activated on 1 October 1946
- Redesignated 43rd Bombardment Group, Medium on 2 July 1948
- Inactivated on 16 June 1952
- Redesignated 43rd Operations Group and activated on 1 June 1992
- Inactivated on 1 July 1994
- Activated on 1 April 1997
- Redesignated 43rd Airlift Group on 1 March 2011
- Redesignated 43rd Air Mobility Operations Group on 14 June 2016

### Source and additional resources:

- [https://en.wikipedia.org/wiki/43rd\\_Air\\_Mobility\\_Operations\\_Group](https://en.wikipedia.org/wiki/43rd_Air_Mobility_Operations_Group)
- [https://www.armyaircorpsmuseum.org/43rd\\_Bombardment\\_Group.cfm](https://www.armyaircorpsmuseum.org/43rd_Bombardment_Group.cfm)
- <https://www.5thaf.org/43rd-bomb-group.cfm>
- <https://pacificwrecks.com/units/usaaf/43bg/index.html>
- <https://www.ozatwar.com/43rdbg.htm>



*B-17F-25-BO Flying Fortress (AAF Ser. No. 41-24554), "The Mustang", 63rd Bombardment Squadron, 1943*



*An aerial view of B-17s from the 43rd Bombardment Group parked in their revetments at Seven Mile Airfield, Port Moresby, New Guinea in August 1942. The 43rd Bomb Group was the fifth B-17-equipped group to be deployed against Japan in the Pacific War.*

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## 90TH BOMB GROUP

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Today, the 90th Operations Group is the operational component of the 90th Missile Wing of the United States Air Force. It is stationed at Francis E. Warren Air Force Base, Wyoming, and is assigned to Twentieth Air Force of Air Force Global

Strike Command. The group is responsible for maintaining and operating on alert the wing's assigned LGM-30G Minuteman III intercontinental ballistic missiles.

During World War II the 90th Bombardment Group operated in the Southwest Pacific Theater as a Consolidated B-24 Liberator heavy bomber unit assigned to Fifth Air Force of the United States Army Air Forces.

The group was organized at Key Field, Mississippi, in April 1942 as a Consolidated B-24 Liberator unit. The group's original squadrons were the 10th Reconnaissance Squadron and the 319th, 320th and 321st Bombardment Squadrons, although within a week of activation the 10th was renamed the 400th Bombardment Squadron. The group trained with Liberators in the southeastern United States under III Bomber Command until August.

The group moved to Willow Run Airport, Michigan, for conversion training on newly manufactured Ford Liberators. Assigned to VII Bomber Command with B-24Ds, The unit moved to Hickam Field, Hawaii, in September. The group arrived in northern Queensland, Australia in November 1942 and began bombardment missions under V Bomber Command almost immediately.

The group attacked enemy airfields, troop concentrations, ground installations and shipping in New Guinea, the Bismarck Archipelago, Palau and the southern Philippines. The group was awarded a Distinguished Unit Citation for operations in Papua through January 1943. The unit participated in the Battle of Bismarck Sea in March 1943, and earned another citation for strikes on enemy airfields at Wewak, New Guinea, in September 1943 despite heavy flak and fighter opposition.

During 1944, the 90th supported the New Guinea Campaign through the end of June, then made long-range raids on oil refineries at Balikpapan, Borneo, in September and October. In January 1945, the group moved to the Philippines and supported ground forces on Luzon, attacked industrial targets on Formosa, and bombed



*"Jolly Rogers" of the 90th Bombardment Group on a mission, 1943. Photo credit: USAFHRA, Public Domain, <https://commons.wikimedia.org/w/index.php?curid=11192729>*

railways, airfields, and harbor facilities on the Asiatic mainland. Shortly before the end of the war in the Pacific, the 90th moved to Okinawa, from which it would be able to strike the Japanese home islands.

After VJ Day, the group flew reconnaissance missions over Japan and ferried Allied prisoners of war from Okinawa to Manila. Ceased operations by November 1945.

It was awarded two United States Distinguished Unit Citations and the Philippine Presidential Unit Citation for its combat service in China, the Netherlands East Indies, New Guinea, the Bismarck Archipelago, Leyte, and Luzon.

