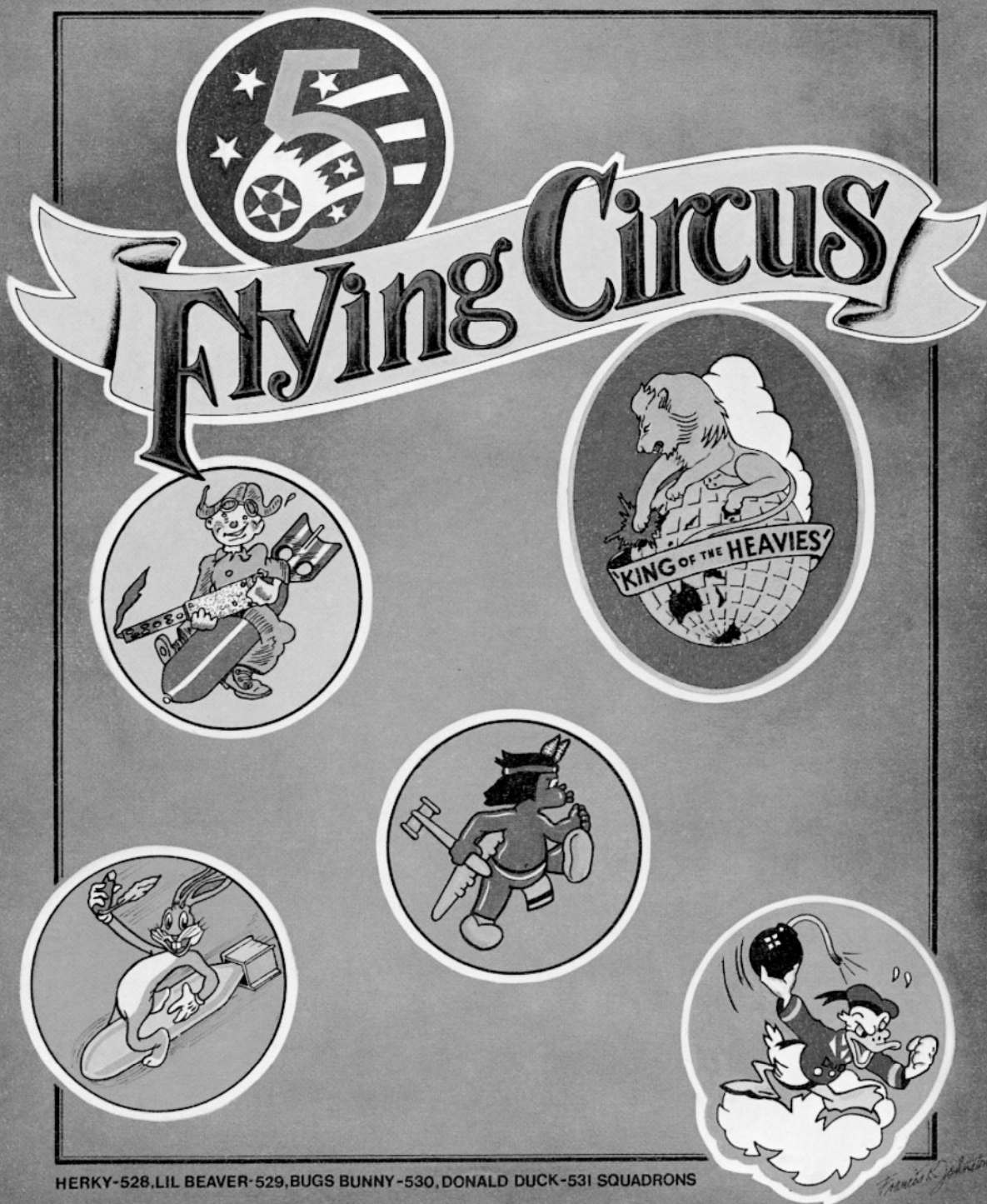


# 380<sup>TH</sup> BOMB GROUP



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



#### 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/2025Member-form.pdf>

##### **Gear order form:**

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

## The 380th Bomb Group Association

5th AF -- RAAF

*Affectionately Known As*

*The Flying Circus*

NEWSLETTER #82

MARCH 2025

### CONTENTS

Donations to Support Newsletters and Website Crucial

Albert Jansen - 531st

U.S. Real ID Act Goes into Effect May 7, 2025

\* 380th Air Expeditionary Wing

The Australian War Memorial

Halliday RAAF Crew - 531st

\* Hollywood Goes to War

Finlayson RAAF Crew - 531st

Biggs Crew - 531st

Memories of the Signing of the Japanese Surrender

Christmas Dinner - Biggs Field, December 1942

Biggs Field/Fort Bliss, Texas

POW Camps in the U.S. During WWII

Roberta and Son/Firepower

TAPS

Recent Fold<sup>3</sup> Blog Articles

Member Form

Gear Order Form (as of November 2024)

Notices

\* = **Featured articles**

### 380th Bomb Group Association

130 Colony Road

West Lafayette, IN 47906-1209 USA

<http://380th.org/>

Email: [380th.ww2@gmail.com](mailto: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.

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## DONATIONS TO SUPPORT NEWSLETTERS AND WEBSITE CRUCIAL

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Voluntary contributions/donations to this group are especially important in order to maintain our webpages and to continue making print copies of the newsletters.

Costs of postage are regularly going up, as well as labor and other costs (at the print shop).

Currently, there is only enough funds to cover this issue and possibly one more (printing and mailing). **For you to continue receiving a print copy for future issues in 2025, you should send in the membership form at the end of this newsletter; otherwise, your address may/will be deleted from the print copy mailing list.**

**Besides printing and postage costs, the other recurring annual costs are to renew our domain name (380th.org) and for server hosting services (for our website). Even if we discontinue print copies of this newsletter, funds are still needed to support and continue our website.**

As long as we still maintain a website, newsletters will continue to be available by email and online. Sign up now for e-delivery by sending an email to 380th.ww2@gmail.com or going to our Newsletter webpage (<http://380th.org/NEWS/News.html#Newsletters>) and clicking on the sign-up link.

*Note that our editor (newsletter and website), Barb Gotham, does not use any of the donated funds for herself; all her time and resources are (lovingly/generously) contributed at her own expense.*

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## OTHER STUFF

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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.



Image from: <https://animalia-life.club/qa/pictures/novelist-clipart-free>

Note on the gear form at the end of this issue that there is new pricing on the jackets, t-shirts, and cap (only one left!). We're trying to get out of the apparel-selling business since it is no longer profitable now that there are no annual reunions. Feel free to make an offer! Limited sizing is available. **Note that pricing on the form does not include postage/shipping.**

Patches will continue to be made as long as there's an interest in them.

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## ALBERT JANSEN - 531st SQUADRON

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Al Jansen (and his crew) were honored during half-time of the Seattle Seahawks NFL (football) game on Sunday, September 8, 2024. His wife, Paulette, reported that the crowd went crazy and she said that you could hardly hear what the announcer was saying! Military pictures were on the big screen. Photos from Paulette Jansen and Greg Baker (from his nephew, Willy, who attended the game).

Al was in the 531st Squadron, Gunner on the Benson Crew (116).



Al and Paulette celebrating his 99th birthday, October 2024.



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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).



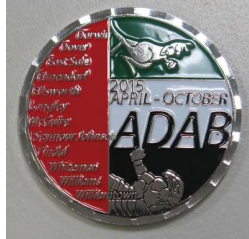
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## 380TH AIR EXPEDITIONARY WING

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***Ready Today.  
Relevant Tomorrow.***



### **Introduction**

Occasionally we receive information via emails and sometimes USPS from the 380th Air Expeditionary Wing. The last contact Barb Gotham had with them was in August 2024. They were located at that time at Al Dhafra Air Base, United Arab Emirates, on the Arabian Peninsula. They have an executive team that maintains their history and provides information about their group (and ours) to distinguished visitors and “Warrior of the Week” award recipients.

The timeline, commanders list and history (including photos) below are from their handouts. They also sent the patch shown above. So proud that they have kept our “King of the Heavies” design!

The picture of the ADAB challenge coin (2015) (center) was provided by Garth O’Connell, Australian War Museum (see story later in this issue).

