



Postscript

9th Bombardment Group Since the Japanese Surrender

After the Japanese surrender on September 2, 1945, the group participated in dropping medical and food supplies to prisoners of war in Japan, China and Korea, the latter requiring missions to be flown of almost 20 hours duration. A total of 54 B-29 sorties were flown on these missions between September 2nd and 15th. Over 2000 packages of supplies were dropped. On September 29, 1945 the group participated, with 19th aircraft, in a Display of Power mission over Korea during the landing of American occupation forces, to participate in freeing that country from 45 years of Japanese colonial occupation.

Early in 1946 the group was transferred from North Field, Tinian to Clark Air Force Base in the Philippines. There it functioned on a diminishing basis until April 1947, it was then reduced to zero strength by the reassignment of the remaining 56 officers and 317 enlisted men to the 313th Wing Headquarters and to other units in Okinawa, Guam, and Japan. In June of that year the group was transferred "on paper" to Harmon Air Force Base, Guam, but it was not remanned. It was inactivated in October 1948.

In May 1949 the group was redesignated the 9th Strategic Reconnaissance Group, activated at Fairfield-Suisun (later Travis) Air Force Base, CA, and assigned to the newly established and activated 9th Strategic Reconnaissance Wing. In April 1950 the wing and group were redesignated as bombardment units.

In February 1951 the group was reduced to record-status, and the 1st, 5th, and 99th Squadrons were attached directly to the 9th Wing. The group was inactivated in June 1952.

In 1954 the 9th Bombardment Wing was reassigned to Mountain Home Air Force Base, Idaho where it remained until 1966 during which time it was equipped with B-47 bombers.

Since 1966 it has been the 9th Reconnaissance Wing located at Beale Air Force Base, CA, equipped with U-2s and SR-71s conducting worldwide reconnaissance during the Cold War. The 9th Group was reactivated under the Wing in September 1991.

As of 1994 the 9th Reconnaissance Wing is still at Beale Air Force Base, as a unit of the 12th Air Force, which is part of the Air Combat Command. The Wing is now equipped with U-2s and T-38s, the SR-71s having been removed from service.

The 9th Group carries with it the four campaign streamers earned in World War II: Anti-submarine, American Theater, Eastern Mandates, Western Pacific, Air Offensive, Japan, and the Presidential Unit Citations earned during World War II for the attack on Kawasaki, Japan, April 15, 1945, and the May 1945 participation in the mining campaign against Japan. When the 9th Group is either inactive or assigned to the 9th Wing, that wing is temporarily bestowed the decorations (Presidential Unit Citations) and the honors (campaign streamers) of the 9th Group.

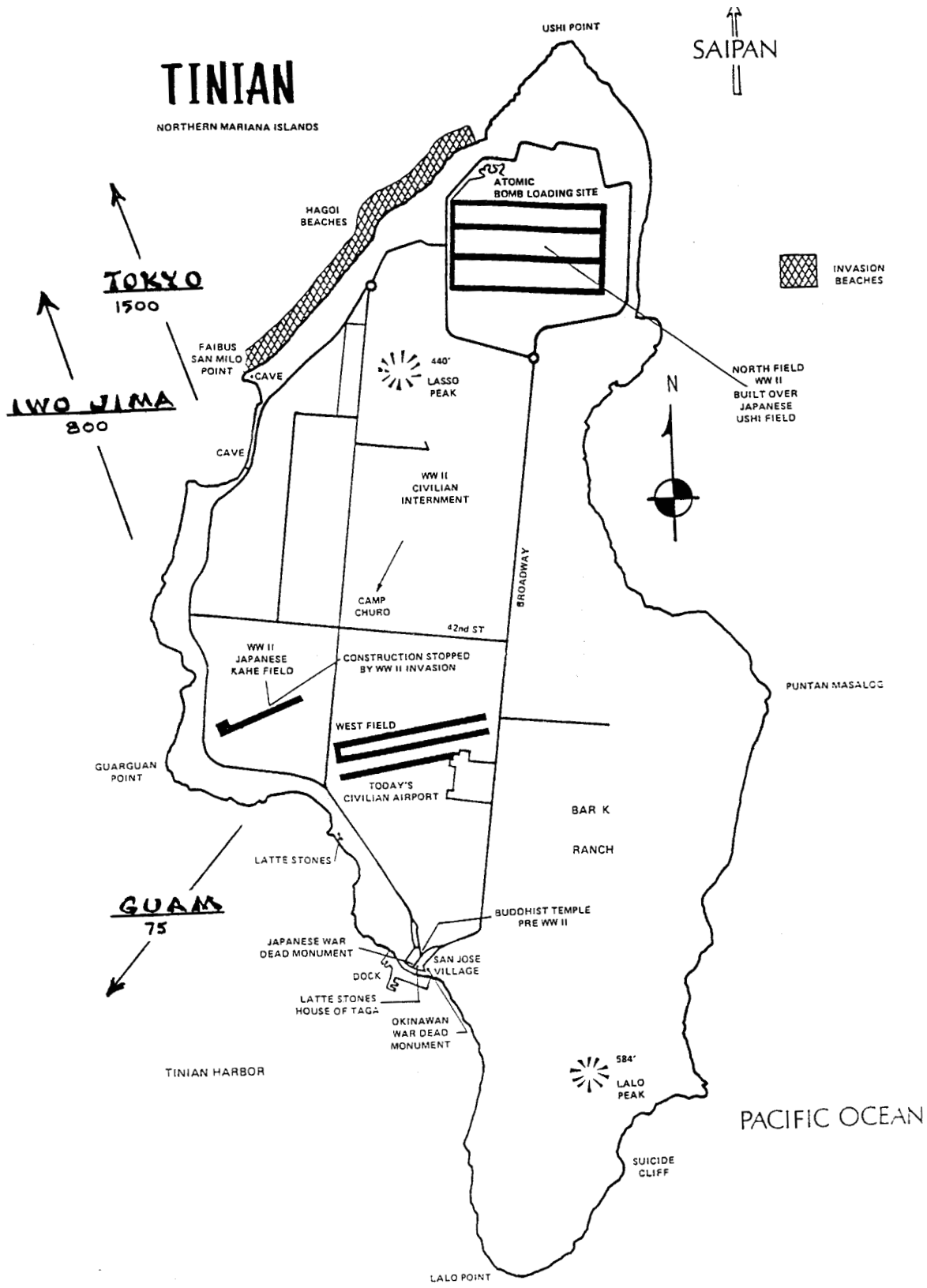


Figure 15-326. Map Diagram of Tinian



Appendix A

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Appendix B

9th BG Glossary

by Maurice Ashland

AACS—“Army Airway Communication System”

AC—“Aircraft Commander” who was the left-seat pilot and in command of the flight crew.

Ack-Ack—Anti Aircraft ordnance fired from the ground to explode at a specified altitude to spread shrapnel.

Aldis Lamp—A portable searchlight used to signal or for observation of some parts of the B-29 exterior.

Anti Aircraft—Ordnance fired from the ground with the objective of “downing” the B-29.

ATC—“Air Transport Command”

Banzai Attack—A “last chance” attack by a concentrated group of enemy troops, usually against overwhelming odds.

BG—Generally used to mean “Bombardment Group.” Also, could mean “Brigadier General” (1 star).

Bombardier—Occupied a position at the nose of the B-29 and, utilizing the “Norden Bomb Sight,” usually coupled to the Auto-Pilot, dropped the bombs with precision.

Bomb Bay—The cargo space for the bombs.

Brass—Used to identify, in general terms, the higher levels of officers in authority. When the word was used, it often implied that a crew member was not in complete agreement with a policy/directive but that not much could be done about it due to their high position.

Briefing/Debriefing—All flight crew members received a general briefing on all aspects of a mission. The target, known defenses to be encountered, the route, duration, weather, bomb type and loading, and fuel loads. Expanded specialized briefings for the individual specialties were then conducted. A debriefing was always conducted after a mission — “Intelligence” wanted to know the specifics of the mission, i.e. target results, fighter aircraft encountered, location and quantity of searchlights, and anti aircraft fire as well as any unusual facts.

“C” Rations— “Combat” rations consisting of canned meat and other foods, usually eaten cold and in the field.

CFC—“Central Fire Control” gunnery system of the B-29. Also used to identify the “CFC” gunner who coordinated the B-29 fire power among all gunners and the bombardier.

Chaff (or rope)—Strips of tin foil dropped to confuse ground radar and mask the exact position of the B-29.

D.S.—“Detached Service” meaning while assigned to an organization, a member is detached to another for duty or other purpose.

Dog Face—The majority in the very lowest ranks who were expected to do as directed and not to question why (generally applies to army troops).

Dumbo and Superdumbo—Dumbo referred to, usually, a PB-1 or B-17 equipped with extra radios and survival equipment that could be dropped to aid crews in distress. Superdumbo referred to B-29s similarly equipped.

FE—“Flight Engineer” who, at his Engineer’s Panel, controlled the engines and accomplished the fuel management.

Flak—An ordnance round fired from the ground and set to explode at a specified altitude. The explosion occurred with a black cloud and pieces of shrapnel traversed in all directions.

George—An affectionate term given to the Auto-Pilot which did much of the flying under the constant supervision of one of the pilots.

GI— “Government Issue” was a term applied to both material and men meaning “this is what the government provided.”

Goof Off—A term given to someone who repeatedly and successfully avoided given assignments.

Gook Camp—A derogatory, undeserved term given to a camp compound housing primarily the native population of Tinian.



Gunners—Left “LG,” Right “RG,” and Tail “TG.” Besides operating their assigned turret, they were trained to man each other’s positions as well. A very important duty was that of “Scanners” who alerted the pilots of other aircraft and reported abnormal conditions.

Hardstand—An individual aircraft parking space.

IP—Generally used to mean “Initial Point” and occurred at the beginning of a “bomb run.” Could also mean “Instructor Pilot.”

Jet Stream—A meteorological condition of high velocity wind in the order of hundreds of MPH first experienced over Japan by the high altitude B-29s. The wind caused complications to the bomb run and resultant accuracy. Once the “Jet Stream” was more fully understood, it was taken into account during mission planning.

Kamikaze—An air or ground attack in which the attackers fully expected to die (and usually did).

Mae West—An affectionate term given to the Air Corps standard water survival vest worn by all crew members over water.

Mayday—The standard voice “Call of Distress” to alert others that a very serious condition exists. It is similar to the Morse Code SOS.

Meat Wagon—A “GI” ambulance which often carried more dead than living from airplane crashes.

Mess Hall—A building housing the cooking and eating facilities. Food was served from a cafeteria line onto metal trays. Long wooden tables and benches were used in the eating area.

Navigator—The crew member skilled in all phases of navigation who could precisely navigate over water for 3,000 miles and 14 hours using WWII type of navigation equipment. When the target could not be seen visually by the bombardier, the navigator used the radar system to accomplish area bombing.

P—“Pilot.” In B-29s, this was the right-seat pilot. Originally for B-29 long-range missions, it was envisioned that 3 pilots would be required, i.e. AC, P, and CP (copilot).

PBY—An amphibious airplane that could land and take off from water.

PDI—The “Pilots Directional Indicator.” An instrument on the pilot’s panel receiving its signal from the bomb sight that provided course corrections on the bomb run.

POW—“Prisoner of War”

Putt Putt—A small power plant inside the B-29 which was used to provide auxiliary electrical power.

PX—“Post Exchange” where small items such as toiletries could be purchased.

R & R—“Rest and Recuperation” The 9th BG sent some crews to Hawaii for R&R during their combat tour. Other crews voted to continue their missions to finish earlier

Radar—“Radio Detecting and Ranging” On the 9th BG B-29s, the APQ-13 provided an aid to navigation, area bombing, and weather avoidance. Also used to identify the radar operator.

Revetment—A sandbagged area or earth berm which provided some protection against a strafing attack or shrapnel.

RO—“Radio Operator” who monitored the long-range radio. He also usually was the crew member cross-trained as a medic to initially treat injuries received in combat.



- Runways A, B, C, and D**—The identification of each of the four 8,500-foot runways at North Field, Tinian. “A” was the farthest north.
- Sack Out**—to hit the sack (bed) at any time of the day or night, generally after a sleepless 24 hours (or more) of briefing, flying the mission, debriefing, etc., i.e. “when dead tired.”
- Salt Peter**—It was generally believed that the food or coffee was “salted” with a substance to reduce sexual desires.
- Script**—All U.S. money had to be exchanged for paper “script” of equal value. This was the only legal currency recognized by the military on Tinian.
- Searchlights**—Usually arranged in a ground battery or on gun boats, they were placed to guard the approaches to an area and pinpointed the B-29s so that anti aircraft fire or fighters would have a visible target. Their light was so intense that newsprint could be read inside the B-29. They were generally aimed by acoustics.
- Section 8**—As used in jargon, it meant someone whose actions and ideas were a bit crazy.
- Snafu**—When despite the best made plans, something goes wrong.
- SOS**—Several meanings depending on usage: In chow (food) it was “slop on a shingle” or “sh— on a shingle” (chipped beef in a gravy on toast, which was actually quite good); In communications it was a distress signal sent in Morse Code by radio or signal light.
- Stir Crazy**—A person out of his normal element and with little or no diversions becomes overwhelmed with emotion.
- Spam**—Seemingly, the staple food during the early part of the tour, it was a ground meat canned and generally sent from Australia or New Zealand.
- Sqdn**—A shorthand version of “Squadron.”
- Superfortress**—The name given early to the B-29.
- Tarmac**—Used by some to identify the hard surface of the hardstands, taxiways and runways.
- Tour**—In the 20th AF, the combat tour length initially was 30 combat missions and then increased to 35. Crew members completing 35 missions could return to the U.S.
- Very Pistol**—A flare gun which could be placed in a mounting to fire flares from the B-29. Different colors had significant meaning as specified at the mission briefing.
- VIP**—“Very Important Person,” usually reserved for high-ranking officers.
- 20th Air Force**—Top of the command structure for all B-29 units. Headquarters was at the Pentagon with General Arnold as Commander until July 16, 1945 when it was moved to Guam.
- XX Bomber Command**—Composed of the 58th Wing while in the China-Burma-India Theater. After the 58th Wing movement to Tinian, it was deactivated.
- XXI Bomber Command**—Composed of five wings: the 58th, 73rd, 313th, 314th, and 315th. The 313th Wing was based on North Field, Tinian; the 58th Wing was based on West Field, Tinian, after its movement from the China-Burma-India Theater; the 73rd Wing was based on Saipan; and the 314th and 315th were based on Guam. The 21st BC was commanded by General LeMay with Headquarters on Guam.
- 313th Wing**—Composed of five groups: the 6th, 9th, 504th, 505th, and 509th.
- 9th BG**—“Ninth bombardment Group,” composed of three bombardment squadrons, the 1st, 5th, and 99th.
- B-29**—The high altitude, pressurized, long-range, heavy bomber which was the most technologically advanced aircraft and weapon of war to date.





Appendix C

Biographical Sketches

Over 160 members responded to the invitation to provide brief biographical sketches with information on their lives, careers, and families. Some of these are written in the first person, others in the third person. Some are provided by widows or were taken from newspaper obituary columns. The life circumstances of these members are considered representative of the men of this group who gave two or more years of their lives serving in the military with the 9th Bomb Group.

HOYTN. ACUFF: I was born and raised on a farm in southwest Missouri near Springfield, and soon after my 17th birthday in May of 1943, I was in the Army Air Force. In the fall of 1944 I was assigned to the 5th Sqdn as a radar technician at McCook, NE. Most of the men in my unit were well educated, and I was sorry that I hadn't completed high school. To improve myself and work toward a high school diploma, I completed correspondence courses while the war was still in progress. In the fall of 1945 when the war had ended, I enrolled in all the courses offered at the "Tinian College." On January 4, 1946, I was discharged; and a few days later I was attending college. I received a BS in physical science and a MS in geology at different universities and a PhD in earth science at Iowa State University. The field work for my PhD was doing the geology for the Richard Leakey expedition near Lake Turkana in North Kenya. Altogether I taught school 40 years, mostly earth science. I have a wife, Mary, three children, five grandchildren, and two great grandchildren. My wife and I retired and live in Ames, IA.

CHARLES E. AGUAR: At age 17, I joined the Air Corps Enlisted Reserve at Jacksonville, IL, my birthplace. I began active duty in June 1944. Aerial gunnery wings were awarded at Buckingham Field, FL. I completed instructors' school in Laredo, TX, and taught the GE remote system at Clovis, NM. As left gunner on Bill Barnhart's photo reconnaissance crew, we photo mapped the Trinity test site at Alamogordo, NM, just a few days before the world's first atomic bomb was exploded there on July 16, 1945. Our F-13 training ended that same day. We joined the 9th BG, August 14.

We flew POW supply drops, "snooper missions" from Iwo Jima, and the "Show of Force" over Korea. I obtained degrees in landscape architecture and city planning at the University of Illinois, married my high school sweetheart, Berdeanna Benson, and added to the post-war population boom with four boys and a girl (twins included). After 20 years in government planning and private practice, I became a professor of landscape architecture at the University of Georgia and retired in 1992 to write books.

PETER J. ALBIZATI: I was born in 1924 in Bayonne, NJ, graduated from the local schools, and in February 1943 volunteered for the Army Air Force. After graduating from navigation training at Selma Field, AL, and Radar Training at Boca Raton, FL, I joined the crew of AC W. R. Heath. We completed five combat missions. After the war I received my degree in chemical engineering and worked as an engineer until my retirement in 1983. I have been married to Beatrice Lupa, for forty years, and we do not have children.

GEORGE E. ALBRITTON: Born in central Florida in 1921, grew up on a citrus orchard farm, and graduated from Lake Wales High School in 1938. Worked a year on my parents' farm and had worked two years as a clerk in an insurance and real estate office when Pearl Harbor was bombed. Volunteered for the Army Air Force and was accepted for aviation cadet training. After completion of navigator school and pre-flight at Orlando, FL, I was assigned as a crew navigator to the 1st Sqdn, 9th BG, and after 18 months transferred to McCook, NE, as 1st Sqdn navigator. I returned home from Tinian in November 1945. I

married Barbara Stanland and later enrolled in a business school in Atlanta for industrial accounting; returning to Florida to work after graduation. We have two children and four grandchildren. I was co-owner of a General Electric appliance store in Lake Wales for ten years and then went to work for a grower-owned citrus marketing cooperative in Lake Wales. I retired as general manager of the cooperative in 1986 after 22 years. We still live in the same home we built in 1951.

MAURICE (MAURIE) ASHLAND: Clear Lake, IA, birthplace in '22. Enlisted in Air Corps early '41. Completed Airplane and Engine School at Chanute. On flight line at Manchester, NH, winter of '41. Won wings October '42. Flew gunners at Buckingham Field, FL, and was IP in B-17. To Tinian as B-29 AC 1st Lt with a top crew. Became Flight Leader, promoted, flew 35 missions. In '45, married Betty Simon of Lincoln, NE. Children Jerry and Janelle. Flew B-29s MacDill Field, FL, before college. Graduated University of Nebraska with a degree in architecture. Recalled during Korean war '52, B-29 refresher at Randolph, then to MacDill. Command staff positions followed. Flew KC-135 jet tanker three years at Ramey AFB, PR. University of Texas at Austin for Masters in Architectural Engineering followed by Civil Engineers 9th BW, Mtn Home, ID. Air War College at Maxwell, AL, in '67 also earning Masters in International Affairs from George Washington University. Vietnam '68, participated in siege at Khe Sanh as pilot in Air Commando Sqdn. Retired from AF with over 9,000 hours. Masters in Environmental Planning '80 from Arizona State University (ASU). Program coordinator for ASU National Solar Program. Chairman



of 1st 9th BG reunion Tucson '87. Hobbies golf, travel, and photography.