### Lineage

- Established as the 90th Bombardment Group (Heavy) on 28 January 1942
- Activated on 15 April 1942
- Redesignated 90 Bombardment Group, Heavy on 20 August 1943
- Inactivated on 27 January 1946
- Redesignated 90 Bombardment Group, Very Heavy on 11 June 1947
- Activated on 1 July 1947
- Inactivated on 6 September 1948
- Redesignated 90 Bombardment Group, Medium on 20 December 1950
- Activated on 2 January 1951
- Inactivated on 16 June 1952
- Redesignated 90 Operations Group on 29 August 1991
- Activated on 1 September 1991

Sources: <https://www.90thbombgroup.org/>  
<https://www.ozatwar.com/90thbg.htm>  
[http://www.historyofwar.org/air/units/USAAF/90th\\_Bombardment\\_Group.html](http://www.historyofwar.org/air/units/USAAF/90th_Bombardment_Group.html)  
[https://en.wikipedia.org/wiki/90th\\_Operations\\_Group](https://en.wikipedia.org/wiki/90th_Operations_Group)

*B-24J with the distinct nose turret, probably in 1944. Photo credit: [https://commons.wikimedia.org/wiki/File:90th\\_Bomb\\_Group\\_B-24J\\_1944.jpg](https://commons.wikimedia.org/wiki/File:90th_Bomb_Group_B-24J_1944.jpg)*



*Unofficial 90th Bombardment Group emblem used in the Southwest Pacific. This emblem was also used as the group tail marking. Each squadron in the group used the emblem with the squadron color as the background.*



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## INDUCTION CENTER EXHIBIT ON ARMY HERITAGE TRAIL

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The World War II Core Area exhibit on the Army Heritage Trail (Carlisle PA) is based on technical manuals and photographs from 1944 and 1945 in the USAHEC collections and is a condensed representation of an induction center. At the outset of World War II, the United States Army was short of properly trained and prepared soldiers, especially if the U.S. was forced to be into the battles already raging in Europe and Asia. To answer the call for more combat troopers, the Army built induction centers all over the country. The induction centers' design quickly and efficiently in-processed new draftees and recruits into the U.S. Army and shipped them off to basic training. The Barracks building includes period cots outfitted with Army blankets and other gear. The Mess Hall represents the areas of a training center not associated with training, but rather with the soldier's well-being. Finally, the Company Headquarters building has a model of an orderly room and a classroom with training posters.

The United States Army downsized after World War I due to isolationist politics sweeping America. The effect of the war's bloodshed and horror, combined with the post-war treaties, directly led to the Second World War only a few years later. As the Allies fought Hitler and the Japanese invaded China, the U.S. slowly but surely built up its armed forces. The attack on Pearl Harbor and Germany's declaration of war on the United States precipitated America's entrance into a two-front fight, and the Army suddenly needed many soldiers quickly. To answer the call for troops at the beginning of the war and then to replace losses on the front lines as the war continued, the government instituted a draft. New recruits and draftees had to be inducted into the Army, trained, and shipped to war as quickly and efficiently as possible. To help accomplish the task, the Army built dozens of induction centers all over the United States.

Induction centers had several functions. First, they served as a central location for recruits from all over the country and from all walks of life to gather and be formed into units. Second, the induction centers allowed the Army to poke, prod, examine, and otherwise check the recruits to make sure they qualified for the rigors of training and combat. Finally, the centers allowed the Army to give the new soldiers a chance to get a taste of Army life. Fresh recruits shipped out to the centers with nothing but a few personal belongings and soon found themselves marching, dressing, and even eating like a soldier.



The induction centers themselves represented a significant accomplishment of planning and engineering. The Army used empty land in strategic locations all over the country to erect, in some cases in only a few short weeks, training facilities built of plywood, tar paper, and clap boards. Mess halls, vehicle garages, and barracks sprang up from nowhere, ready to accept the recruits and turn them into soldiers. The rudimentary buildings, built in a "modular" design, could be used for any purpose from sleeping quarters to training rooms. In addition, the simple constructions were broken down easily and could be shipped anywhere, even to the United Kingdom or islands in the Pacific.