### **380th Timeline**

Established as 380th Bombardment Group, (Heavy) on 28 October 1942  
Activated at Davis-Monthan Field, AZ on 3 November 1942  
Stationed at Biggs Field, TX - 2 December 1942  
Stationed at Lowry Field, CO - 4 March 1943  
Stationed at Fenton, Australia - May 1943  
Redesignated as 380th Bombardment Group, Heavy, Darwin, Australia on 26 August 1944  
Stationed at San Jose, Mindoro - February 1945  
Stationed at Okinawa - August 1945  
Stationed at Ft. William McKinley, Luzon - November 1945 to February 1946  
Inactivated on 20 February 1946  
Redesignated as 380th Bombardment Group, Very Heavy, on 13 May 1947  
Activated in the reserve at MacDill Field, FL on 16 June 1947  
Redesignated as 380th Bombardment Group, Medium, on 26 June 1949  
Ordered to active service 1 May 1951 (no personnel)  
Inactivated on 16 May 1951  
Consolidated on 31 Jan 1981 with the 380th Bombardment Wing, Medium, established on 23 March 1953  
Activated at Plattsburgh AFB, NY on 11 July 1955  
Redesignated as 380th Strategic Aerospace Wing on 15 Sep 1964  
Redesignated as 380th Bombardment Wing, Medium 1 July 1972  
Redesignated as 380th Air Refueling Wing on 1 July 1991  
Inactivated 30 September 1995  
Activated/Redesignated 380th Air Expeditionary Wing Al Dhafra AB, UAE in January 2002

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## 380TH AIR EXPEDITIONARY WING (continued)

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### Commanders

Col William A. Miller Nov 1942  
Lt Col Forrest L. Brissey, Jr. Feb 1944  
Lt Col John M. Henschke Sep 1944  
Col Forrest L. Brissey Jr. Oct 1944  
Lt Col Gayle S. Cox Aug 1945  
Col David A. Tate Sep 1945  
LL Col Charles W. Dean Jun 1947  
Col Alvan N. Moore Jul 1955  
Col Alvan C. Gillem II Dec 1957  
Col Harold J. Whiteman Apr 1961  
Col Robert G. Moll Jun 1965  
Col Wallace Wall, Jr. Jul 1965  
Col Warren D. Johnson Jul 1966  
Col Howard P. McClain Jul 1967  
Col Wesley L. Pendergraft Apr 1969  
Col Gerhard R. Abendhoff Feb 1970  
Col John M. Parker Jun 1972  
Col Donald R. Nicholas Apr 1973  
Col Robert E. Chapman Mar 1974  
Col Earl T. O'Loughlin Apr 1974

Col John R. Shipe Jul 1975  
Col Harold J. M. Williams Jul 1977  
BG Thomas G. Tobin May 1979  
Col Charles J. Searock Jr. Jun 1981  
Col George W. Larson Jr. Jun 1903  
Col Raymund E. O'Mara Mar 1984  
Col George W. Larson Jr. Apr 1984  
Col Raymund E. O'Mara Jun 1985  
Col c. Jerome Jones Jun 1986  
Col Richard N. Goddard Jan 1988  
Col J. Paul Malandrino Jr. Jun 1989  
Col James E. Andrews Aug 1992  
Col Robert E. Dawson Oct 1993  
BG Stanley Gorenc Jan 2002  
Col Keith Monteith Feb 2002  
Col Timothy J. Collins May 2002  
Col Gregory D. Augst Nov 2002  
Col Patrick J. Sheets June 2003  
Col James J. Jones June 2004  
Col Darryl W. Burke June 2005

Col Gregory A. Kern June 2006  
BG Lawrence L. Wells Jun 2007  
BG Harry D. Pumbo Jun 2008  
BG Bryan J. Benson Jun 2009  
BG Edward M. Minahan Jun 2010  
BG Jeffrey G. Lofgren Jun 2011  
BG Paul H. McGillicuddy Jun 2012  
BG Kevin B. Schneider Jun 2013  
BG John T. Quintas Jun 2014  
BG Daniel J. Orcutt Jun 2015  
BG Charles S. Corcoran 2016  
BG Derek C. France Jul 2017  
BG Adrain L. Spain Jul 2018  
BG Lansing R. Pilch Jul 2019  
BG Larry R. Broadwell Jun 2020  
BG Andrew M. Clark Jun 2021  
BG David R. Lopez Jun 2022  
BG Terence G. Taylor Jun 2023  
Col Ronald L. Selvidge Jr. Apr 2024

### HISTORY OF THE "KING OF THE HEAVIES"

The group activated at Davis-Monthan Field, Arizona on 3 November 1942 during the fire and flame of World War II. The group quickly moved to Biggs Field, Texas in December, where it underwent intensive B-24 combat training and during March-April 1943 received additional combat training at Lowry Field, Colorado, all of this in preparation for their deployment to the South West Pacific area. During this training time, they had two fatal crashes. A B-24 flown by Lt. Willeg of the 528th Squadron crashed with only one surviving. On 19 February 1943, a 530th Squadron aircraft went down due to a cockpit fire. Eight of the ten-man crew were able to bail out.



The 380th received deployment orders on 14 April 1943. The first of group of 38 aircraft left the following day enroute to Amberley airfield west of Brisbane, Australia. One B-24 Liberator #519 was lost between Hawaii and Christmas Island. The aircraft was known to have had fuel leak problems. In May 1943, the air echelon arrived in Australia, followed by the ground echelon in June. Group Headquarters and two squadrons operated from Fenton Field while the other two squadrons were located 100 miles away at Long Strip both in northern Australia. Assigned to Fifth Air Force and attached to the Royal Australian Air Force, the 380th assisted in securing Australia's Darwin area in the Northern Territory against the threatened Japanese invasion by flying armed reconnaissance patrols, which began in May 1943. The group took over from the 319th Squadron of the 90th Bomb Group, which had been serving in Australia from January 1943. The 319th helped orientate the 380th pilots to Australia before returning to New Guinea to rejoin their other units in July 1943.

The group earned a Distinguished Unit Citation for a series of long-range attacks on oil refineries, shipping, and dock facilities in Balikpapan, Borneo, in August 1943. Group bombers repeatedly bombed enemy airfields in Western

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## 380TH AIR EXPEDITIONARY WING (continued)

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New Guinea during April and May 1944 in support of the American landing in the Hollandia area, for which it received its second Distinguished Unit Citation. In August 1944, the wing moved back to Darwin and to Mindoro in February-March 1945 where it launched air strikes against ground forces in Luzon, industries in Formosa, oil refineries in Borneo, railways and shipping in French Indochina, and ground installations on the China coast. On 17 January 1944, the 380th lost the B-24 "Milady" on the Cox Peninsula. The "Beautiful Betsy" (B-24 #42-40387) was lost on a 'milk run' near Biloela in Queensland on 26 February

1945. The remains of the aircraft were located 49 years later on 2 August 1994 in the Kroombits Tops national park, Queensland, Australia.

The 380th remained under control of an ally longer than any other Air Force unit. Following cessation of hostilities, the group moved to Okinawa in August 1945. While there they flew armed reconnaissance patrols over Japanese islands and ferried former prisoners of war from Japan to Manila. The group was reassigned to Seventh Air Force in October 1945, and participated in the Sunset Project, the return of B-24s and their crews to the United States. The group was then reduced to a paper unit in November 1945 and moved to Manila and placed under the Far East Air Force until its inactivation on 20 February 1946. In June 1947, the group was activated in the Reserve at MacDill Field, Florida, where it remained until it was ordered to active duty on 1 May 1951 and was inactivated again on 16 May 1951.



The group consolidated with the establishment of the new 380th Bombardment Wing, Medium on 23 March 1953. The wing did not, however, activate until 11 July 1955 at Plattsburgh AFB, New York. At the same time, three squadrons, the 528th, 529th and 530th Bombardment Squadrons were activated. Personnel assigned to the wing arrived at Plattsburgh in July and August of 1955. In December of 1955 the first B-47 was assigned to the wing. Aircrew members, however, trained in strategic bombardment and conducted combat training through a wing detachment at Pinecastle AFB, Florida, January through June 1956, while facilities at Plattsburgh underwent construction for the B-47 aircraft. The first permanently assigned B-47 arrived at Plattsburgh in March 1956. The group received KC-97s in September 1956 and conducted worldwide air refueling missions, September 1956 through April 1961 and again following receipt of KC-135s in September 1964. On 18



July 1957, the wing suffered its first peacetime major accident. A KC-97G from the wing exploded and crashed into Lake Champlain when two of the four engines failed shortly after take-off. On 15 January 1962, the wing suffered its second peacetime accident with the loss of a B-47E that was making a routine training flight over Fort Drum and crashed on the southeast slope of Wright's Peak.