EDWARD C. ASTON: Joined the Army in August 1941 and graduated from Radio Operator School at Scott Field, Bellville, IL. At Morrison Field in Palm Beach, FL, I volunteered for overseas duty but was sent to Radar School in Boca Raton, FL, where I flew in A-29s and B-34s. I volunteered for overseas again but was sent to AFSAI in Orlando, FL, flying in B-17s and B-24s. After again volunteering, I landed instead ten miles south at Pinecastle Air Base and again crewed B-17s and B-24s. After again volunteering, I went to McCook, NE, and finally to Tinian. With AC David Rogan I flew 33 missions. In 1944 I married my high school girl friend. After the war I became a salesman at a local mens' clothing store and bought the business in 1964. Now our son minds the store, and I work there two days a week. We also have a daughter and two grandsons. I still reside where I was born in 1917, Danville, IL.

RICHARD (DICK) A. BAILE: Born in 1920 at Warrensburg, MO. Graduated from Central Missouri State University in 1942 with a BS Degree, majoring in mathematics. Entered the Army Air Force in 1942. After initial assignment in San Antonio, TX, and several assignments, was accepted for training in the Air Force engineering training program at Yale University. Received 2nd Lt commission as an engineering officer and trained at the Boeing plant in Seattle, WA; Lowry Air Base in Denver, CO; and McCook, NE, in the fall of 1944. Assigned as flight engineer to the crew of Capt Howard McNeil, arriving on Tinian in 1945, and flew twelve combat missions. Left the service in January 1946 and was employed by Standard Oil and Gas Co. In 1952 formed my own company and retired after selling it in 1984. I married my college sweetheart, Frances, in 1946; and we have five children and six grandchildren. Have had a wonderful life!

ROBERT E. BATES: Born in St.

Louis, MO, August 29, 1921. Entered the Aviation Cadet Maintenance Engineering course in June 1943 at Boca Raton, FL. Graduated and commissioned February 1944 at Yale University. Completed B-29 ground/flying training at Seattle and Lowry Field and rated aerial observer (aerial engineer) and assigned to the 9th BG at McCook, NE, August - December 1944. Stationed on Tinian from January - September 1945. Flew 33 missions. Released to inactive duty in November 1945 and recalled to active duty December 1950 at Rapid City AFB. Transferred to HW AM at Wright-Patterson AFB as chief, guided missiles section. Discharged in May 1952. Married Ann Liggett in July 1946 and have three children. Employed 30 years with Ford Motor Co., including 11 years in Europe. Retired January 1978.

JOHN BELIAK: Born May 26, 1923, in Avella, PA. Inducted into service, April 19, 1943. Took basic training for two months in Miami Beach, FL, and had ten weeks of training at the Fair Grounds, Salt Lake City, Utah. Attended radio operator school. Arrived on Tinian on December 28, 1944, and served as a heavy truck driver, hauling water from source to camp. After leaving the service, was employed as a railroad brakeman and conductor from 1950 to 1956. In 1959 attended an electronic school to learn TV repair and worked in this field from 1961 until I retired in 1985.

FLOYD A. BISHOP: Born in 1920 at Cheyenne, WY. Graduated from the University of Wyoming in 1942 with a BS degree in Civil Engineering, and entered into active duty with the Army in June 1942. I served a year on construction of the Alaska Highway and building airfields in the Aleutian Islands before transferring to the Army Air Force for pilot training. After completing pilot training and B-17 transition, I was assigned to the 1st Sqdn, 9th BG, at McCook NE, as a pilot on Lt. E.M. Shirley's crew. In December 1944 we were transferred to Tinian from which base I flew 20 missions as a pilot on Shirley's crew and 15 missions as AC with my own crew. I returned to civilian life in 1946 living at

various locations, mostly in Wyoming, and pursued a career in civil engineering. My wife June and I raised 3 sons, one of whom passed away in 1986.

JOHN H. BIXLER, JR.: Ground crew chief in the 1st Bomb Sqdn, 9th BG. Employed by railroad for 18 years and involved in the credit union movement for 41 years., Retired in 1989. He and his wife, Doris, have a son and a daughter. They are avid motor home travelers.

ELDEN W. BORTZ: Graduated from high school in Emmaus, PA, in 1940 and spent several years as a welder in a defense plant. Joined the Army Air Force in August 1943, and after basic training at Miami Beach, FL, had further training at Dickenson College, Carlisle, PA; Radio School, Sioux Falls, SD; and Clovis, NM. Arrived on Tinian in March 1945 and flew 24 missions over Japan as radio operator on the crew of AC Orien Clark. Discharged in November 1945. Spent seven years on a retail bakery route and 30 years with a major insurance company, retiring in February 1985. My wife, Joyce, and I have lived all these years in Emmaus, PA; and we have eight children, thirteen grandchildren, and two great grandchildren.

JAMES A. BOYCE: Born in Clyde, NY, in December 1925. After graduation from high school in 1943, enlisted in the Army Air Force in Rochester, NY. Entered the service in February 1944 and completed gunnery school (hand held and consolidated tail turret) at Tyndal Field, FL. In June, transferred to Lincoln, NE, and assigned to McCook, NE, as a left blister gunner on Capt Leon Smith's crew. Completed 33 missions with Capt Smith and then Lt. Eugene Brown flying on "T.N. Teeny" and "T.N. Teeny II." My buddy, Ario Welch, and I did the nose art on both planes. On arrival on Tinian I was summoned to the headquarters of 1st Sqdn; and since I was one of a few hand-held gunners, I was assigned to a vehicle with a hand-held 50-Cal. and was to report to that site should there be a Japanese attack in our area. I was thankful that this did not materialize. Returned to Clyde on



completion of service, and married Regina in 1948. Employed as a postal clerk, became supervisor in 1955, officer in charge in 1969, and postmaster in 1971. Retired in that position in January 1984.

JOHN W. BRADLEY, JR.: Born in Houston, TX, on Dec. 20, 1924, and graduated from Jeff Davis High School. Drafted on June 1, 1943, and attended the following training bases: Sheppard Field, Wichita Falls, TX; Truax Field, Madison, WI; Boca Raton Field, FL; McCook Field, NE; and POE Ft. Lewis, Seattle, WA. After a 30-day voyage on the USS Cape Henlopen to Tinian, served on the ground crew for several planes. Discharged January 16, 1946. Married Aline, the girl of my dreams (who should be in the Guinness Book of records since she wrote me a letter every day I was in service), on June 1, 1946. We have two children and four grandchildren. Earned a BBA degree in accounting from University of Texas, Nixon Clay College. Had a career as an accountant and auditor with a large CPA firm for eight years until I went into private practice and later semi-retirement. Have been active in the Masons, Methodist Church, Civitan Club, and Republican Party.

FRED E. BRADLEY: Born in 1925 in Asheville, NC. Graduated from high school in 1943 and volunteered for the Army Air Force. Spent my first night in the service on New Year's Eve in Ft. Bragg, NC. After completing gunnery school at Buckingham Field, FL, and flight and gunnery instructors school at Nuevo Laredo, TX, stationed at Alamogordo, NM. Assigned to Capt Robert Abbott's crew to replace his tail gunner who had become ill. Received about ten days of training before we departed for Tinian, arriving on May 1, 1945, as a replacement crew. After completing 15 missions, we were sent to Muroc, CA, for lead crew training. While there, the war ended, and I was discharged Jan. 14, 1946. I received an undergraduate degree from the Spartan College of Aeronautical Engineering and a MS degree in engineering mechanics from St. Louis University. After 35 years at McDonnell Douglas, where I advanced to Director,

Advanced Space Systems, I took early retirement. I was elected to the Ferguson, MO, City Council in April 1993. I am married with four children and four grandchildren.

BERTIS L. BREWER: Born on July 31, 1920, in Chatham County, NC, and graduated from high school in 1937. Served nine months in the CCC in Oregon. Volunteered for Army Air Force in 1942. Completed photography school at Lowry Field, CO, and radio and B-29 radio schools at Scott Field, IL. Assigned to Capt. R. E. Johnson's crew as radio operator at McCook, NE. Our plane was the first B-29 to touch down on Tinian. Completed 33 combat missions and returned home in 1945. Married Ruth Poole and have two daughters and four grandchildren. Retired from U. S. Postal Service in 1979. Enjoy golf and family.

BOYD C. BRONSON: Born April 9, 1924, Salt Lake City, UT, and graduated from Monticello High School. Military service included the completion of 22 combat missions as radio operator on the crew of AC Joseph Webb. Married Gladys Lee in 1948 in St. George, UT, and we are parents of five children. Graduated from Utah State University with a BS degree in civil engineering and in 1972 with a MS degree in civil engineering from Brigham Young University.

Career includes employment as a civil engineer at Hill Air Force Base, 1950-1953; structural engineer for LDS Church Building Committee, 1953-1955; design engineer for U. S. Steel Corporation at Provo, UT, 1955-1984, consulting civil engineer for U. S. Steel, in the Philippines; and consulting civil engineer for National Steel Corporation in Philippines, 1988-1990. Elected to the Utah State House of Representatives in 1967.

ELDON A. BROWN: Served as a tail gunner on the crew of AC Roy Nighswonger. Assigned to the 9th BG in 1945 and completed six missions. Employed as an accountant by the Bureau of Reclamation, Department of Interior, at the Engineering and Research Center in Lakewood, CO. The last ten years of service, served as Finance Of-

ficer, retiring in 1979.

H. J. BUCKHALT: Born January 4, 1919, in Houston County and lived the early years of his life in Ashford, AL. He was a veteran of WW II, having served on active duty for 19 years in the Army and Air Force. Upon his medical retirement from military duty, he was employed by the city of Dothan, AL, for 25 years as chief accountant, treasurer, and clerk. He was active in the Masons, American Legion, DAV, Elks, and the First Baptist Church of Dothan. Married to Billie Lanton and had one daughter and three grandchildren. He died on October 13, 1993.

LLOYD G. BUTLER: Enlisted in the Army Air Corps in September, 1940, as a private and later entered pilot training. Shortly after beginning pilot training in Texas, contrary to all regulations, I married my high school sweetheart Martha McFadden, and we have a son and a daughter. Received commission and pilot wings in April 1943 and joined the 9th BG in Orlando, FL, where I qualified to fly B-17s, B-24s, and B-26s while developing combat tactics. Assigned to B-29s and flew 35 missions over the "Empire" as AC. The air crew was credited with several enemy planes destroyed. Like many we had close calls, the most serious on our 32nd mission and my birthday. Paraphrasing the DFC citations, "During a daylight raid over Kobe, all the Japanese fighters in the area realizing it was in trouble and alone, converged on Butler's plane and made at least thirty assaults until he was 25 miles out to sea. His crew was credited with 3 kills and 2 probables." Needless to say we made an emergency landing on Iwo Jima. When the war terminated, I transferred to the Strategic Air Command flying top secret missions out of Alaska. Resigned from military service and joined the Harris Corporation, retiring as Corporate Senior Vice President in 1983. I was one of the founder owners of a very successful \$500 million company, which we sold in 1986 and I really retired.

THEODORE CALE, JR.: Born Oct. 10, 1921, Jersey City, NJ. Gradu-



ated from North Arlington High School, attended college, and worked for Western Electric before active duty as an Air Force Communication Cadet in March 1943. After basic training at Boca Raton, FL, attended technical school at Yale University and commissioned on Sept. 16, 1943. Completed Radar School at Harvard-MIT and taught radar bombing and navigation to B-17 and B-24 crews at Langley Field, VA. Worked on B-29 radars at Davis Monthan Field, Tucson, AZ, and was at replacement depot in Kearns, UT, when the first atomic bomb was dropped. After a 30-day liberty ship trip to Tinian, served there until the last vehicle left on the ship for the Philippines. Entered MIT in the fall of 1946 and graduated with a degree in electrical engineering in Feb. 1948. During 1951 to 1953 was back on active duty with an Air Force A.C. & W. Squadron, spending the last year at Pepperell AFB in Newfoundland. Barbara and I were married in 1943 and have 3 sons and 6 grandchildren. Worked at General Electric in various engineering and management positions until retiring in 1983.

RAYMOND H. CAREY: Born in 1925 in Carnegie, PA, but spent my growing years in the Arnold-New Kensington area. Enlisted in the aviation cadet program prior to graduation in 1943. Assigned to radio school at Scott Field and after graduation to the special radio school for B-29s. Assigned to Capt John Hobaugh's crew at McCook. Flew 33 missions on that crew and a 34th as a sub for a sick radio operator. After discharge, I graduated from Carnegie Institute of Technology as a mechanical engineer and worked as a design engineer until I was recalled to active duty with a troop carrier wing as a radio operator. Had flight training at Donaldson AB and Sewart AB. Prior to shipment to Korea, I was sent to Lackland AB for officers training. After several weeks I found I was eligible for immediate discharge and opted out. I met my wife several months later, was married, and am the proud father of 12 lovely children. We have 13 grandchildren. With retirement the family really keeps us busy!

LEONARD W. CARPI: Born in Alhambra, CA, May 29, 1924. Attended Whittier College on a football scholarship and enlisted in the Army Air Force air cadet program. Received his pilot's wings at Marfa Army Air Field, TX; B-17 training in Roswell, NM; and B-29 training in McCook, NE, where combat crews were formed. Was pilot on a lead crew, and went to Tinian with the 9th BG in January 1945. Completed tour of 35 missions over Japan including the March 9-10 Tokyo firebombing raid as a pathfinder crew. Flew last few missions as one of the youngest airplane commanders in the Army Air Force, barely 21 years old. After discharge as a 1st Lt in 1945, attended the University of Southern California and the Los Angeles College of Optometry, receiving a Doctorate in 1954. Moved to Las Vegas, NV, with his wife, Betty, and three children and is still in practice. One of the founders of the 9th BG Association, serving as its first president. and currently is on the 20th AF Association Board of Directors.

WILLIAM J. (BILL) CARTER: Born in December 1943 in Omaha, GA, and schooled in Atlanta, GA. Joined the Army Air Force in 1943 and completed gunnery school. In August 1944, assigned to Capt. Dean Fling's crew as the left blister gunner on the B-29 named "God's Will." Flew 27 combat missions with ACs Fling and Bertagnoli. After the war married my high school sweetheart, Phyllis Ewing, and we have had a great family life with two boys and four grandchildren. Graduated from Georgia State University in 1951 and enjoyed a career as a CPA. Became a partner in Lybrand Ross Brothers & Montgomery (now Coopers & Lybrand). Past president of Atlanta Chapter National Association of Accountants and Georgia Society of CPAs. Trustee and president elect of Georgia Society of CPAs when for medical reasons, was compelled to retire early from business in 1970.

WILSON M. CHAPMAN: Born in Newton, MS, on Aug. 28, 1918, and was raised in New Mexico and West Texas. Earned a degree in chemical engineering from Texas Tech, in 1940.,

Accepted by Army Air Force for training in California in August 1941 and commissioned 2nd Lt as a pilot, Mather field, March 1942. Assigned 3rd AF, Heavy Bombardment, Barksdale and MacDill, May 1942, then to new 98th B-24 Group at Ft. Myers, FL. Arrived Middle East, July 1942, with 98th and assigned to 9th AF supporting British 8th Army and later Allied North African invasion. May 1943 reassigned 2nd AF, US training command. April 1944 assigned B-29, 9th BG, for staging and moved to Tinian January 1945. Completed the war as squadron operation officer and had 55 combat missions in both theaters. Married Dottie in 1943 and have two children. Resumed engineering and construction career in 1946, primarily oil refining and chemical plant related. Semi-retired in 1987 but doing consulting and writing some B-24 combat memoirs which have been published in my book "Booster McKeester and Other Expendables."

CHARLES G. CHAUNCEY: Enlisted in Army Air Force in January 1943. Completed basic training at Jefferson Barracks, St. Louis, MO, and flight training at Santa Ana, CA; Tex Rankin Aeronautical Academy, Tulare, CA; Taft, CA; and Marfa, TX. Received wings and commissioned on April 15, 1944. After B-17 training at Roswell, NM, assigned B-29 training at McCook with the 5th Sqdn, 9th BG. Arrived on Tinian in January 1945 and flew as pilot with AC John Fleming's crew for 35 missions, 32 of which were on "Goin' Jesse." This crew was selected and dropped the 2,000,000th ton of bombs for the Air Force on July 9, 1945, on Wakayama, Japan. Married Jayne Elliott and have three children. After leaving service entered family oil field supply business and was owner and operator of the stores with machine shop facilities for 25 years before selling in 1989. Currently serving as a board director of the 9th BG Association.

RAY C. CHRISTENA: Flew four combat missions as a weather observer on crew of AC Wallace N. Durkee and numerous non-combat weather missions.



Graduated with a PhD in physical chemistry from Indiana University. Married my wife, Patricia, the chemistry librarian, in 1947, and we have five children. Worked for my entire career as a polymer research chemist, retiring in 1980. Enjoy watercolor painting as a hobby.

CHARLES L. (CHIP) COLLINS: Born in 1919 in Oldham County, KY. Received private pilot license at age of 16 and joined RCAF in 1941 while awaiting training assignment in U. S. Army Air Force. After training as a fighter pilot, returned to U.S. in 1942. Graduated from Twin Engine Instructor and Instrument Instructor Schools and taught twin engine advance training. Transferred to B17 transition training, Lockbourne Army Air Field, OH, and B-29 training at McCook, NE. As AC, 5th Sqdn, 9th BG, flew 35 missions from Tinian. Graduated from Test Pilots' School, Wright-Patterson Field, Dayton, OH, and separated from active duty in November 1947. Appointed to the staff at Massachusetts Institute of Technology in 1947. Established and operated flight test facility at M.I.T. as senior engineering test pilot for 32 years. Was active in the Air Force Reserve from 1947-1973, retiring after 30 years of commissioned service. Graduate of USAF Air War College; Associate Fellow, Society of Engineering Test Pilots, and has been a member and officer of several aeronautical organizations. Holds current Airline Transport Rating and logged in excess of 15,000 hours in more than 50 types of aircraft including single and multi-engine jet and reciprocators, single and multi-engine jet helicopters, and gliders. Cited by Massachusetts State Senate for lifetime contributions to aviation and the U.S. space program. Married with three daughters. Presently residing in Westford, MA, with wife, Beverly.

DONALD COTNER: Born July 17, 1922, in Wilmar, AR, and raised in Tulsa, OK. Called to active duty as an aviation cadet on May 20, 1943. Married Jean Riesinger from Tulsa on December 4, 1943, in Dwight Chapel, Yale University. Graduated from Aircraft Maintenance Engineering School at Yale and commissioned on March 2, 1944.

Other Air Force Training: Boeing B-29 Factory School, Seattle; B-29 Flight Engineer's School, Lowry Field, Denver. Assigned to the 99th Sqdn, 9th BG, Capt. Harold Feil's lead crew, for training at McCook, NE. Flew in the January 1945 deployment to Tinian with Captain Feil and crew and Crew Chief Al Szarko as passenger on our own B-29 "The Honorable Spy Reports." Flew 33 missions over Japan with crew: 10 with Capt Feil, 4 with Lt Karl Pattison, and 19 with Capt Ted Littlewood. Our first child was born while I was over Tokyo. Separated from service on October 17, 1945. Earned a Bachelor of Architecture Degree and Master of Science in Structural Engineering from Oklahoma State University. Practiced architecture and engineering in Oklahoma, D.C. area, and California. Taught at California State Polytechnic University, San Luis Obispo, from 1960 - 1965. Retired from employment as Architect and Engineer from County of Orange, CA, October 1987. Jean and I are health nuts regarding diet and exercise. We combine national and world travel with competition in Masters Track and Field Meets and each won national championships in 1993 and 1994. We visited Tinian in 1993. We are still married. Our progeny includes 3 daughters, 5 grandchildren, and 4 great grandchildren.

