



High over the most famous landmark in Japan passes a B-29 of the 499th Group. V.46 above Mt. Fujiyama.

BOMBER MARKINGS OF THE TWENTIETH A.F. PART 2

By KENN C. RUST

THE 73rd BOMB WING AGAINST JAPAN

By late 1943 the B-29 project had grown too large for a single Wing, the 58th, to handle all of the "Superfortress" groups planned by the Army Air Force. So was born the 73rd Bombardment Wing (Very Heavy), activated on 24 November 1943 at Salina, Kansas under 2nd Air Force General Order No. 176. The same Order activated the Wing's four groups. On 20 November the 497th Bombardment Group (Very Heavy) came into being in West Texas at Biggs Field, El Paso; and out in the sparse lands of New Mexico the 498th came to life at Clovis Army Air Field. Even further west, near Tucson, Arizona, the 499th Bomb Group came into being at Davis-Monthan Field; while way up north in the cold climes of Boise, Idaho the 500th Group was activated at Gowan Field. Each Group had four bombardment squadrons and four maintenance squadrons.

On 1 December the Wing Headquarters was set up in a corner of one of the new Bomber Command offices with T/Sgt. Horace A Blagg as the entire Wing Headquarters enlisted personnel. His Morning Report that day read, "No personnel yet asgd." For another week it read the same and it makes one wonder, if this was true who wrote the report. The truth was that Sgt. Blagg was not really assigned to the Wing, but borrowed.

Throughout December the personnel trickled in, in-

cluding Col. Thomas H. Chapman the first Wing C.O. By February all units were sizeable. The maintenance squadrons of the four groups were transferred to four Kansas bases, Pratt, Great Bend, Victoria and Salina, where their groups were to train after the departure of the 58th Wing for India. At the end of February 1944, Wing headquarters moved to Colorado Springs, Colorado to establish even closer liaison with its parent body, the 2nd Air Force Headquarters. On 15 April 1944 Brig. Gen. Emmett O'Donnell, Jr. assumed command of the 73rd Wing. He was to retain this position throughout the remainder of the war.

Early in April the 58th Wing's groups left the Kansas fields for India and the new groups moved in to replace them, the 497th to Pratt, the 498th to Great Bend, the 499th to Salina and the 500th to Victoria. There, with the nip of spring still in the air and blustery winds blowing off the Kansas plains, the battle of Kansas continued.

This Battle was not with guns or explosives; rather it was a struggle of man and man's ingenuity against the machine. In this case the machine was the Boeing B-29 "Superfortress", with new engines and immensely complicated internal systems. It had been rushed into production too quickly for the usual, lengthy testing that alone could iron out the "bugs" in new design features. So it was up to the men who would take the planes into combat to overcome the faults still in the great birds.

How well they succeeded is demonstrated by their record at the conclusion of training on 6 October 1944. By that time the average Wing crew had flown and completed 14 B-17 Missions (B-17's having been used in the early training due to a shortage of B-29's); they'd flown 14.6 B-29 Missions and Completed 12.1; Total Formation Time was 55.5 hours with 30 hours being above 25,000 feet; Individual Bombing Releases numbered 96.7 per average crew; Instrument Time averaged 37.2 hours and 40 hours were spent in Individual Navigation.

This approximately met the requirements to guarantee very well trained crews, but in one category the crews were deficient; instead of 40 Radar Bombing Attacks only 12.9 were completed per average crew.

During their training, the groups were reduced from four to three squadrons, with 10 planes per squadron, and had seen a complete alteration in their destination. Following the decision to invade the Marianas Islands south of Japan proper and the success of the initial attack, the 73rd Wing found itself no longer slated for India but routed to Saipan in the Marianas to mount an all out, strategic aerial offensive against the Japanese Homeland.

By the end of September all groups had their quota of ten B-29s per squadron and the shiny silver bombers had received their individual markings - the Group Letter, Outlined Square, and Aircraft Number symbols that appeared on their vertical fins. The ground echelons of the various units had begun moving out to Saipan as early as July, but it was not until the start of October that the aircraft and the air crews began the long trip to Mather Field, California, on to Oahu, from there to the superheated coral of Kwajalein, and thence to Isley Field, Saipan. The first B-29 to arrive in the Marianas was T Sq 5 (later named JOLTIN' JOSIE, THE PACIFIC PIONEER with Brig. Gen. Haywood S. Hansell, CG of the 21st Bomber Command at the controls and Major Jack J. Catton of the 498th Group as Airplane Commander. The date of arrival on Saipan was 12 October. One week later the first planes of the 497th Group arrived - A Sq 28 flown by Capt. E.G. Hahn and A Sq 26 flown by Lt. S.P. Wagner. The first of the 500th's aircraft arrived on 31 October. This was SUPINE SUE, THE INTERNATIONAL FIGURE, Z Sq 42 with Capt. Charles T. Moreland as Airplane Commander.