The wing deployed to Brize Norton, Royal Air Force Station, England, 3 April through 3 July 1957 and then conducted overseas Reflex Action 8-47 alert in England during January 1959 through March 1965 and tested a "super-wing concept" of 70 B-47s and 40 KC-97s July 1959 through June 1960. July 1962 through November 1964, the group flew EB-47 post attack command control missions.

The group was redesignated the 380th Strategic Aerospace Wing on 15 September 1964 and briefly controlled Atlas ICBM operations December 1962 through April 1965. The 556th Strategic Missile Squadron, formerly assigned to



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## 380TH AIR EXPEDITIONARY WING (continued)

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Dow AFB, Maine, was transferred to Plattsburgh AFB on 1 October 1961 and became operational 20 Dec 1962 assigned to the 380th Strategic Aerospace Wing. Twelve Atlas F missile sites were constructed within a fifty-mile radius of Plattsburgh. All of the sites were in New York State with the exception of two that were located on the other side of Lake Champlain in Vermont. This was the last Atlas squadron to be accepted and the only Intercontinental Ballistic Missile base east of the Mississippi River. The 556th's last operational day was 30 April 1965 and their inactivation followed on 25 June 1965. The inactivation was part of a phase out of the first generation Atlas and Titan 1 missiles. The way was being paved for the introduction of the Peacekeeper missile.

The wing began global strategic bombardment training with B-52s in June 1966. The First B-52s in June 1966. The First B-52 to arrive at Plattsburgh was christened "Champlain Lady" on 19 June 1966. All of the bombers were transferred from Loring AFB, Maine.

The Vietnam conflict concerned the members of the 380th in a manner of temporary duty assignments in the Pacific theater. Wing personnel and aircraft participated in "Arc Light" missions over Vietnam. The missions were designed to break up large Viet Cong troop concentrations over the Republic of Vietnam. KC-135 crews and aircraft supported Southeast Asia operations from October 1966 to 1973 with their participation in "Young Tiger" operations that involved refueling all U.S. airframes in the theater.

One B-52 with the wing was lost when #58-0188 went down near Thule Air Base, Greenland. The aircraft was lost with all hands along with four hydrogen bombs on the western portion of the country. B-52's were destined to be short lived in the history of the 380th with the introduction of the Air Force's newest strategic aircraft, the FB-111A in October 1970. During 1971, the wing converted to FB-111 medium bombers and served as Strategic Air Command's single FB-111 combat crew training organization. The



wing, redesignated as the 380th Bombardment Wing, Medium, on 1 July 1972 winning Strategic Air Command's bombing and navigation competition (Fairchild Trophy) more times than any other unit, 1974, 1976, 1977, 1978, and 1984. The wing deployed KC-135A/Q aircraft and personnel to provide tanker and airlift support during Operations DESERT SHIELD/DESERT STORM, August 1990 through March 1991. On 1 July 1991, the wing redesignated as the 380th Air Refueling Wing and inactivated on 30 September 1995 as Plattsburgh Air Force Base closed.

During America's war on terrorism following the 11 September 2001 attack on the World Trade Center Towers and the Pentagon. The Air Force reactivated the wing in January 2002, as the 380th Air Expeditionary Wing at Al Dhafra Air Base, United Arab Emirates. The 380th's mission was to perform reconnaissance and refueling support during Operation's ENDURING FREEDOM and SOUTHERN WATCH.





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## **THE AUSTRALIAN WAR MEMORIAL (AWM) - by Garth O'Connell, Curator**

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For my many US friends and adopted family (and for when I meet US military personnel here in Australia and overseas during our field history deployments) I explain to them that the Australian War Memorial (AWM for short, or just 'the Memorial') is one of the most revered and sacred places in Australia. We are situated in the National Capital city of Canberra, which was founded in 1913; the AWM is directed across from the Capitol building.

Our main museum is located facing down a Washington DC National Mall style avenue directly opposite our Federal Parliament House – our equivalent of the Capitol building in DC. This was purposefully done to show the direct connection between the politicians and the people, the latter being our current/past and future serving armed forces. We have over 250 staff and volunteers. Our museum has been open here since 11 November 1941 but we have been collecting historic war material from 1914. We have a massive off-side storage annex full of historic objects, aircraft, weapons, artwork and so forth. We have approximately 2 to 3% of the National Collection on physical display with the remainder in storage or on loan to various museums and galleries here in Australia and around the world (including the Australian Embassy in Washington DC).

We have a role which is unique in the world. We are a war museum/shrine/original military records collection all rolled into one. To use a US analogy, if we were an American institution we would be a combination of the Smithsonian Air and Space Museum (with many vehicles from actual conflicts), combined with Arlington cemetery (we also have an eternal flame, an unknown soldier, and the name of every single Australian serviceman and woman who has died in armed conflict since we became Federated is listed), and the US National Archives (with the original documentation and related items from our equivalent to the 'founding fathers' in our Anzac forces from the First World War Gallipoli campaign).

*As a proud (still serving in the Australian Army Reserve, Infantry) veteran I have served alongside many US forces - mainly US Army and Marines, over my 30-year career, and have always enjoyed continued the strong, close and long-standing US-Australian relationship.*

*In 2016 I was honoured to be deployed the Middle East within my civilian role as a Curator to a joint US-Australian Air Force base (Al-Dafra Air Base, UAE) where the 380th Air Expeditionary Wing (380 AEW) of the USAF were co-located with our Australian combat and support aircraft. Immediately recognising that this was the very same unit which with their B-24s served in Australia during the Second World War was both personally and professionally rewarding. I was able to collect a range of patches and some other smaller items from them and put them into our National Collection alongside our 380th BG items from the Second World War.*

*Best regards always from an appreciative Australian,  
Garth O'Connell - garth.o'connell@awm.gov.au  
Curator | Gallery Development*

To tell the story of Australians at war is impossible to do so alone as all of our military commitments have been with foreign Allied forces. That is why we are able to collect historical material relating to our allies who we served alongside or, in the case of the 380th BG, they were actually here in mainland Australia, fighting in the direct defence of Australia and it had many Australian air crew-members serve within the unit, the 380th was seconded to the RAAF for a good period of time and so forth.

If any of your membership who had family serve in Australia during the war with the 380th BG wish to get in touch with us to potentially donate any items to our National Collection, please do not hesitate to put them in touch with me. Our collection policy includes Australians who served within and alongside US units, and of US forces that were based here down under during WWII.

The following items are examples of 380th Bomb Group and later 380th AEW in our National Collection:

- <https://www.awm.gov.au/collection/C288712> - Photo of USAAF and RAAF air crew

- <https://www.awm.gov.au/collection/C2590343> - Portrait taken in 2016 of Flight Lieutenant Edwin Linklater Crabtree, a B-24 Liberator pilot of the RAAF who was attached to the 380th's 530th Squadron (co-pilot with Capt Joe Cesario), 7 Oct 1943 to 7 July 1944. He checked out as Flight Commander June 1944. He was later awarded a Presidential Citation and Oakleaf Cluster for missions on Japanese held territory and in 1990 he was presented with the American Military Air Medal in Florida.

- <https://www.awm.gov.au/collection/C288722> - Photo of RAAF Liberator aircraft crew

- <https://www.awm.gov.au/collection/C963391> - Photo of part of the Japanese naval base at Surabaya, Java

**Australian War Memorial, GPO Box 345  
Canberra ACT 2601, [www.awm.gov.au](http://www.awm.gov.au)**

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## HALLIDAY (88) RAAF CREW - 531st SQUADRON

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Flight Lieutenant (Flt Lt) Lex Halliday's crew, all from 23 Squadron, RAAF, in front of their United States, Consolidated B-24 J Liberator, christened 'Toddy', with the nose art showing a caricature of an angry Donald Duck throwing a bomb. The aircraft was part of the 531st Squadron.

Lex Halliday's crew flew a total of eight operational sorties whilst embedded with the 531st Squadron of the 380th Bomb Group in the Northwest Area (NWA) of operations between 11 September 1944 and 14 October 1944, with strike targets including Pomelaa, Macassar and Bima. Of interest is that the official emblem of the 531st Bomb Squadron was the popular Walt Disney cartoon character 'Donald Duck'.