JOHN F. CRAMER, JR.: Born in Milton, OR, on February 26, 1923, and have lived all of my life in Oregon except for the time I spent in the service. I was a navigator on AC Fleming's plane and flew 35 missions. Married Mary M. Cramer and have three children. After WWII I enrolled in Law School at the University of Oregon and received my LLB from there in 1948. I practiced law in Portland for 42 years before retiring in 1990 and have been active in education affairs, having served on the Beaverton School Board for 12 years, and in the environmental movement.

WILLIAM G. CRAPO: Employed by Bell Aircraft on June 4, 1940. Married Lillian on November 22, 1942, and have one daughter. Enlisted February 21, 1944, and flew as right blister gunner on

the crew of AC James Loy. Completed 35 missions over Japan. Discharged December 6, 1945, and returned to Bell Aircraft. Retired January 7, 1983, from Bell Helicopter Textron, Inc.

IRA L. CRIPPS: Joined the aviation cadet program at the age of 17 and active service after graduation from high school in May 1944. Completed gunnery school at Buckingham and training at Clovis, NM. Participated as a right gunner on the crew of AC Edwin Adams in five combat missions from Tinian and four aborts with three landings on Iwo Jima. Re-enlisted and spent two years, 1947 - 1950, as aircraft mechanic in the 13th Air Repair. Married 1950 and have three sons, five grandchildren, and one great grandson. Retired in 1988 after 15 years of employment by Grossman Lumber. Enjoy re-fighting air war on a computer.

FRANCIS CUTHBERTSON: Like all the boys in his rural high school graduating class, he was drafted. Thirteen days before leaving for active duty he and Margie Polzin were married. He participated as CFC gunner on twenty nine B-29 missions. After the war he returned to care for the grandparents who reared him. He became a tool and die maker and later a salesman of small machines. He built his own home, served on the village council for 18 years, and took great delight in his family of three children and two grandchildren. Every year since 1946 he carried the U. S. flag in the Memorial Day parade until his death in 1993.

ALEXANDER (ALEX) CYTRYNOWICZ: Born in 1922 and raised in Mahanoy City, PA. I was 21 years old, working for Naval Ordnance, when in November 1943 I was drafted. After training as a ball turret gunner at Tyndall Field, FL, I was assigned as a right blister gunner to the crew of Capt Alvin Bowers' plane "Ready Teddy." We completed 35 exciting missions, some near fatal ones. I graduated as a civil engineer from Penn State University and retired as Engineering Division Manager from the second largest consulting firm



in Ohio. Married Florence Strause and have three children.

DONALD R. DACIER: Born Oct. 18, 1925, in Marlboro, MA, the youngest of five children of Arthur and Eva Dacier. Attended Marlboro School and enlisted in the Army Air Force in March 1944. After gunnery training at Tyndall Field, FL, assigned as left gunner to Capt Alvin Bowers crew at McCook, NE, October 1944. Arrived on Tinian in January 1945, and flew 35 missions in "Ready Teddy." Credited with shooting down a Japanese fighter on mission over Kobe, June 5th. Discharged in November 1945. Received a BS degree in Biology at Holy Cross College in 1950 and Doctor of Dental Surgery from Georgetown University in 1954. Married Genevive Poore in 1954 and have a son and a daughter. Married Virginia Bolduc in 1987. Practiced dentistry in Hudson, MA, until 1994. Served on Board of Boy Scouts of America, 1968 - 1972. President of Marlboro-Hudson Dental Group 1960 - 1962. In retirement I continue to serve as Vice Chairman, Board of Directors of St. Mary's Credit Union of Marlboro and Chairman of Investment Committee of St. Mary's Credit Union, 1990 - Present.

ARNOLD DAHLE: Assigned to the 9th BG in 1944 and completed 25 missions as pilot on AC Bearden's crew. After discharge from service entered teaching at Elbow Lake MN. During the next eight years, received a Master's Degree at the University of Minnesota. In 1954, moved to Princeton, MN, as principal of the high school and one year later became Superintendent of Schools, remaining in that position for 25 years. I have enjoyed retirement and keep busy in my wood workshop. I feel I have had an interesting life experience, and I will never forget my years in the service.

EDWARD M. DELAHANTY: Born in Detroit, MI, in March 1920 and attended the University of Detroit from 1939 - 1943. Entered cadet program at Yale and graduated as Aircraft Engineering Officer in March 1944. Attended Boeing B-29 Technical School in Seattle

and assigned to Lowry Field, Denver, CO, as Flight Engineer. Joined 9th BG in McCook, NE, and completed 35 missions from Tinian on August 6, 1945. Returned to MI and completed classes to receive a degree in mechanical engineering. Worked at Chrysler on gas turbine propeller engine for Navy. Japanese N-20 jet engine we flew against evaluated by Chrysler for U. S. government. Constructed three locomotive engines for Detroit Zoo. Employed by Ford Motor Company in 1950 and worked in manufacturing and assembly plants. Assigned to South America and then sent to Ford of Australia to head Quality Control. Returned to U. S. in 1966 to Transmission and Chassis Division in MI. Retired in 1980. Jane and I were married in 1944 and are blessed with one son, four daughters, and 13 grandchildren.

JOHN F. DELANEY: Born in Boston, MA, in 1916. Had gunnery training at Buckingham, FL, and was assigned to Capt Hamilton's crew as tail gunner on "Lucky 'Leven." The crew was taken over by 2nd Lt Leroy Bonnicksen. Flew 29 combat missions. On the mission of June 18, 1945, an engine fire set the engine supports on fire, and the plane was trailing pure white sparks while over Japan on a very dark night. After the war, returned home happily to my wife Jeanne. Have a son and a daughter.

DONALD (WALKER) DEPUGH: Born Nov. 22, 1923, at Chillicothe, OH. Worked in Springfield, OH, as a machinist making Norden bombsights in 1942 until inducted into the Army Air Force. Took basic training in Miami Beach; Airplane Mechanics School in Amarillo, TX; and B-29 Electrical School, Chanute Field, IL. Assigned to 5th Sqdn, 9th BG, McCook, NE, in 1944, and arrived on Tinian in Feb. 1944. Worked on line maintenance as a mechanic and electrician on several B-29s. Kept a daily diary and took several pictures with my little 127 Kodak. Departed Tinian, Dec. 14, 1945, with many of our group on the USS Grimes. In 1947 moved to Tucson, AZ, and attended the University of Arizona where I met and married Doris Kundtz on June 1, 1950. We have 2

daughters, 3 sons, and 8 grandchildren. In 1953 entered the real estate and development field, holding a broker's license for 42 years. I am now retired and enjoying my favorite hobbies of big game hunting and fishing. For the past 11 years we have been enjoying our summer home in Pinetop, AZ, during the months of May through August.

RAYMOND B. DOLAN: Born Feb. 13, 1923. Joined the National Guard on July 8, 1940, and Army Air Force on Sept. 11, 1942. Received rating as a glider pilot, liaison pilot and navigator. Served as a navigator instructor, Oct. 44 - 45. Assigned to B-29 crew of Capt Burton Cox and flew as a navigator on 30 combat missions. Met Theresa, an army nurse on Tinian, in August 1945, and became engaged while on Tinian. She was discharged in Feb. 1946, and we were married on May 25, 1946, and have four children. After the war was active in the National Guard and Reserves. Recalled for a year during the Berlin crises. Retired from Reserves in 1982 as a Lt Col. As a civilian associated for 42 years with Equitable Life Assur. Soc..

ROBERT L. DREW: Born in Pembroke, MA, in 1922. Entered active duty in February 1943. Took primary flying at Bennettsville, SC, in Stearmans, basic flying at Shaw Field, SC, and advanced flying at Turner Field, Albany, GA. Graduated and commissioned in August 1944.

B-17 Transition at Sebring, FL; and B-29 Transition at Alamogordo, NM. Assigned to 9th BG on April 28, 1945 and flew all my 16 missions out of Tinian. Our aircraft was severely shot up over Kobe, Japan, on June 5, 1945, and Radar Officer Richard Hughes killed. Forced to crash land on Iwo Jima where Hughes was buried. Transferred to 13th AF, in December 1945 and flew C-47s out of Clark Field, PI. Returned home and graduated as a mechanical engineer at the University of Maine in 1950., Employed as a sales manager for various companies, retiring in 1988.

HAROLD W. DUKE: After leaving high school in 1943, took a one-year farm deferment. Volunteered for the



Army Air Force in 1944. Served as right blister gunner on 25 combat missions over Japan on the crew of AC Archie Nash. Flew in the last combat mission of WW II and in Display of Force over the battleship "Missouri" in Tokyo Bay when the peace treaty was signed. Discharged from service on Dec. 11, 1945. After completing business school, hired as a legal stenographer with the VA Regional Office, Nashville, TN, in the fall of 1946. Transferred in Nov. 1949 as a stenographer to the U. S. Secret Service. Promoted to special agent of the Secret Service in 1955 and worked in offices at Nashville, TN; Atlanta, GA; Washington, DC; and Little Rock, AR. Was Special Agent in charge of the Little Rock office from 1966 - 1976, when retired. Responsibilities with the Secret Service included criminal investigation and protective responsibility of the President of the U.S., Vice President, former presidents, major presidential candidates, foreign heads of state, and other dignitaries. During career protected Presidents Eisenhower, Kennedy, Johnson, Nixon, Ford, and VP's under those administrations, and Jimmy Carter and Ronald Reagan before they became president. Retired from U.S.S.S. on Feb. 21, 1976. Married Justine Hope on Feb. 21, 1953. Had three sons, one daughter, and four grandchildren. After retirement, worked for two national retail stores in electronic sales. Enjoy deer hunting, walking, gardening, and traveling.

DONALD F. DWYER: Born Jan. 3, 1923, in New York City. Was inducted, Feb. 23, 1943, in Newark, NJ, and graduated from Bombardier School at Midland, TX, June 10, 1944. Assigned to the 9th BG, 1st Sqdn, McCook, NE, and flew 28 missions on lead crew off Tinian. Married in 1956 to Marion Kern in New Providence, NJ. We have three children and five grandchildren. Retired after 35 years in sales.

BURTON DYER: Born in 1925 at Barbourville, KY. After completing school, worked about nine months as an aircraft mechanic at Wright Patterson Field, Dayton, OH. Volunteered for air cadet training in 1943. Received gun-

nery training at Las Vegas, NV, and assigned to the 5th Sqdn, 9th BG, at Dalhart, TX. Assigned to 1st Sqdn as right gunner on Rogan's crew. Langdon, my twin, was assigned as the left gunner. Flew 33 missions. After returning home, I enrolled in college and married my childhood sweetheart. Graduated from college in 1949. Had 32 years of service as a civilian technical specialist with the Air Force and other agencies of the Department of Defense. One of my most enjoyable experiences in my early career was in the identifying and preparing of item descriptions for components of the B-29 gunnery system. I enjoy my family life with my wife, Fran, three children, and four grandchildren.

LANGDON DYER: Born in 1925 at Barbourville, KY. Worked about nine months as an aircraft mechanic at Wright Patterson Field, Dayton, OH. Volunteered for air cadet training in 1943. Received gunnery training at Las Vegas, NV, and assigned to the 1st Sqdn, 9th BG, Dalhart, TX, in April 1944. At McCook, NE, assigned to Rogan's crew as left gunner. My identical twin, Burton, was assigned as right gunner; flew 33 missions. After returning home, enrolled in college, graduated, and married in 1950. In addition to my wife and three children, have six grandchildren. Spent several years in the Army Reserve with the Kentucky National Guard. I was placed in the retired reserve with the rank of captain. I had 30 years of Federal Civil Service with the Social Security Administration in district offices and became an assistant district manager and a branch office manager.

ROBERT F. EICK: Assigned to the 9th BG in 1943 on a ground crew in technical inspection. Discharged on Christmas Day, 1945, and a week later was hired as a senior aircraft and power plant mechanic for an air cargo outfit at Newark Airport, NJ. Shortly thereafter, I became a flight engineer on corporate aircraft. We flew DC-3s, Lockheed Lodestars, Jetstars, Allison Convairs, and Gulfstream IIs and IIIs. The Gulfstream was the C-20A. Became a pilot and served a stint as Commander of my local

VFW Post and on the executive committee of my local American Legion post. Retired in 1988.

JAMES M. ELLIS: Born Aug. 20, 1924, in Louisville, MS. Attended Mississippi State University before entering basic training in April 1943 at Biloxi, MS. Had cadet training at Quachita College, Arkadelphia, AR. Graduated from Bombardier School, Midland, TX, in June 1944 and had B-29 training at McCook, NE, August 1944 to January 1945. Completed 35 combat missions from Tinian on B-29 "Indiana" with AC Capt Howard Thimlar. Discharged in October 1945. Employed by Taylor Machine Works, which manufactures heavy industrial equipment, in Louisville, MS. At the time of his death in March 1983, was Director of Production Planning and Controls and Administrative Assistant to the President. He is survived by his wife Margaret, two sons and their wives, and five grandchildren.

BEEMAN E. EMMONS: Born in Clayton, TX, October 16, 1916, and educated in schools in Warren, Melrose, Nacogdoches, Houston, and Port Arthur. After graduation from a business college in Port Arthur, was employed by Texaco until entering military service in March 1942. After completing flight and instructor school and training with 9th BG at McCook, served as AC for 35 missions from Tinian. Finished missions on August 6. Employed by Texaco until December 29, 1978.

JACKSON T. FAHL: Born in Tennessee in 1921 and graduated from high school in 1941. Entered Army Air Force in June 1942, had preflight at Santa Ana, CA; Bombardier school at Deming, NM; and navigation school at Monroe, LA. Served as an instructor in Deming until 1944 and after a short stay at Langley Field, VA, and Alamogordo, NM, arrived on Tinian in April 1945. Participated as bombardier on 11 combat missions on the crew of AC W. R. Heath. After WW II was employed as a salesman for the Crane Co. in Albuquerque, NM, for several years. For the remainder of my career I was involved in the insurance busi-



ness in Albuquerque and Tucson until 1986 when I retired and bought a wholesale furniture business, which my wife still operates.

MORRIS FEIL: After graduation from Cornell University, entered army in Nov. 1942. Joined 1st Bomb Sqdn, 9th BG, in Dalhart, TX, in April 1944 from Lincoln AB. Served in Dalhart, TX; McCook, NE; and Tinian. Discharged Dec. 30, 1945. Married to Phyllis on June 20, 1948, and have two sons. Was Vice President for Sales for a paper converter in New York for 20 years. Retired in July 1991. Have lived in Westbury, NY, for over 36 years and also have a home in Boynton Beach, FL.

WILLIAM FELDMANN (Bill, the Gasser): Born in 1924 and raised in St. Louis, MO. Drafted into the army on March 17, 1943, and took basic training at Keesler Field, MS. Completed Truck Driver School at Ft. Warren, Cheyenne, WY; Gunnery School at Hill Field, Ogden, UT; Refueling School at Pratt, KS; and on to McCook, NE. Refueled B-17s, B-24s, and B-29s. Arrived on Tinian by ship and attached to the 99th Sqdn, 9th BG as a refueling operator on Dec. 28, 1944. Spent a year refueling B-29s and had occasion to refuel the "Enola Gay" and other planes of the 509th BG before their refuelers arrived on Tinian. Left Tinian on Nov. 22, 1945, and was discharged on Dec. 30, 1945. Employed by the Federal Government at the St. Louis Lincoln Ordinance Depot; Granite City, IL, Army Depot; and Tooele Army Depot, UT, until retirement in 1980 with 37 years federal service. Had a painting and decorating business until 1992, retiring in Tooele. Married Mary Jean Poorman in 1948, have two sons, and four grandchildren. Enjoy fishing, spending winters at Lake Havasu, AZ, rock and gem clubs, line dancing, and finding more members of our 9th BG. Am a local museum member, senior citizens volunteer, and a member of Vet's organizations including the Enola Gay Committee.

WILLIAM R. FLAHERTY: Entered cadet program in December 1942. Basic training, 22nd College Training

Detachment; Classification: Pre-flight, Gunnery, and Bombardier School at Deming, NM. B-29 crew training, McCook, NE, August 1944 through February 1945; Tinian, February 1945 through July 1945. Flew 35 missions and discharged in August 1945. Recalled in September 1951 with B-26 training at Mather Field, CA, and Langley Field, VA. Arrived in Pusan, Korea, in March 1952 and flew 55 missions, the highlight of which was destroying train near Wonson Harbor. Returned home in July 1952, married, and assigned to Forbes AFB, Topeka, KS, as bombardier/navigator instructor. Separated from service in 1953 and retired as a major in the Reserves in 1968.

DEAN A. FLING: Flew 22 combat missions. Completed tour on Tinian as Group Operations Officer after VJ Day, primarily air lifted supplies to POW camps in Korea and China. Remained in service and in 1947 received a regular commission at Dayton, OH. Sent to University of IL for graduate training, receiving MA in 1949. Then to Dhahran, Saudi Arabia; Pentagon; Williams AFB, AZ; Big Spring, TX; Misawa and Fuchu, Japan, where was promoted to full colonel. Thence Maxwell AFB, Kansas City, and Sioux City, IA. Retired in 1967 to take a position with the Burroughs Corporation as Director of Vocational Training of the Omaha Women's Job Corps Center. When the center closed worked with University of NE at Omaha. Moved to Austin, TX, so wife could accept a graduate fellowship in math teacher training. Employed by University of Texas until 1975 when I left to go into real estate. Became realtor with Fling Realty until retiring in 1990. Enjoy traveling the world, golfing, and attending 9th BG reunions.

HARRY B. FRANZ, JR.: Entered active duty at Mead, MD, March 22, 1943, and completed basic training at Kearns, UT. Trained in several mechanical schools, failed cadet aviation training because of color blindness, completed aerial gunnery training and B-29 crew training. Was assigned to Tinian, August, 1945, as a gunner on AC Virgil

M. Steven's crew. Participated in two POW drops—Kobe, Japan, and Shanghai, China. Discharged from service on Feb. 24, 1946.

ROBERT F. GERTENBACH: Born in New York City, Feb. 26, 1923. Participated in 29 combat missions as a bombardier, some with AC Wilson Chapman, most with AC William Wienert. Our most harrowing experience was an engine fire on a night mining mission over Niigata, Japan. Married to Carol (nee Roberts) - second marriage; and first marriage to Arlene Turney, mother of my two children. Have one grandchild. After completing a BBA at the College of the City of New York and a JD from the School of Law, Fordham University, had a career in accounting (CPA in NY and NJ), law (Attorney in NY), and marketing. Was president of a corporation that provided funding for scientific/medical research. Retired Dec. 1992. Currently, taking philosophy courses at Felician College.

DORIS E. GIBSON: Born in 1921 on a farm in Henderson County, KY. Graduated from high school in 1938 and continued to reside on the farm until WW II. Due to my interest in radio, entered a radio and radar training school operated by the Signal Corps in Lexington, KY, in 1942. Entered the Army Signal Corps in 1943 and attended radar school at Robins Field, GA. Transferred to the Air Force in 1944 and attended Radar School at BOCA Raton Field, FL. Assigned to 5th Sqdn at McCook in Oct. 1944 and to Tinian in Nov. 1944 as a ground crew radar mechanic. After discharge in Jan. 1946, followed a career in radio broadcasting engineering. Retired from the Voice of America as broadcast engineer in 1984 in Mason, OH. Married to Dorothy Given since 1949, have three children and four grandchildren.

