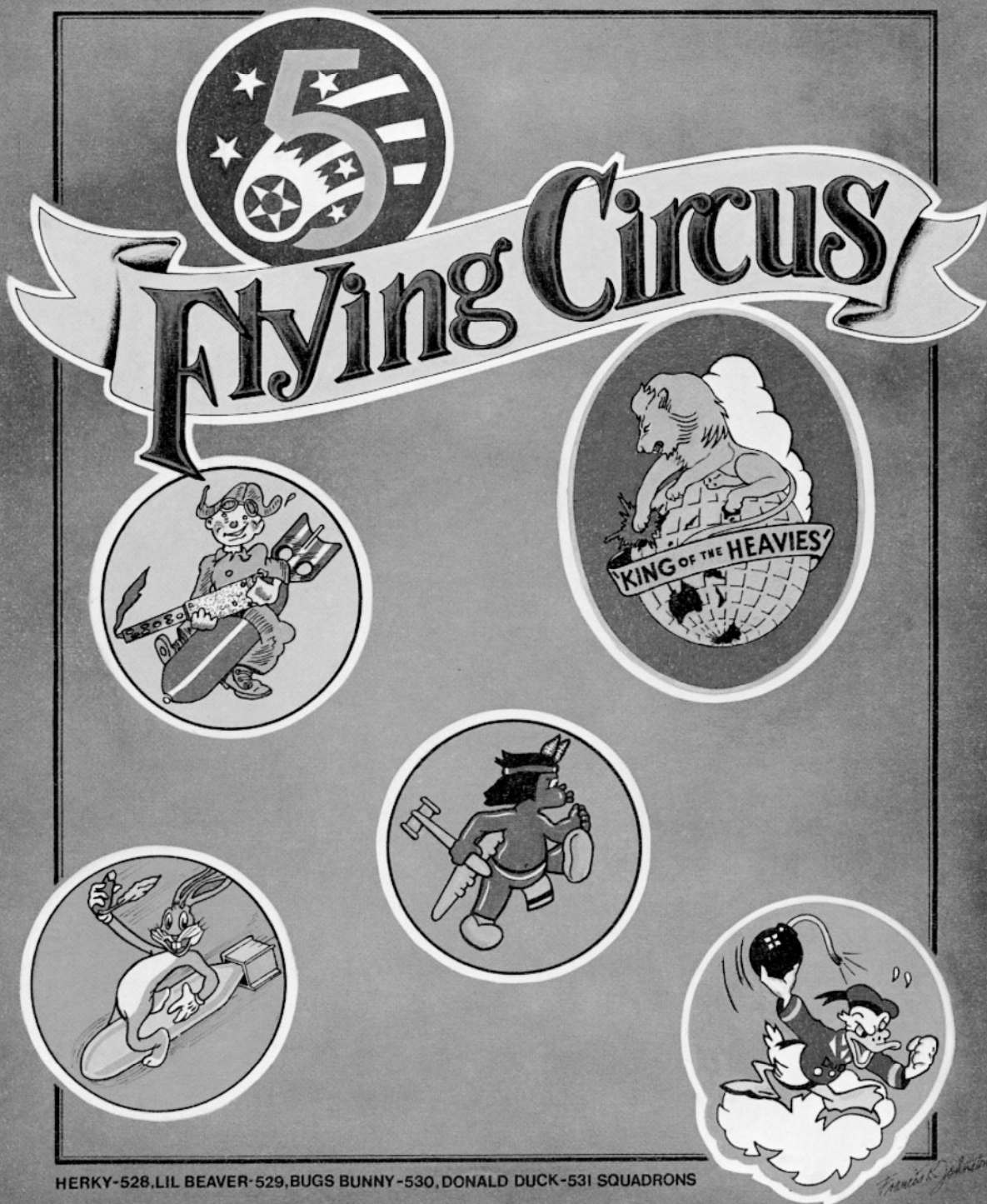


380TH BOMB GROUP



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



The 380th Bomb Group Association

5th AF -- RAAF

Affectionately Known As

The Flying Circus

NEWSLETTER #83

SEPTEMBER 2025

CONTENTS

This is the Last of the Print Issues

Recent Fold³ Blog Articles

William D. Brew (528th)

Albert Busedu (529th)

Lloyd G. Brassington (528th)

Calvin C. Killingsworth (530th)

John D. West / Raggio Crew (528th)

Henderson Crew (531st)

"Ulysses" Club - Adelaide

Colorado Freedom Memorial / Ivey Crew (529th)

The Air Medal

Fifth Air Force

TAPS

Member Form

Gear Order Form (as of September 2025)

Notices

NOTE THAT DONATIONS ARE STILL NEEDED TO SUPPORT THE 380TH WEBPAGES (YEARLY DOMAIN AND SERVER FEES) - SEE MEMBER FORM AT END OF NEWSLETTER

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/Gear2025-Sept.pdf>

Comments/TAPS notification:

<http://380th.org/form.html>

FACEBOOK

Search for the group *380th Bombardment Group (WWII Veterans Group)* or go to

<https://www.facebook.com/groups/2302731583244398>

Facebook TAPS/Memorial page:

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

380th Bomb Group Association

130 Colony Road

West Lafayette, IN 47906-1209 USA

<http://380th.org/>

Email: 380th.ww2@gmail.com

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

THIS IS THE LAST OF THE PRINT ISSUES

Sadly, this is the last of the **print** issues of THE FLYING CIRCUS newsletter. Very few donations have been received in the past few months to be able to continue future print issues.

Future issues will be generated but will be sent electronically to email addresses on file; they can also be found on our website at: <http://380th.org/NEWS/News.html#Newsletters>

If you've been receiving only the print issue, and would like to start receiving the newsletter by email, please be sure to send your email address to: 380th.ww2@gmail.com or by clicking the [sign-up link](#) on the Newsletter webpage (see previous paragraph). Current e-list subscribers: remember to contact us if you change your email address!

IMPORTANT: Donations are still needed to support the 380th webpages (yearly domain and server fees). See member/donation form at end of this newsletter.



RECENT FOLD3® BLOG ARTICLES

The USO: Bringing a Taste of Home to the Troops

Jenny Ashcraft, April 14, 2025: <https://blog.fold3.com/the-uso-bringing-a-taste-of-home-to-the-troops>

May 11, 1945: Attack on the USS Bunker Hill

Jenny Ashcraft, May 5, 2025: <https://blog.fold3.com/may-11-1945-attack-on-the-uss-bunker-hill>

The Forever Promise Project: Honoring and Remembering Fallen WWII American Soldiers in the Netherlands

Jenny Ashcraft, May 20, 2025: <https://blog.fold3.com/the-forever-promise-project-honoring-and-remembering-fallen-wwii-american-soldiers-in-the-netherlands>

325th Fighter Group Unit History

Jenny Ashcraft, June 25, 2025: <https://blog.fold3.com/325th-fighter-group-unit-history>

July 22, 1942: Gasoline Rationing Begins

Jenny Ashcraft, July 1, 2025: <https://blog.fold3.com/july-22-1942-gasoline-rationing-begins>

August 19-25, 1944: The Liberation of Paris

Jenny Ashcraft, August 1, 2025: <https://blog.fold3.com/august-19-25-1944-the-liberation-of-paris>

Introducing the New Fold3 Medals Page

Jenny Ashcraft, August 20, 2025: <https://blog.fold3.com/introducing-the-new-fold3-medals-page/>

Marking the 80th Anniversary of the End of WWII

Jenny Ashcraft, September 2, 2025: <https://blog.fold3.com/marking-the-80th-anniversary-of-the-end-of-wwii>

All In A Day's Work

Jenny Ashcraft, September 15, 2025: <https://blog.fold3.com/all-in-a-days-work/>



WILLIAM D. BREW - 528th Squadron

This article from the Las Vegas Review-Journal, published 1 April 2025, tells the story of the 528th's William D. Brew, Bombardier, Tiffany's Crew; he was also Adjutant. Bill was 102 when he passed peacefully on May 13, 2025, in Henderson, Nevada, as reported by his family.