This particular aircraft, serial number '42-100226', known unofficially as 'Toddy' arrived in Townsville, Queensland, on 24 January 1944 from Herington, Kansas. After being modified in Darwin, NT with Tri-Met cameras, it was assigned to the 531st Bomb Squadron. Its first mission was to Hollandia on 3 March 1944. It flew another 44 missions from mainland Australia and 36 later missions from the Philippines for a total of 91 missions before it was salvaged at Clark Field, Philippines on 2 October 1945.

*Provided by Garth O'Connell, Curator, AWM (see previous story), photo and text are from: <https://www.awm.gov.au/collection/C1037373> Image collection number P04287.005*



AUSTRALIAN WAR MEMORIAL

P04287.005

*Identified from left standing: 417189 Flying Officer (FO) Arthur Eric Holloway, 2nd Pilot; 415233 Flt Lt William Frank Cordingley, Bomb Aimer; 406480 Flt Lt Lex Halliday, Captain; 408988 Flt Lt Alan Henry Gawler, Navigator; 120746 Sergeant (Sgt) (later Warrant Officer) Francis Jeffrey Douglas Mathias, Flight Engineer. Front row: 416817 Warrant Officer (WO) Norman Lancelot Alcock, Wireless Air Gunner (WAG); 69660 Sgt Jack Francis Piggott, Tail Gunner; 400634 Flt Lt Charles Edward Liefman, Mid Upper Gunner; Sgt D G Bartell, Nose Gunner; 28639 Sgt John James Hinter, Belly Gunner. Absent: Flt Lt L Badman, WAG.*

### **HALLIDAY CREW (88)** (Oct 44 - Nov 44)

Pilot, Acft Cmdr: Halliday, Lex (NMI)

Pilot: Holloway, Allan E.

Navigator: Gawlor, Allan H.

Bombardier: Cordingly, William F.

Flt Eng: Mathias, Francis Jeffrey Douglas (Frank)

Radio Opr: Dadman, Lance C.

Asst Radio Opr, Gunner: Alcock, N. L(ance)

Gunnery Ldr: Liefman, C. E(dward)

Gunner: Berrell, Donald G.

Gunner: Hinter, John Joseph

Gunner: Piggott, John F.

This crew flew their first of 8 missions with the 380th on 14 Oct 1944, ending 9 Nov 1944.



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## HOLLYWOOD GOES TO WAR

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When the United States went to war in December 1941, so did Hollywood. President Franklin D. Roosevelt, General Dwight D. Eisenhower, studio executives, filmmakers, actors, and directors knew that movies were essential for boosting the morale of troops overseas and Americans at home. The Roosevelt administration asked Hollywood to ask itself, “Will this picture help win the war?”

It took time for the U.S. military to build up its forces to go on the offensive, and the same was true of the movie industry. It wasn’t so easy to integrate a privately owned industry in a democracy with government regulators and censors. But just as the U.S. military went from early defeats to soaring victories, the movie industry came through--sometimes in vivid color.

When the United States entered World War II, Hollywood changed golden slippers for GI boots, make believe for reality. Theater owners sponsored bond drives in their lobbies, offered free seats to purchasers of war bonds, and set out containers for scrap metal and rubber. Nowhere was the impact greater, however, than on the screen. Newsreels, military combat footage, informative short films, cartoons and full-length features all told the story of America at war.



*Clark Gable*

Early in 1942, Hollywood released its first patriotism-building, morale-boosting movies. Produced in close collaboration with the U.S. Office of War Information, the films pitted heroic Americans against villainous Nazis and fanatical Japanese, and depicted a homefront united for victory.

Hollywood had serious questions to answer. How much of the most gruesome combat should be shown? How should Nazi leader Adolph Hitler and Japanese Prime Minister Hideki Tojo be portrayed? How much power should government censors have? Should films be used for propaganda?

**Combat**--Under the Production Code Administration, a voluntary self-regulation system of the movie industry, combat initially was quite literally bloodless, but gradually, spurred on by *LIFE* magazine and newspaper wirephotos, newsreels and documentaries showed wounded GIs, fallen soldiers draped by blankets or canvas, and, in the later war years, servicemen shot dead on beachheads.

**Portrayal of enemies**--Some government officials believed that the enemy should be portrayed as the militaristic system of the Axis powers. The theory was that if Hitler or Tojo died, Americans should not believe the war effort was done. Despite this government view, Hollywood felt that villains were more compelling to audiences.

The hardest-hitting anti-Axis films were the cartoons, because characters could be transformed into anything the filmmakers wanted. Hitler was caricatured as a psychopath and a screeching neurotic--sometimes as an animal or vulture. The greatest cartoon stars joined the war effort: Bugs Bunny, Tom and Jerry, Porky Pig, Daffy Duck, Donald Duck, Goofy, Pluto, Woody Woodpecker, and Popeye.

**Censorship**--From the beginning of the U.S. entry in the war, the movie industry wanted to shape its films to help bring victory; it just didn’t want the government to tell the studios how to do it. But any studio executive who thought he could avoid government direction was mistaken. In June 1942, the White House created the Office of War Information to build public support for the war--basically a propaganda effort. The government’s existing Bureau of Motion Pictures came under the new agency. A separate Office of Censorship was created to oversee censorship of films, and there also were military censors.

There were furious debates and internal warfare between Hollywood and government agencies. It all focused on how much control the government should exercise. But by mid-1943, there was a truce. Government and industry discovered they needed each other; Hollywood became a compliant part of the American war machine.

**Propaganda**--Unlike German films glorifying Hitler and the Nazis, U.S. propaganda had to be subtle. For example, crowd scenes might show women in uniform, teenagers would be participating in war activities, and businesses would display war posters.



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## HOLLYWOOD GOES TO WAR (continued)

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To sum up how important movies were to Americans during the war, perhaps Army Chief of Staff General George Marshall said it best: the war had seen the development of two new weapons--the airplane and the motion picture.

Some Hollywood filmmakers (Frank Capra, John Ford) left Hollywood behind to make war documentaries for the United States government. Others (Jimmy Stewart, Clark Gable) put on a uniform and put their lives on the line as frontline warriors for democracies. Still others (John Wayne) stayed home to make heroic movies that would inspire the public to stay committed to a long and difficult battle. Many others served in special movie units as the hosts of training films. And Hollywood's top directors made motivational pictures for troops. Meanwhile, movie stars like Rita Hayworth and Betty Grable posed for pinups and promoted war bonds and scrap drives.

Hundreds of Hollywood actors, writers and directors got involved in campaigns to support the troops, traveling across the country to raise money for war bonds or by joining up with the USO to entertain the troops in war zones around the world.

Here's a few of the Hollywood actors who played a part in WWII.

**Paul Newman** was a radioman/gunner in torpedo bombers in the United States Navy during WWII. He enlisted in 1943 at age 18, hoping to become a pilot, but he was rejected because he was color blind. Newman spent three years in the Pacific Theater.



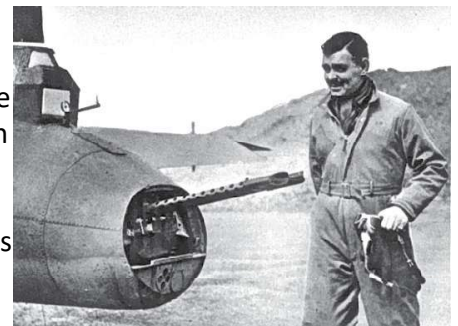
**Jimmy Stewart** was an Academy Award-winning actor when he traded tuxedos for military fatigues at the height of his career. In March 1941, Stewart enlisted in the US Army and went from a \$12,000/month job as a Hollywood A-lister to a \$21/month job as a private in the US Army. Military officials were hesitant to send someone so famous overseas, but Stewart refused



*Lt. Gen. Valin, Chief of Staff, French Air Force, awards the Croix De Guerre with Palm to Col. Jimmy Stewart for exceptional services in the liberation of France. (U.S. Air Force photo)*

preferential treatment. He served in the 8th Air Force and flew more than 20 combat missions over Europe. Stewart received the Distinguished Flying Cross, the Air Medal, and the French Croix de Guerre. By the time the war ended, he had achieved the rank of brigadier general, making him the highest-ranked Hollywood actor.