JOHN E. GINNELLY: Born Jan. 11, 1922, in Syracuse, NY. Due to abandonment by mother, placed in an orphanage until age of 16. At 18 joined the National Guard, which was federalized in Oct. 1940. Shipped to California and



Hawaii. Took test for Air Corps, returned to the states, and completed Armorer School. Assigned to the 99th Bomb Sqdn for training in Nebraska and transferred to Tinian in 1944. Was on Tinian when the "Enola Gay" took off for Hiroshima. Discharged from service at Ft. Dix, NJ, in Nov. 1945. Married Shirley Reilly, Oct. 30, 1946, have two daughters, one son, and five grandchildren. Worked as a postal clerk in Syracuse, NY, until retirement in 1978.

EDWARD F. GRANT: Trained with the 9th BG at McCook as a member of the 99th Bomb Sqdn. Transferred with the 99th to Herington, KS, and assigned an aircraft. The night before we were scheduled to leave for California, I had an attack of appendicitis and an appendectomy. Although I was assured that I would join the 9th BG after recovery, my crew and I were assigned to the 869th Bomb Sqdn, 497th BG, on Saipan. May have flown in formation with some of my former associates on one occasion when formation broke up during bad weather and then reformed with aircraft from Tinian.

ROBERT J. (JACK) GREGORY: Born in 1924 in Edgewood, TX. Drafted in the summer of 1943 into the Army Air Force. After basic training at Wichita Falls, TX, and attending mechanical school at Amarillo, TX, and the Boeing plant in Seattle, WA, joined the 9th BG at McCook in May 1944. Left McCook for a 30-day cruise to Tinian in November 1944, arriving two days after Christmas. Served on the ground crew of "T N Teeny" and "Big Dick." After spending my second Christmas on the high seas, returned to the U. S. in December and was discharged on January 22, 1946, at Ft. Sam Houston, TX. Married Ruby Miller on August 31, 1946, and we have two children and five grandsons. Received BBA and MBA degrees in accounting from Southern Methodist University and Texas A & I. After 36 years with Exxon Oil and Refining Company, retired in 1986 as Senior Financial Analyst for the Corpus Christi District. My hobbies are tennis and jogging. Also, I do tax work a portion of the year for H &

R Block.

WILBURNE C. GROMATSKY: (from obituary). Born June 19, 1924, in Pottsville, TX. Served in WW II and Korea. Flew 26 missions over Japan and three missions in B-24 with 55th Long Range Weather Reconnaissance Sqdn stationed on Guam. Married Helen F. Thorton of Pottsville and had three sons and five grandchildren. Graduated from Southern Methodist University in 1947 with a BS degree in civil engineering. Employed by the Texas State Department of Highways and Public Transportation and retired in 1987 as District Administrative Engineer. Died at age of 70 on January 27, 1995.

RICHARD (DICK) GROVE: Born in 1925 at Tulsa, OK, and graduated from high school in 1943. Completed one semester at the University of Tulsa before being called off Army Air Force Reserve in January 1944. Took basic at Wichita Falls, TX, and assigned to Blytheville Air Field, AR. Graduated from radio school at Scott Field, IL, and assigned to Hal Lassman's crew at Clovis Air Field, NM. Picked up new beautiful B-29 at Kearney Air Field and flew to Tinian, arriving in June 1945. Crew was assigned "The Kristy Ann" aircraft and completed 13 combat missions. Iwo Jima looked good twice on the return from the empire. We certainly didn't need any more Yawata targets! Returned stateside under "Sunset Project" as radioman with Capt Wallace Durkee's crew. Discharged in February 1946. Returned to Tulsa and married my high school sweetheart, Kathleen McGuire. Received BS and MS degrees in petroleum engineering from the University of Tulsa. Spent 33 years with Marathon-Ohio Oil Company in engineering and management, retiring in 1983. We were well traveled during this period and owned homes in Wyoming, Ohio, Illinois, Indiana, Oklahoma, Alaska, and Arkansas, and returned home to the Tulsa area. Our family has two sons, six grandchildren, and one great grandchild.

FRANCIS T. GULLING: Born in 1924 in Maximo, OH, and graduated from high school in 1943. Drafted into

the Air Force in November 1943. After basic training attended gunnery school at Kingman, AZ, sent to several bases before McCook in June 1944 and Pyote, TX, in September 1944. Assigned to the 9th BG in March 1945 and flew as a left scanner on 27 combat missions from Tinian on the crews of Capt B. D. Hamilton, Lt. C. Davis, and Lt. H. Peterson. We flew "Lucky 'Leven" on most of our missions and had a few close calls, one being when the propeller flew off. After earning degrees in education at St. Mary College and Kent State University, taught for 26 years. Married Julia Aownd in 1958, and we were blessed with two sons and a daughter. She died in 1982. Am now married to the former Ruth McDonald, and we reside in Louisville, OH.

JOHN H. HOBAUGH: Born on Feb. 13, 1918, in Chester, PA, and graduated from high school in Feb. 1936. Enrolled in Penn State College in 1940 and enlisted in the Army Air Force in Nov. 1941. Graduated from pilot training school in July 1942. Flew 33 combat missions as AC of B-29 "Nip Nemesis." Remained in service until retirement in Nov. 1970.

HERBERT W. HOBLER: Born in St. Louis, MO, Sept. 25, 1922. Entered Air Force from Princeton University Class of 1944 on Feb. 28, 1943, at Atlantic City. He trained at Michigan State College, Santa Ana; Las Vegas Gunnery School; Hondo TX, navigation; Boca Raton FL, radar; McCook, NE, B-29 training; 9th BG, Tinian, arrived Jan. 28, 1945. Navigator on crew of AC Lloyd Welken and flew 11 combat missions. Discharged in Sept. 1945. His career in broadcasting included employment with NBC-TV and CBS-TV; Production Head of Videotape Production of NY, Vice President of the Tele Prompter Corporation; and founder and owner of Nassau Broadcasting Company for 25 years (stations and cable). He is chairman of the American Boy Choir School and President of the 9th BG Association from 1987 to the present. Is an inveterate walker



and enjoys backgammon, golf. Married and has four children and ten grandchildren. Lives in Princeton, NJ.

CARLETON M. HOLDEN: Graduated from high school in 1942 and after one year in engineering school at Northeastern University joined Army Air Force in May 1943. Trained to fly at East Coast Training Command receiving wings in Aug. 1944. Went to B-17 transition and B-29 training in Alamogordo, NM. Arrived on Tinian, Apr. 29, 1945. Flew 16 missions as a pilot on crew of AC George Keller. Discharged in Feb. 1946 and returned to Northeastern University. Married in 1948 and graduated in 1950 with two children and a BS in Electrical Engineering. Spent most of my working life as a sales engineer in the lighting industry except for six years as a funeral director, 1975 - 1981. Retired in 1991 as a manufacturer's representative. Currently have three children and eight grandchildren., Son Reed recently purchased a plane so I fly with him occasionally. Look forward to reunions and speak at high school for the VA in a POW program.

ROBERT V. HUNT: Born July 18, 1924, at Council Bluffs, IA, and raised on a farm near Glenwood, IA. After graduating from Glenwood High School in 1941, worked in Oregon Shipyards, Portland, OR, and drafted in May 1943. Had basic training at the Amarillo Army Air Base, Amarillo, Texas; Radio School, Sioux Falls Army Air Field, Sioux Falls, SD; Electronics School, Madison, WI, and Radar Mechanic School, Boca Raton, FL. Assigned to 99th Sqdn, 9th BG, McCook, in July 1944 as a radar mechanic and to Tinian in Feb. 1945. Discharged in Jan. 1946. Married Lila L. Johnson Sept 1, 1946, and have three children. Worked in sales in Iowa until 1957 when we moved to Denver, CO, where I joined Sears-Roebuck & Co. and worked for them until retirement in 1989. Member and active in the Riverside Baptist Church. Hobbies are golf, genealogy, and computer.

WENDELL W. HUTCHISON: Born in Anderson, IA, on June 23, 1920.

Graduated from high school in 1937, and attended Peru State College, Peru, NE, 1937 - 1940. Earned a private pilot's license through College Civilian Pilot Training Program in 1940. Entered Army Air Corps on Mar. 13, 1941, as a flying cadet. Trained in Corsicana, TX; Randolph Field, TX; and Brooks Field, TX; and commissioned as a 2nd Lt, Oct. 31, 1941. Married on April 1, 1942, and had four sons. Instructed in B-24s for two year before getting into B-29s. Trained at McCook and assigned to Tinian in Feb. 1945. Completed 35 missions over Japan in August 1945. Returned to the States and assigned to Chanute AFB, IL, from Dec. 1945 until July 1950 except for five months with UN Advanced Hq in Haifa, Israel. Other assignments included six months in Korea and three years in Japan; Air Command and Staff School, Maxwell AFB, Alabama; AF ROTC program at Oklahoma A & M, where he also earned a BS degree in off duty time; and Base Deputy Commander for Operations at Fairchild AFB. An old back injury forced his grounding as a pilot; and he retired on August 23, 1961, with a partial medical retirement. His wife died in 1970. His civilian career included a business partnership with an older brother, managing a supper club, and managing an Elks Club. Retired and enjoys golf and traveling.

JOHN R. JEWETT (JACK): Born in Niagara Falls, NY March 14, 1921.. Enlisted in the Reserve Army Air Force in 1942 and continued college education at Ohio University following two years at Purdue. Called to active duty in May 1943 to OCS at Boca Raton, FL. Assigned to engineering training at Yale University in August 1943, volunteered in B-29 flight engineering and commissioned in Feb. 1944. Trained at Boeing Factory School; Lowry Field, CO; McCook, NE; and Herington, KS. Assigned to 9th BG, 99th Sqdn, Tinian, January 1945. Flew seven missions, one to Japan. On return flight from mission to Tokyo on March 10, 1945, plane was forced to ditch in rough seas near Pajoris, a volcanic island. Nine of the crew that survived were rescued from the island by the Navy after one and a half days. Flew

on a crew returning airmen to the US in late Nov. 1945 and was discharged in Dec. 1945. Married at Yale in 1944 and have four children. Joined Kimberly Clark Corp. in 1946; employed 34 years as an industrial engineer and accountant at Niagara Falls Mill, and New Milford (CT) Mill. Retired from CT Mill and enjoying retirement since 1981 with frequent travels around the country.

ORVAL H. KAISER: Born in New Athens, IL, on June 9, 1925. Drafted in Belleville, IL, in October 1943. Military locations/stations: Fort Sheridan, IL; Jefferson Barracks, MO; Perrin, TX; Clovis, NM, University of Alabama; Panama City, FL; McCook, NE, Herington, KS; Tinian in January with the 9th BG; Mojave, CA; back to Tinian, then San Pedro, CA. Served as a radar operator. Discharged in December 1945 and recalled in May 1951 until August 1952. Married Ruth and have two daughters and five grandchildren. Received a BA degree in Business Administration from Washington University. I was a certified internal auditor and retired in 1986 from the Lockheed Aircraft Corporation.

JAMES H. KASLER: Born May 2, 1926, in Southbend, IN, and graduated from Shortridge High School in Indianapolis. Served a two-year enlistment in the Army Air Force as a B-29 gunner on the Winifred Heath crew from May 1944 to May 1946 and saw combat over Japan. Attended Butler University in Indianapolis for three years. Entered Air Force Pilot training Program in January 1950 and received wings and commission in March 1951 at Williams AFB, Arizona. Had gunnery training in the F-84 at Luke AFB, AZ, in 1951. Flew 100 combat missions in Korea and became an ace with six MIG 15s destroyed. Returned to states in 1952 and assigned to Nellis AFB, NV. Reassigned to Turner AFB, GA, in 1957, Seymour Johnson AFB in 1963, and Bitburg AB, Germany. Received BS Degree from University of Nebraska, Omaha in 1963. Assigned to Southeast Asia in February 1966 as the Operations Officer of the 354th Tactical Fighter Sqdn at Takhi Royal Thai Air Base, Thailand. While flying his 91st



combat mission his F-105 Thunderchief was shot down over North Vietnam on August 8, 1966. Captured and interned by the North Vietnamese until his release on March 4, 1973. Attended the Air War College at Maxwell AFB, Alabama. Assumed position of Vice Commander, 366th Tactical Fighter Wing, Mountain Home AFB, Idaho in July 1974 until retirement from active duty May 1, 1975. Since retirement has operated his own golf course in Momence, IL.

ROBERT B. KATZ: Born in Albuquerque, NM, in 1918. Graduated from the University of NM and the College of Dentistry of Southern California in 1941. Practiced dentistry in Albuquerque until drafted. Trained with B-17 crew at Dalhart, TX, and assigned as Dental Surgeon, 9th BG. Transferred to McCook and Tinian. After war ended was one of the regulars to remain, close down Tinian, and transferred to Clark Field, PI, to become part of 13th AF. After discharge returned to dental practice in Albuquerque. Married Polly Dreyfus of Ponca City, OK, in 1947 and had two children and one granddaughter. Raised and showed a lot of dogs, had a few horses and generally enjoyed life in New Mexico. Polly died in 1979, and five years later after retirement I met Rose Karsh, a widow living in CO. Married Rose and settled in CO.

RALPH L. KENDRICK: Born Nov. 4, 1924, In Rockford, IL. Received high school education in Peoria, IL. Entered service in April 1943 at Camp Grant, IL, and completed basic training at Keesler Field, MS. Transferred to their technical school and to B-24 school in San Diego, CA. Assigned to the 9th BG in Dalhart, TX, and transferred to McCook, NE. Married Betty MacDonald in June 1944 in McCook. Arrived on Tinian in February 1945 and assigned to the ground crew for the "Big Wheel," which was lost after seven missions. Assigned to ground crew of the "Judy Ann," which flew 35 missions. I flew with Lt. French's crew on the last mission of the 9th BG, a cover mission for the occupation of South Korea on September 19, 1945. After the war I worked

as a mechanical engineer in the manufacturing of high technology electronics in the U. S., Korea, and Mexico. Betty and I have four children.

JOHN R. KERR: Born near Lima, OH, 1917, and graduated from Harrod High School in 1935. Married Arnita in 1942 and drafted into the army Nov. 10, 1943. While in basic training volunteered for the Army Air Force and completed gunnery school. Assigned to Robert Klemme's crew in McCook as left gunner on the "Umbriago." Flew 35 missions. Discharged from service in 1945 and returned to employment at Lima Westinghouse Aerospace Division. Graduated with a MBA Degree. At Westinghouse worked on the electrical system as an engineer for the Apollo Spacecraft that placed the first man on the moon. Retired in 1981, worked as a consultant for five years, and am now enjoying traveling and golf. My wife has been very supportive in my endeavors and has helped put our two children through college.

JOSEPH F. KISH: Born in 1922 in Cleveland, OH, moved to Hammond, IN, in 1924 and completed high school in 1940. Volunteered for the Army Air Corps in January 1941 and completed Air Corps mechanics school at Barksdale Field. Transferred to Kirtland Field in Albuquerque, NM, in 1942 and in 1944 to Flight Engineer School in Denver, CO. Assigned to McCook, as flight engineer on B. E. Cox's crew. Flew all my missions on #26, "Cox's Army." Discharged from service in Nov. 1945. Married Irene Hrycak while stationed in Albuquerque in 1944 and had two daughters. Irene died in 1947, and married Marcella in 1948. Live in Schererville, IN.

JOHN A. KRAFT: Enlisted in the Army Air Force in 1942 and completed a mechanics course at San Angelo, becoming a crew chief on an AT-11 Bombardier Trainer. Volunteered for cadets in 1943, sent to Coe College for academic refresher courses, and graduated from San Marcos Navigation School in 1944. Arrived on Tinian in April 1945 and flew 23 combat missions. Discharged in 1946

and entered Spencerian Business College, graduating in 1948 with a degree in Business Administration. Employed by Allis Chalmers Corporation in 1948 and worked there 39 years holding positions in purchasing, contract administration, and accounting. Married Claudia Knoll of Hague, ND, July 11, 1953, and have three sons, one daughter, and five grandchildren.

LESTER J. KREBILL: Born and grew up in Huntington Park, CA. Entered reserves in Dec. 1942 and active duty in Aug. 1943. Had basic training at Miami Beach, FL, and completed radar school at Camp Murphy, FL, and Boca Raton, FL, and assigned to a ground crew of 9th BG. Received a degree in electrical engineering from the University of Southern California in 1950. From 1950 to 1968 employed as an electronic engineer at Bendix, North Hollywood, CA, in conceptual design and development of sonar equipment including PE on computer of acoustic torpedo MK 46. In 1967 did a special study for SAC including two weeks on Eniwetok. From 1968 to 1987 employed by NOSC, San Diego, CA, in conceptual design and procurement of sonars and related underwater acoustic equipment. Retired in 1987 and have enjoyed traveling in Europe.

PAUL A. LANDOLT: Red Cross Field Director on Tinian until April 1946. Returned to Lincoln, NE, enrolled at University of Nebraska, received an MS Degree in Physiology in 1951, and a PhD Degree in 1960. Taught biological science and was assistant football coach in Scottsbluff, NE, 1946 - 1953. Employed by University of Nebraska, 1953 - 1977, retiring as a full professor. Authored a Physiology-Anatomy textbook and honored with several Outstanding Professor awards and Distinguished Service Award. He has been married 59 years to his wife Lillian, and they have one daughter and three grandchildren. Both he and his wife are active in volunteer work.

ARTHUR P. LANFORD: Entered the Army Air Force, June 19, 1942. Served on a ground crew in B-29 main-



tenance on Tinian and discharged in December 1945. Has been married to his wife, Alice Ann, for 48 years, and they have two sons, two daughters, and twelve grandchildren. Since military service they have lived in Panama City, FL. Art retired as Superintendent of the County Maintenance Department.

JACKSON (JACK) F. LEE: As a civilian was Air Traffic Controller at Kansas City Municipal Airport. When inducted was assigned to Army Air Force Flight Control Command and spent time in Winston-Salem, NC; Atlanta Region and Kansas City Center; and then assigned to newly formed 20th AF Flight Control Center on Saipan (If you called "Room Service" off "Anna" (Annatahan) for landing information on returning from a mission, that was us.). When the war was over, assigned to 313th, then to the 9th BG in Nov. 1945. Transferred to Clark, PI, with the first contingent and was with the 9th BG until July 1946 when sent home for release from AD. Remained in Reserves until retirement in 1975. Most of my career was in broadcasting and advertising with some politics mixed in—Mayor of Fayetteville, NC, for 4 1/2 years, and Chairman of the NC Republican Party for 4 years. Now semi-retired.

GLENN H. LEECH: Born Sept. 23, 1913, to a pioneer family of Shackelford County, TX. Graduated from Albany schools and spent life as a cowboy on West Texas ranches. Volunteered for service in US Army Air Force on Feb. 14, 1942, and received basic training in Lubbock, TX; Flight School in Denver, CO; and final training and assignment at McCook, NE. As engineer on a B-29, became part of a crew that was sent to Tinian where we completed 35 combat missions over Japan. Our crew stayed together and flew the same plane, "Darling Donna III," through it all. Returned home to Albany, TX, in Oct. 1945, married Grace Gillean, and settled in on my own ranch where I still live. Life has been good to me, and we have three children, seven grandchildren, and six great-grandchildren.

DAVID J. LEMAL: Born in Rockledge, PA, in 1921. Employed as a tool and die maker at the beginning of WW II. Entered the service on Oct. 8, 1943, and assigned to aviation cadet training at Birmingham Southern University. When this program was terminated at the convenience of the government, trained as aerial gunner at Laredo, TX, and Buckingham Field, FL. Trained at Clovis, NM, on Capt Vander-Schans crew as a tail gunner, joined the 9th BG on Tinian, and flew 22 missions. After the war married Eileen and have one child and two grandchildren. Retired as Plant Layout Engineer with SPS Technologies.