102-year-old Henderson man still works preparing taxes

By Emerson Drewes

© Las Vegas Review-Journal, Inc. (2025), used with permission

April 1, 2025 - 6:00 am; Updated August 26, 2025 - 3:27 pm



William Brew, a 102-year-old tax preparer, sits beside a window at the Henderson Executive Airport Thursday, March 13, 2025, in Henderson. (Madeline Carter/Las Vegas Review-Journal)

He's 102 years old and he can still do your taxes.

As a veteran, pilot and tax preparer, centenarian William Brew has stories to tell. Born in 1923 in Idaho, Brew visited places that don't exist anymore, fought in World War II and lived through some of the most pivotal moments in American history, but now he lives in Henderson.

His secret to longevity: "Keep busy."

And that's just what he does.

This tax season, Brew has about 10 clients, mostly family members. He says he has a hard time finding new clients nowadays.

"I wouldn't be doing it if I didn't enjoy it," Brew said. "I enjoy trying to keep up with the new tax laws that come along every year."

WWII veteran

Brew was a member of the Air Force before it was called the Air Force.

After the bombing of Pearl Harbor in 1941, when he was 19 years old, he applied for what was then called the Army Air Corps Cadets. But before he was accepted, he was drafted as an infantryman in 1943.

He went through three months of basic training, then he sat for the Army Air Corps cadet exam. With help from his fellow infantrymen, who were college math

professors, he passed the arithmetic-heavy exam. Then, for another three months he went to Syracuse for college refresher courses, despite his lack of a degree.

"The Army Air Corps Cadets were treated royally," Brew said. "We had all kinds of good activities."

Brew was assigned as a bombardier, flying a B-24 bomber, and was one of the first crews to go overseas with radar technology. Stationed in Mindoro, Philippines, an island south of Manila, he bombed oil fields in places that no longer exist, such as Indochina and Formosa, as well as Balikpapan and Borneo.

Briefly, he was stationed in Okinawa to prepare for a Japanese invasion, which never happened.

"We had two atomic bomb incidents from over Japan, which ended the war," Brew said. "Good thing, because I might not be here."

After the dropping of the atomic bombs, he was stationed at McKinley Field in Manila to disassemble his squadron, being assigned as squadron commander for the 528th Bombardment Squadron. During this time, armed with four Jeeps, they spent their days working and touring the southern tip of the Philippines.

"We came back to the United States on a old World War I German hospital ship," Brew said. "Wow, it was slow. Took us 31 days from Manila to San Francisco."

Through multiple typhoons, he arrived home to the United States and joined the Air Force Reserves, then left active duty to pursue his degree.

"Of course we had the GI Bill, which was wonderful," Brew said of the bill that opened access to higher education for WWII veterans. "It might have been difficult always coming home or looking for jobs, so forth."

Pilot and tax preparer

While obtaining his degree from the University of Utah, he worked for the Western Pacific Railroad Company. During this time, he also had his first of five children.

"She was born the morning I had a test at 7 a.m.," Brew said. "That's the first test that I failed ever in school, for a good reason."

WILLIAM BREW (continued)

Brew graduated in 1950, then took a job at the Western Pacific Railroad Company in San Francisco and got his MBA at Golden Gate University. He got his knack for dollar signs and taxes at the railroad company.

"I started doing taxes in 1950 when I moved to San Francisco," Brew said. "The officers, president, vice president, traders — they all wanted me to do their returns for them. That gave me a good start to go into the business doing tax returns."

Before leaving in 1983, he held several titles including director of taxes, director of internal audits and director of insurance.

Then, he started his own business as a tax preparer and just never stopped, same with flying, mixing his love of the two in many ways.

In 1986, he joined the Civil Air Patrol in California and flew thousands of hours of search-and-rescue missions, eventually becoming California's Group II Commander, leading 13 squadrons as well as mentoring personnel in finance and accounting.

For some time, he also prepared taxes for the Volunteer Income Tax Assistance, for people who could not afford to get their taxes done.

Joins composite squadron

When Brew arrived in Henderson in 2001, he joined the Henderson Composite Squadron and earned the rank of lieutenant colonel. He earned master ratings in finance, education and training, and personnel and assistant administrative officer, as well as serving as the chair of the finance committee.

Dana Surwill, public affairs officer for the squadron, has known Brew for four years, saying he has brought a wealth of knowledge to the squadron, helping with personnel and finances.

"It's not something that you get from a lot of squadrons," Surwill said. "You don't usually have somebody who's 102 years old, who's a war veteran and is willing to talk about this stuff, is willing to be there and be active and be a part of the community."

Brew continues to be an active member of the squadron, acting as a resource, but also someone for younger members to look up to. When Surwill was a cadet in the program, she would look to Brew and say, "That's the kind of life I want to live."

"It's been an honor to be able to serve and volunteer next to him, as well as learn from him," Surwill said. "He's an amazing person, and you can just tell by the way that it exudes from him. He really lives a life of

volunteering and a life of service, and it shows in everything that he does."

He also enjoys his time in Henderson, calling it "one of the best places to live." Brew has five children, 17 grandchildren and "about 33" great-grandchildren. Even though he has lived through some of the most pivotal moments in American history, the greatest thing he's lived through is "raising a family."

#



Bill Brew at the 2018 380th Reunion (Newsletter #73)



Bill & Alma, 2012 380th Reunion (Newsletter #52)



ADDITIONAL INFORMATION ABOUT BILL

William married Alma Aurelia Barman on September 1, 1948. She preceded him in death in 2014.



As a member of the Church of Jesus Christ of Latter-Day Saints, he served as a Bishop of a ward in Redwood City California. He also served a mission for the church with his wife in New Jersey.

Bill served in the Boy Scouts Of America for many years. He was a scoutmaster and a commissioner, but really enjoyed helping the boys get merit badges.

For over 30 years he volunteered in the Civil Air Patrol flying search and rescue missions. He was a member of the Henderson Composite Squadron, NV065 at the Henderson Executive Airport.

Bill will be deeply missed by his 5 children, 16 grandchildren, and 34 great-grandchildren.

Sources: <https://www.dignitymemorial.com/obituaries/las-vegas-nv/william-brew-12375638>

<https://nvwg.cap.gov/news/passing-of-civil-air-patrol-lt-col-william-bill-brew>



ALBERT BUSEDU - 529th Squadron



Albert ("Al") Busedu, 101, passed away peacefully on Sunday, August 17, 2025, at his home in Quakertown, Pennsylvania.

Born in Philadelphia on January 6, 1924, he was the son of Italian immigrants. He graduated from John Bartram High School in Philadelphia in 1942.

Al was part of America's greatest generation, volunteering to join the Army Air Corps in 1943. During World War II in the South and West Pacific Theaters, Al flew 26 missions as the tail gunner on a B-24 heavy bomber and attained the rank of Staff Sergeant. Al was awarded the Air Medal with two oak clusters. His 380th Bomb Group earned seven battle stars and two presidential citations.

After the war, Al attended Oklahoma State University and earned a BS in Petroleum Geology. Later, he was called back into the US Air Force and served as a 1st Lt during the Korean War. After this service, he worked for Honeywell for 34 years in various positions, including as a top salesperson and later a branch manager of Industrial sales in Atlanta then Charlotte, where he lived for nearly 50 years.

Al's lifelong hobby was astronomy, and he was a longtime and cherished member of the Charlotte Amateur Astronomers Club. Al was an avid sports fan and closely followed Charlotte sports teams and the Atlanta Braves.

Al attended church regularly in Charlotte as a member of St. Ann's then St. Gabriel's Catholic Church.

Al left his beloved Charlotte in late 2023 to be near family in Pennsylvania, and celebrated his 100th and 101st birthdays with them.

He is survived by his sister-in-law, niece, and nephews and their families.

Al will be laid to rest at Holy Cross Cemetery in Darby, PA, joining his parents and two brothers.

Source: <https://www.crstrunk.com/obituaries/albert-busedu>

Al was on the Deaner Crew (51). He was a frequent attendee of our 380th reunions.