**Clark Gable** was already an established movie star in 1942 when he joined the US Army. Gable was married to actress **Carole Lombard**, but in January 1942, Lombard



was killed in a plane crash while returning from a war bond tour. Mourning her loss, Gable joined the Army that August. He flew combat missions as a tail gunner in the Army Air Corps, serving in the 359th Bomb Squadron, 303rd Bomb Group. Among his fans was Adolf Hitler, who offered a reward to German troops if they could capture Gable alive. They were never successful, and Gable was discharged in 1944.

*Clark Gable with an 8th Air Force Boeing B-17 Flying Fortress in England, 1943.*

**Charlton Heston** enlisted in the US Army in 1943, before his film career took off. He was a radio gunner in the 77th Bomb Squad of the 11th Air Force and was stationed in the Aleutian Islands. While there, he flew combat missions to the Kuril Islands north of Japan. Heston achieved the rank of staff sergeant.

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## HOLLYWOOD GOES TO WAR (continued)

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**Henry Fonda** had made a name for himself in Hollywood prior to the war. He was a good friend and former roommate of Jimmy Stewart, and the two had raised money for the defense of Britain. When war broke out, Fonda said, "I don't want to be in a fake war in a studio." He enlisted in the US Navy and served three years as a quartermaster on the USS Satterlee, later qualifying as an air combat intelligence officer. He was discharged in 1945 and returned to Hollywood to pick up his career in film.



**Rita Hayworth** was an up-and-coming movie actress whose famous black-and-white photograph appeared in *LIFE* magazine after the attack on Pearl Harbor. Soldiers took the silk-and-lace picture along to remind them of home. By the end of the war, more than 5 million copies of this photo were sold. The US Navy named her, "The Red-Head We Would Most Like to be Ship-Wrecked with." However, there was more to Rita Hayworth's wartime activities than being a pinup girl. She volunteered in the Naval Aid Auxiliary, an organization of men and women which provided general assistance to the Navy and Marines. Rita was a regular at the Hollywood

Canteen, where she served food and danced with the servicemen. She also visited over 300 cities as part of seven war bond tours, as well as touring camps and military hospitals.



**Betty Grable** collaborated in 1943 with photographer Frank Powolny for a regular studio photo session. During the shoot, she took several photos in a tight, one-piece bathing suit. One particular pose showed Grable's back to the camera as she playfully smiled looking over her right shoulder. The picture was released as a poster and became the most requested photo for G.I.s stationed overseas. Grable's photograph sold millions of copies, eventually surpassing the popularity of Rita Hayworth's famous 1941 photo.

### **Sources/References:**

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<https://americanhistory.si.edu/explore/stories/hollywood-went-war-1941-and-it-wasnt-easy>

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[https://en.wikipedia.org/wiki/Betty\\_Grable](https://en.wikipedia.org/wiki/Betty_Grable)

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<https://blog.togetherweserved.com/ssgt-john-charles-carter-charlton-heston-u-s-army-air-forces-1943-1946/>



*Charlton Heston*



*Henry Fonda*

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## FINLAYSON RAAF CREW - 531st SQUADRON

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FINLAYSON (RAAF)

11 Missions from 22 Aug 44 - 9 Oct 44

Acft Cmdr: Finlayson, John W. (Mick)

Pilot: Vine, R. (NMI) (Bill)

Navigator: Sperring, Eric L.

Bombardier: Craig, Keith J. A.

Flt Eng: Ward, E. K.

Radio Opr: McDowell, Edward J.

Radar Countermeasures: Pike, Kenneth H.

Asst Flt Eng, Gunner: West, E. H.

Gunnery Ldr: Underwood, Allan J.

Gunner: Kearney, Frank (NMI)

Gunner: Sieber, A. D(ave)

Photo from Glenn R. Horton, Jr.'s book,  
*BEST IN THE SOUTHWEST*



### SQN/Ldr. MICK FINLAYSON'S RAAF/531st CREW

Standing, L to R: Finlayson-P, Eddie East-R/O, Sperring-NAV, Ned Ward-ENG/WG, Ted McDowell-R/O-WG, Dave Sieber-NOSE. Kneeling: Alan Underwood-TOP, Bill Vine-CP, Frank Kearney-TAIL, Keith Craig-BOMB.

*Dave Sieber Collection*

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## BIGGS CREW - 531st SQUADRON

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### DeVON BIGG'S 531st CREW

Standing, L to R: Chas. Webster-CP, Lester Cohen-NAV, Biggs-P, Don Sheets-BOMB. Kneeling: Wilfred Blanchette-ENG/TOP, Jim Gilbert-R/O, Bob White-WG, Ernie Marshall-TAIL, Ernie Scher-NOSE, Wes Merritt-WG.  
*Lee Brisseay Collection*

BIGGS CREW (95)

33 Missions from 18 Jul 44 - 12 May 45

Acft Cmdr; Asst Operations Officer, Operations Off: Biggs, Devon E.

Pilot: Webster, Charles H.

Navigator: Cohen, Lester (NMI)

Bombardier: Sheets, Donald E.

Flt Eng: Blanchette, Wilfred H.

Flt Eng: Efthemios, Nicholas (NMI)

Radio Opr: Gilbert, James T.

Asst Radio Opr, Gunner: White, Warren E.

Gunner: Marshall, Ernest L.

Gunner: Merritt, Wesley (NMI), Jr.

Gunner: Napier, Calvin H.

Gunner: Scher, Ernest (NMI)

Photo from Glenn R. Horton, Jr.'s book,  
*BEST IN THE SOUTHWEST*



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## MEMORIES OF THE SIGNING OF THE JAPANESE SURRENDER

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One of the members of the B-24 Liberator Memorial Australia and a veteran of World War II has vivid memories of an event that occurred 79 years ago on the island of Morotai (now part of Indonesia).

Vern Roberts was present on 9 September 1945 at the signing of the instrument of surrender by the 2nd Imperial Japanese Army. Sir Thomas Blamey, Commander-in-Chief of the Australian Military Forces, accepted the surrender of all Japanese-held territory in the eastern half of the Netherlands East Indies.

Vern was one of a large crowd (some 10,000) of Australian and allied troops. Vern had with him a small camera that his mother had given him before he left home in Footscray, Victoria to go to Morotai. Vern must have been able to get well to the front of the many soldiers as he took some very good photos of the official ceremony (although he only had the photos developed after he returned home some months later). Vern himself realises now that his photos were almost as good as those taken by official war correspondents.



For many years Vern volunteered at the B-24 Liberator restoration hangar and museum in Werribee, Victoria, where the only remaining B-24 Liberator in the southern hemisphere is being restored in a World War II hangar located on what was an airfield during the war. Vern knew the Liberator very well because he was an aircraft fitter with No. 24 Squadron RAAF during World War II, and he was at Morotai to service Liberators in 1945. When he returned from Morotai to Australia at the end of 1945, it was on a Liberator.

Vern turned 100 in October 2024. Shortly before that, he was interviewed at the hangar, standing in front of the B-24 Liberator A72-176, holding his camera (which Vern has donated to the heritage collection of small items associated with the Liberator which are held in the museum at Werribee). There was also a framed collection of the photos Vern took of the Japanese surrender on Morotai in September 1945.

Vern has a marvellous memory; he can describe vividly the events of that long-ago day. In the photographs (courtesy of David Caird, Herald Sun) Vern is shown standing near the B-24 Liberator A72-176 as well as inside the bomb bay (not the easiest place to enter for persons of any age!)