EUGENE M. LUKENS: Graduated from Bombardier School, Kirtland Field, Albuquerque, NM, in Dec. 1944, and assigned to replacement crew of AC Marcus Humphrey, arriving on Tinian in April 1945. Participated in three combat missions as a radar operator. Assigned to Clark Field, PI, in Nov. 1945, and discharged in Sept. 1946. Entered Washington State University in Oct. 1946 and graduated in dentistry from the University of Washington in June 1954. Practiced dentistry for 33 years, retiring in 1987. Enjoy hunting, fishing, skiing, golf, and travel. Work part time as a travel agent.

WILLIAM T. MATTINGLY, SR.: Born on July 1, 1921, in Blackford, KY, and drafted on July 25, 1942. After eight months in army training at Camp Swift, Austin, TX, and Fort Sam Houston, San Antonio, TX, transferred to the Air Force and spent several months in training as a pilot at San Antonio and Chickasha, OK. Trained in airplane mechanics at Amarillo, TX, and as a B-29 crew chief at the Boeing Factory School in Seattle, WA, and McCook. After completing this training, transferred to Tinian and was responsible for maintenance of the plane "Sweet Sue." Discharged on November 26, 1945, with the rank of staff sergeant. Married Geneva Morrow in 1946 and have three children. Spent 31 years as a rural letter carrier in Clay, KY, retired in February, 1980, and am currently farming in Crittenden County, KY.

GEORGE H. MATVICHUK: Assigned to 9th BG in 1944 and served as a radar mechanic in the 5th Sqdn. One of his most notable experiences was working on radar maintenance on the "Enola Gay" and the "Great Artiste." After the war he was employed by Sandia National Laboratories and the University of New Mexico.

CHARLES L. R. McCLURE: Born May 3, 1925, in Amsterdam, NY. Entered Army Air Force April 28, 1943. Graduated from Advanced Twin Engine Pilot School, Moody AFB on August 4, 1944 (Class 44-G). Trained in B-17s at Hendricks Field, B-29 Transition at Maxwell Field, and B-29 Phase Training at Davis Monthan Field on the crew of Major Countryman. Picked up a new plane at Topeka and flew to Tinian in May, 1945. Flew 14 missions when crew was sent to Lead Crew School at Muroc with Capt. Richard T. Schlosberg as commander. Since the war ended, we did not have to return to Tinian. Remained in the Air Force Reserve and retired with rank of LTC. Attended Purdue University for two years and then graduated from University of Southern California, where I was initiated into Phi Beta Kappa. Married Rosadel in 1969 and have two sons. Retired in 1993 after about 40 years of teaching math, but still work occasionally. Hope to do some traveling.

RICHARD R. McCREADY: Life began in Valley City, ND, in 1924. I enlisted in the Army Air Force in Nov. 1943, as a cadet with aspirations to be a flying demon. Since the office ranks with contingent perks quickly filled, I wound up with 15,000 other aspiring cadets at Goldsboro, NC, ready for trans-shipment to Jolly Old England and an unknown career opportunity. Fortunately, I was among a small group pulled from the 15,000 to become electronic gunners on the recently developed B-29 Superfortress. After a transfer to Clovis, NM, I was assigned to the 5th Sqdn at McCook. I became the tail gunner on Maurice Ashland's crew and fortunate to complete 35 missions over the Japanese Empire without a single air abort. Since the war I have been married to my lovely wife



for 46 years, and with good karma, Ardis and I will celebrate many more anniversaries. Professionally, my career includes completion of a B.S.; M.A.; and a Doctorate in Business. This led to an academic career culminating with 20 years at Arizona State University. I have had the privilege of authoring eight textbooks while enjoying a life with young people and all the other good things that go with academia.

LAWRENCE C. McDANIEL, JR.: Assigned to the 9th BG in Feb., 1945 and served as radio operator on the crew of AC Carl Hopkins. Graduated from the University of Cincinnati in 1943 and University of Baltimore in 1950. My major work experience has been in journalism and public relations. This included employment as a reporter for the "Baltimore Evening and Morning Sun," reporter and columnist for "Baltimore News-American," and managing editor for eight weekly and two monthly newspapers for the Minneapolis Star and Tribune chain. Public relations involved employment as a press secretary, speech writer, and public information officer for several Maryland departments of government. At present I am a public relations consultant and editor of manuscripts for authors of books and other publications. Married and have three children.

DESMOND McGLONE: Enlisted in the Army Air Force Cadet Program in September, 1942, and called to active duty, March, 1943. Pre-flight at Maxwell Field, Cadet Class 43-K, basic training at Lakeland, FL, reassigned to A & E School at Amarillo Army Air Field, Amarillo, TX, and completed school in January, 1944. Assigned to B-29 A & E School, Boeing Air Field, Seattle, WA. Upon graduation was assigned to 9th BG, 99th Sqdn, McCook. Spent 13 months on Tinian, ground crew of "Daring Donna III." Discharged on January 3, 1946. Returned to former position as Analytical Chemist with Universal Cyclics Steel. Retired in January 1982, after 45 years service. Married on May 1, 1948, to Helen E., have five great children, and eight grandchildren. We are enjoying our retirement.

JAMES K. McKAY, JR.: Born April 3, 1917, in Galveston, TX. My family moved to Waco, TX, when I was three years old, and I graduated from Waco High School in 1934. After I graduated from Texas University in Austin, TX, with a degree in Business Administration, I started a Fire and Casualty Insurance business. When the war broke out, I applied as an aviation cadet and was honorably discharged from military service by reason of: "to accept commission as 2nd Lt." in Midland, TX, on November 25, 1942. After I became Group Bombardier, I was assigned to the 9th BG. While in training I was stationed at Mount Brook Air Base, Brooksville, FL, where I met my wife; Orlando, FL; Dalhart, TX; and McCook, NE; Herington, KS, and then to Tinian for active duty on November 26, 1944. After the war ended I was discharged from the service as Staff Bombardier, with the rank of major. I went back into the insurance business continuing to work until my retirement in 1992. I married Mary Huebner, a Florida girl, and have one daughter, one granddaughter, and three great grandchildren.

GERALD W. McVEY: Born in Wisconsin in 1917 and grew up and helped with the family restaurant in Winona, MN. Attended Teachers College until 1939, and then employed by Douglas Aircraft in California in construction and experimental departments. I was an engine and flight line mechanic with RAF Flight School until becoming an instructor with AAF Mechanic School in Los Angeles. Joined 9th BG, 99th Sqdn, at McCook in 1944. After Tinian and the end of WW II, I was again employed by the family restaurant, and we added ice cream manufacturing. Retired in 1984. I am married, and we have two children.

GEORGE F. MELLORS: Born May 18, 1921, in Latrobe, PA. Attended Indiana State Teachers College in Pennsylvania and inducted in Greensburg, PA, Dec. 28, 1942. Assigned to Ft. Knox, KY, then transferred to Army Air Force on July 27, 1943. After basic training in Greensboro, NC, assigned to the 60th College Training Detachment at the Uni-

versity of Pittsburgh. Attended service schools at Buckley and Lowry Fields, Denver, CO, and received air crew training at McCook. Assigned to the 5th Sqdn, 9th BG, 313th Wing, as a B-29 CFC gunner. Arrived on Tinian on Feb., 1945, completed 35 missions by Aug. 6, 1945, and discharged with the rank of T/Sgt Oct. 22, 1945. Married Mildred Carroll, and they have three daughters and two sons. Enlisted in the Pennsylvania National Guard on Jan. 18, 1948 and discharged July 7, 1952. Business career in civil engineering, retiring in 1983.

ALVIN L. MILLER: Born Nov. 11, 1919, in Jersey City, NJ, and entered the Air Force in 1942. Remained in the Air Force through the Korean War and retired from the Reserves as a major. Had B-17 training at Lockbourne, OH, and B-29 training at McCook. Assigned to the 9th BG and was pilot on the "Nip Nemesis," flying 33 missions. His last mission was to fly over Hiroshima at a low altitude so that Signal Corps cameraman could photograph the aftermath of the bomb drop just days after it happened. He received a MBA degree at the State University of New York at Buffalo and his CLU from the American College of Life Underwriters, Bryn Mawr, PA. Before retiring to Florida in 1983, he spent his business career as an insurance executive. His hobbies were fishing and boating. Al died on Aug. 23, 1991 in Stuart, FL, and is survived by his wife, Dorothy, two sons, two daughters, and two grandchildren.

LEONARD R. MILLER: Assigned to the 9th BG, arrived on Tinian in May, 1945, and flew 19 missions including two for POW's. After the war I was employed in Civil Service but was called back to the Air Force in July, 1951, for two years. Flew B-29s again for SAC and then went to a Radar Calibration Sqdn. Was on overseas orders six times but recalled each time to the Z of I. After discharge I completed my college education and taught math in Bloomington, IL, schools for 30 years, retiring in 1987. To keep from boredom my wife Marjorie and I manage a 60-unit apartment complex.



ROBERT B. MILLER: Born in 1909 in Rumsey, KY, graduated from Lula High School in 1927, and junior college in 1929. Served with the Coast Artillery 1931 to 1933 in Hawaii. Drafted into the Army Air Force, Armament School for student/instructor at Lowry Field, CO, and aviation cadet (ground), Yale University. Commissioned on Feb. 11, 1944, assigned to Walker Field, and overseas to 9th BG on Tinian and Philippines. After release from active duty, assigned to Reserves. Was employed by civil service in several technical schools and Sheridan VA Hospital, retiring in 1973. Am a registered rehabilitation therapist, active in local and national rehabilitation organization. Since retirement, operates a health program for a senior citizens center.

STANLEY MILO (formerly Milosovic): Born in Cleveland, OH, June 5, 1921. Enlisted Sept. 9, 1942, and received military training at Sioux Falls, SD; Madison, WI; Boca Raton, FL; Hill Field, UT; and McCook, NE. Assigned to the 9th BG in Sept., 1944, and was a radar mechanic. After service I completed two years at Fern College (now Cleveland State University) with a certificate from their "Technical Institute." My entire working career of 42 years was with the General Electric Company. I retired in 1980 as Plant Manager of the engineering facilities in the Lamp Division of GE. I married my high school sweetheart, Charlotte, in 1946, and we have five children and two grandchildren.

FREDERICK C. MOSIE: Born in Secaucus, NJ, in 1924, graduated from Hoboken High School in 1941, and entered the Army in 1943. After attending aircraft schools in Biloxi, MS, San Diego, CA, and Paterson, NJ, I was assigned to Dalhart, TX, and later to McCook. Upon arrival at Tinian I was assigned to the 5th Sqdn, 9th BG, as a mechanic on the "Early Bird." My most memorable day was my flight over Tokyo Bay and the battleship "Missouri" when the peace treaty was signed. After returning home in 1946 I resumed work with my former employer, Bendix Avia-

tion, and held positions as machinist, prototype assembler, rate setter, and in methods engineering. I retired after 35 years with the company and later moved to New Mexico. I married my wife, Dorothy, in 1948, and we have three children and five grandchildren.

GEORGE A. NASH: Attended Fordham University, NY, for pharmacy and City University of NY for pre dental school. Military training included assignments at Maxwell Field, Seymour Johnson Field, gunnery school at Buckingham Field, Ft. Myers, FL, and Tinian in June 1945. Flew 2 combat missions as a gunner on the crew of Maj Stinely. After discharge in Aug. 1945, I spent my entire career in the "Booze Business," but never became an alcoholic. I owned a liquor store in Newark, NJ, and later became a salesman, sales manager, and state manager for wine and liquor companies. Married and have one son.

GORDON K. NELSON: Born in Windom, MN, Aug. 9, 1920. Inducted into active duty with the Minnesota National Guard on Jan. 6, 1941. Completed flying cadet training at Stockton Field, CA, in Sept., 1942. Was basic flying instructor at Lemoore Army Air Field, CA, and then trained in four engine at Hobbs, NM; B-29 crew training at Pyote, TX, 1944; and flew a new replacement B-29 as AC; assigned to 5th Sqdn, 9th BG, North Field, Tinian, in March, 1945. Flew over 25 missions including two missions over peace signing in Tokyo Bay. Returned to States and inactive duty. Recalled for Berlin airlift in 1948. Sent to Japan and Korea, 1951-1953, and retired as major, USAFR, in October, 1963. Graduated in 1967 from the University of Houston, TX, and was mental health worker, director of counseling, and psychiatrist assistant 1963-1978. Fully retired in 1980.

VERNON F. NELSON: Born March, 1923, in a small town in MN and grew up in St. Paul, MN. I attended University of Minnesota majoring in aeronautical engineering. I completed 1 1/2 years before being drafted. I reported for

duty at Ft. Snelling, MN, on April 4th, 1944. Basic training was at Buckley Field, Denver, followed by 16 weeks of Technical school (CFC, electronic maintenance of B-29 gunsights and turret systems) at Lowry Field. Upon completion of the CFC school I was assigned to the 9th BG reporting to McCook, NE, October, 1944. I traveled to Tinian with the ground echelon arriving there 12/28/45. Only four 99th Squadron CFC personnel traveled with the ground echelon and I was one of them. The trip was a real character builder. I returned from Tinian in February, 1946, and discharged March, 1946, with the rank of sergeant. I completed college and married Sherry Novak. I worked as a mechanical engineer for the Green Giant Company for 37 years, 16 years as Director of Engineering. Sherry died in 1985, I married Antoinette Hardt in 1992. I have 2 sons, 1 daughter, and 2 grandsons. I had a good military experience, a good career, a good marriage, a good life.

WILLIAM (Bill) NESBITT: During my time of duty with the 1st Sqdn, 9th BG, I was able to leave my mark for our history 50 years later. I was, among other duties, "Squadron Artist" - never realizing that aircraft "nose art" would be as popular as it is in today's world. I was able to complete 14 paintings during 1945, the best of which was the flag raising scene on Dave Rogan's "The Spearhead." The best gift of my life was a 1945 "Christmas Day" discharge at Beale Air Force Base, California, where my old plane, the "Big Time Operator" was later a museum piece. The "B.T.O." now rests at the Museum of Flight in Seattle, WA. Returned to college at the University of Nevada for an electrical degree and worked in civil service at Edwards Air Force Base, CA, and at the Naval Air Station, Lemoore, CA. Retired in 1980 after having a stroke. Enjoy my family, one daughter, two sons, four grandsons, and one great grandson.

BENJAMIN A. NICKS, JR.: Born, Mar. 31, 1919, in Chicago, IL, and lived in Shawnee, KS, for many years. Graduated from St. Benedict's College, Atchison, KS. Enlisted in 35th Infantry Division in Jan. 1941 and soon trans-



ferred to US Army Air Force. Had in flight training at Sikeston, MO, and Randolph Field, TX, receiving pilot's wings in Mar. 1942 in San Antonio, TX. Spent a year as B-24 pilot instructor across the Midwest, mostly Nebraska and Idaho. Transferred to B-29 training at Clovis, NM, assigned to the 9th BG at McCook., and moved to Tinian in Jan. 1945. Our crew flew with the 9th BG until mid-June, at which time we were transferred to the 504th BG. After mustering out, returned to Shawnee and was employed by TWA in several administrative capacities, retiring in 1981 as facilities manager of the Hostess Training Academy. Married June Trembley on April 10, 1942, and our first child was born during our stay at McCook. June and I were blessed with seven children. Tragically, our oldest son was killed in 1970 when, as a sergeant in the 101st Airborne Division, led an infantry patrol into a jungle ambush in Vietnam. We have eight grandchildren scattered around the country and spend a lot of time traveling to First Communion, birthdays, and graduations.

KENNETH L. NICOLE: Born in 1923 at McMechen, WV, and raised mostly at Monaca, PA. Received gunnery training at Tyndall Air Field, Panama City, FL, and selected for radar training at McCook, NE, where I was assigned to Capt. Hutchison's crew. Flew 35 missions over Japan concluding the night before the first A-bomb drop. After 16 months of civilian life, I re-enlisted in the Air Force and was assigned to radar air traffic control, then in its infancy. Remained in the air traffic control field until retiring in March 1968 as a Senior MSgt. After working in a variety of accounting jobs, I became a photographer and built a studio onto my home in Walla Walla, WA. Following retirement I have accumulated about 3,500 hours of flying in a variety of aircraft. My wife Fay, who was in the British Army, and I met in Berlin, Germany, during the Berlin Airlift. We are blessed with three children and seven grandchildren.

JOHN NOVICKI: Born in Benton, IL, in 1913. Graduated from Illinois

College, Jackson, IL, in 1933 and was employed in the roofing manufacturing business until war broke out in 1941. My brother Stanley was on the "USS Houston" when it was sunk in the battle of the Java Sea. After I tried to enlist, but was rejected, I was drafted in 1945 and sent from McCook to Tinian. I was discharged in 1946.

HAROLD J. OLSEN: Born on Oct. 12, 1921, in Detroit, MI. Graduated from high school in Dearborn, MI, and attended college for two years before enlisting in the Army Air Force in Jan. 1942. Received wings and commission in multi-engine aircraft at Pecos, TX, in Mar. 1944. Assigned to Roswell, NM, and completed flight training as a B-17 pilot. Transferred to McCook to fly B-29s and assigned to AC Maurice Ashland's crew. Because of a freak accident on Tinian, I was close to finishing 35 missions when the rest of the crew had completed theirs. After leaving the service in Jan. 1946, I graduated from the University of Michigan as a civil engineer, majoring in Structural Engineering. I became a Registered Professional Engineer in many states while employed at General Motors over 30 years. My position was Head of the Structural Engineering Department of Argonaut AEC, a division of General Motors, which designed and built GM facilities all over the world. Gwen Martin, who is from Nova Scotia, Canada, and I were married and have two children. At present we reside in Northville, MI.

NATHANIEL M. PATCH: I was born in 1917 in Geneva, NY. After completing high school I attended the Eastman School of Music at the University of Rochester, NY, and received my Bachelors (1939) and Masters Degrees (1941) in Piano and Theory of Music plus performer's and artist's diploma in Piano Performance. In 1941-1942 I taught at George Peabody College, Nashville, TN, and joined the armed forces in June, 1942. After basic training with the 80th Infantry Division, I was commissioned in the 554th AAA Btn, transferred to the Army Air Force in late 1943, had pre-flight in Houston, navigation training at

San Marcos, TX, and Boca Raton, FL, assigned to the 17th Wing, 9th BG, 5th Sqdn In McCook, NE, and then to Tinian, 313th Wg. Our airplane "Tokyo - K O" flew 38 missions. After service I returned to teaching in Nashville and married Gertrude Lasseter, and we have a son, daughter, and three grandsons. We moved to Lexington, KY, in 1949 where I was appointed Associate Professor and retired as a full Professor in 1982.

KARL M. PATTISON: Graduated from high school in Tucson, AZ, in 1939. Employed by Lockheed in California until entered Army Air Force in 1942. Flew B-29 for 36 missions, the most exciting was flight over Kobe including shooting down a Jap fighter and landing with only one engine. Married after WW II and we had three sons and three daughters. Graduated from University of Arizona in 1950 with a degree in Mechanical Engineering. Worked 25 years for the Hughes Aircraft Company, including two years in Sweden. After Hughes, taught mechanical engineering design at the University of Arizona until retirement.

MARVIN W. PAULE: Born in Toledo, OH, July 30, 1920. Degree from University of Detroit in Aeronautical Engineering and an MBA from Ohio State University. Drafted in Toledo, OH, in 1943. Joined 1st Sqdn, 9th BG, McCook in August, 1944. Arrived on Tinian, January, 1945, as Radar Operator on "Queen Bee" crew with Bertagnoli/Merrow, then Brown/Merrow. Bailed out on April 28, 1945, after Kyushu raid. Rotated stateside with 58th Group during deactivation. Discharged at Fort Benjamin Harrison, IN, on November 26, 1945. Returned to civilian job for the Air Force as an Engineer, Logistician, Weapon System Planner/Manager. Served at Wright Patterson AFB, Norton AFB, and Hill AFB. Retired from Wright Patterson in December, 1979. Married Dora Matlock in September, 1942, and have five children. Spend summers in Dayton, OH, and winters in Palmetto, FL.