2016 Reunion, Albuquerque, NM, Ed Walford, Al, Bill Brew



Al showing off the B-24 model he made - 2012 - Photo by Spencer Rackley

LLOYD G. BRASSINGTON - 528th Squadron

A Sergeant; In Arkansas



Schmid Brassington
(Brassington picture by Photoart)

Sgt. Lloyd G. Brassington, son of Mr. and Mrs. William Brassington, Sr., Middleton, who recently spent a furlough with his parents in Middleton and his brothers and a sister in Madison, receives his promotion to sergeant Mar. 1. He is a graduate of Curtis Wright school at Glendale, Calif. At present he is working on a B-24 Liberator as a ground mechanic at Biggs field, El Paso, Tex.

Pvt. Delmer Schmid, son of Mr. and Mrs. William J. Schmid, Verona, is at Camp Robinson, Ark.



Photo left from
findagrave.com

CALVIN C. KILLINGSWORTH - 530th Squadron



Calvin C. Killingsworth was born on March 26, 1924, in Greenfield, Missouri, the only son of Olind and Elsie Killingsworth of Greenfield.

Following his graduation from Greenfield High School, Calvin joined the U. S. Army Air Corp, serving as a Radio Technician in the 380th Bomb Group

stationed in Australia and the Philippines.

Upon returning home, he attended Southwest Missouri State and married Dorothy Erylyn 'Lynn' Stapp of Greenfield. In the fall of 1946, the two had a son, Roger Calvin, and Calvin began a career in radio broadcasting, working at stations in Georgia, Kansas, Missouri, and Austin, Texas.

After moving to Austin in 1956, Calvin began a 30-year career at the Texas Department of Public Safety, serving an instrumental role in the development and implementation of several major projects, including the automation of criminal records and the state-wide Uniform Crime Reporting program.

He was a member of the Texas Chapter of the International Association for Identification (IAI), where he served as an officer and a representative to the national organization. He retired from the TDPS in 1986 as Director of Record Services.

Calvin and Lynn enjoyed retirement, traveling across the country until Lynn's death in 1990. It was during one of the 380th's reunions that Calvin met Joan Pounsett of Adelaide, South Australia.

During WWII, Joan's parents billeted U.S. servicemen who had flown down from Darwin to Adelaide for rest and relaxation. During this time, Joan met and fell in love with Paul, a U.S. serviceman. They got engaged; then Paul was sent back stateside, and because Joan was young, her parents refused to let her follow him.

She then met John, her first husband. John served in the Australian navy on board HMAS Whyalla which was a minesweeper patrolling the waters off the north Australian coast. They married in 1948 and had four children together: Paul, Jo-Anne, Shane, and Kerry.

When they were first married, Joan worked several jobs, including in a jewelry store and clerical work in a lawyer's office so that John could go to university to get an accounting degree. He played in a 3-piece band most nights to help supplement their income. He eventually became managing director of a prominent building society (similar to a bank) in Adelaide. He died in 1985, at the age of 59 of a heart attack due to an enlarged heart caused in part by contracting dengue fever in the war.

After John's death and because of Joan's past involvement with the U.S. military, she became heavily involved in the Australian/American club in Adelaide.

One of these events was the 50th anniversary of the Coral Sea Battle. Calvin and Joan met at this event and then Joan travelled to the next 380th reunion in America and the rest is history.

Joan and Calvin did eventually resume a friendship with Joan's ex-fiancé Paul and his wife Vi through these reunions. Calvin visited Australia and Joan, America, eventually travelling as a couple, 6 months in Australia, 6 months in Texas. They married in 2006, and as travel became more difficult for them, they permanently relocated to Adelaide in 2014.

In the spring of 2024, Calvin celebrated his 100th birthday alongside members of Joan's family and Calvin's son, Roger, and Calvin's three grandsons, who made the trip to Australia to share in the festivities. During the summer months, Calvin's health declined, and on October 26, 2024, he passed away peacefully at the Infin8care facility in Hahndorf, Australia.

Joan passed away just a few days later on November 19, 2024, at the same Infin8care facility in Hahndorf, Australia.

Sources: Roger C. Killingsworth and <https://www.greenfieldvedette.com/articles/5478/view/calvin-killingsworth>



CAL & JOAN

November 2008 Tucson Reunion, from
Newsletter #37

JOHN "JACK" D. WEST / RAGGIO CREW (7) - 528th Squadron



Photos provided by Cara Bast, granddaughter of John ("Jack") West; her daughter Westlynn was named in his honor

Back Row, L-R: Frank Raggio (Pilot), *Paul Chavez (Co-Pilot), Walter Robuck (Navigator), Harry Ganahl (Bombardier)

Kneeling, L-R: Charles Haynes (Chief Engr), Roscoe Ingle (Asst Engr), Edward Puls (Radio Opr), Tony Wilford (Nose Gunner), Jack West (Tail Gunner), Morton Rappaport (Waist Gunner)

* Names listed are those handwritten on the back of the photo. This photo was probably taken while the crew was training (based on their heavy jackets and the aircraft shown); the final crew lists Douglas P. Hill as the Co-Pilot, and there is no Paul Chavez in our rosters at all. It is assumed then that Chavez didn't make it overseas with the group and was replaced with Hill.

Jack West
in Adelaide,
Australia,
1944



RAGGIO CREW (7) 528th Squadron

Acft Cmdr: Raggio, Frank S.
Pilot: Hill, Douglas P.
Navigator: Robuck, Walter P.
Bombardier: Ganahl, Harry F.
Flt Eng: Ingle, Roscoe W.
Radio Opr: Puls, Edward L.
Asst Flt Eng, Gunner: Haynes, Charles M.
Asst Flt Eng, Gunner: Simonetti, Rudolph (NMI)
Gunner: Madden, Alexis G.
Gunner: Rappaport, Morton (NMI)
Gunner: Warshaw, Irving I.
Gunner: West, John ("Jack") D.
Gunner: Willford, Alton C.
Radar Observer, Sea Search; Gunner: Kutters, Stephen A.



Jack West in 1986
shortly before his
death (on 6 June
1986, Arnold,
Missouri)

The Raggio crew flew 33 missions. Their first was on 7 Feb 1944 (strike on Ambon), and their last was on 18 Dec 1944 (strike on Bima).

HENDERSON CREW - 531st Squadron

This typewritten history was sent to Theodore J. Williams (531st) as a draft from Howard C. ("Doc") Brown, sometime after 8 December 1986. To date, no follow-up copy or final has been found with Ted Williams' papers.

HISTORY OF ARMY AIR FORCE COMBAT CREW FN-AW 20

The formation of this crew was completed on August 2, 1943, at Pueblo, Colorado Army Air Base by assignment to the Shea Provisional Group. Members were:

Pilot	Second Lieutenant	William E. Henderson
Co-pilot	Second Lieutenant	Walter A. Crowe, Jr.
Navigator	Second Lieutenant	Howard C. Brown
Bombardier	Second Lieutenant	Joseph Zaccardo
Bombardier	Second Lieutenant	Thomas E. Bass
Engineer	Staff Sergeant	William F. Rego
Radio Operator	Staff Sergeant	Victor A. Reed
Assistant Engineer	Sergeant	Donald A. Engel
Gunner	Sergeant	Sidney Goodman
Gunner	Sergeant	Jack W. Todd
Gunner	Sergeant	Paul Yanick, Jr.

Intensive training in formation flying, bombing, navigation, and gunnery was carried out until October 26, 1943. Due to an immediate need for replacement men in Europe and the Pacific, training was speeded up. This error in judgment eventually resulted in the accidental deaths of eighty-one men (ten crews). In a misguided effort, the day was shortened from twenty-four to eighteen hours (six hours ground training, six hours flying, six hours 'off-duty for rest, etc.) with disastrous effects. During this period, Lieutenant Zaccardo was grounded, as his fingers had become severely frost-bitten while manipulating the Norden bombsight without gloves. *[Editor's note: apparently Zaccardo did not go overseas with this group, since his name does not appear in any of our records.]* Second Lieutenant Thomas E. Bass, the sole survivor of one of the crashed crews, was assigned as the replacement.

Topeka, Kansas was the next stop, where the men were issued field equipment and a much-used B-24D. Orders were received to fly the plane to the Eighth Air Force in England, but, incredibly, one of the lieutenants managed to persuade someone to change the assigned destination to the Fifth Air Force in Australia.