Lyn Gorman, President  
B-24 Liberator Memorial Australia Inc.  
25 February 2025

*The B-24 Liberator Memorial Australia is a working museum where a B-24 Liberator bomber from World War II is being restored in a World War II hangar, on part of what was the Werribee Satellite Airfield during the war. <https://www.b24australia.org.au/>*

# CHRISTMAS DINNER - BIGGS FIELD, DECEMBER 1942

ROSTER		
OFFICERS		
Baker, Marvin E.	Gilmore, Raymond E.	Taylor, Frances W.
Dienelt, James H.	Heckel, Ralph W.	Thomson, William H.
C. O. - 1st Lieut.	Moore, Wayne H.	Weller, Leo H.
Fonseca, John	Schroeder, Charles E.	Zike, Albert
Smith, Paul G. 1st Lieut.		
MASTER SERGEANT		
Moore, Ralph J.		
TECHNICAL SERGEANT		
Dunlap, Leon N.		
STAFF SERGEANTS		
Hurlon, Jack R.	Denhart, Devin E.	Laraway, Richard F.
Cater, Clifford D.	Pattick, Thomas E.	Lynd, Harold P.
Cress, Vendale C.	Holbrook, Gilbert N.	Russell, Robert L.
	Kerkling, George E.	
SERGEANTS		
Bickinger, Irvin J.	Leigh, Argyle T.	Plain, John P.
Hilbeck, Gus M.	Ludwicki, Edmund L.	Urey, Berly H.
Inler, Eldon J.		Wilkinson, Harold J.
CORPORALS		
Rabinski, Edmund S.	Byrne, Robert M.	Infella, Anthony F.
Reilly, Henry R.	Cedman, John	Leary, Harvey
Rorton, Sanford O.	Camp, William B.	Morgan, Clarence J.
Bean, Robert C.	Cannley, John W.	Shaffer, Robert C.
Boggs, Charles R.	Hall, Roger R.	Neuman, William S.
Boushaff, William G.	Hatcher, James G.	Shodagany, Bernard H.
Bowl, Attilio P.	Harris, Bert S.	Stable, Claude E.
Brandt, Edward J.	Hruska, Ralph R.	Wagner, Robert A.
MESS SERGEANT		
Laraway, Richard F.		
COOKS		
Urey, Glenn	Rychlicki, Stanley E.	Nelson, Henry
Hartner, James	Soderick, Gerald	Walker, Orelle A.
Britt, Delmar		Ramos, Genaro A.
PRIVATES FIRST CLASS		
Britt, Delmar	Green, William H.	Snowick, Joseph G.
Benny, Albert R.	Park, Ralph M.	Simpson, Lloyd H.
Peck, Charles A.		
PRIVATES		
Allen, Alexander B.	Martinson, Florentine C.	Schwarin, Walter C.
Algood, Carl E.	Masotto, Vito W.	Scott, Ralph D.
Bugley, Daniel J.	Mayo, Robert M.	Sessa, Rocco G.
Baker, William W.	McConnell, James J. Jr.	Shingler, John P.
Barred, Albert C.	McKinnon, Morris S.	Shumaker, John D.
Beta, Charles C.	Moore, Harvey W.	Shutor, Albert A.
Blosser, Kay E.	Myers, Billy	Shuman, John F.
Boatwright, Carroll W.	Nye, William	Smit, Curtis L.
Hollman, Henry Jr.	Nelson, Henry	Smith, Raymond S.
Bourke, Charles V.	Nix, Everett	Soudenky, Charles
Brintzendorf, Homer O.	Norman, James R.	Soudenky, Gerald C.
Brown, Jesse E.	Norburn, Vernon V.	Spelman, Joe R.
Bryson, Granville O.	Olka, John	Stanley, Richard W.
Bulnash, John A. Jr.	Omahan, Alex	Stasek, Michael P.
Burns, James P.	Palmer, Joseph H.	Stock, Marvin E.
Calkins, John P.	Pawlowski, Edward	Stevens, Russell G.
Carlisle, Wayne F.	Plantadoni, Mario S.	Stonking, Willard
Carson, Elmer L.	Potter, Burton L.	Sullivan, Russell G.
Christison, Robert S.	Preston, Thomas R. Jr.	Tombrock, Robert L.
Clayton, James O.	Rafell, Paul L.	Theroux, Robert L.
Clement, Charles J.	Ratcliff, George L. Jr.	Thompson, Alvin
Costanza, Michael	Reiff, Taylor	Timms, Jack V.
Deak, Alexander T.	Reed, Loren O.	Tobaben, Hugo H.
Dallier, Floyd J.	Reeves, Ollie W.	Tobson, Anthony P.
Dyer, Walter V.	Reynolds, Robert D.	Tokle, Sigurd H.
Eaton, Wilfred H.	Reynolds, Hugh P.	Travis, Jack F.
Enger, Robert A.	Reynolds, Frank R.	Tumey, Earl W.
Ferris, Howard E.	Robison, Thomas E.	Vadades, Steven V.
Falkoff, Benjamin	Rohlfing, William K.	Vandermay, Richard H.
Forsyth, Hilbert K.	Rose, Aaron L.	Vermillion, James E.
Galasso, Henry	Rose, Jack T.	Walker, Orelle A.
Girard, Joseph R. W.	Rudy, Earl R.	Walker, William B.
Hall, Richard L.	Ruth, James R.	Warren, Samuel T.
Hughes, William O.	Russo, Genaro A.	Wellbaum, Milton J.
Hungate, Edgar L.	Russell, William H.	Whitstone, Clyde O.
Hurley, Don G.	Ryals, Marvin C.	Wholey, Joseph F.
Irwin, Troy D.	Rychlicki, Stanley E.	Wiley, Donald B.
Jenkins, Robert S.	Saborn, Clarence E.	Williams, Charles H.
Jerrigan, Robert W.	Sanders, James E.	Wiles, Otis A.
Larsen, Albert W.	Sargent, Edward F.	Willard, Louie
Leary, Francis E.	Schott, Peter	Williams, Donald L.
Liles, Lambert J.	Schroeder, Franklyn S.	Wright, Douglas V.
Lopez, Robert C.	Schroder, Herbert J.	Wood, Jacques H.
Martinez, Philip R.		Wright, Robert H.

HEADQUARTERS 531ST BOMB. SQUAD. (H)			
Biggs Field, Texas			
CHRISTMAS DINNER			
MENU			
FRIDAY, DECEMBER 25, 1942			
1st CREAM OF TOMATO SOUP			
ROAST YOUNG TOM TURKEY			
BROWN GRAVY		CRANBERRY SAUCE	
MASHED POTATOES		CANDIED YAMS	
BUTTERED ASPARAGUS		MIXED PICKLES & OLIVES	
BUTTERED PEAS		LETTUCE & TOMATO SALAD	
BREAD		BUTTER	
MINCE PIE		FRUIT CAKE	
PUMPKIN PIE		XMAS CANDIES	
		MIXED NUTS	
ASSORTED FRUITS		GRAPE PUNCH	
COFFEE		SUGAR	
CREAM		CIGARETTES	

This is a copy of an original dinner napkin from the 1st Christmas dinner 1942 for the 531st Squadron at Biggs Field, Texas, December 25, 1942. Original owner of this napkin was Franklyn Schroeder, an attendee to this dinner. He gave it to Francis ("Johnny") Johnston (designer of the cover of this newsletter), who sent a copy to Ted Williams.

The original was on napkin-type paper, folded in 4, with colored candles (red-green and light blue), red flowers, green leaves; the lines were red and stars light blue; ink was black.



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## BIGGS FIELD / FORT BLISS, TEXAS

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Biggs Army Airfield (formerly Biggs Air Force Base) is a United States Army military airbase located on the Fort Bliss military base in El Paso, Texas.

### ***Biggs Field/Biggs Army Airfield (1916–47)***

On 15 June 1919, following an attack by Pancho Villa's forces on Ciudad Juárez, United States Army Air Service personnel equipped with Dayton-Wright DH-4 aircraft were sent to Fort Bliss to begin patrols of the U.S.-Mexico border, initiating the United States Army Border Air Patrol. In August 1919 construction commenced on a steel hangar for an airship station at Camp Owen Bierne, Fort Bliss and in December 1919 the 8th Balloon Company moved there from Brooks Field, Texas. In January 1920 the 1st Surveillance Group moved from Kelly Field to Fort Bliss.

The airfield was officially named "Biggs Field" on 5 January 1925 after Lieutenant James Berthea "Buster" Biggs, an El Paso native killed in a plane crash on 27 October 1918 at Belrain, France.

### ***Fort Bliss***

#### *World War II*

During World War II, Fort Bliss focused on training anti-aircraft artillery battalions (AAA). In September 1940 the Coast Artillery's anti-aircraft training center was established, and in 1941 the 1st Tow Target Squadron arrived to fly target drones (the 6th, 19th, and 27th Tow Target Squadrons were at the nearby Biggs Field). On 3 August 1944, the Anti-Aircraft Artillery School was ordered from Camp Davis to Fort Bliss to make the training of anti-aircraft gunners easier, and they became the dominant force at Fort Bliss following the departure of the U.S. 1st Cavalry Division. On 15 September 1942, the War Dept. made space available for handling up to 1,350 POWs, while POW camps could be constructed. During the war, the base was used to hold approximately 91 German, Italian, and Japanese Americans from Hawaii (then a territory), who were arrested as potential fifth columnists but, in most cases, denied due process.