Mission Number One for the Wing came on 28 October, and from then until 11 November six missions were flown against Truk and Iwo Jima. Basically these were training missions and they showed up many flaws. Mission No. 3 was scheduled as a radar bombing run on Truk, but when a thunderhead was mistaken on the radar scopes for Ruo Island and the Initial Point was badly overrun and bombs were scattered all over Dublon Island.

First loss for the Wing came on Mission No. 5 to Iwo Jima, 8 November. On the way to the target T Sq 8, with Capt. Milton Trecek as Airplane Commander, encountered trouble when the No. 1 engine caught fire. The plane had to be ditched, but four men bailed out prior to the touch down. A "DUMBO" (rescue plane) arrived an hour and fifteen minutes later but in two and a half hours of searching could find no trace of the crew. The following morning, Lt. Garwood, in a Martin PBM, spotted a raft with the navigator and tail gunner aboard. Further searches were to no avail and these two men were the only ones to survive.

The last of the so-called Training Missions was flown on 11 November by the 500th Group; only the 499th had not participated in a mission by 16 November, the big day - the first Wing Briefing for an Empire Mission. The target was No. 367, the Musashino engine plant at Tokyo. Everyone had guessed the first target would be Tokyo, but the forethought did little to dampen the enthusiasm of the men when they first saw the briefing map with its lines leading from Saipan to the Japanese capitol. Everyone listened and was ready. The planes were ready, too, but the weather over Japan was not. For the next two days group briefings were held, but no mission came. For eight straight days the mission was postponed, 'til 24 November 1944....

The first B-29 into the air was A Sq 1, DAUNTLESS DOTTY, with Brig. Gen. Emmett O'Donnell, Jr. at the controls and the Airplane Commander, Major Robert K. Morgan of MEMPHIS BELLE fame beside him. Behind DOTTY came 110 other B-29s, but over Tokyo radar conditions were so bad only 24 aircraft bombed the primary target, No. 357, with poor results. 54 others bombed the Secondary Target, and the string of circumstances which seemed to give Target 357 a charmed life began. Often it was attacked in the months ahead but for one reason or another it was not knocked out until the last two months of the war - and then by another Wing.

The first B-29 to go down over Japan was from the 497th - A Sq 26 flown by Lt. Sam P. Wagner, a West Point graduate. A Sq 26 was flying an outside position on 24 November, and shortly after the target a Japanese plane raked her with gunfire, probably incapacitating the gunners. A moment later a "Tony" came in on her tail. The Tony was fired on by three other airplanes in the formation but not A Sq 26. It was probably hit, killing the enemy pilot, for it failed to return the fire. However, the Tony kept wobbling through the air at the non-firing A Sq 26. Closer and closer the Tony came until it crashed into the B-29's tail plane. Both aircraft went into a slow spiral. Then A Sq 26 dived steeply in its final plunge. No parachutes were seen.

In response to this first mission by the 73rd Wing, the Japanese attacked Saipan on the night of 26/27 November. The first attack came just after midnight when two "Betty" bombers strafed the 499th dispersal area. At dawn the next Empire mission was dispatched, but at ten minutes after noon 17 "Zekes" came in and strafed Isley Field thoroughly. Several men were killed, others wounded, and as a result of the two raids 7 B-29s were either destroyed or surveyed while many others were damaged, the lost lost including V Sq 1, A Sq 0, T Sq 7 and T Sq 10.

The second Empire Mission was also aimed at 357 and had no better luck than the first. Other high altitude missions followed at 25,000 to 34,000 feet, directed against key targets in Japan for the remainder of 1944 and January and February 1945. Each mission had its heroes and its tragedies as the B-29s proved themselves capable beyond their designers' fondest dreams in the skies over Japan.