A typical inductee into the Army arrived at the induction center via train or bus, and was immediately hurried into a line. Over the first days the recruit's hair was cut very short, he was issued several duffle bags worth of equipment, and sent through seemingly unending medical examinations. Finally, the soldier was able to retire to the barracks, his new home for the coming weeks. The barracks was the center of the new soldier's life. A soldier had almost no personal space: only a bunk, a foot locker, and maybe a shelf for a few photographs. The arrangement was not only to save space; it was also a tactic used by the Army to train the soldier. By crowding the troopers into close quarters with their fellows, the Army forced the men to form the tight bonds essential to the effectiveness of a combat unit. At the end of the day, the soldier could stretch out on his bunk and write a letter home, shine his boots, or play a game of cards. In the morning, however, he found himself standing ram-rod straight at attention, waiting for the Drill Sergeant to inspect his gear. Any "gig" in his gear might earn him an assignment to "K.P." duty!

"K.P." or Kitchen Patrol was one of the most loathed parts of being a new recruit. Unlike the contracted mess halls of current 21st Century military operations, soldiers specially trained as cooks prepared the meals for the new recruits. Unfortunately for the inductees, there were never enough cooks for all of the work needed to feed thousands of troopers a day. At one time or another, every soldier found himself on K.P. peeling onions and potatoes, scouring greasy pots and pans, or guarding the garbage cans to make sure his fellow recruits ate all of their food. The mess hall was possibly even more important to the soldiers than their barracks. Many of the new soldiers came to the Army after experiencing poverty during the Great Depression, so quality food three times a day was a major perk. When the troops could not make it back to the mess hall during training, they got their first taste of the new rations the Army issued, K Rations and C Rations. After eating the canned meat and other food

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## INDUCTION CENTER (continued)

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items from such rations, most soldiers happily returned to the mess hall.

In addition to barracks and dining facilities, new recruits became familiar with the command post, or CP, and the training room. At the command post, considerable paperwork was completed for each and every soldier. In-processing papers, furlough and leave requests, and medical record reviews had to be filled out and filed away. The training room served an important role as well. Not all soldiering was learned on the training fields and weapons ranges. Many of the skills the troopers relied on in Europe and the Pacific had to be taught in theory before they could be taught in practice. The new recruits learned everything from how to disassemble, clean, and reassemble their new rifles to how to react to ambushes and booby traps.

The new troops quickly found themselves integrated into the United States' rapidly growing armed forces. The induction center was only the first step in their training, however. Soldiers who needed training to perform specialized jobs, such as mechanics or radio operators, shipped off to special schools to learn their new trade. Soldiers serving as infantry, paratroopers, or artillery went to basic training to learn to be a soldier in their specific branch. No matter where the recruits ended up, they always remembered the shock of their first days at the induction center.

### **ABOUT THE ARMY HERITAGE TRAIL:**

The Army Heritage Trail serves as the USAHEC's outdoor museum. It encompasses the grounds of the USAHEC, covering about one mile and highlights nearly every era of Army history with different exhibits and large artifacts. Designed to provide an immersion experience that allows the visitor to walk into each period represented, the Trail also serves as a stage for living history presentations by historians serving as interpreters.

Fourteen individual exhibits include full scale reconstructions of a French and Indian War way station, Redoubt Number 10 from the Revolutionary War siege of Yorktown, a section of the Antietam battlefield, a Civil War winter encampment with cabins, a WWI trench system, a WWII company area, a replicated Normandy Bocage scene from World War II, a Current Operations HESCO Bastion barrier checkpoint, and an interpretation of the Vietnam helicopter air assault at Ia Drang that includes a period Fire Support Base. Additionally, there are numerous smaller exhibits featuring armor, aircraft, and artillery from several different eras of U.S. Army history.



*Colors are presented as the new recruits learn to salute*

### **Army Heritage Trail Hours:**

The Army Heritage Trail is open for visitation dawn to dusk daily and is under security surveillance. The buildings and structures on the trail are open during normal hours of operation, weather permitting.