On November 21, 1943, the men left Fairfield Suisun Army Air Field in California, test-fired their guns when away from land, and headed for Hickham Field, Hawaii. From there, stops were made at Canton Island in the Phoenix group (where operations were in progress for the invasion of Tarawa), Fiji, New Caledonia, and finally at Amberly Field in Brisbane, Australia on the last day of November of that same year. Next stop was Charters Towers for additional gunnery and skip-bombing training, the latter being a favorite Fifth Air Force tactic against shipping.

On December 25, 1943, the crew was ordered to the 531st Squadron, 380th Bomb Group, near Darwin, Northern Territory. Although this unit was under the control of the Northwest Area Command of the Royal Australian Air Force, a part of the Fifth Air Force, it was far removed in miles and received little administrative support from headquarters.

On that same Christmas morning, a cook who was determined to flee Charters Towers made an unsuccessful attempt to bribe his way on board the plane with about two gallons of fried chicken. The chicken was a definite improvement over the K-rations received at Canton for Thanksgiving dinner and provided the holiday with a fair amount of cheer.

The crew's first combat mission was a triumph. The location was a Japanese air base at Kendari, Celebes, Netherlands Indies, on January 8, 1944. Nineteen B-24s made the thirteen-hour trip. A shoot-out over the target with fifteen single-engine Jap fighters (Zekes) resulted in the loss of only one B-24, piloted by Lieutenant Harold Mulhollen, and nine Jap fighters. The Zekes were damaged by the skillful shooting of Yanick, Todd, Reed, and Engel.

The crew's two planes, affectionately known as "Robbie L." (a B-24D #42-40979), and "Hot Rocks" (a B-24J #42-73489), were used in the ensuing thirty-plus missions with much luck and good fortune. These planes were maintained, respectively, by Master Sergeants Hughes and Levine with the assistance of most of the crew members and many others. The extreme heat, supply difficulties, and lack of shelter from the elements made this no easy task.

The B-24 had a 110-foot wing spread, four 1,200 horsepower turbo-charged engines and ten heavy machine guns, six of which were mounted in power-driven turrets and four of which were

HENDERSON CREW (continued)



#489 Hot Rocks would eventually become *The Sultan's Daughter*.
Atlee Miller Collection

Photo to left
from Horton,
*BEST IN THE
SOUTHWEST*;
photo below
from Horton
& Horton,
*KING OF THE
HEAVIES*

bases, and shipping in New Guinea, and Biak, Borneo, Java, Timor, Celebes, and smaller islands in the Netherlands Indies.

The crew was joined occasionally by RAAF Flight Officer Harry Bennett, who performed counter-radar duties.

The "tour of combat duty" was originally stated to be twenty-five missions. It was later changed to 300 flying hours and later still, until the crew member was physically unable to properly perform his duties. Hence, crew members were not all relieved from combat at the same time, but August 1944 is an approximate date.

In summary, no crew member was wounded, although the plane was damaged by anti-aircraft gunfire on several occasions. It should be noted that Lieutenant Bass did suffer a broken back in a Jeep accident. Although no blood was shed by any crew member in combat, let it be known that there was considerable sweating!

POSTSCRIPT:

As of December 7, 1986, the only crew member known to be deceased is Jack Todd, formerly of Tulia, Texas. Don and Honey Engel are recently back from Australia, where they visited Darwin. Paul Yanick's address is unknown. All others are alive and doing reasonably well as far as the writer knows. Sid Goodman, Don Engel, and Howard Brown have attended recent reunions of the 380th. Vic Reed planned to do so, but illness intervened. Howard Brown attempted to contact Harry Bennett while in Sydney, Australia in 1984, but was unsuccessful.

The writer is indebted to Ted Williams, former 531st navigator, whose crew history prompted this effort.

The crew picture attached [next page] was made at Pueblo before Lieutenant Bass joined the crew.

HOWARD C. BROWN

Crescent, Okla

Letter/narrative from around 12/7/1986



Henderson Crew

hand-aimed from the waist-and belly positions. Gun assignments were usually as follows: nose turret, Engel; top turret, Reed or Rego; belly, Brown; right waist, Goodman; left waist, Todd; and tail turret, Yanick. Todd was also the armorer. On each mission, 8,000 rounds of fifty-caliber ammunition were expended only at the best available targets. Rounds were: two armor-piercing, two incendiary, and one tracer. Bombs dropped were twenty-pound fragmentation, 500-pound incendiary clusters, and 100-pound demolition against parked aircraft and military facilities. Air base runways and shipping required 500 or 1,000-pound demolition bombs with 1/10-second delay fuses to ensure penetration. Eight 1,000-pounders could be carried. The longest mission flown by this crew was seventeen hours and ten minutes. The average mission length was eleven hours and involved penetration of over 1,000 miles into Japanese-held territory.

Missions originated from bases near Darwin and Corunna Downs in Australia, and Port Moresby and Nadzab in New Guinea. Targets were military installations, air bases, naval

HENDERSON CREW (continued)



Handwritten names on the photo:
Top, L-R: Bill Henderson, Walter Crowe, Howard Brown, Joe Zaccardo

Bottom, L-R: Bill Rego, Vic Reed, Don Engel, Jack Todd, Sid Goodman, Paul Yanick

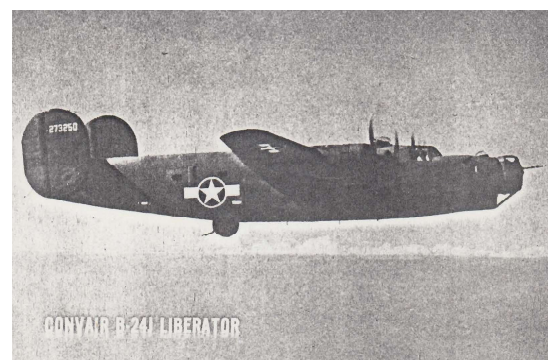
This crew picture attached to the history was made at Pueblo (Colorado) before Bass joined the crew and apparently after Zaccardo left.

These pictures were included with Brown's history.



Notes from 380th records:

This crew's first mission was on 8 Jan 1944; they flew 30 missions; their last one was on 9 July 1944.



TAPS UPDATE ON THIS CREW:

Henderson: 8 July 2000

Crowe: 7 March 1995

Brown: 25 March 2015

Rego: 4 Oct 2002

Reed: 26 Sept 1997

Engel: 29 Sept 2002

Goodman: 24 Feb 1998

Todd: date unknown

No info found on Yanick, Bass, Zaccardo, or Harry Bennett (RAAF) (mentioned in letter)

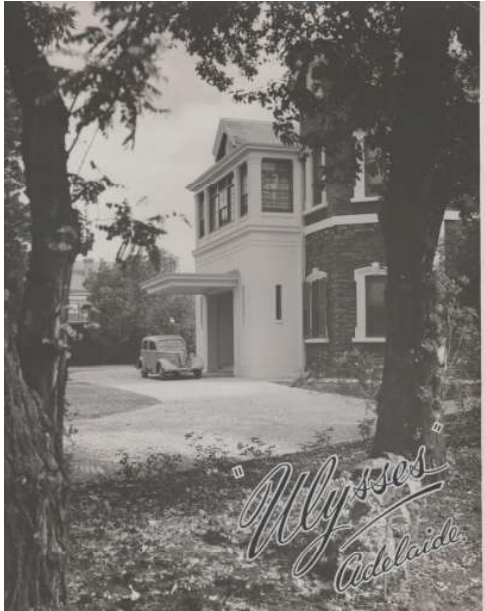
“ULYSSES” CLUB - ADELAIDE

May 28, 2025, Aug 25, 2025

My name is Steve Larkins. I am a retired Colonel of the Australian Army, and the Immediate Past President and continuing Board Member of the *Naval, Military and Air Force Club of South Australia (NMAFC)*, located in Adelaide. We are thrilled to share some information that connects our two organisations!



From Adelaide Observer, 11 Jan 1873



Ulysses in WW2

We have owned and occupied a building at 111 Hutt Street Adelaide since 1957. Our Club dates from 1879 and our Club rooms from 1873.

Built in 1873 by John Rounsevell, the 20-room house was constructed with materials from local quarries and cost £1,750.