Mission No. 10, to Tokyo on 3 December, was also against 357 and this target clearly proved how tough it was. Six aircraft were lost including the lead B-29 flown by Col. Richard T. King, Jr., CO of the 500th Group. On the same plane, as an observer was Col. B. E. Brugge from Wing Headquarters. Col. Brugge died after being captured while Col. King survived as a Prisoner of War. After V-J Day he recounted the incident in this way:

"I was flying as Flight Commander of a 12-ship formation with Major R. Goldsworthy.... Our mission was an aircraft engine plant in the Tokyo area and we had dropped our bombs from approximately 32,000 feet, when we were attacked by 15 fighters. Although we shot down some of the fighters, they hit our left in-board gasoline tank so seriously that it sprayed gasoline all over the aircraft and the entire ship began to burn. Slugs from the fighters had apparently also destroyed the electrical system, making the intercom inoperative and damaging the nose wheel support so that it came down. By the time the ship had lost altitude to 29,000 feet I bailed out. At that time I did not realize that I was injured in any way. Immediately after bailing out I counted at least eight and possibly nine chutes as I floated earthward myself.

"Landing in an open field, I immediately cut my shroud lines and found that I had been burned on one leg and my face. Since Japanese fighters were diving down directly over the field and it seemed they might be looking for me, I walked over under the trees at one side of the field and waited there a few moments. Meanwhile I looked myself over a little more thoroughly and found that I had landed unharmed since my .45



Two famous aircraft that went overseas with the 498th Bomb Group and served with it until August 1945: LONG DISTANCE, T Sq 49, and FORBIDDEN FRUIT, T Sq 50.



T Sq 43 in the early days as LADY EVE 11. It became later WILLIE MAE. And T Sq 45, HONSHU HAWK, that proves all 498th named B-29s were not decorated by someone's dream beauty.



SUPINE SUE, THE INTERNATIONAL FIGURE, Z Sq 42, the first B-29 of the 500 Group to arrive on Saipan, and another 500th B-29, DRAGGIN LADY Z Sq 6, lost in an emergency ditching on 23 Feb. 45.



Two closeups of the same airplane, Lt. Col. Gerald G. Robinson's BATTLIN' BETTY III, named for his wife. At left is the name and original drawing, a girl in a yellow bathing suit seated on a light-blue sliver of moon with the name in red.



At right is the nose insignia that became standard late in the war for all 73rd Wing Bombers - the Winged Black Ball with an elongated Yellow Barb carrying the aircraft's name. The forty-three bomb symbols are in red, and the plane is T-41 from the 498th Group. (Photos - G. Robinson)



This was the scene after the Japanese attacks of 27 November 1944. In the first photo can be seen all that remained of the 497th's A Sq 9. The second photo shows

the desolation in the hard hit 499th area where V Sq 1 was destroyed. The third photo shows the ground crews finishing off the fires around the destroyed A Sq 9. (Photo - H. P. Ging)

had been lost on the way down. I was wearing only suntan shirt and trousers and regular GI shoes, socks and underwear, with no other equipment. Shortly some Japanese civilians found me and not only handcuffed but also bound me with my own shroud lines..."

The crew of Capt. Francis J. Murray aboard T Sq 28 from the 498th Group was luckier on Mission No. 10. Fifteen minutes before target ice formed over the windows of their B-29, denying vision to the pilot and co-pilot. There was nothing they could do but drop out of formation to avoid a mid-air collision. Then the Japanese fighters were all over them, making pass after pass. Enemy fire shot out the fuel transfer system, punctured the oil tanks and riddled the airplane. Flak added to the holes and damaged one bomb bay door so it would not close.

For six hours the airplane flew on until, with 1200 gallons that could not be transferred still in the tanks, the engines choked to a stop. T Sq 28 was in a rain squall as she came down to ditch. She hit at 120 mph, stopped in three seconds and broke in half. The pilot and engineer got two life rafts out and inflated up front, while Sgt. Charles Dean got out another life raft and emergency equipment from the tail section. Finally the survivors huddled in the rafts - all but the co-pilot, Lt. Ray Keller, who went down with the wreckage.