CASEY D. PAWL: Born in Ukraine, as Casimir Dmytre Pawlowski,



I found my name badly mispronounced so I shortened it, since I had always been Casey to my friends. Enlisted in 1940 at the US Army Air Corps and served in Jefferson Barracks, Scott Field, West Palm Beach, and as chief clerk in Radar School in Boca Raton, FL. Sent to OCS and had Clark Gable and Jimmy Stewart as underclassmen. In 1942 as a "shave-tail" served in Trinidad, Antigua, Aruba, and Curacao on submarine patrol with B-24s, B-39s, and P-38s. After 18 months we returned to the States and matriculated through Clovis, Alamo-gordo, and McCook. Served on Tinian as 9th BG Maintenance Executive Officer. In 1946 I went into the Air Reserves and finished college with a BS Degree at Denver University. On Oct. 7, 1944, while attending a dance at the McCook Country Club, I met and fell in love with Daisy Opal Thornburg. It was love at first sight. We drove to Oberlin, KA, 29 miles away, and at 2:00 AM, October 8, 1944, we were married by a lady county judge and again by the base Chaplain on Nov. 4th. We had a wonderful marriage of almost 48 years and were blessed with five fine children. Unfortunately, Daisy died in 1992, and I have never been the same since. I have had 16 surgeries including heart, lung, kidney, eyes, and rotator cuffs torn in both shoulders. Being a "survivor type," I'm still here and own a lovely home in CA.

H. L. (PETE) PETERSON: Received State Farmer Award - Gold Key presented by Governor Meriam in 1935. Student at California State Polytechnic, San Luis Obispo, CA, where played varsity football, and at University of California at Davis, where played varsity baseball and earned an associate degree in 1941. Served in the US Army Air Force from 1942 to 1947. Commissioned March 4, 1944. Took B-17 training at Roswell, NM, and B-29 training at McCook. Was pilot on crew of "God's Will" and completed tour on Tinian as AC of "Lucky Leven". Concluded service as an operations officer for a B-29 group at Mather AFB, receiving a captaincy in November, 1946. Had 2,000 hours flight time. From 1947 to 1968 developed, managed, and owned an ag-

ricultural aircraft service, which continues in operation today. Have flown 14,000 hours of agricultural flying. In 1970 met and married my wife, Wanda Robinson and blessed with a daughter, Stacey, in 1976, who is now in college. From 1970 to 1982 elected and served as County Supervisor. Dedicated to California water development and testified before Congress on several occasions. Hope to continue to fly eight to ten air shows a year in my untouched original Stearman and to continue in the service of our Creator, country, and community.

FRANK PEZZA: While stationed in McCook, met and married Eva, a local girl, and we are still married and have one daughter Anna Marie. Assigned to the 9th BG in early 1944 and was a Line Refueling Dispatcher. Discharged from service January 9, 1946. Drove long haul truck until 1958 when we moved to California, and I quit truck driving. Employed in electronics until 1982 when I was retired with medical disability. Moved to Florida in 1990, and then moved back to Nebraska.

EDWARD P. PIATEK: Born in Meriden, CT, on Sept. 19, 1923. Enlisted Dec. 11, 1942. Had B-17 training at Lockbourne Field, Columbus, OH and B-29 training at Clovis Field, Clovis, NM. Based with the 99th Sqdn, 9th BG, on Tinian and completed 31 combat missions. Memorable experiences: Being caught in enemy searchlights for at least 15 minutes while dropping mines into the Shimonoseki Straits; as Superdumbo, saw the atomic bomb explode over Nagasaki; being part of the display of power force at the signing of the peace treaties in Tokyo Bay. Discharged Dec. 10, 1945, with rank 1st Lt. Received BA degree from University of Connecticut in 1949. Spent career in printing, city government, and currently a real estate broker. Married to Dorothy and have two children.

ROBERT J. PIELSTICKER: Born in North Platte, NE, and joined the service in 1943. Trained at Yale and McCook. Served with the 5th Sqdn, 9th BG, and participated in action on Tinian.

Most memorable experiences were closely related to the first atomic bombing. Received an honorable discharge in October 1946 with the rank of Captain. Graduated with BS and ME degrees from Purdue University in 1947. Employed by International Harvester. During 36 years of employment with the Truck Group of General Motors was assigned to manufacturing plants in Ft. Wayne, IN; Springfield, OH; Chicago, IL; Holland; and Belgium, retiring as vice president in 1981. Was president of Sun Health Foundation at Sun City, AZ. Died on Jan. 19, 1990.

MICHAEL POPRIK: I was born in Ford City, PA, on June 20, 1945. After graduation from high school, I enlisted in the Army Air Force and attended several service schools. I was assigned to 1st Lt. Nelson's crew and transferred to the 9th BG based on Tinian in April 1945. We flew 20 combat missions, the most memorable being the one in which we assisted when Lt. Keller's crew bailed out off the coast of Japan. Returned to the US in December, 1945, and discharged as a sergeant. Married Catherine Fay Allred in 1948, and we've had a wonderful life together with four children. Graduated from the University of Pittsburgh in 1952 with a BS Degree and the University of Pittsburgh Dental School in 1956. Interned at Walter Reed Army Medical Center and then spent the next 28 years in the Army Dental Corps. Retired as a colonel in 1984.

JOHN V. POSTMAN: I was a corporal in the 1st Sqdn, 9th BG, and my job was to take care of the oxygen and safety equipment on the planes. After my discharge on December 31, 1945, I went to school under the GI Bill, was married, and raised three children. I am now retired in Lacey, WA. I helped form a VFW Post in St. Louis but dropped out after three years when I was married and concentrated on school.

GENE POWERS: Employed at the Broadway Hollywood Department Store on the corner of Hollywood and Vine Street until I enlisted in the service in 1942. I took my basic training at Ft.



Riley, KS. Transferred to Hill Field, Ogden, UT, where I became a supply clerk. Completed Gunnery School at Lowry Field, CO. Transferred to Santa Maria Air Base, CA, then to Fresno Fairgrounds Replacement Pool, Muroc Air Base for overseas assignment, Salt Lake City, UT, Fort Lawton, Seattle, Hickam Field, HI, and finally assigned to the 9th BG in June, 1945. After a couple of missions and two POW Missions, I was assigned as Supply Sgt. for the Group until I returned to the states in January, 1946. After the war I became Purchasing Manager for the corporate office of American Savings in Beverly Hills, CA. I later went overseas as a Purchasing Manager for Bell Helicopter in Iran. I now live in Central Oregon where I have retired.

DONALD RAUE: Born in 1923 in Joliet, IL, and grew up in nearby Lockport where I attended elementary school and graduated from high school in 1942. Drafted in the army in April, 1943, at Fort Sheridan, sent to St. Petersburg, FL, for basic training and to the University of Illinois to participate in the Army Special Training Program. In 1944 graduated from Photography School at Lowry Field, CO, and was assigned to the 99th Sqdn, 9th BG in April, 1944, at Dalhart, TX. Moved to McCook, NE, where the 19th Photo Lab Bomb Group was formed, and carried out exercises for overseas duty. Arrived on Tinian in January, 1945. Reassigned to the HQ of the 9th BG where I was responsible for the operation, installation, and repair of aerial cameras used in recording the accuracy of bombing missions. Discharged in January, 1946, at Camp Grant. I married Marion in 1949, and we raised five children in Chicago. I continued my photography career working for an art department specializing in catalog presentation. From still photography I switched to motion picture doing news and spots for television and processing commercial color and black and white film. In 1957 I joined the Argonne National Laboratory, formerly the Manhattan Project, working at the development of nuclear fuel and its reprocessing. I also served as an elected local official for 20 years and

worked throughout the state in an education program for local government officials. After almost 30 years with Argonne, I retired; and now Marion and I enjoy community work, traveling, and our seven grandchildren.

THOMAS E. RAYMOND, JR.: Born September 19, 1920, in Clinton, MA. Moved to Zanesville, OH, in 1924 when widowed father remarried. Graduated from Zanesville High School in 1938. In 1941 enrolled in Ohio University, Athens, OH. After serving in the Army Air Force returned to Ohio University and graduated June, 1946, with a B.S. in Electrical Engineering. Worked for several firms as electrical and hydraulic engineer until his retirement in 1985. Purchased H & R Block franchise in Cambridge, OH, in 1970 and worked there until his death of congestive heart failure, April 1, 1991. He is survived by his wife, Grace, whom he married October 23, 1942, and six living children.

GEORGE D. REID: I was born in Savannah, GA, in 1923. After finishing high school there, I completed one year at North Carolina State University and joined the US Army Aviation Cadet Program. I won my silver pilot wings at Moody Field, Valdosta, GA, in the class of 44-H. At Maxwell Field, AL, I was assigned to a B-29 group and sent to MacDill Field, Tampa, FL. I met my bride-to-be in Tampa. After the war I married Dot and finished college at NC State. After two short-term jobs I was employed by the Monsanto Company for thirty years in man-made textile fibers and retired in 1985. We have two daughters and four grandchildren.

WILLIAMA. REYNOLDS: Born November 15, 1921, in Spencerville, OH. Graduated from Spencerville High School in 1939. Military Service: Staff Sergeant in Hq Detachment, 2nd Battalion 148th Infantry Regiment from October 15, 1940, to March 10, 1942. Received pilot training as an aviation student, March 10, 1942 to December 13, 1942. Class of 42K. Stationed at Buckingham AAF, Ft. Myers, FL, December, 1942, to June, 1944. Flew B-17s, B-

26s, B-34s, Hudsons, and AT-6s. Assigned to 5th Sqdn, 9th BG, July, 1944, in McCook. Completed B-29 crew training at Pyote, TX, and rejoined 5th Sqdn, 9th BG, on Tinian in March, 1944. Flew 29 missions. Married in 1947 and have three sons. Graduated from Ohio State University in 1949. Employed as an Oil and Gas Lease Broker, in Denver, CO, 1949 to 1986. Retired in 1987. Lived in same home in Broomfield, CO, for 37 years and am active in civic and church organizations.

EDWARD D. RICKETSON, JR.: Served as CFC gunner on the crew of AC Donald Eichler, 1st Sqdn. After WW II graduated from Emory University in Atlanta, GA, with a BBA degree. Worked in the insurance business from 1949 to present - 43 years as an independent insurance agent. Married with 4 children and 7 grandchildren. Active in Chamber of Commerce, civic work, and politics. Member of Georgia House of Representatives for six years and mayor of Warrenton, GA, now. Southern Baptist deacon, Sunday School teacher, and choir member. Have traveled all over the world (China, Russia, Siberia, Middle East, Europe, and Africa) and all over the U. S. Hobbies include golf, hunting, fishing, and piloting a Cessna 172.

JOHN F. RIELLY: I left Tinian early in February, 1946, and after my discharge on March 1, 1946, I returned to my home town, Rock Valley, IA. In September, 1947, I enrolled at Iowa State University and graduated in June, 1951, with a BS Degree in Geology. I was employed from July, 1951, to April, 1957, by Geophysical Service, Inc., a contract geophysical company which provided oil and gas exploration services to oil and gas companies. I advanced from computer trainee (A computer was a human at that time.) to party chief while involved in using geophysics, mainly seismic techniques, in exploration for oil and gas in East Texas, South Louisiana, and offshore Louisiana. In February, 1973, I was named Chief Geophysicist for Pennzoil Co. and was concerned with coordinating the geophysical activities of that company in both domestic and foreign areas.



I retired from Pennzoil Co. in July 1, 1986, did a little consulting after that, but now consider myself as fully retired and am living the life of Rielly. Lillian Ranschau, also from Rock Valley, IA, and I were married December 30, 1950, and we have seven children.

WILLIAM A. ROBINSON, JR.: Born July 25, 1925, in Easley, SC. Entered the Army Air Force, December 31, 1943. Since I was one of the youngest members of the squadron and had few points, I was the only member of my original overseas group left on Tinian after the end of the war. I was promoted to Crew Chief on the "Spearhead" and for a short time was Line Chief. At the time that the group was assigned to the Philippines, I was given the choice of signing up for the Philippines or going home. My pilot convinced me to go home and go to school on the GI Bill. I graduated from Clemson University in 1948 and the University of South Carolina Law School in September 1950. I have been in law practice in Easley, SC, from 1950 to the present. Other activities included Director of State Chamber of Commerce, Chairman of Board of Trustees of Pickens County School, President of Easley Chamber of Commerce, and President of Easley Rotary Club.

DAVE L. ROGAN: Born in Middlesboro, KY, October 7, 1914. Joined Royal Canadian Air Force in April, 1941. Trained as pilot at Brandon, Manitoba. Departed for England November 14, 1941. Flew Bristol Blenheim MK-4 on bombing missions with RAF and laid smoke screen for commando landing at Dieppe, France, August 19, 1942. Transferred to 8th Air Force, September 29, 1942, and assigned to 358th Sqdn, 303rd BG "Hell's Angels." Flew 25 combat missions as B-17 pilot. Returned to USA, August 24, 1943, and was stationed at Alamogorda, NM; Ardmore, OK; and B-29 pilot training at McCook. Departed January 13, 1945, for Tinian and served as Flight Commander for 1st Sqdn, 9th BG. Flew 14 combat missions in "Man O War" and 19 combat missions in "The Spearhead" with-

out an abort. Returned to USA on October 18, 1945. Assigned to Flight Test Division at Wright-Patterson Field, Dayton, OH. Discharged with rank of Major, December 24, 1946. Married Elizabeth and had four daughters and seven grandchildren. Retired in 1986 from family owned wholesale mine supply business.

HARLEY ROHRER: Born in California in 1920 and raised on a farm in Arkansas. Graduated from Forrest City High School in 1940. Also received State Farmer's Degree from FFA in 1940. Entered Air Force in 1942 and trained on B-24s at Keesler Field. Crewed B-17 aircraft at Dalhart, TX, and McCook. Was crew chief on the first B-29 delivered to 5th Sqdn. Flew round trip from McCook to Langley Field, VA, as Col. Eisenhart's flight engineer. Assigned to the "Nip Clipper" as Lt. Ashland's crew chief at McCook. Flew from Herington, KS, to Tinian with Lt. Jones' crew. Resumed duties as crew chief of "Nip Clipper" on February 11, 1945. Received Bronze Star. Graduated from A & M College, Stillwater, OK. Taught vocational agriculture to high school students in Solome, SD. Received degree from Spartan School of Aeronautics, Tulsa, OK. Overhauled B-47s for Douglas Aircraft. Retired from FAA, Oklahoma City after 30 years as an aerospace inspector. While at A & M, married Marjorie McGraw in 1947 and had 11 children and 13 grandchildren. Gardening is my main hobby.

LYLE R. ROSBURG: I received my discharge, March 1, 1946. After working in machine shops as foreman and setup in Sioux, IA, I went into farming. I was employed by the postal service in several different positions and retired in 1983. Mary and I were married July 30, 1946, we have five girls and three boys and live in Mapleton, IA, where we both grew up.

WILLIAM L. ROSE: My love affair with airplanes and flying began at age 7, and I read everything on the subject I could. At age 16 I took flying lessons in an old Porterfield and after high school worked for Boeing in Wichita, KS. Re-

jecting a critical skills deferment, I joined the Army Air Force Cadets program. My world came crashing down when I was grounded for "nasal obstruction." At classification, based on test scores, I was classified as an aircraft mechanic and electrical specialist and assigned to B-24s at Peterson Field and later to the 9th BG at McCook and Tinian. After the war I returned home to Wichita with my wife and daughter and was employed by Boeing as an aircraft test technician, attending Wichita University on a part time basis. In 1979 after 30 years with Boeing, I retired as Director of Manufacturing. My attraction to the aircraft industry continued as I was employed by Sikorsky Aircraft; Cessna Company; Saab Fairchild SF 340 Ltd. in Windsor, England; and Aircraft Braking Systems Corp., Akron, Ohio. Although I retired in March 1992, I can talk airplanes and flying with someone everyday, as I'm near my two younger sons who have well established careers with Boeing, Wichita.

DEAN E. RUPLE: Had basic training at Greensboro, NC, and assigned to a desk job in the Intelligence Unit, 3rd AF Hq. Ft. Benjamin, Tampa, FL. Completed Gunnery School at Ft. Meyers, FL, and Gunnery Instructors School at Laredo, TX. Served as a gunnery instructor at Ft. Meyers, requested crew assignment, and transferred to Alamogordo Air Field. Arrived on Tinian eight months prior to end of the war. The only mission I participated in was the display of power flight over Tokyo the day the peace papers were signed. Our crew was assigned back to the States to get recreational equipment for the men on Tinian but were told when we got state-side we couldn't return to Tinian. Until discharge I was assigned as assistant mess sergeant at the Santa Anna Air Base. After returning to my hometown, Kalamazoo, MI, I entered Western Michigan University majoring in Education and Marketing and graduated in 1950 with a degree in secondary education. Taught distributive education in Saginaw Public Schools, became a system-wide Vocational Counselor, and later Adult Education Director. Earned a Master's Degree from Western Michigan University and a Special-



ist Degree in Education from Michigan State University. Married my wife, Lois Schilpzand, a girl with whom I attended school from kindergarten through 9th grade. We have six children and 21 grandchildren. Lois and I operated a credit union from our home for ten years; and when I retired from Saginaw Public Schools, I became a full-time Marketing Director for a credit union. At age 62 I retired from the credit union and became a part time Adult Education Counselor for Bridgeport Spaulding Public School. In 1994 I retired from all paid positions but am active in volunteer work with the Michigan Credit Union League, Saginaw United Way, and my church.

CARL H. RUSSELL: (By Edith H. Russell) Carl H. Russell, my husband, was born November 20, 1910, in Smith County, MS. He served two years in the 14th Infantry Regiment in Panama, was discharged, and returned to the States in 1938. He enlisted in the Army Air Corps and arrived in Hawaii in August, 1938, as a member of the 31st BG Armament Section. We were married August 20, 1941. He served in Guadalcanal, Solomon Islands, New Hebrides, Tinian, and later in Korea. He was proud to serve in the 9th BG. After the war he served several years at Davis-Monthan AFB, Research and Development, Kirtland, Korea, and Seymour-Johnson, NC. We have a daughter, a son, and one grandson. M/Sgt. Russell died with cancer October 9, 1992.

RICHARD H. SABEY: After discharge I married Eleanor Janssen and we had eight children. I also enlisted in the USAF Reserve for four years. I went to work as a commercial artist and after 42 years retired as executive vice president of a large art studio in Chicago, IL. In my retirement I am active in the American Legion, serving as an officer and chairman of their scholarship program, which I founded. Also, I am a member of the VFW, AFA, Cross and Cockade, 9th BG Association, McCook Airbase Historical Society, and the Danish Brotherhood. I read, golf, and build airplane models, which I display.

WESLEY (WES) SABIN: Volunteered for military service in early 1942 at the age of 21. I spent 14 months in the Middle East Theater of Operations in a US Ordnance company attached to the British Eighth Army. In 1944 I transferred to the Army Air Force and after CFC school in CO joined the crew of Captain Ben Nicks as CFC gunner at McCook. We arrived on Tinian in January, 1945, and flew 35 combat missions, the last on the night before the first atomic bomb was dropped. After leaving the service I graduated from Michigan Technological University in 1950. I spent 32 years with the Dow Chemical Company and retired in 1982. I have three children and five grandchildren.