***‘Landunna’ from Hutt St, 1925
Adelaide’s first private radiology practice***

An exciting trove of material was gifted to the Club from the descendents of Mrs. Avery during the course of the History Festival in May 2023. It included never-before-seen images of the house after its ‘Art Nouveau’ conversion.

In addition to the photos, Mrs. Avery’s granddaughter, Mrs. Sue Trott, gifted us the Visitors Book from the WW2 period, which we had not previously seen or even been aware of. Nor were they held in any of our public records repositories. Our Club History had been strangely silent on the period simply because no one had access to any relevant records.

Needless to say, we were thrilled to discover the role our 'house' played during WW2.

As we understand it now, the Hotel was ‘requisitioned’ by the USAAF and used between 1943 and 1945.

When Dr. Harry Nott (radiologist and owner from 1923-1940) headed off to war in 1940, he sold ‘Landunna’ (the name of the property at that time) to Mrs. Agnes Avery. She converted the building from a private home into a Hotel which she named ‘Ulysses’.

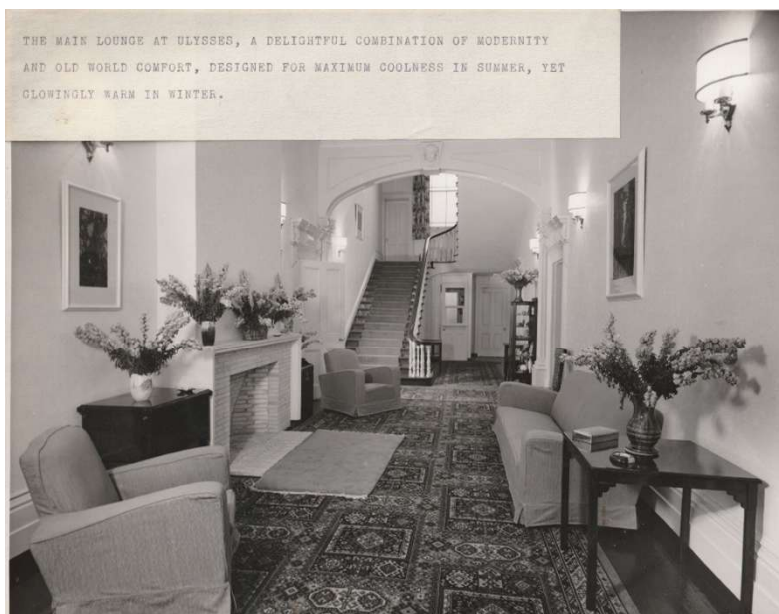


Lt Col Dr. Harry Nott

Mrs. Agnes Avery was a trailblazer - she was Australia’s first female chair of a public company!



“ULYSSES” CLUB (continued)



Images inside the hotel during WW2

Top: Dining room

Left: The formal sitting room (now the entrance hall) as it was in 1940, and as visiting US airmen would have remembered it

Below: Accommodation (Room 104)

The Visitors Book contains the names of hundreds of US Airmen who stayed here during WW2, on 'Rest and Recreation' visits on what were known as “Fat Cat Runs” which would also carry stocks of hard-to-get luxury items such as wine, champagne, fresh eggs, chocolate, fresh milk and even ice cream back to their base at Fenton and later Darwin in the Northern Territory. They were of course from the 380th Bomb Group of the US 5th Air Force.

Peter Ingman, an aviation historian and author, who has spoken at the Club on the Air War in the SW Pacific, has been able to provide further insights.

The USAAF's 380th Bombardment Group (BG) was equipped with B-24s and began operations from Fenton in the Northern Territory in mid-1943. One advantage the unit had was that, using the long range of its aircraft, regular flights could be made to Sydney to enable personnel to get regular periods of rest and recreation. On the return leg, the aircraft were loaded with fresh food, alcohol and other luxuries in what became known as “fat cat” missions.

The 380th BG was soon directed to send the “fat cat” missions to Adelaide, instead of crowded Sydney, and on these visits the Liberators made use of Gawler airfield, at the time the only sealed air strip in South Australia.

Initially, the Americans were wary of the new location, which offered only a pale imitation of Sydney's nightlife, but in time the 380th grew fond of Adelaide with the following entry in their 1946 unit history, 'The Flying Circus':



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-coloured buildings of the city itself. Soft beds with clean sheets, warm baths, good food with white linen 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.

“ULYSSES” CLUB (continued)



1957 - NMAFC moves in

One of our Members, Bridget Mills, has undertaken the daunting task of transcribing the (hundreds of) names and signatures in the Visitors Book of the time, particularly the US Army Air Force entries from mid 1943 to early 1945. Once done, these names will be compared to those in the rosters from your website and preserve the memories of those who served during WW2.

Given that most, if not all, of the men and women who served there will now have passed, this may be a forlorn hope. However, I suspect that as is the case here in Australia, many WW2 Associations like yours are maintained by their descendants.

We hope this article and work may stimulate some interest among Members of your Association, particularly if anyone retains letters that make mention of visits to Adelaide.



Australia and the USA have a long history of service together since WW1. It would be wonderful to re-kindle knowledge of this lesser known aspect of WW2!

Club Rooms today

Please visit our website to see more historical records and join us in preserving this important history.:
<https://www.navmil.com.au/>

ABOUT THE CURRENT CLUB (taken from their website:):

The Club is one of Adelaide's most established and welcoming private member clubs, proudly open to individuals of all backgrounds, professions, and walks of life.

Set within a heritage-listed townhouse on Hutt Street, the Club combines old-world charm with modern hospitality. Members enjoy beautifully maintained surroundings, elegant private dining and lounge spaces, a peaceful garden retreat, and a calendar of vibrant social events — all just moments from the CBD.

While our name reflects the Club's proud military origins, membership today is open to all who value camaraderie, culture, tradition, and connection. From wine lunches and black-tie dinners to speaker events, special interest groups and relaxed Friday drinks, the Club is a space to meet, unwind, and belong.

Our motto, Pro Aris et Focis — For Hearth and Home — reflects our enduring purpose: to create a place of belonging, enrichment and shared experience.



COLORADO FREEDOM MEMORIAL / IVEY CREW (529th Squadron)



Apr 25, 2025;
Aug 29, 2025

My name is Gary Smith and my father flew with the 380th

BG, 529th Sq; Lewis E. Smith. I've traced my stepfather and father-in-law's path through WWII and just got my father's service records. They helped a lot as did your site.

An Air Force Veteran, I strive to continue my service to the military community and their families by serving on the board of directors of the Colorado Freedom Memorial Foundation.

Dedicated on May 26, 2013, the Colorado Freedom Memorial is located in Aurora, Colorado. The Memorial honors all Colorado lost since statehood: all branches, all conflicts. 2670 from the Army Air Corps in WWII. That's out of 3606 WWII in total!

The website is <https://coloradofreedommemorial.com>. There is some great information there on what started the Colorado Freedom Memorial, a database you can search on the Colorado fallen, and other facts about the Memorial. We strive to honor all the Colorado fallen since statehood (the Spanish-American war for us).

The Memorial site actually has three different structures: a large glass wall with the names of 6137 Colorado fallen in battle or in direct support of combat operations, a Cenotaph of eight rose granite pillars with soils taken from eight foreign ABMC cemeteries, and a Gold Star Families Memorial (a project where we worked with the Hershel "Woody" Williams Foundation). So with the three structures, we honor the fallen, where they fell, and the families they left behind.

We are currently working to raise funds for an education and visitors center to add to the site. The website will have some information on that project.

The one major thing that we're lacking is information on the fallen. For the majority of them, all we might have is the date of death, rank, service branch, and hopefully their hometown. We can add pictures if we have them. If there are family members or readers of your newsletter that have information they would be willing to share about any of the Colorado 380th that were KIA or MIA with us, I'd appreciate it. They can send me email directly at smiffsdn@gmail.com.

We appreciate your coverage of our group and the awareness it will bring.

