

- 42-93828 MONSOON GOON. Gained 5 July 1944. Returned to U.S.A. as war weary on 15 December 1944. Participated in Combat Missions #8,9,10,17,18 and 2 Transport Missions. Goodrich's old aircraft.
- 42-24542 LADY HAMILTON II. Gained 19 August 1944, CWS. Sancken's second aircraft.
- 42-24486 WINDY CITY II. Gained 6 September 1944, CWS. Gus Askounis' second aircraft.
- 42-65208 ANDY'S DANDY. Gained 25 September 1944, CWS. Returned to U.S.A. as war weary on 23 February 1945. Participated in Combat Missions #10,11,14,15,16,18,19,21,23,24,29,31,33,35, and 1 Transport Mission. This was the first B-29 to come off the assembly line with short cowl flaps and modified engines. Anderson's aircraft.
- 42-6272 MISS MINNETTE. Gained 13 May 1944 (by Old 794th Bomb Sq.). Transferred to New 794th Bomb Sq. on 20 October 1944. Name changed to OLD CAMPAIGNER. Returned to U.S.A. as war weary on 15 January 1945. Participated in Combat Missions #1,3,4,5,7,8 in the Old 794th and Missions #13,16,17,19,20,21 in the New 794th. Also participated in 6 Transport Missions. Schonleau's 1st aircraft, later Benedict.
- 42-6390 GALLOPIN' GOOSE. Gained 4 May 1944 (by Old 794th Bomb Sq.). Transferred to New 794th Bomb Sq. on 20 October 1944. Went down over the target on Mission #19, 7 December 1944. Participated in Combat Missions #1,2,4,8,9,10,11 in the Old 794th and Missions #16,18,19 in the New 794th, 5 Transport Missions. Parrish was rammed over Mukden.
- 42-6407 LUCKY SEVEN. Gained 27 August 1944 (by Old 794th Bomb Sq.). Transferred to New 794th Bomb Sq.) on 20 October 1944. Returned to U.S.A. as war weary on 11 January 1945. Participated in Combat Missions #9,10 in the Old 794th and Missions #13,16,17,21 in the New 794th, 7 Transport Missions.
- 42-24706 No name. Gained 13 November 1944, CWS. Lost on 28 November 1944 during Training Flight in the vicinity of Halliday Island. New ship, it had not participated in any Combat or Transport Missions. Hennin was pilot when it blew up.
- 42-24567 No name. Gained 25 November 1944, CWS. Photo Ship F-13A. Lost to Photo Unit, Forward Area, on 21 January 1945. Participated in 1 Photo Reconnaissance Sortie B-1 to B-1 and A-7 to
- A-7. Sorties not included in Squadron total as the ship was in possession of Forward Area Photo Unit. Gremmler left behind.
- 42-63464 THE BELL RINGER. Gained 4 December 1944, CWS. Goodrich's 2nd aircraft.
- 42-63445 CRAIG COMET. Gained 3 December 1944, CWS. Estey's aircraft. Cracked up on Tinian Runway by Thummel on return from Tokyo #1.
- 42-24719 THE UNINVITED II. Gained 10 December 1944, CWS.
- 42-24734 MISS LEAD. Gained 13 December 1944, CWS.
- 42-24714 ROBERT J. WILSON. Gained 23 December 1944, CWS.
- 42-65275 HI STEPPER. Gained 9 January 1945, CWS.
- 42-63529 No name. Gained 13 January 1945, CWS. Hinkle was shot down over Tokyo, Number Two.
- 42-65279 No name. Gained 29 January 1945, CWS.
- 42-24892 LI'L YUTZ. Gained 18 January 1945, CWS.
- 42-24893 LI'L ORGAN ANNIE. Gained 10 February 1945, CWS.
- 44-69660 MY GAL SAL. Gained 3 February 1945, CWS.

AIRCRAFT LOST BY THE OLD 794TH BOMBARDMENT SQUADRON: (Red Markings).

- 42-6368 CALAMITY SUE. Gained 4 May 1944. Failed to return from Mission #7 on 21 August 1944. Participated in Combat Missions #1,2,4,7, and 3 Transport Missions. Stauffer - Crashed over Yawata.
- 42-6334 GERTRUDE C. Gained 4 May 1944. Failed to return from Mission #7 on 21 August 1944. Participated in Combat Missions #2,7, and 5 Transport Missions.

ADDENDA

After arrival on Tinian, the 468th Bomb Group flew its first mission against Japan on 11 May 1945, carrying out an attack on the Kawanashi Aircraft Plant at Kobe. Before the war ended it had run up a total of 29 missions flown from the Marianas, bringing its total number of combat missions to an even 70. During its last three months in combat the Group also received two further Distinguished Unit Citations: one for incendiary attacks on Tokyo and Yokohama between 23-29 May 1945, and the other for an attack on the Kawanashi Aircraft Plant at Takarazuka on 24 July 1945.

A more complete idea of the 58th's part in World War II can be obtained from the following chart (Mission List, 58th Bombardment Wing for the C.B.I., 49 missions).

One fact should be noted about this record of the 58th Wing. Although the Wing itself did not exist from 12 October 1944 to 8 February 1945 its four groups continued to operate during that period under XX Bomber

(Continued on Page 223)

AUTHOR'S NOTE:

Although it has proven to be impossible to make an article of this type one hundred percent complete, the fact that "Bomber Markings of the 20th Air Force" covers its field in almost full scope is due to a great many, wonderful people. I would like to herewith give my deepest thanks to some of them, to: Roger A. Freeman who was the inspiration; Colonel Francis W. Nye who not only was such a help with the 468th but also made available the aircraft list on his old group; Sgt. Jerry T. Kushner who did so much in researching photographs and facts; Capt. Joseph A. Skiera who was always able and willing to help; Arthur L. Newman who did invaluable research at New York Public Library; Donald Mace, editor of Air Force Times, who opened so many doors; Major Charles Eger who gave great assistance with the 29th Group and the 314th Wing; Phil Oliver who filled in the missing information on the "Hellbirds"; T/Sgt. Kenneth Kellam who made available the history of the 16th Group; Bernie Masingale who brought forth the 501st photo; to the many others who answered my request for help; and finally, but by no means least, to Walt Jefferies for his magnificent and understanding work on the Markings Drawings. Kenn C. Rust

ABOUT THE AUTHOR

Kenn Rust was greatly taken at the age of three by things called airplanes. Studied them, made models and then studied some more until WWII came along. Failing to pass the pilot's physical he joined the Infantry, saw the Battle of the Bulge from "front row center" and spent the rest of the war in Stalag IVB. In 1946 he entered UCLA, majored in English and then Motion Pictures and finally became a free lance fiction writer with uncounted rejection slips. In 1959 he put together his love of aviation and writing with a piece called "Black Night at Poltava" for the RAF Flying Review. Since that time he's passed on six other articles to this magazine. He's also done a series of U.S. Air Force unit histories for the Airpower Historian; has done articles for the AAHS JOURNAL, True Magazine and Air Progress; is currently co-writing some brief USAF unit histories for Air Pictorial with Roger A. Freeman, and is also well into writing a 600 page book on the 8th Air Force in World War II.