KARL M. SAMUELS: After the war I finished college and spent the next 18 years working for Naspel Brothers. During this period I joined the Louisiana Army National Guard of Louisiana and was commissioned a 2nd Lt. in the Army Reserve in 1949. In 1965, with the rank of major, I was employed by the Guard on a full time basis as a training and operations officer. When I retired in 1982, I was Director of Plans, Operations, and Training for all of the army guard units in Louisiana. I am presently president of a land holding company. We own 4,500 acres of land, some of which is marsh, which has some mineral production. I reside in a suburb 30 miles from New Orleans. My hobbies are golf, hunting, and fishing.

BERT A. SHERROW: I was born in Laurel, MT, on January 5, 1924, and attended grade and high school there. I entered Montana State College, where I was a student in their ROTC program. I joined the Enlisted Reserve Force and was called to active duty April 13, 1943. After basic training at Camp Walters, TX, I applied for Army Air Corps cadet training and received assignments at College Training Detachment at Jamestown, ND; Santa Ana, CA; Hondo, TX; and Boca Raton, FL. I joined up with the 5th Sqdn at McCook as radar/bombardier/navigator on Ray Tutton's crew, and we flew our B-29 to Tinian. We successfully completed 35 missions, which

included high altitude bomb runs, mining runs, "Superdumbo" missions from Iwo Jima, and low altitude fire bombing. At the conclusion of the war I returned to Montana State College, used the GI Bill to complete my education, and was graduated in 1948 with a degree in Industrial Engineering. My first work assignment was with the Montana Power Co. After seven years with this job and an electrical contractor, I joined the General Electric Co. My GE assignments were mainly in the Pacific Northwest—Seattle, Spokane, Eugene, and a final job as General Manager Construction Sales in Saudi Arabia. I retired from GE in 1986. My wife, Alberta, and I have three children. Brad, Bob, and Brenda and three grandchildren.

THOMAS S. SIMPSON: Born in 1924 in Springfield, MA. Graduated Chicopee High School and volunteered for Army Air Force in November, 1942. Received technical training at Seymour Johnson Field, NC and Glen Martin Plant, MD. Entered cadet pilot training at Baltimore, MD. Graduated as pilot at Freeman Field, Seymour, IN. First pilot B-24 at Smyrna AFB, TN, and volunteered for B-29s. Received training and crew at Clovis, NM, and arrived Tinian in May, 1945. Participated in nine missions, landing on Iwo Jima three times. Sent to Lead Crew School at Muroc, CA, in August, 1945. While there the war ended, and I was separated in January, 1946. Flew in reserves at Westover AFB, Chicopee Falls, MA, for five years. Married with four children and eight grandchildren. Graduated from American International College, Springfield, MA, and took over my father's engineering and contracting business, which is now operated by my two sons.

ARTHUR C. SMITH: Born Black Earth, WI, 1915., Schooled and worked in Wisconsin. Enlisted in US Army Air Corps in 1939. Attended Service School and instructed at Chanute and Keesler. Married December 17, 1941, ten days after Pearl Harbor. Commissioned in 1943 as Aircraft Engineering Officer and assigned to a B-17 group at Dyersburg,



TN. Reassigned to 9th BG, Dalhart, TX. Transferred with Group to Orlando, FL, School of Applied Tactics. Moved with Group to McCook and then to Tinian as the 99th Sqdn Engineering Officer, remaining there for the duration. Separated and joined the Wisconsin Air National Guard. Mobilized for Korea and served a tour in Korea as Sqdn CO of the Field Maintenance Sqdn, 49th FBW. Separated briefly and was recalled for duty at USAF Hdq, Pentagon. Retired in 1970 and following three years as a civilian employee in the Pentagon, we moved to Colorado where our two children had settled.

EDWARD (ED) DEMING SMITH: I was born in Wilmington, NC, in 1923. Following high school, I attended North Carolina State University until I was called into the US Army Air Force in February, 1943. I received the wings of a navigator in May, 1944; and after further training in radar operation and radar bombing, I received assignment to the 5th Sqdn at McCook and joined Maurice Ashland's crew after a short training period on Captain George Davis's crew. The "Nip Clipper" carried us safely through 35 qualified missions. Following discharge from the Advanced Navigation School at Ellington Field, TX, I re-entered North Carolina State University and graduated with a BS in Mechanical Engineering in 1949. I had two successful careers, beginning as an aero-analyst at the Aberdeen Proving Ground Ballistics Lab, 1949-1951, and with the General Electric Co., 1951 - 1984. The experience with this giant corporation was exciting and rewarding. I was in various managerial positions in quality engineering, marketing, and product and equipment development, and managed three manufacturing plants in Ohio and North Carolina. I have been married to a wonderful wife for 46 years and have one son, three daughters, and seven grandchildren. In 1984 I retired and am fully enjoying my third career involved in various local community projects, traveling, and visiting the family here in the Blue Ridge Mountains of Virginia.

LAWRENCE (Larry) S. SMITH: Born in Rodman, NY, 1925. Lived on a

dairy farm through high school. Pact with high school chum that whoever was drafted first, the other would volunteer and go with him. I was the volunteer 1/44. We were separated at the re-ception center. CFC turret school at Lowry Field '44. Assigned to 9th BG at McCook. CFC gunner on Wendell Hutchison's crew. Survived 35 missions due to conservative AC, a FE and ground crew that knew the B-29 inside and out, and a Navigator who never went to sleep. Returning from our 35th mission with our Group Commander as pilot early in the morning of August 6th we crossed trails with the Enola Gay headed north. BS in biology and soil science at Cornell Univ. followed with a MS in wildlife management and fishery biology. Married childhood sweetheart, Virginia McIntosh, '49. Served with US Fish and Wildlife Service from '41 to '84. Refuge Manager for National Wildlife Refuges '51 - '74 (Monomoy, Cape Cod; Montezuma and Iroquois, NY; and Great Swamp, NJ.) . Migratory Bird Coordinator for SW Region US FWS '74 - '84. Member Whooping Crane Recovery Team '75 - '86, Team Leader last 7 years. Meritorious Service Award '84 from The Secretary of the Interior for contribution to management plans for waterfowl and crane populations of the Central and Pacific Flyways. In retirement I serve as Secretary for the National Wildlife Refuge Assoc., Trustee for the Whooping Crane Cons. Assoc., and Historian for the 9th BG Assoc.. We have three children and 5 grandchildren. Enjoy travel.

LESTER W. SNYDER, JR.: Born in Chelsea, MA, on May 8, 1921. Graduated from Howe High School, Billerica, MA, in 1939. Entered a machinist apprenticeship at Watertown Arsenal, MA, in 1941, and the Army Air Force at Westover AAF in early 1943. Completed Navigation School at Selsman AAF, LA, in 1944 and stayed to teach navigation for four months. Flew as Radar Observer on B-29 (Crew W-153) to Tinian (1st Sqdn) in June, 1941 and flew four missions. Flew as radar observer on B-29 to Clark Field, PI, in January, 1946. Returned to US and was separated from active duty in August, 1946. Earned BS degree in Mechanical Engineering from

Louisiana Tech in 1949 and stayed as an instructor of M.E. for two years. Was recalled by USAF to Barksdale AFB, LA, in 1951. Completed tour of 50 missions on B-26 crew at K-9 (Pusan, Korea) in 1952 and taught navigation at Harlingen AFB, TX, in 1953 until separation from active duty. Earned MS degree in Industrial Administration from Carnegie Tech in 1955 and became an industrial engineer and systems analyst for Kodak. Taught Mechanical and Industrial Engineering at South Dakota Tech from 1959 to 1986, progressing from Assistant Professor to Professor Emeritus. Have been active in Civil Air Patrol since 1970, holding rank of colonel. Completed Air War College in 1971. Placed on Retired Reserve List in 1972 as Lt. Colonel with 16 decorations and awards. Have been elected to five honor societies. Became a licensed private pilot with an instrument rating and logged over 1,800 hours of flying. Recently have been presenting slide talks to schools and civic groups on manned space flight.

ELMER G. SPARKS: Born in McKee, KY, and grew up in eastern part of the state. Moved to Dayton, OH, in 1941. Entered service in Nov. 1942. Trained at Dalhart, TX, and transferred to the 9th BG at McCook in 1944. Served on Tinian with the medics. After discharge returned to Dayton, OH, was married, and have one adopted daughter. After 30 years with General Motors as a tool grinder, retired in April 1977, and moved to Alabama on Lay Lake, where we have a waterfront home.

ROBERT (BOB) TALBOT: I was born in Woodcliff, NJ, November 1, 1923, and attended public schools in Weehawken, NJ. In November 1942 I volunteered for the Army Air Force and attended Radio School in Madison, WI, Gunnery School at Lowry Field, CO, training at Briggs Turret School in Michigan, and B-29 CFC at McCook, NE. I was not on an air crew but had the opportunity to fly as CFC Specialist. I returned in December 1945. During the war I had married, and we had a daughter; two other daughters followed and three grandsons. Following World War



II, I attended two years college and joined the Colorado Air National Guard, retiring as a Chief Master Sgt. As a civilian I retired as Assistant to the State Adjutant General of the state of Colorado in 1978. I have held part-time jobs and filled many volunteer positions since then.

JAMES (Jim) D. TAYLOR: Born in Wenatchee, WA, June 1, 1925. After graduation from Leavenworth, WA, High School in June 1943, drafted and selected for flight training in Army Air Force. Assigned to crew in Lincoln, NE, as bombardier, attached to 9th BG, 99th Sqdn as replacement crew. Flew 25 missions on crew of AC Aufford before V. J. Day. Returned to civilian life in October 1946 from Clark Field, Philippine Islands. Eventually earned a Ph.D. in higher education. Worked as an administrator and instructor before retiring in 1990 as Professor Emeritus, Northern Arizona University. Married to Dorothy Menzies, and we have four children and four grandchildren. Still like to ski, backpack, and travel.

NORMAN (NORM) THOBURN: Born in 1922 in Los Angeles, CA. Enlisted in the spring of 1942 and called up March 1, 1943. Classified as a pilot trainee and graduated in class 44C, March 1944, in Marfa, TX. Sent to B-17 school and then assigned to McCook to train as a B-29 pilot. My AC was Lloyd Welken in the 1st Bomb Sqdn, 9th BG. We flew a B-29 to Tinian arriving in late January 1945. My crew flew 35 missions completing in August with no real problems. Since I had acute appendicitis in mid June and missed several missions, I then flew as pick-up pilot after my crew finished up. The Display-of-Power mission when the surrender was signed in early September was my 33rd mission. After the war I drove a taxi in Whittier, CA, supervised a mine in the high desert area between Barstow, CA, and Las Vegas, NV, and finally returned to Whittier College where I had dropped out in 1943. Graduated in August 1950 and enrolled in the Graduate School of Education, Harvard University. After several years of high school teaching near Rome, GA, I was employed by the University of Michigan

as a statistician in a research institute, became an administrator in several centers and departments, and finally completed a doctorate at Harvard in my mid-40's. There I met Catherine Barry, we were married, and we have a daughter, two sons, and three grandchildren. Catherine, who also trained at Harvard's Education School, had a career as a child psychologist. Since then we have traveled a great deal in the US, Canada, and several foreign lands. We feel fortunate that we have had interesting and challenging careers and have been able to retire comfortably. Our family is doing well and life is good.

ROBERT B. THOMPSON: I grew up in Springfield, OH, and enlisted in the Air Force Reserve at Patterson Field in August 1942 and went on active duty in February 1943. I earned pilot's wings at Blytheville, AR, class of 44C. I flew the AT-9; the only one now in existence is at the Air Force Museum in Dayton, OH. I feel it was a great honor to have been in the 9th BG. I had the experience of being on the original McNeil crew that trained at McCook, and later I flew with replacement crew men. I consider myself very lucky as I flew on 33 combat missions with no engine failures or serious damage to plane or crew. As a reserve pilot I was assigned to the 307th Bomb Wing, Kadena, Okinawa in 1952 and was relieved of active duty in November 1952. Most of my life I was a salesman, retired from Sears in December 1984, and have been very active with part time employment and volunteer work.

DONALD H. TOWNSEND: Born June 29, 1925, in Detroit, MI, and grew up through high school in Needham, MA. Volunteered for aviation cadet training but failed physical and was drafted into the U. S. Army in July 1943. Transferred to air crew training and had basic training at Keesler Field, Biloxi, MS. After gunnery training at Buckingham AFB, Fort Myers, FL, was assigned left blister gunner on the B-29 crew of AC Lloyd Welken. We completed 35 missions and were on our way home via boat when war ended. While on terminal leave from

USAAF. I married my childhood sweetheart, Pauline Mae Wallis, then a cadet nurse. We have been married for 49 years, have three sons, one daughter, and six grandsons. I attended Northeastern University in Boston and spent most of my adult life as a sales engineer and business executive designing and constructing propane gas plants of all types and sizes. Worked for 12 years in Midtown Manhattan and 5 years in London, England. Retired at age 60 and now live on Cape Cod, MA.

JOHN J. TREMENTOZZI: I was born in Boston, MA, March 12, 1924, attended local schools, and graduated from Hyde Park High School in 1942. In December 1943 I entered the Army Air Force and received my gunner's wings in August 1944 in Florida. As a member of a B-29 crew of the 1st Sqdn, 9th BG, I flew 24 missions over Japan, ending my service as a staff sergeant. In 1947 I married, and we had three children. After the war I became a refrigeration service manager for over five years, a Boston firefighter for nine years retiring because of injury. For 24 years I was personnel manager for a plastic company. While employed I studied for and received my electrician's license and work part time at this trade.

PHILIP A. (PHIL) TRUE: Born at Jackson, MI, April, 1951, and grew up on a farm north of Jackson. Enlisted in the cadet program in February, 1943. After basic training and classification at Miami Beach and four months at Allegheny College in the College Training Detachment program, I went through Preflight at San Antonio Aviation Cadet Center, trained as a navigator at San Marcos AAF, and was commissioned in December, 1944, as a 2nd Lt. In early February, 1945, I was assigned to Capt. Dayton Countryman's crew at Davis-Monthan, Tucson, AZ, and we flew the B-29 "Nip Finale," named by the citizens of Riley County, KS, to Tinian in May, 1945. The plane was assigned to the 504th BG. and the crew completed 13 missions (I had 12.) before returning to the States for lead crew training. We completed our training but did not return to the 9th because



of the end of the war. After attending various colleges. I received a Master's Degree in Geography from the University of Chicago in 1950. I married Fern Brooks in 1949. After teaching at the University of Missouri, we moved to northern Virginia where I worked for 33 years as an intelligence analyst and manager for the CIA with a specialty in East Asia, particularly China. I have been semi-retired for ten years. I work about 50 days a year as a contractor specializing on analytic techniques, intelligence writing, and the effects of mindset and bias on analysis and also do some freelance writing.

WALTER SCOTT (SCOTTY) TULLOCH: Born Aug. 12, 1915, in Morenci, AZ. Except for military service lived in the San Diego, CA, area. Entered service in Dec. 1941, and commissioned in June 1942 in the Army Air Force. Became AC of B-17, B-24, and B-29. Arrived on Tinian in Feb. 1945, and flew 32 combat missions as AC on "Goin' Jesse", "Patches," "Sad Tomato", and others. Discharged Dec. 27, 1945, and recalled to active duty in Apr. 1951. During 20 years of active duty was also AC of B-36 and B-52. Retired from USAF in Apr. 1967. Enjoyed many years of traveling, back packing, and sailing. Died in May 1992. Survived by wife Betty, two sons, and five granddaughters.

DONALD VAN INWEGEN: I was born in 1925 at North Arlington, NJ. With the exception of three years I lived all of my pre-war years in NJ, mostly on the NJ coast. In late 1942 at the age of 17 I tried to enlist in the aviation cadet program only to be turned down due to an eye deficiency. I was drafted in June 1943 and during basic training I again tried the cadet program. This time I passed the eye exam and was sent to CTD, only to be dropped in April of 1944 for "the convenience of the government" and sent to Tyndall Field for B-29 gunnery training. Following gunnery school at Tyndall and also Clovis Air Base, I was assigned to the 9th BG in August and went overseas as a tail gunner on Lt. Robert Bearden's crew. We flew 23 missions with a stateside interruption of six

weeks for advanced lead crew training, returning just in time to fly the last mission of the war. After the war I received a degree in Metallurgical Engineering from Drexel University and have worked in the steel industry ever since. I am currently a private consultant. My wife Marge and I just celebrated our fortieth anniversary. We have three children and one grandchild.

HERMAN W. VAUGHN: Born in Memphis, TN, Feb. 19, 1925. Graduated from Memphis Technical High School in 1943 and immediately enlisted in the Army Air Force Cadets. Started basic training at Helena, AR, and trained at Montgomery, AL; Keesler Field, Biloxi, MS; and Clovis, NM. Served on Tinian on the ground crew of "The Uninvited." Recalled to service in 1951 and served in the 516th in Memphis, TN, until discharged in 1952. Married Mary D. Grimes in 1947 and had a son, a daughter, and four grandchildren. Retired from Memphis Light, Gas, and Water Division in 1972 and returned to flying. Was a corporate pilot for four Memphis companies until 1990. Died June 11, 1994.

ERWIN (CZYZEWSKI) "CHICK" VERNON: I was born in 1922 in Milwaukee, WI. Finished high school June 1939 and started college in September. Was sworn into the Enlisted Reserve Force in September 1942 and sent back to school to await orders for a meteorology program. Called in March 1943 but spent three months in a hospital with pneumonia and on release was reassigned to a communications program at Yale. Commissioned in July 1944. Sent to RCM schools at Boca Raton and Eglin Field. Base cadre at Great Bend, KS, training B-29 group. Reported to 20th AF, Guam in 1945; 313th Wg, 1945; and joined 9th BG. Flew four missions before the war ended and went to Clark Field, November, 1945. Returned stateside in July 1946 and to the University of WI for a degree in economics. Worked as a purchasing agent and office manager until I was recalled for the Korean war in 1951. Married Ruth Szulczewski, and we have one daughter and three granddaughters. Remained as career AF officer un-

til retired for disability in 1967. Earned a master's degree in computers along the way. After retirement from service taught college computer courses until 1987 and then retired.

WARREN LEROY WARCHUS: Born Chicago, IL, July 11, 1921. Drafted US Army in July, 1942, and assigned to the 95th Infantry Division, Camp Swift, TX. Arlene Polson and I were married in the 379th Inf. Regt. Chapel at Camp Swift on August 22, 1942, and we have two children, Warren Jr. (1944) and Jean Ellen (1949). I was transferred to the Air Force after taking the Aviation Cadet Entrance Exam in San Antonio which led to graduation from bombardier/navigator school (B/N) at Kirtland Field, Albuquerque, NM, in 1944. Took OTU training at Alamogorda, NM, and arrived with a replacement crew to the 1st Sqdn, 9th BG, 313th WG, Tinian, in April 1945. Flew 24 missions as B/N on John Prehoda's crew. Following service, completed my schooling and majored in transportation. Employed as a traffic manager with a number of commercial firms and retired from US Govt. Civil Service in 1980. Our family has grown to include six grandchildren and four great grandchildren. I have been active in Masonic organizations all my adult life and lately have added senior citizen groups.

A. J. "JACK" WEDDLE: Born in 1922 in IN, migrated to CA in 1929. Joined Air Force Reserve at University of Idaho in 1942. Called to active duty Feb. 1943, first to Fresno, then spent three months at the University of MT for CTD training in middle of winter. Santa Anna Preflight Cadet Squadron 70 was followed by Primary at Hancock Flying School at Santa Maria, CA, and Basic Flight at Chico. Received pilot's wings and commission (Class 44-C) from Fort Sumner, NM, (twin engine advanced) on March 12, 1944. Married Cora Marie Savae on March 15 and went to Hobbs, NM, for B-17 transition training. With an apparent oversupply of B-17 pilots, joined the 9th BG at McCook, NE, as pilot on Ted Littlewood's crew. We were deployed to North Field, Tinian Island in Feb. 1945. After a few missions Karl



Pattison became our AC, and we acquired "Daring Donna" as our aircraft. My crew was one of the first to complete 35 missions which included three emergency landings on Iwo Jima and one single engine landing on Tinian. Received the DFC with one OLC, Air Medal with four OLCs, and numerous campaign ribbons. Returned to University of Idaho and graduated with a BS in forestry. That started a 40-year career with the US Forest Service mainly as a District Forest Ranger. Was involved in the development of the Air Tanker Program for forest fire control. Stayed in the Air Force Reserve and was a M-Day Assignee as Base Operations Officer at Travis AFB for five years. Flew U3As, C-124, and T-33. Retired with rank of Major. My wife and I celebrated our 50th wedding anniversary this year. We have one son, one daughter, and four grandchildren.