Visit the Memorial

Memorial Park
756 Telluride St.
Aurora, Colorado



Above: Field of Honor – 2006



Left: Glass wall with names of Colorado fallen

Photos from: <https://coloradofreedommemorial.com/about-the-memorial/photo-gallery/>

IVEY CREW (40) - 529th Squadron

Acft Cmdr: Ivey, Edward W.
Pilot: Hansen, Reginald G.
Pilot: Rupert, William O.
Navigator: Carlage, Fred G.
Bombardier: Smith, Lewis E.
Bombardier: Wrzesinski, Alphonse R.
Flt Eng: Imondi, Carmine H.
Radio Opr: Ellingson, John R.
Asst Flt Eng, Gunner: South, Robert P.
Asst Radio Opr, Gunner: Ahern, John W.
Asst Radio Opr, Gunner: Pickens, Samuel W.
Gunner: Brewer, Lawrence M.
Gunner: Brusso, Daniel L.

The Ivey crew flew over 30 missions, the first on 13 January 1944 and the last on 19 November 1944.

Photo from: Horton, Best in the Southwest, p. 186



ED IVEY'S 529th CREW
Standing, L to R: Ivey-P, Reg Hansen-CP, Fred Carlage-NAV, Al Wrzesinski-BOMB, Sam Pickens-NOSE. Kneeling: John Ellington-R/O, John Ahern-WG, Bob South-WG, Dan Brusso-TAIL. Missing: Carmine Imondi-ENG/TOP.
Edgar Smith Collection

THE AIR MEDAL

The Air Medal was instituted on May 11, 1942. On March 9, 1942, the Secretary of War suggested to institute the Air Medal as an award to "any person who, while serving in any capacity of the Army of the United States, distinguishes himself by meritorious achievement while participating in an aerial flight." Using the Distinguished Flying Cross for this purpose would have degraded that decoration. The original institutional text stated that the decoration was to be awarded to "any person who, while serving in any capacity in the Army, Navy, Marine Corps or Coast Guard of the United States subsequent to September 8, 1939, distinguishes, or has distinguished, himself by meritorious achievement while participating in an aerial flight." On September 11, 1942, this Executive Order was slightly changed with the words "in any capacity in or with the Army."

The medal was designed by Walker Hancock, who was ordered to temporary duty to the G1 War Department on Camp Livingston, Louisiana, especially to work on the medal.

The Air Medal resembles a Bronze Compass Rose with sixteen points and decorated with a Fleur-de-lis at the top point which holds the suspension ring. On the obverse can be found a downward attacking "American Eagle," clutching a lightning bolt in each talon. The reverse shows a blank raised disk that can bear the recipient's name and rank.

The ribbon is ultramarine blue with two broad golden orange stripes from top to bottom.

The official criteria are:

- "The Air Medal is awarded to any person who, while serving in any capacity in or with the armed forces of the United States, shall have distinguished himself by meritorious achievement while participating in aerial flight."
- "Awards may be made to recognize single acts of merit or heroism or for meritorious service."
- "Award of the Air Medal is primarily intended to recognize those personnel who are on current crew member or non-crew member flying status which requires them to participate in aerial flight on a regular and frequent basis in the performance of their primary duties. However, it may also be awarded to certain other individuals whose combat duties require regular and frequent flying in other than a passenger status or individuals who perform a particularly noteworthy act while performing the function of a crew member but who are not on flying status. These individuals must make a discernible contribution to the operational land combat mission or to the mission of the aircraft in flight. Examples of personnel whose combat duties require them to fly include those in the attack elements of units involved in air-land assaults against an armed enemy and those directly involved in airborne command and control of combat operations. Involvement in such activities, normally at the brigade/group level and below, serves only to establish eligibility for award of the Air Medal; the degree of heroism, meritorious achievement or exemplary service determines who should receive the award. Awards will not be made to individuals who use air transportation solely for the purpose of moving from point to point in a combat zone."



Any further awarded Air Medal came in the form of an Bronze Oak Leaf Cluster (US Army, US Army Air Force), or Golden Star (US Navy, US Coast Guard and US Navy Marines Corps) that could be worn on the ribbon. Each fifth Bronze Oak Leaf Cluster or Golden Star was awarded as a Silver Oak Leaf Cluster or Silver Star. The US Army and Navy also awarded a "V" pin (Valour Device) that denoted special acts for heroism involving aerial contact with an enemy force.

Source: <https://www.tracesofwar.com/awards/247/Air-Medal-AM.htm>

FIFTH AIR FORCE



The Fifth Air Force (5 AF) is a Numbered Air Force of the United States Air Force Pacific Air Forces (PACAF). It is currently headquartered at Yokota Air Base, Japan. It is the U.S. Air Force's oldest continuously serving Numbered Air Force. The organization has provided 80 years of continuous air power to the Pacific since its establishment in September 1941.

Fifth Air Force is the Headquarters Pacific Air Forces forward element in Japan, and maximizes partnership capabilities and promotes bilateral defense cooperation. In addition, 5 AF is the air component to United States Forces Japan.

Its mission is three-fold. First, it plans, conducts, controls, and coordinates air operations assigned by the PACAF Commander. Fifth Air Force maintains a level of readiness necessary for successful completion of directed military operations. And last, but certainly not least, Fifth Air Force assists in the mutual defense of Japan and enhances regional stability by planning, exercising, and executing joint air operations in partnership with Japan. To achieve this mission, Fifth Air Force maintains its deterrent force posture to protect both U.S. and Japanese interests, and conducts appropriate air operations should deterrence fail.

WORLD WAR II



Fourteen Boeing B-17 Flying Fortresses that survived the Battle of the Philippines left Mindanao for Darwin, Australia, between 17 and 20 December 1941, the only aircraft of the Far East Air Force to escape. After its evacuation from the Philippines on 24 December 1941, FEAFF headquarters moved to Australia and was reorganized and redesignated 5 Air Force

on 5 February 1942, with most of its combat aircraft based on fields on Java. It seemed at the time that the Japanese were advancing just about everywhere. The remaining heavy bombers of the 19th Bombardment Group, based at Malang on Java, flew missions against the Japanese in an attempt to stop their advance. They were joined in January and February, two or three at a time, by 37 B-17Es and 12 LB-30s of the 7th Bombardment Group. The small force of bombers, never numbering more than 20 operational at any time, could do little to prevent the invasion of the Netherlands East Indies, launching valiant but futile attacks against the masses of Japanese shipping, with six lost in combat, six in accidents, and 26 destroyed on the ground.

The 7th Bombardment Group was withdrawn to India in March 1942, leaving the 19th to carry on as the only B-17 Fortress-equipped group in the South Pacific. About this time it was

decided that replacement B-17s would not be sent to the southwest Pacific, but be sent exclusively to the Eighth Air Force which was building up in England. By May, Fifth Air Force's surviving personnel and aircraft were detached to other commands and the headquarters remained unmanned for several months, but elements played a small part in the Battle of the Coral Sea (7–8 May 1942) when the 435th Bomb Squadron of the 19th Bomb Group saw the Japanese fleet gathering in Rabaul area nearly two weeks before the battle actually took place. Because of the reconnaissance activity of the 435th Bomb Squadron, the US Navy was prepared to cope adequately with the situation. The squadron was commended by the US Navy for its valuable assistance not only for its excellent reconnaissance work but for the part played in the battle.

The situation in New Guinea during June of 1942, was critical. Port Moresby was the last remaining Allied foothold on the island and the Japanese seemed determined to take it at all costs. After their victory in the Java Sea Battle, in March of 1942, the enemy swarmed down through New Guinea's northern coast like locusts—taking Wewak, Rabaul, Madang and Lae in quick succession. Following the capture of Lae the Japanese staged, by June, two determined attempts to take Port Moresby. In their first attempt they tried to move overland from Salamaua and Lae through the Owen and Stanley Range, but their forces bogged down in the heavy rains of the Markham Valley. The second attempt was a naval attack to cut Moresby off from Australia and land sea-borne troops on the southern coasts of the island.