<https://ahec.armywarcollege.edu/trail/WWII/index.cfm>

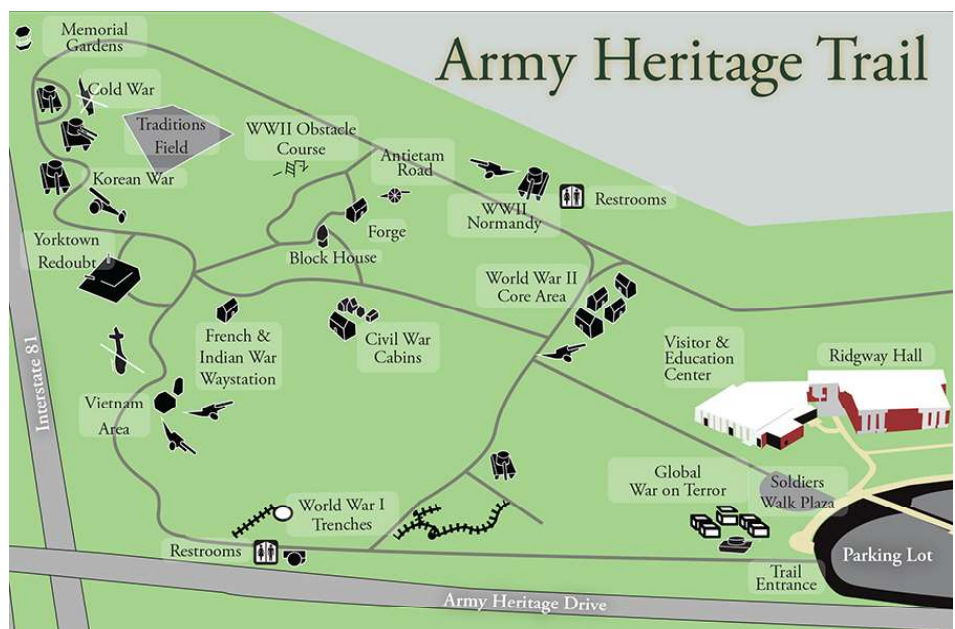
U.S. Army Heritage and Education Center  
950 Soldiers Drive  
Carlisle PA 17013

### **Additional information:**

<https://ahec.armywarcollege.edu/visit.cfm>

<https://history.army.mil/museums/usahec/index.html>

<https://archive.org/details/WwiiBasicTraining--WorldWarIIBasicTrainingVideo>





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## U.S. REAL ID ACT GOES INTO EFFECT MAY 7, 2025

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The REAL ID Act was passed by the U.S. Congress in 2005. The Act and implementing regulations establish minimum security standards for license issuance and production and prohibit federal agencies from accepting for certain official purposes noncompliant driver's licenses and identification cards.

The official purposes covered by the Act and regulation are:

- Accessing certain federal facilities;
- Boarding Federally regulated commercial aircraft; and
- Entering nuclear power plants.

Secure driver's licenses and identification documents are a vital component of our national security framework. DHS/

TSA is committed to enforcing the REAL ID Act, therefore, beginning May 7, 2025, anyone 18 years and older that **plans to fly domestically or visit certain Federal facilities** will need a REAL ID or another acceptable form of identification.

The Act's prohibitions do not affect other uses of driver's licenses or identification cards unrelated to official purposes as defined in the Act.

For more information, please contact the REAL ID Program Office at [TSA-ContactCenter@tsa.dhs.gov](mailto:TSA-ContactCenter@tsa.dhs.gov).

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## POSTING ON THE 380TH'S FACEBOOK GROUP PAGES

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Please follow these "rules" for posting on the 380th's Facebook Group Pages (and for all social media):

- **Be kind and courteous!** We're all in this together to create a welcoming environment. Let's treat everyone with respect. Healthy debates are natural, but kindness is required.
- **No hate speech or bullying!** Make sure everyone feels safe. Bullying of any kind isn't allowed, and degrading comments about things such as race, religion, culture, sexual orientation, gender or identity will not be tolerated.
- **No promotions or spam.** Give more to this group than you take. Self-promotion, spam, and irrelevant links aren't allowed.  
You are welcome to show items you have personally purchased related to the group, BUT DO NOT POST THE LINK WHERE YOU PURCHASED THE ITEM. If anyone is interested in that link, they should send you a separate, private inbox request for that link (FB Messenger).
- **Respect everyone's privacy.** Being part of this group requires mutual trust. Authentic, expressive discussions make groups great, but may also be sensitive and private. What's shared in the group should stay in the group.
- **Photos uploaded must be referenced (if from an outside source and not your personal property). Please comply with all known copyright laws.**

Also, if you are asking to join the 380th's Facebook group pages, please be aware there are questions that need to be answered before you can be approved for membership.