The three rafts were secured together and, with daylight, rationing of the meager supplies began. Two fish were caught and eaten raw. On the first attempt, Sgt. Dean

shot a seagull with his .45 and this was cut into ten pieces and eaten. For five days the men drifted before they managed to create a sail and head for the Philippines. On the tenth day a Navy PB4Y was spotted ten miles away at 5,000 feet. A dye marker and two flares failed to attract it. One flare was left, one with a punctured primer that had not worked before. Sgt. Dean grabbed it, put it in the flare gun and with all his might hit the plunger. It worked; shot the flare. The men in the PB4Y saw it, came over and buzzed the rafts. On the eleventh day a PBX dropped them a note that said a surface vessel would pick them up, and an hour later a destroyer hove into sight and rescued the crew - just 300 miles from Saipan, for although they had been sailing toward the Philippines the current had kept them nearly in one spot.

A B-29 that did not come home from Tokyo on 3 December was LONG DISTANCE, T Sq 49. With Capt. Donald J. Dufford at the controls it was rammed by a "Tony" that disabled and partially tore off No. 3 engine. Out of formation then, this bomber sustained 131 fighter attacks but through magnificent airmanship and great gunnery Capt. Dufford and his crew fought off the attacks and brought LONG DISTANCE safely back to Isley Field with none of the crew wounded. This feat won much praise in 'Stateside newspapers as the first instance of Jap suicide tactics in the air against B-29s.

In mid-December three missions in a row were flown against the Mitsubishi plants at Nagoya. These were the first introduction of 73rd crews to what was to become familiar as "flak alley". The Japanese had heavy AA installations on both sides of narrow Nagoya Bay so co-ordin-

ated that they could make the area over the bay extremely hot. The losses on the three missions showed how tough the flak conditions were. 12 bombers were lost and 56 damaged - although a good measure of this was due to very heavy Japanese aerial interception, (509 attacks alone on the 22 December mission). Tough as the target was to get at, the attack on 13 December marked the first instance of the Wing creating serious damage to an objective, with 40% of Target 193 being seriously damaged.

Seven attacks were carried out on the Japanese homeland by Christmas time and, true to the words of Tokyo Rose, the Japanese retaliated on Christmas night. Twenty-five airplanes raided the Saipan airfields, destroying two B-29s, one by a very accurate glide-bombing attack. Since the first such raid on 26/27 November several ineffective air attacks had been carried out, but this was the last that would cause notable damage. All Japanese attacks on Saipan stopped after 2 February, just before the capture of their staging base at Iwo Jima.

For the last mission of 1944 the Wing returned to Target No. 357, created little damage, lost three bombers with battle damage to 14. One of those lost was UNCLE TOM'S CABIN, T Sq 25, with Major John E. Krause as Airplane Commander. T Sq 28 was leading the third element of a tight nine-plane formation on the bomb run between Mt. Fuji and Tokyo when trouble struck at 1425, one minute before bombs away. A Tony came in head-on, slightly high, with guns blazing. The ring sight blister blew off the B-29 from this fire, probably killing the Central Fire Control gunner, and the right side of the ship from nose to leading edge of the wing was torn open by the Tony's wing, killing or wounding the co-pilot, engineer and radio operator.

The three foot wide gash emitted a sheet of yellow flame through which parts and pieces of equipment came flying out of the airplane. For 30 seconds, however, the B-29 held formation before dropping out abruptly, losing speed and altitude faster than accompanying planes could slow down. Fighters swarmed in from all sides and levels. At approximately one minute from the time it left the formation T Sq 25 was rammed by a second Tony on the righthand side knocking off parts of the wing and No. 3 or No. 4 engine.

UNCLE TOM'S CABIN was at 28,000 feet and going down fast when yet another Tony rammed it from underneath in the belly near the CFC compartment. Immediately it went into a spin, recovered, and took up a parallel course below the rest of the 874th Squadron, but at least 30 fighters were still after it. Finally, seven minutes after the first attack, it went out of control and headed straight down from 20,000 feet. No one bailed out and minutes later a column of smoke was seen to rise from the ground a few miles northwest of Tokyo Bay. It was confirmed that at least 9 Tonys were shot down by T Sq 25's crew. No more gallant battle was ever put up by a dying Superfortress.

To start off the New Year right, the 73rd Wing began a new type of mission on 3 January 1945. While still flying at high altitude the target was the city of Nagoya rather than any particular place in that city. Also the bomb load was mostly incendiary as the design was to burn the city. Results showed three million square feet of residential area and one small textile mill destroyed. Losses were five aircraft, with 21 damaged.