Headquarters Fifth Air Force was re-staffed at Brisbane, Australia on 18 September 1942 and placed under the command of Major General

George Kenney. United States Army Air Forces units in Australia, including Fifth Air Force, were eventually reinforced and re-organized following their initial defeats in the Philippines and the East Indies. At the time that Kenney had



George Kenney

FIFTH AIR FORCE (continued)

V Fighter Command:

3rd ACG (P-51, C-47)
8th FG (P-40, P-38)
35th FG (P-47, P-51)
49th FG (P-40, P-47, P-38)
58th FG (P-47)
348th FG (P-47, P-51)
475th FG (P-38)

Night Fighter Units:

418th NFS
421st NFS
547th NFS

Bomber Groups:

3rd BG L (B-25, A-20 & A-24)
19th BG (Non-Operational. Battle scarred from
Philippines & Java)
22nd BG M/H (B-26)
38th BG M (B-25)
43rd BG (B-17 until 1943; B-24 1943–1945)
90th BG H (B-24)
312th BG L (A-20)
345th BG M (B-25)
380th BG H (B-24)
417th BG L (A-20)

Photo Reconnaissance:

6th RG (F-5, F-7)
71st RG (B-25)

54th Troop Carrier Wing:

2nd CCG
317th TCG
374th (1943 only)
375th TCG
433rd TCG

*The Fifth Air Force was comprised
of 1,602 officers and 18,116 men.*

LEGEND: ACG – Air Commando Group, FG – Fighter Group, NFS – Night Fighter Squadron, BG (L) – Light Bomb Group, BG (M) – Medium Bomb Group, BG (H) – Heavy Bomb Group, RG – Reconnaissance Group, CCG – Combat Cargo Group, TCG – Troop Carrier Group

arrived, Fifth Air Force was equipped with three fighter groups and five bombardment groups.

On 4 November 1942, the Fifth Air Force commenced sustained action against the Japanese in Papua New Guinea and was a key component of the New Guinea campaign (1942–1945). Fifth Air Force engaged the Japanese again in the Philippines campaign (1944–45) as well as in the Battle of Okinawa (1945).

Fifth Air Force along with Thirteenth Air Force in the Central Pacific and Seventh Air Force in Hawaii were assigned to the newly created United States Far East Air Forces (FEAF) on 3 August 1944. FEAF was subordinate to the U.S. Army Forces Far East and served as the headquarters of Allied Air Forces Southwest Pacific Area. By 1945, the three numbered air forces were supporting operations throughout the Pacific. FEAF was the functional equivalent in the Pacific of the United States Strategic Air Forces (USSTAF) in the European Theater of Operations.

When the war ended, Fifth Air Force had an unmatched record of 3,445 aerial victories, led by the nation's two top fighter aces Major Richard Bong and Major Thomas McGuire, with 40 and 38 confirmed victories respectively, and two of Fifth Air Force's ten Medal of Honor recipients.

Shortly after World War II ended in August, Fifth Air Force relocated to Irumagawa Air Base, Japan, about 25 September 1945 as part of the Allied occupation forces. The command remained in Japan until 1 December 1950 performing occupation duties.

PRESENT DAY

In late 2024, according to the organization's website, major components include the 18th Wing, Kadena Air Base, Okinawa Prefecture, Japan; the 35th Fighter Wing at Misawa Air Base, and the 374th Airlift Wing at Yokota Air Base. Kadena AB hosts the 18th Wing, the largest combat wing in the USAF. The Wing includes F-15 fighters, Boeing KC-135 aerial refuelling aircraft, E-3 Airborne Warning and Control System aircraft, and HH-60G Pave Hawk rescue helicopters, and represents a major combat presence and capability in the Western Pacific. The 35th Fighter Wing, Misawa Air Base, Japan, includes two squadrons equipped with the Block 50 F-16 variant, dedicated to the suppression of enemy air defenses. The final formation is the 374th Airlift Wing, at Yokota Air Base, Japan.

LINEAGE

Established as Philippine Department Air Force on 16 August 1941

Activated on 20 September 1941

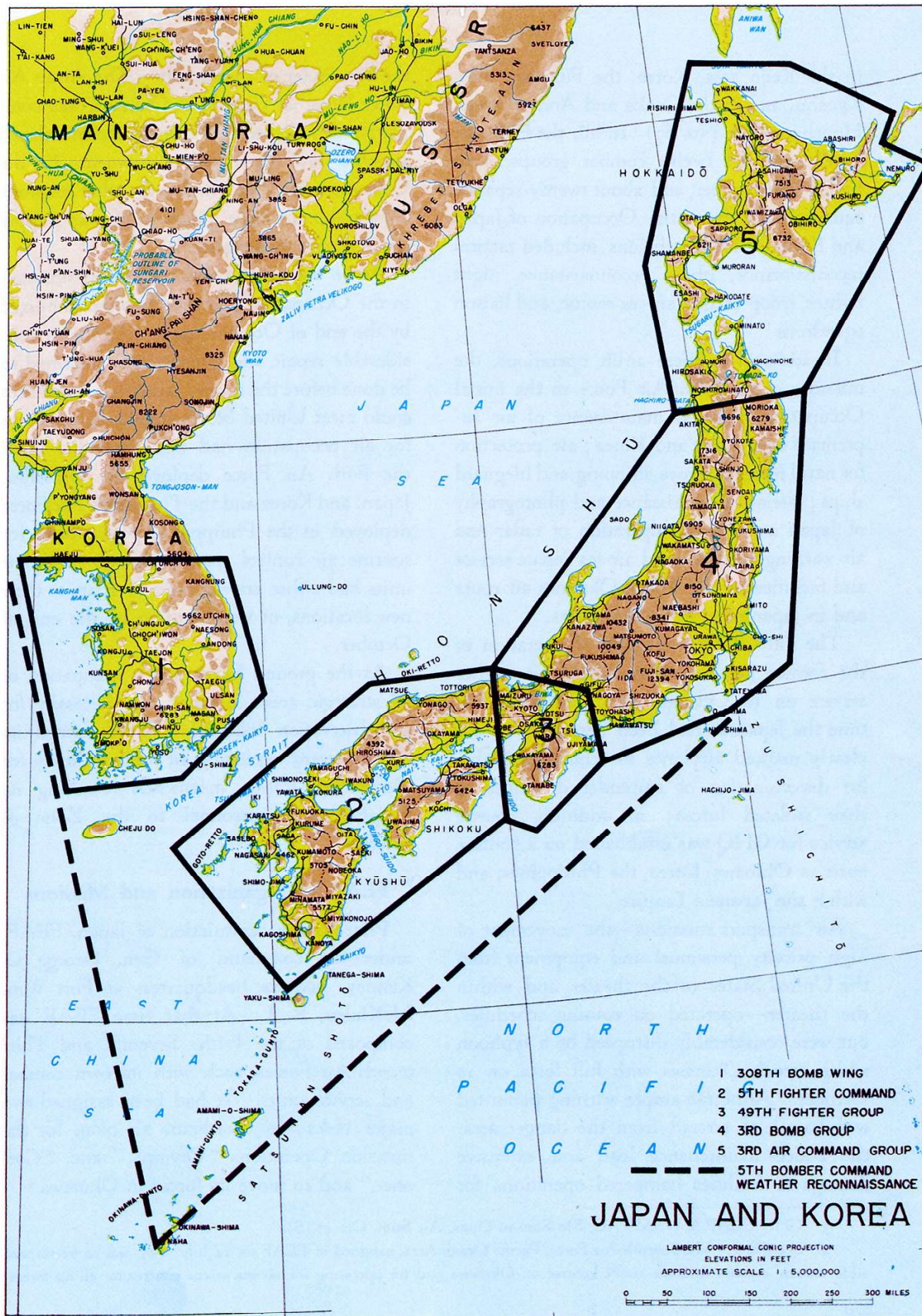
Redesignated: Far East Air Force on 16 November 1941

Redesignated: 5 Air Force on 5 February 1942

Redesignated: Fifth Air Force on 18 September 1942.