LARRY WESTWATER: Enlisted 12/8/41. Graduated as radio Op/Mech. in May '42 and radar Op/Mech in July '42. Maintained and flew radar in anti/submarine/sonar search commands in Gulf and Atlantic in '42 and '43. Washed out of Sgt. Pilot Program (class 43G) because of color dot eye test in primary, was first alternate appointee to West Point, but left school to join 9th BG, 1st Sqdn at McCook as Radar Maintenance Section Chief. Transferred to flight status in May '45 and flew 24 missions. Spent the next 45 years in aerospace and defense industries. Have four children and 11 grandchildren and am enjoying retirement.

ROGER M. WHIPP: Served on Tinian as a CFC gunner on the crew of Major Edwin M. Adams. Returned to home town of Redding, CA, and for 39 years was employed as a part time school bus driver. Also, I worked in a machine shop grinding crankshafts. I finally bought and still operate this machine shop. My main hobby is hot rodding, racing, and producing car shows for hot rodders. After discharge from service I was married, and we had two sons. My second wife died in 1992. I am active in the "Experimental Aircraft Association" and own a 1940 "Taylorcraft."

MELVIN J. WILLIAMS: Born June 4, 1925. We lived on a small farm raising tobacco, cotton, corn, beans, and truck crops. Graduated from New Bern High School, NC, was deferred from draft for farming, but volunteered. Qualified for aviation cadets in Montgomery, AL, to be in the next class at Maxwell Preflight, but was eliminated "for the convenience of the government." Went to Gunnery School at Tinker Field, then to Lincoln AAF, and became part of the 9th BG at McCook. After my discharge I was a pipe fitter for eight years, aircraft instrument mechanic for ten years, owned two service stations for fourteen years, and a farm for four years. Also was shift supervisor for security at Weyerhaeuser plant in Plymouth. I retired in 1987 from Civil Service, play a little golf, fish, and keep up our cars, house, yard, and garden. Margaret and I have three children four grandchildren, and one great grandchild. It's been a good life.

CLEMETH R. WILLOCKS: Born November 11, 1925, at Maryville, MI. Entered Army Air Force, December 8, 1943. Basic Training was at Miami Beach, Florida with barracks at Blackstone Hotel. After leaving the service I was employed at University of Tennessee and became an electrical engineer, retiring in 1989. I now live on Lauden Lake and do some boating and fishing.

LESTER N. WILMARTH: Graduated Cortez High School, Cortez, CO, 1934. Enlisted in the US Army Air Corps, Ft. Logan, CO, 17 Dec. 1940. Completed armament-chemical course, Lowry Field, CO, and was assigned instructor duties until Mar. 1943. Completed armament cadet training, Valley Forge, PA, and Yale University, CT. Commissioned 20 May 1943 and retained as an instructor and later deputy director of Officers Armament, Bomb Sight, and Auto pilot Course.

Assigned as Armament Officer to 1st Sqdn, 9th BG, from 25 Aug. 1945 until 31 Dec. 1945 when I returned to the U. S. for release from active duty. Recalled to active duty 7 Feb. 1951 and served in instructor and command duties at Lackland

AFB, TX; and Lowry AFB, CO, until Jan., 1957. Other assignments included Korea, Schilling AFB, KS, Forbes AFB, KS, and last active duty assignment as Base Director of Administrative Services, 3902 AB GP, Omaha, NE. Retired as a Lt.Col on 1 Jan. 1966. Before my recall I received a commercial pilot certificate, now inactive, and I am an Extra Class Amateur Radio Operator. I was married to Ila Mae Payton, Atwood, KS, on 6 Dec. 1941, on a three-day pass. In nearly 55 years together I've never forgotten an anniversary date!

RICHARD WITHSTANDLEY: Born April 19, 1917, at Worcester, MA. Married Ann J. in 1944 and we are still married. We have four children, Craig, Mark, Jill, and Meg. After winning WWII, returned to Worcester and took a job teaching. Seven years later I switched to law, had some small success as a trial lawyer, and was never indicted. Ultimately I made significant contributions to both education and law by quitting both. In August of 1983 I had some plumbing work done at Massachusetts General - not a sex change. Actually, it was some minor heart surgery, which for billing purposes the hospital and doctors insisted was major. Following whatever it was that they did to me, I came to Nantucket for R&R and except for an occasional visit to the real world I've never left. Now my time is divided evenly between harpooning whales and telling lies to the tourists. My current ambition is to live until tomorrow.

GIN D. WONG, F.A.I.A.: I entered the Air Force in 1942. After receiving my commission and training in TX and CA, I was assigned as Navigator/R.O.B. on Capt. Gahl's crew as a member of the 99th Sqdn of the 9th BG. I was stationed at Tinian and served on nine combat missions to Japan during WWII. Our crew was selected for Lead Crew Training School in CA. After completion of training, WWII ended. When my tour of duty was completed in 1946, I enrolled at the University of Southern California in 1946, graduating in 1950 with a degree in architecture. After a long-term stint as Director of Design and later President



of William L. Pereira and Associates, for which I was associated with many major structures including the Transamerica pyramid building in San Francisco, I opened my own practice as Gin Wong Associates in 1973. Our headquarters are in Beverly Hills, CA. We have designed many major headquarters buildings, hotel resorts, office buildings, and university campuses throughout the US. I was Supervising Architect and Executive Architect, from inception to the present, of the Los Angeles International Airport. Our planning and architecture work can be found worldwide across the US and in many Pacific Rim countries, such as China, Indonesia, Singapore, and Taiwan. I have been a Trustee of the University of Southern California for the past 13 years, and I continue to serve, or have served, on boards for private corporations and on public and civic boards.

WALTER B. WOODCOCK: Born 9/21/19 at Miles City, MT. Completed my education at Montana State College, Bozeman, in 1941. Returned to the family cattle ranch in Custer County. Volunteered 9/12/42 in the Aviation Pilot Training Program of the US Army Air Force. I was a pilot cadet in the class of 43K but washed out due to hearing deficiency. Entered the B-29 Engineering Program at Amarillo, TX, in September 1944 and attended various training schools at Amarillo, Chanute Field, IL, and Seattle, WA. Following my discharge from service I returned to our ranch in Montana. Entered government service in March 1948, married Mary Lou Hogan, and we had two children, Mrs. Jay (Lynne) Cravath of Phoenix, AZ, and James G. Woodcock of Billings, MT. I was awarded the MAI designation from the American Institute of Real Estate Appraisers and on 8/21/82 I retired, Chief of the branches of Land Use Planning and Real Estate Appraisal for the Bureau of Indian Affairs in Washington, DC. Following my retirement I returned to MT and purchased my present home on Flathead Lake.

EDWIN L. WOODS: Born in Wichita Falls, TX, in 1923. I graduated from Bonham High School, TX, in 1941, and entered the service in 1942. After

leaving the service I received a degree in refrigeration engineering from the University of Houston. I met and married Kathleen Finney in 1947, and we have two sons.

HAL G. WORLEY: Upon discharge in December 1945 I returned to college (VPI), completed my final year in 1947, and went to work for the Western Electric Company in Winston-Salem, NC. It was here that I met my wife, Rosemary Thorpe, and we were married in 1949. I was employed by Western Electric for 39 years, working in North Carolina, New York, and Pennsylvania. I have served in numerous civic, cultural, and professional organizations. Wood working and gardening are my hobbies, and I continue to serve as a volunteer in several community organizations.

MARTIN L. ZAPF: I was born in Princeton, NJ, on November 20, 1925. In 1943 I graduated from Princeton High School and entered the army in February 1944 at Fort Dix. I applied for and was transferred to the US Army Air Corps, taking basic training in Greensboro, NC, and then radio operator training at Scott Field, IL. We were crewed at Lincoln, NE, on George Keller's crew and took training at Alamogordo, NM. We were assigned to the 9th BG based on Tinian in the Marianas in March 1945. We flew 16 and a half missions, being shot down over Yawata, August 8, 1945. We were POWs until September 1945. I was discharged in March 1946. I am married to Jutta Zapf and have four children. My career was with Burroughs Corporation where I spent 17 years overseas in various countries.



6. Narrative Report.

a. Prior to Ditching:

The return flight from the target was made in the weather at an altitude of 8000 feet. At 0945, 10 minutes before the ETA a let down was made to 1000 feet but the home base was not in sight. A drift reading was taken and the ETA changed to 10:16. At 11:30 Pagan was sighted and it became apparent that home base could not be reached and emergency radio procedure in CW on 7310 KC was instituted.

The emergency IFF was turned on about 40 to 45 minutes before ditching and then an attempt was made to raise the Mine Sweeper "Bering Strait" on VHF and on 4475 KC but neither of these attempts were successful. Metro was used for obtaining ground speed but apparently stronger head winds were encountered while in the weather.

The crew was ordered to prepare for ditching and the radio operator sent QUG's to the ground station.

b. Preparation for Ditching:

All loose personal equipment both fore and aft was stowed in the bomb bay, along with items such as flak suits, fire extinguishers, and bomb sight. This equipment was then dropped but emergency procedures had to be used to close the rear bomb bay doors. The emergency escape hatches from the engineers compartment and the tail gunners compartment were jettisoned while the hatch in the rear compartment was opened. The astrodome was removed with difficulty. Ditching braces were installed. The remaining gasoline supply of approximately 100 gallons was transferred from #2 - 3 engines to #1 and 4. When #2 and 3 engines ran out of fuel the props were feathered.

c. Ditching:

The ditching took place at 11:55 when the airplane had been in the air for 17 hours and 30 minutes. The pilot and co-pilot used shoulder braces and safety belt, the engineer was in his seat, safety belt fastened, the bombardier took his position beside the engineer. The navigator folded his desk and took position on the floor facing aft. The radio operator sat in his position with his safety belt fastened, and his head on the table, padded and braced for the impact. The right gunner was in the unpressurized compartment, used his chute for back and head support and sat against the E5 sustenance kit which had been placed against the bulkhead door. He padded his back and head and braced his feet against the camera frame. The left gunner took his ditching position in the unpressurized section on the right side of the airplane and sat on an E5 kit with his back against the bulkhead. His back and head were padded and his foot braced against the camera frame. The radar operator sat on an E5 kit on the left side of the fuselage in the unpressurized compartment with his arm against the escape hatch. The tail gunner was in his seat back and head padded. The CFC man sat on lower forward turret with back padded and braced on upper forward turret with feet against the bulkhead door.

The airplane was ditched cross wind, along the swell with full flaps at 95 MPH. It went straight in without any side deceleration. It was not known if the airplane landed on a swell or trough but the angle of impact was about 5 degrees. The tail hit the water first and the nose mushed in. Almost immediately water was shoulder depth and it appeared to come from the tunnel, lower forward turret and engineers hatch. The aft pressurized compartment was filled with water. The nose section did not break but the fuselage broke 3 to 4 feet behind the blister. The putt-putt was not displaced. The underneath skin was severely broken



but the top skin wasn't broken until a few minutes after impact when the airplane settled. The tail fell off and sank in about 15 minutes and the nose sank 25 minutes after ditching. The flaps were in shreds.

d. Escape:

The pilot and co-pilot escaped through their escape hatches, navigator through the astrodome, bombardier through the engineers hatch, radio operator, engineer, and CFC gunner through the astrodome, radar operator and right and left gunners through the rear unpressurized escape hatch; and the tail gunner escaped through his hatch.

Upon leaving the airplane each crew member inflated his Mae West, two of which failed to operate properly when only half the vest inflated properly.

The life raft handles were pulled from the inside and they inflated properly. The tail gunner used his C2 raft to join the multiplace (A-3) raft. Five men occupied one raft and six were in the other. The two (A-3) rafts and the C2 raft were then tied together. The Gibson Girl Radio as well as the E5 kits were not removed from the airplane.

Seven men wore canteens on their belts and reported no hindrance to escape. Five men had the C1 vest on and complained of the weight after the vest became wet.

e. Weather:

Visibility was very restricted. The airplane flew a heading of 180 degrees while the wind was 8 to 10 knots from 90 degrees. The height of swell was 10 feet.

f. Survival:

When in the raft the Radar Corner Reflector was installed and a sea anchor put out. Everyone became sea sick after they had been in the raft a few minutes.

At 16:30 the survivors were sighted by a PBM search aircraft and signaling mirrors and dye marker was used by those in the raft to maintain contact with the PBM. Later the PBM dropped a raft, sustenance kit, cigarettes and a can bearing the ETA of the Seaplane Tender "Bering Strait" all within 10 feet of the raft.

g. Rescue:

The PBM dumbo picked up the Radar Corner Reflector on its scope from 10 miles at an altitude of 800 to 1000 feet. The "Bering Strait" picked up the reflector on its scope at 5 miles. First contact was made with those in the raft at 16:30 by the PBM. Rescue was affected at 21:15 by the "Bering Strait," and contact was maintained after dark by use of flares.

h. Crew Recommendations:

1. Pack sustenance kits in life raft if possible.
2. Thorough preflight of Mae West.
3. Gibson Girl Radio should be attached to the raft.
4. Sustenance vests are too bulky.
5. First aid kits were lost at time of impact.



Since some of the control cables were shot away, and one of the front bomb bay doors was shot off, ditching was believed impossible.

The Superdumbo guided 50V759 to the submarine, even using Aldis lamp as a guide.

b. Preparation for Bail Out:

The crew adjusted their parachutes and inspected their mae wests.

Since the bail out bell was inoperative, the CFC gunner stayed on interphone the entire time.

The IFF was on.

The nose wheel well was open and the nose wheel was down. The bomb bay doors were opened, but the remaining front bomb door opened only half way.

c. Bail Out:

The airplane commander made two passes over the submarine. His altitude on the first run was about 5500 ft.

On the first run, the right gunner, radar operator, and tail gunner went out of the aft bomb bay in that order.

The engineer, radio operator, and navigator were seen standing in the door of the front bomb bay, and it was assumed that they jumped.

The second run was made at about 4500 ft. over the submarine. The left gunner left from the aft bomb bay. It can only be assumed that the rest of the crew also left the aircraft. Since it was still dark, no one, including the Superdumbo crew, saw any of the men actually leave the plane.

It is believed that the navigator may have been previously hit, as his whole compartment was hit.

Time of bail out was about 0330K.

d. Survival:

The sea was extremely rough and the swells were very high.

The right gunner was unable to unfasten his parachute straps. The chute dragged him after he hit the water. The dinghy strap (attached to his mae west broke, and he lost his one-man raft. He had decided to leave his C-1 vest in the plane. He inflated his mae west and removed his shoes.

In about an hour the right gunner sighted a light and began to swim toward it. He found that it was the tail gunner who had the light from the C-1 vest attached to his clothing. The tail gunner was dead, floating on his back, his life raft inflated. The entire lower portion of his clothing had been torn off. The



tail gunner was the only one of the men in the back of the plane who had worn his C-1 vest, and the survivors believe that this had hindered him.

The left gunner could not free himself from his parachute. When he inflated his mae west, he became tangled in the shroud lines of his parachute, and he had to cut himself free. In doing this he accidentally cut away his life raft.

In the early morning the left gunner had swum close to the right gunner and the dead tail gunner. They were sighted by the Superdumbo about 0630K after they had released sea marker. They were picked up by the submarine with difficulty because of the rough sea, at 0700K.

No other crew member was seen. The close proximity of the three survivors and the dead man indicate that the two runs over the submarine were excellent.

The Japanese mainland was in view from the water.

7. Crew Recommendations:

- a. Light similar to the one the Navy uses, which could be pinned on clothing, would have come in handy.
- b. Have Superdumbo drop flares to aid submarine.
- c. If rescue ship is known to be near, do not leave C-1 vest on. Survivors believe that the less weight the better.

8. Comments and Criticisms:

- a. Submarine reported that no enemy planes appeared on the radar, but they left when the Superdumbo got close.
- b. Crew of the distress plane and the Superdumbo crew should be commended. From reports of the Superdumbo and from the other aircraft who heard the conversation between the two planes, it can be said that good judgment and good procedure was used, and everyone remained calm. If the sea had not been so extremely rough, the rescue of more of the crew would have been certain.
- c. Communications with Iwo Jima were poor. A period of two hours elapsed without a search plane in the area when Superdumbo had to leave station at 1100K. Plane from Iwo (notified several hours earlier) had not even taken off at 1100K. Contrary to opinion of authorities at Iwo, we believe that search should have been continued the following morning when the sea was comparatively calm.
- d. It was known that the CFC gunner and the tail gunner didn't know how to swim.

BY COMMAND OF BRIGADIER GENERAL DAVIES.

The EDITOR

Lawrence (Larry) S. Smith
9th BG Assoc. Historian (1986-Present)



Figure 15-361. Lawrence (Larry) S. Smith

At the 1994 9th BG Association reunion, it was a universal thought that the 9th had too interesting a history for it to remain hidden in archives. A mandate from our members followed that we should publish our WWII history. Larry agreed to accept the task of its accomplishment. As a “35 mission” member and the 9th Historian, Larry was uniquely qualified for this work. One of Larry’s skills is his ability to type faster and more accurately than most secretaries. He jokingly states the reason he was made historian was he could type while others were writing in long hand.

The old adage “if you want something done, give it to a busy person,” was certainly true here. While accomplishing the history, Larry was also president of the “Whooping Crane Conservation Association” and secretary and southwest representative for the National Wildlife Refuge Association with all their attendant requirements. He continued, with others, to locate new members and welcome them to the Association. This continuing work has contributed to the 9th BG Association being the most active B-29 Group with the greatest number of members.

Accomplishing a history 50 years after the events was a challenge. Larry began by cataloging the 6,000 documents in the microfilm records obtained from the Historical Research Center at Maxwell AFB, AL. He asked members for anecdotes of their experiences, biographical sketches (bios), and relevant photos. Volunteers were needed for help in typing, editing, and photo enhancement. As a result, 90 anecdotes, 162 bios, and thousands of photos were submitted. Many members volunteered to help. Also received were hundreds of letters thanking Larry for taking on this task.

Fortunately, 9th BG Commander Henry Huglin wished to author many of the chapters (how often does a General volunteer for so much work?). Maurice Ashland, also a “35 mission” member, lived literally down the street in Albuquerque, and his support in reviewing and editing incoming material was a key to producing this history during the 50th anniversary year. Several other members authored substantial portions of some chapters. The coordination of all this effort by Larry was a herculean task. While providing guidance to others, he contributed his own authorship of much of the history. Where there were gaps or members had died, he contributed the “rest of the story.”

A “History Steering Committee” evolved of Larry Smith, Herbert Hobler, Henry Huglin, Leonard Carpi and Maurice Ashland. No significant problems were encountered. Bonnie Chiravalle provided expert computer services, including coordinating and inputting all sources into the final book.



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Figures 15-363a and 15-363b. Dedication of "The Spearhead" to the 5th Marine Division on Aug. 17, 1945
 Above: 5th Marine Division band practices for the ceremony. Below: 313th Wing Brigadier General J.H. Davies at center rear with General Keller Rocky of the 5th Marine Division to his right. To Davies' left is Captain Dave Rogan, Airplane Commander, 1st