#### *Current Mission*

Fort Bliss is a Strategic Deployment Platform that executes deployment operations enabling rapid and efficient unit deployment and re-deployment.

An infantry and cavalry post prior to World War II, Fort Bliss became the center of Anti-Aircraft Artillery training in 1942 and then evolved into the Air Defense Center.

Today, Fort Bliss is multi-faceted, multi-functional installation serving and supporting all branches of the service as well as other federal agencies.



Significant changes have taken place over the past several years at Fort Bliss. The post transformed from an institutional training installation into a major mounted maneuver training post. With the arrival of the 1st Armored Division from Germany, a Fires Brigade from Fort Sill, and multiple other units, Fort Bliss has tripled in size. With a \$6B expansion, the post is a sprawling mega-complex developed on East Fort Bliss. West Fort Bliss remains the historical area which was first established on La Noria Mesa in 1893. Currently, 90,000 Soldiers and Family Members call Fort Bliss and El Paso home.

#### *Museums and historic preservation*

The Replica Museum is located next to the Noel Parade Field and depicts the Post at the Magofinsville site. This five building museum was authentically constructed with adobe bricks and painted stucco, and includes a sutler store, bunkhouse, blacksmith shop, saddlery, and a pottery kiln. The museum depicts the story of Fort Bliss and El Paso from 1848 to 1948 and was dedicated on the 100th anniversary.

The Fort Bliss and Ironsides Museums are located next to the Athletic Field and includes outdoor and indoor exhibits. These include important historical artifacts from the founding of Fort Bliss to the present day, such as General Pershing's Dodge Command Car and a Patriot Missile.

The Fort Bliss Main Post Historic District, a large historic district including 343 buildings deemed to be contributing, was listed on the National Register of Historic Places in 1998.

[https://en.wikipedia.org/wiki/Biggs\\_Army\\_Airfield](https://en.wikipedia.org/wiki/Biggs_Army_Airfield)

[https://en.wikipedia.org/wiki/Fort\\_Bliss](https://en.wikipedia.org/wiki/Fort_Bliss)

<https://home.army.mil/bliss/about/Garrison>



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## POW CAMPS IN THE U.S. DURING WWII

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In the United States at the end of World War II, there were approximately 700 prisoner-of-war camps, including 175 Branch Camps serving 511 Area Camps containing over 425,000 prisoners of war (mostly German). The camps were located all over the US, but were mostly in the South, due to the higher expense of heating the barracks in colder areas. Eventually, every state (with the exceptions of Nevada, North Dakota, and Vermont) and Hawaii, then a territory, had each at least a POW camp.

Some of the camps were designated “segregation camps,” where Nazi “true believers” were separated from the other prisoners due to retaliation killings and terror toward POWs they thought were too friendly to their American captors.

After the Armistice of Cassibile, approximately 90% of Italian POWs pledged to help the United States, by volunteering in Italian Service Units (ISU). Due to a labor shortage, Italian Service Units worked on Army depots, in arsenals and hospitals, and on farms. POWs who were a part of the ISU received better housing, uniforms and pay.

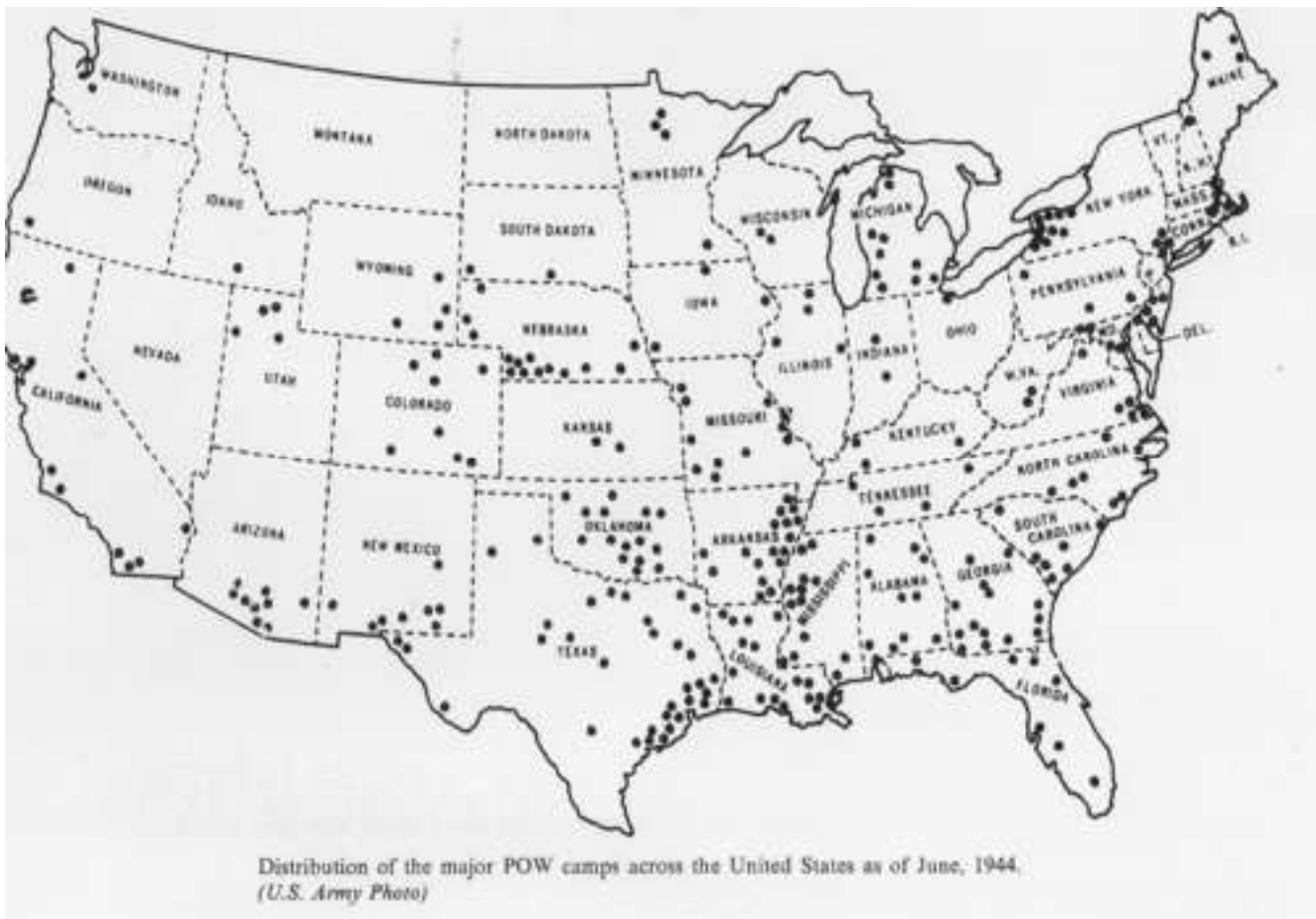
At its peak in May 1945, a total of 425,871 POWs were held in the US: 371,683 Germans, 50,273 Italians, and 3,915 Japanese.