One of the damaged planes was BATMAN' BETTY 11 (the first BATMAN' BETTY had been destroyed during the Christmas night attack.) Over the target T Sq 41, flown by its Airplane Commander, Major Gerald G. Robinson, with Lt. Col. John H. Griffith as co-pilot, took a head on attack from a Japanese fighter that barely skimmed by underneath the B-29. It was hit by two 20 mm shells that shattered the plexiglass nose, wounded the bombardier, and knocked out the No. 1 engine and the C-1 automatic pilot.

As the pressurized air rushed out of the nose, the temperature dropped to 40 degrees below zero. Col. Griffith quickly reached out and began to pull the bombardier to a safer position. Robbie, as they called the Major, saw his boot dangling as though held by only a thin thread and reached down and cradled the nearly severed foot as the bombardier was settled down behind the pilots. Aware that the wounded man was freezing, the two pilots removed their heavy flying suits and tucked them around him but Robbie's gloves, that had been on the floor, were lost underneath the bombardier.

For what seemed endless minutes in the incredible cold, Major Robinson flew barehanded wearing only a lightweight flying jumper. Finally he had the bomber out of fighter range, and he nosed BATMAN' BETTY 11 down at 4000

feet per minute until she reached the safe and warm altitude of 4500 feet, headed for Saipan. They came home 1500 miles on 3 engines, without an automatic pilot. For his "high professional skill, courage, and devotion to duty" Major Robinson received one of the first Distinguished Flying Crosses in the 73rd Wing. (The bombardier, Lt. Paul O'Brien survived, received the Silver Star and returned to duty.)

To infer that life in the 73rd Wing was all combat, loss and heroism is far from the truth. There was much light hearted play, too. And there were things that seemed insignificant but yet had a very deep meaning. One such was the D of E of the 874th Squadron, 498th Bomb Group. The "Dissolution of Evolution" was a bottle of Canadian Club Whiskey that had quite a career for an old bottle of Spiritus Frumenti.

At an early date the D of E was placed in a niche in Major Edward C. Lees' LASSIE COME HOME, T Sq 21, and there it rested for twelve successful missions over Japan. On the thirteenth, 14 January 1945, just after Major Lees had received orders to return to the States, the D of E was still there and Capt. Wagner W. Dick was the new Airplane Commander. The target was Nagoya and the flak and fighters of the Japanese Empire made a flying sieve out of LASSIE. Nineteen hours after take-off, all the other crews had landed, been interrogated and tucked into bed, and LASSIE, with the D of E, had been given up for lost. Three men, however, remained on the field refusing to accept this inevitable. These were the Squadron CO, Lt. Col. Boris M. Zubko, Major Lees and Major Kuemming, who was also slated to return to the Zone of Interior.

They stood alone in the night, not speaking. Then they heard the sound of a plane struggling in to land. It came down and rumbled toward them, a patchwork quilt with a name that could not have been more true. Despite everything, LASSIE had "come home". One look at her and the handful of men knew she'd only be salvage the next day. They agreed it was only the D of E that saw her through, and this faithful bottle was removed from its niche to Lt. Col. Zubko's office where its spirit was fittingly interred.

That, after all, had always been its intended destiny for the name, Dissolution of Evolution, was symbolic. Evolution represented the involvement of a group of men into a well knit squadron. Dissolution represented the time the first men of that original squadron would return to the States. After 14 January and LASSIE's last flight, the D of E stood upon a pedestal in Lt. Col. Zubko's office. There was no graph, chart, map or picture on any of the walls of the office, just the D of E in quiet dignity.

The peak of losses for the 73rd Wing came on 27 January 1945. The target was No. 357 again and there were a total of 384 aggressive fighter attacks against the B-29s - 554 of these against the lead group, the 497th. The enemy fighters even followed the "Superforts" 50 miles off the coast on the way out. Wing claims were 60-17-79, or 60 destroyed, 17 probably destroyed and 79 damaged. Nine B-29s were lost, five of them from the 497th.

Though it will always read in the records as "destroyed" that day, one of the 497th's bombers did manage to get its crew back to Saipan. This was IRISH LASSIE, A Sq 52. With Airplane Commander Lt. Lloyd Avery at the controls IRISH LASSIE fought its way in from the coast toward the target and destroyed three enemy aircraft when a lone "Zeke" came racing down from directly above. Exchanging fire with the CFC gunner the Zeke never tried to pull out.