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

FIFTH U.S. AIR FORCE ZONES OF RESPONSIBILITY, 1945-1947



Source: https://commons.wikimedia.org/wiki/File:Fifth_U.S._Air_Force_Zones_of_Responsibility,_1945-1947.jpg



528th - Lloyd George Brassington, Ground Staff, DOD October 16, 2001, Madison, Wisconsin, email correspondence with Jack Johnson; findagrave.com

528th - William D. Brew, Bombardier, Tiffany's Crew; Adjutant; Bill was 102 when he passed peacefully on May 13, 2025, Henderson, Nevada, reported by his family

529th - Eileen Burns, widow of William A. Burns, DOD December 28, 2024, Geisinger Wyoming Valley Medical Center, Pittston, Pennsylvania (returned newsletter, internet search)

529th - William A. Burns, Assistant Radio Operator/Gunner, Harrison's Crew (39), DOD September 23, 2011, Pittston Township, Pennsylvania (internet search)

529th - Albert Busedu, Gunner, Deaner's Crew (51), DOD August 17, 2025, Quakertown, Pennsylvania, reported by his niece, Lisa Busedu, and his friend, Spencer R. Rackley IV

529th - Suzanne "Suzy" Neff, widow of Bryce H. Neff (Navigator, Benson's Crew, he died April 19, 2013), DOD June 18, 2018, Fort Collins, Colorado (returned newsletter, internet search)

530th - Paul A. Cazaubon, Jr., Aircraft Maintenance Technician, DOD July 18, 2013, Covington, Louisiana, after a long and well-lived life at age 93, reported by his son, Mike Cazaubon; Mike shared the following about his father: *He didn't tell too many stories about the war. I do recall him saying he had a great fondness for the Australians he met. That they had a pet wallaby they named "Sis" at one airfield. That the Japanese bombed them a few nights near Darwin. How they moved flight operations to the Philippines and eventually to Okinawa. And that he didn't particularly enjoy flying, though he had to on occasion as part of maintenance checks.*

530th - Nikki Chrisanthon, widow of Nick Chrisanthon (Bombardier, Cooper's Crew, he died December 11, 2021), DOD July 27, 2023, Ocean City, New Jersey (returned newsletter, internet search)

530th/531st - Calvin C. Killingsworth, Ground Staff, Communications, Radio Mechanic; DOD October 26, 2024, Hahndorf, Australia; he had just celebrated his 100th birthday on March 26, 2024; reported by his son, Roger

530th/531st - Joan Pounsett, widow of Calvin C. Killingsworth, DOD November 19, 2024 (at the age of 96), Hahndorf, Australia, reported by her stepson, Roger Killingsworth

530th - Louis Willis Pelligrini, Ground Staff, Maintenance, Crew Chief, DOD August 20, 2007, Lehigh, Oklahoma, reported by his niece, Margaret Payne

530th - Harry W. Tignor, Gunner, Ferguson's Crew (86), DOD May 15, 1961, Beverly, New Jersey, email correspondence with his granddaughter, Tracey Cummins; findagrave.com

531st - Howard C. Brown, Navigator, Henderson's Crew (92), DOD March 25, 2015, Ardmore, Oklahoma, findagrave.com

531st - Lanelle Parish Brown, wife of Howard C. Brown, DOD July 6, 2011, Ardmore, Oklahoma, findagrave.com

531st - Walter A. Crowe, Jr., Pilot, Henderson's Crew (92), DOD March 7, 1995, Tampa, Florida, findagrave.com

531st - Sidney Goodman, Gunner, Henderson's Crew (92), DOD February 24, 1998, Abington Township, Pennsylvania, findagrave.com

531st - Ruth Eleanor Rankin, widow of Stephen W. Rankin (Pilot, Low's Crew, he died December 16, 2014), DOD May 13, 2025, Oshkosh, Wisconsin (returned newsletter, internet search)

-X-X-X-X-X-X-X-X-X-X-

Nancy N. Grieger sent the following photos taken at a recent visit to her grandfather's (Edward T. Urbanski) gravesite, in the Southern Nevada Veterans Memorial Cemetery in Boulder City, Nevada; he died on April 13, 1993 (previously reported by Jack Rivers). Eddie was in the 528th, Gunner on the Benbow Crew (15).



Gravestone
photo from
findagrave.
com



380th BOMB GROUP ASSOCIATION

2025-2026 MEMBERSHIP REGISTRATION INFORMATION

New _____ Renewal _____ Date: _____

WWII Squadron (528th, 529th, 530th, 531st, Group, or RAAF) _____

Your Name _____ Spouse's Name: _____

Your Address: _____

City/State/Zip/Country _____

Home Phone _____ Cell Phone _____

E-mail _____

380th Duty (if known, e.g., Gunner, Crew Chief, Mechanic, etc.) _____

Please check the appropriate box(es):

NEWSLETTERS WILL BE SENT BY EMAIL ONLY (AS OF 30 SEPTEMBER 2025)

☐ **380th Veteran**

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

☐ **380th Wing Member**

☐ **Family Member of 380th Veteran** Name of Veteran _____

Your relationship to veteran _____

☐ **Other** If other, please explain here why you wish to join the group _____

An annual donation of \$25 (or whatever amount your budget allows) payable to **380th Bomb Group Association** will help defray costs of 380th's website (annual domain and server fees). (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 (especially 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 (in order to avoid any fees, please mark that it is "to a friend"):

bjgotham@gmail.com

If you send a donation by PayPal, you need to either send the completed form by mail (to address above) or email the information to 380th.ww2@gmail.com to get on the newsletter mailing list.

380th Bomb Group Association
GEAR ORDER – as of 8 September 2025

PATCHES (Mark on line # requested) Squadron/Group patches: \$10.00 ea. (used patches \$5.00 ea.) Group: _____ 528th: _____ 529th: _____	 Group-6"x4-1/2" 528th-5"x5" 529th-5"x5"	Tucson 1942-1999 patches: FREE _____  Size: 4-1/2" x 5"	
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 FREE Size: 4-1/8" x 3/4" Tucson/2018: _____ Older: Year _____ Place: _____ 	
Shoulder patches: \$4.00 ea. 5th Air Force: _____ USAAF: _____ Size: 3" round	 5th Air Force USAAF	1981-2018 Commemorative Reunion Patch \$10.00 ea. _____ Size: 3-1/2" x 5-1/2" 	
JACKETS (long sleeves) Blue nylon, \$5.00 ea. These are the only sizes left: Unlined: Small: _____ (only 2 left)	 Back	T-shirts (short sleeves) Blue cotton/polyester, \$2.00 ea. (Logo on shirt front only) Front  Small: _____  Closeup of logo on front	

PLEASE send email to 380th.ww2@gmail.com **before submitting order to check on current availability of items.** Limited quantities of items are in stock. PATCHES WILL BE RESTOCKED AS NEEDED. HOWEVER, JACKETS, CAPS, TEES WILL NOT BE RESTOCKED. Please allow 6-10 weeks for re-stocking of patches. Allow 2 weeks for delivery. -- **ADDITIONAL FUNDS FOR POSTAGE CHARGES ARE WELCOMED – HOWEVER, ADDITIONAL FUNDS REQUIRED FOR EXPRESS DELIVERY OR OVERSEAS ORDERS.**

Name: _____ Email: _____

Address: _____

Phone: _____ Date: _____

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)

PayPal payments will also be accepted: Use Barbara Gotham's personal PayPal email account: bjgotham@gmail.com
 (in order to avoid any fees, please mark that it is "to a friend")

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

NOTICES

If you have any inquiries, requests, or other information you would like to relay to other 380th Bomb Group Association members, please write to: Barbara Gotham (see contact info below in "How to Report Address Changes").

Also, if you have any information pertaining to any of the mail calls in any issue of THE FLYING CIRCUS, you can respond directly to the person inquiring (if contact info is provided) or to Barb Gotham to pass along to that person.

FUTURE ISSUES OF THIS NEWSLETTER WILL ONLY BE SENT IN PDF FORMAT BY EMAIL (NO MORE HARD COPIES WILL BE PRINTED AND MAILED AFTER THIS ISSUE).

If you've been receiving only the print issue, and would like to start receiving the newsletter by email, please be sure to send your email address to: 380th.ww2@gmail.com or by clicking the [sign-up link](#) on the Newsletter webpage (see instructions below).

Sign-up online on our newsletter webpage: <http://380th.org/NEWS/News.html#Newsletters> -- click the sign-up link.

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

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

<http://380th.org/2025Member-form.pdf>

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

Or go to this web link and submit the form:
<http://380th.org/form.html>

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

Looking for a gift for that special someone? Please consider 380th gear! Check out the order form in this issue as well as on our website at: <http://380th.org/Gear2025-Sept.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

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.