### ***Sources and for more information:***

[https://en.wikipedia.org/wiki/List\\_of\\_World\\_War\\_II\\_prisoner-of-war\\_camps\\_in\\_the\\_United\\_States](https://en.wikipedia.org/wiki/List_of_World_War_II_prisoner-of-war_camps_in_the_United_States)

[https://en.wikipedia.org/wiki/German\\_prisoners\\_of\\_war\\_in\\_the\\_United\\_States](https://en.wikipedia.org/wiki/German_prisoners_of_war_in_the_United_States)

[https://en.wikipedia.org/wiki/Populations\\_at\\_World\\_War\\_II\\_prisoner-of-war\\_camps\\_in\\_the\\_United\\_States](https://en.wikipedia.org/wiki/Populations_at_World_War_II_prisoner-of-war_camps_in_the_United_States)



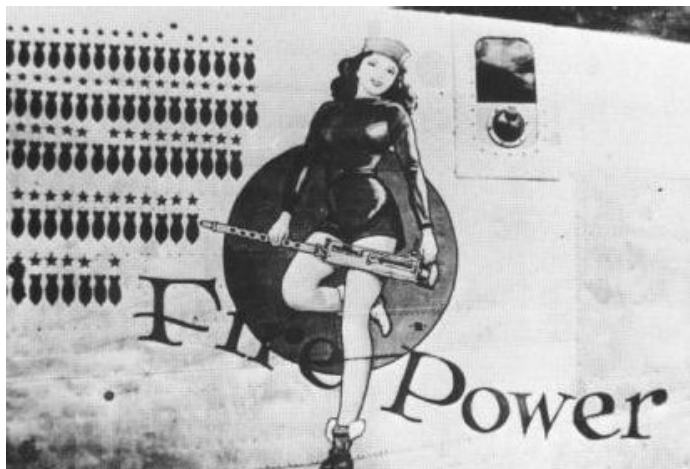
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## ROBERTA AND SON / FIREPOWER

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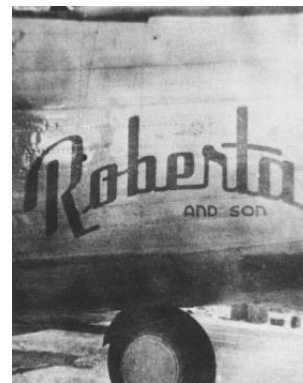


Sources: Horton/Horton, *King of the Heavies*, p. 136; Horton, *Best in the Southwest*, p. 340. 380th website: <http://380th.org/HISTORY/PARTV/Roberta-Firepower.htm>

B-24J-120-CO  
Serial # 42-109986

Original noseart: ROBERTA AND SON

Named by Frank Raggio  
(Aircraft Commander, Raggio's  
Crew (7), 528th Squadron, for  
his wife and child.



First scheduled mission on 13  
May 1944, strike on Noemfoor Island (however, mission  
aborted due to gas leak); first completed mission on  
15 May 1944, shipping reconnaissance at Geelvink Bay.  
Total of 91 missions (41 while the 380th was stationed  
in Australia, 50 from in The Philippines). Last mission  
28 August 1945, transporting correspondents to Tokyo.  
Salvaged in Okinawa in September 1945, stricken off  
charge in October 1946.

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## THIS AND THAT

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Ed Painter sent this advertisement in January 2025. The group isn't promoting this product or company, just thought we'd pass it along.

Made in America. Veteran Owned. Handcrafted.

**CARVE**  
CRAFTWORKS  
3D Optical Illusion Lamps - Light up the night

HOME SHOP BY ▾ DESIGN NEWS ABOUT US

REVIEWS

Home / Collections / 3D Aviation Lamps /

### B-24 "Liberator" Bomber - 3D Optical Illusion Lamp

★★★★★ (20)

🌐 \$7 Flat Rate Shipping

🚚 30 Day returns

✓ 8 Colors Included, 16 with remote upgrade

🛡️ 1 Year LED Base Warranty\*

🔒 Secure payments

Creating an instant impact as soon as you walk into the room, our 3D optical illusion lamp will leave your guests feeling mesmerized by its ingenuity, beauty, and luminosity. Ideal for all ages, it's sure to become the ultimate focal point in any room of your home.



528th - Earl L. Maltbie, Jr., Gunner, Chulay's Crew, DOD October 1, 2024, Jefferson City, Missouri, from online search: <https://www.hudsonrimerfh.com/obituary/earl-maltbie-jr>

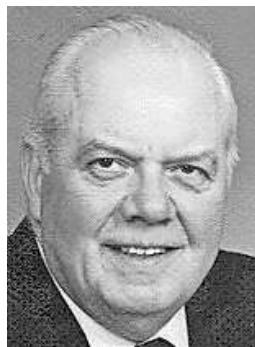
529th - Francis R. ("Mac") McMullen, Gunner, Barton's Crew, DOD May 19, 2021, Emmett, Kansas, from online search: <https://www.legacy.com/us/obituaries/sthelenastar/name/francis-mcmullen-obituary?id=10393977>

530th - George N. DeLoache, Aircraft Commander, DeLoache's Crew (64), Ground Staff, Special Services Officer, DOD June 10, 2016, Aiken, South Carolina, from Find a Grave: <https://www.findagrave.com/memorial/164609025/george-nichols-deloeache>

531st - John J. McGrath Sr., Gunner, Ziegler's Crew, DOD May 14, 2017, Maplewood, New Jersey, from his grandson, Paul Lamagna <https://obits.nj.com/us/obituaries/starledger/name/john-mcgrath-obituary?id=16120900>



Earl Maltbie



John McGrath



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## **RECENT FOLD3® BLOG ARTICLES**

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Remembering our Veterans: <https://blog.fold3.com/remembering-our-veterans/>

Submarine War Patrol Reports, 1941-1945: <https://blog.fold3.com/collection-highlight-submarine-war-patrol-reports-1941-1945/>

Reconstructing a Military Story: <https://blog.fold3.com/reconstructing-a-military-story/>

Pension Files: A Genealogist's Friend: <https://blog.fold3.com/pension-files-a-genealogists-friend/>

The Story Behind Each Star: Honoring WWII's Fallen: <https://blog.fold3.com/the-story-behind-each-star-honoring-wwiis-fallen/>

The Trailblazing Women of the 6888th Central Postal Battalion: <https://blog.fold3.com/the-6888th-central-postal-directory-battalion/>

80th Anniversary of the Battle of the Bulge: <https://blog.fold3.com/80th-anniversary-of-the-battle-of-the-bulge/>



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## 380TH BOMB GROUP ASSOCIATION 2025 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](mailto: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](mailto:380th.ww2@gmail.com) to get on the newsletter/reunion mailing list.

**380th Bomb Group Association**  
**GEAR ORDER – as of 21 November 2024**

<b>PATCHES</b> (Mark on line # requested) <b>Squadron/Group patches:</b> <b>\$10.00 ea. (used patches \$5.00 ea.)</b> Group: _____ 528th: _____ 529th: _____	  	<p><i>Sorry, there are no 530<sup>th</sup> or 531<sup>st</sup> patches left (Bugs Bunny, Donald Duck)</i></p> <p>Group-6"x4-1/2" 528<sup>th</sup>-5"x5"      529<sup>th</sup>-5"x5"</p>
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<b>Wings patches: \$3.00 ea.</b> Pilot: _____ Navigator: _____ Bombardier: _____ Gunner: _____ Air Crew Member: _____ Size: 3-1/8" x 1-1/4"	  	 	<b>REUNION PATCHES</b> <b>NOW \$FREE</b> Size: 4-1/8" x 3/4" Tucson/2018: _____ Older: Year _____ Place: _____ 
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<b>RAAF wings patches:</b> <b>\$3.00 ea. (limited supplies available)</b> These are the only ones left: Bombardier: _____ Engineer: _____ Size: RAAF4-1/4" x 1-1/2" Others: 3-1/2" x 1-1/4"	 	<b>Tucson 1942-1999 patches:</b> <b>FREE (only 6 left)</b> _____  Size: 4-1/2" x 5"	<b>CAPS, \$2.00 ea. (mesh, solid bill)</b> One size: _____ <b>(only 1 left)</b>  <p>Used cap (1 only): <b>\$FREE</b> _____</p>
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<b>Shoulder patches:</b> <b>\$4.00 ea.</b> <b>5th Air Force:</b> _____ <b>USAAF:</b> _____ Size: 3" round	 	<b>1981-2018 Commemorative Reunion Patch</b> <b>\$10.00 ea.</b> _____ Size: 3-1/2"x5-1/2"	
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<b>JACKETS (long sleeves)</b> <b>Blue nylon, \$5.00 ea.</b> <b>(SALE price)</b> These are the only sizes left: Unlined: Small: _____ Lined: Small: _____ Lined: Large: _____	 	<b>T-shirts (short sleeves)</b> <b>Blue cotton/polyester, \$2.00 ea. (SALE price)</b> Small: _____ Medium: _____ (only <u>one</u> left) (Logo on shirt front only)	 
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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)

or go to our Newsletter webpage (<http://380th.org/NEWS/News.html#Newsletters>) and clicking on the sign-up link.

**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/2025Member-form.pdf>

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

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

### **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>

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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-Nov.pdf>

### **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)

### **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.*