*Main group FB page:* <https://www.facebook.com/groups/2302731583244398>

*In Memoriam FB page:* <https://www.facebook.com/groups/421843586784696>

If you only answer YES to the questions about why you wish to join and if you have a family member who served with the group, your application will be denied. Please provide as much info as possible about the veteran and your desire to join the group. If you are recommending someone for membership, please make them aware of these application questions. Often we get referrals from current members, but no answers to the two questions!

In most cases, membership requests with no answers to the two questions are declined unless the approver recognizes the name of the invited person.

**THANKS TO ALL WHO HAVE CONTRIBUTED TO OUR FB PAGES - WE HOPE YOU CONTINUE TO POST PHOTOS AND STORIES ABOUT YOUR VETERAN'S SERVICE DURING THE WAR AND AFTERWARDS!** From time to time, some of these stories are used in this newsletter!

Marie Anderson-Johnson, widow of Robert (“Andy”) J. Anderson, Pilot, 531st Squadron, died on 11 August 2024 in Grand Rapids, Michigan (reported by her grandson, Rick Williams). Marie and Andy attended many of the 380th reunions, and Marie continued attending after Andy passed in 2002, often with her good friend Doris Mitchell. Marie turned 100 on 19 November 2023. She was a good friend to the group and will be sorely missed.

To read more about Marie’s life, go to: <https://obits.mlive.com/us/obituaries/grandrapids/name/marie-johnson-anderson-obituary?id=55881881>



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## RECENT FOLD3® BLOG ARTICLES

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### **The M-1 Helmet**

August 13, 2024 by Jenny Ashcraft

In 1940, as the likelihood of the United States entering WWII hostilities increased, military officials assessed equipment and decided soldiers needed a better helmet. The newly redesigned combat helmet was called the M-1 Helmet, and production began in 1941. The design proved so popular that with slight modifications, the helmet became a standard issue for more than four decades until 1985, when the PASGT helmet succeeded it.

The M-1 helmet was made of steel, weighed about three pounds, and was known by nicknames like the ‘steel pot’ or ‘brain bucket.’ It was designed with features like a slight visor to protect the wearer from precipitation, a flanged lip

around the bottom, an adjustable helmet liner, and chin straps to keep the helmet in place. The helmet provided full coverage and could withstand a .45 caliber bullet fired at point-blank range.

The M-1 helmet was also notable because it did much more than protect the head. It was used as an entrenching tool or a wash basin for laundry or shaving (the helmet could hold more than three quarts of water). Military personnel also used the helmets as stools, a place to prepare food, or even to soak tired feet. The ultimate goal of the M-1, however, was to save lives—and it did.

Go here to read more: <https://blog.fold3.com/the-m-1-helmet/>

### **August 25, 1944: Keep ‘Em Rolling – The Red Ball Express Opens**

August 1, 2024 by Jenny Ashcraft

Following the D-Day Landings in June 1944, more than a million Allied soldiers moved into France. After breaking out of Normandy in July, troops began advancing across the countryside—sometimes covering as much ground as 80 miles a week. This created a logistical challenge for officials trying to supply this moving army across a country where many roads, bridges, and rail lines were damaged or destroyed. Military officials devised a solution they called the “Red Ball Express,” a specially designated supply route only open to military vehicles. Over the next 82 days, the Red Ball Express delivered an estimated 12,000 tons of supplies daily, allowing Allied forces to advance and eventually liberate France.



Go here to read more: <https://blog.fold3.com/august-25-1944-keep-em-rolling-the-red-ball-express-opens/>

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## 380TH BOMB GROUP ASSOCIATION 2024 MEMBERSHIP REGISTRATION INFORMATION

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New \_\_\_\_ Renewal \_\_\_\_ Date: \_\_\_\_\_

WWII Squadron (528<sup>th</sup>, 529<sup>th</sup>, 530<sup>th</sup>, 531<sup>st</sup>, 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:**

**380<sup>th</sup> Veteran**

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

**380<sup>th</sup> Wing Member**

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

**Family Member of 380<sup>th</sup> Veteran** Name of Veteran \_\_\_\_\_

Your relationship to veteran \_\_\_\_\_

**Other** If other, please explain here why you wish to join the group \_\_\_\_\_

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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" 528<sup>th</sup>-5"x5"      529<sup>th</sup>-5"x5"

**Sorry, there are no 530<sup>th</sup> or 531<sup>st</sup> 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      Bombardier  
 Navigator      Gunner  
 Air Crew

**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



5<sup>th</sup> 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](mailto: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](mailto:bjgotham@gmail.com) –*

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

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## NOTICES

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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.

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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](mailto:380th.ww2@gmail.com)

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

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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>

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

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

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

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Looking for a gift for that special someone? Please consider 380th gear! Check out the order form in this issue as well as 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](mailto: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](mailto:380th.ww2@gmail.com)

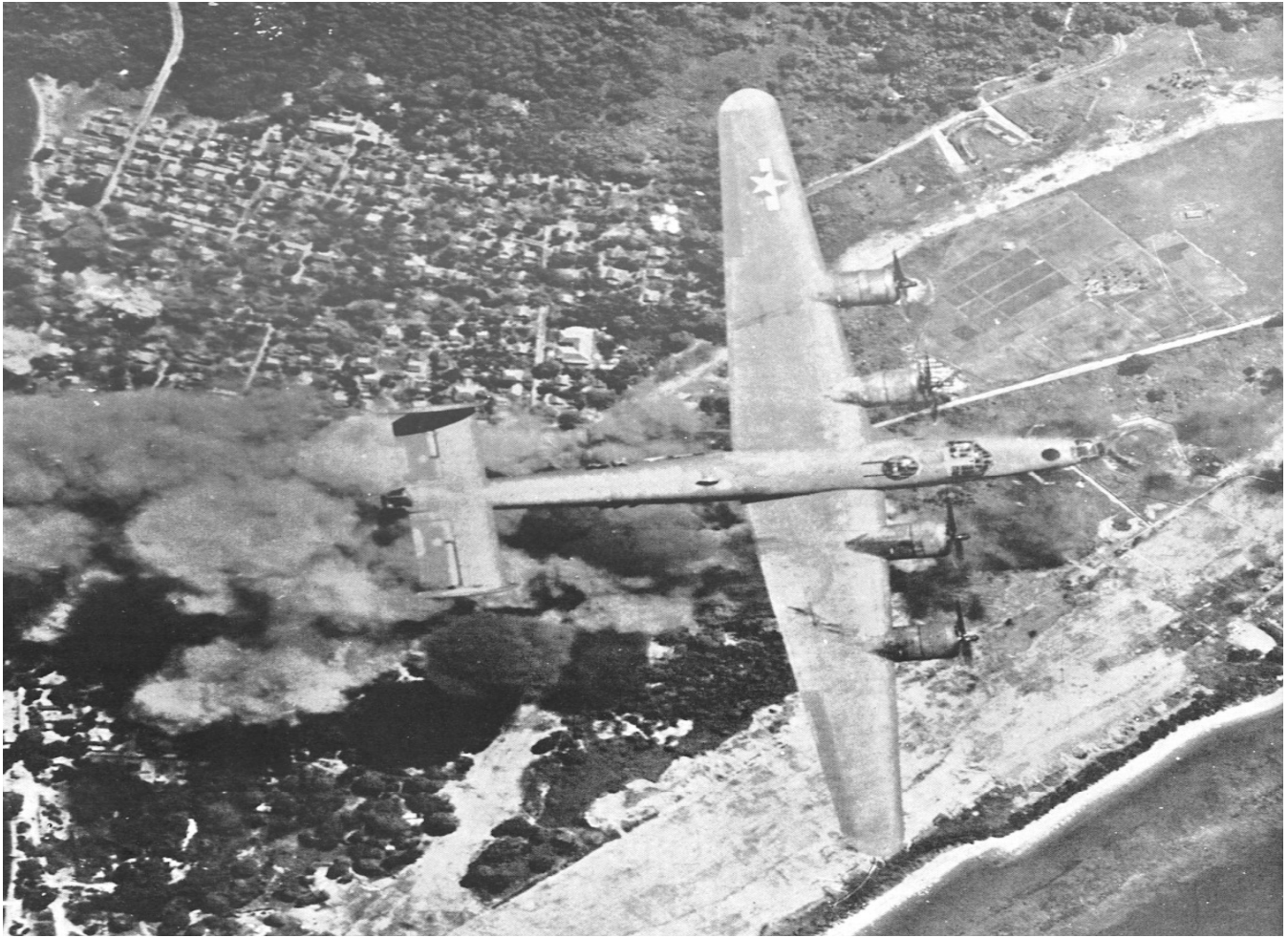
### **NEW FACEBOOK PAGES**

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.*