It smashed into the B-29's left wing just behind the No. 1 engine and carried away eight feet of the aileron and a third of the landing flap. No. 1 engine's gas tank was ripped open and gasoline poured out. The engineer instantly began transferring fuel from the damaged tank until the level of the fuel in the cell was below the point of leak. After that he fed fuel back to the tank to keep the No. 1 engine running.

Still holding formation, IRISH LASSIE absorbed more fighter attacks as the Initial Point came and passed. A "Jack" came in from behind. The tail gunner blasted away at it and scored hits. Still the Jack came in, spewing off pieces as it closed the distance. Then it hit, tearing out the entire left side of the tail gunner's compartment and bombing him, ripping the left stabilizer completely off and snapping the control cables on the pilot's side of the plane. At the exact instant of contact, the bombardier dropped the cargo, then IRISH LASSIE went out of control and into a slow, upright spiral.

Eight thousand feet it fell before the co-pilot discovered his controls worked and he began righting A Sq 52.

More fighters hit, but somehow the twice rammed B-29 (without a tail gun and no firepower on the left side) managed to hold its own and finally lose them out over the Pacific.

Five men, working in shifts, managed to free the wounded tail gunner. He was then treated along with the wounded radio operator as the plane wobbled back toward Saipan. After what seemed an eternity at the edge of oblivion A Sq 52 broke clouds on a line for the runway at Saipan.

The co-pilot was flying IRISH LASSIE now but it fell off too much on the final approach. He tried to get its nose up but couldn't. The cliffs where the runway begins were racing directly at them when the co-pilot put his feet on the instrument panel and gave one final heave. Up came the nose and the stricken bomber leaped over the edge and hit the runway. The nose wheel collapsed. No. 1 engine burst into flames. A wing caught an embankment slamming the plane violently around. The burning engine came off. The fuselage cracked in the middle and the wreckage lay still.

Two men were injured in the crash landing. Two had been wounded. The others came through safely. Of the eleven man crew on IRISH LASSIE nine were decorated - the Airplane Commander and the tail gunner with the DSC, the co-pilot and flight engineer with the Silver Star, the bombardier and navigator with the DFC and three gunners with the Air Medal.

The first mission in February, on the 4th, was an incendiary attack on Kobe that succeeded in burning two and a half million square feet of the city. One of the bombers taking part was DEVIL'S DARLIN', T Sq 9, of the 498th with 1st Lt. Maurice L. Malone as Airplane Commander. Over the target DEVIL'S DARLIN' was heavily damaged by a vicious series of fighter attacks when inability to close the bomb doors and added drag from a dangling bomb bay tank caused the plane to lag behind its formation.

One of the first 20mm shells struck Lt. Malone and killed him instantly. Another shell severely wounded the radar operator. No. 4 engine was hit and couldn't be feathered, and all instruments for the right wing engines were shot out. Additionally, the left flap ran part way down and the tail and auxiliary power unit section were damaged. Despite the considerable damage, Lt. Robert U. Burton, as co-pilot, who took over the controls, managed to dive DEVIL'S DARLIN' into clouds to try and escape the enemy fighters. The No. 2 engine had been accidentally feathered out now it was restarted as Major Joe Kramp peeled out of formation with his B-29 and chased the last of the Japanese fighters away from T Sq 9.

After that it was try to get home. The navigator helped remove Lt. Malone's body and then joined Lt. Burton at the controls. No. 3 propeller finally melted off and threw itself clear of the plane, and Lt. Burton stabilized DEVIL'S DARLIN' on course and level with the help of the automatic pilot. Then he got in contact with Major Kramp by radio, and when the Major set his No. 1 propeller at 2200 RPM, DEVIL'S DARLIN's flight engineer, Lt. William Silk, synchronized his No. 4 prop through its shadow and the shadow of the Major's No. 1 propeller. In this way Lt. Silk was able to compute how much fuel was being consumed and to save as much as possible.

Eventually, No. 4 had to be feathered owing to loss of oil and the plane limped along with just two engines on the left side. When it was within 60 miles of Saipan there was only 15 minutes' fuel remaining and DEVIL'S DARLIN' was a bare fifty feet above the water. Preparations were made for a crash landing on Isley Field No. 2 as midnight neared, but the airplane didn't make it. Fifteen minutes out No. 1 engine sputtered dead and then No. 2 quit. It happened so quickly that Lt. Burton was still flying the plane with the automatic pilot. Before he could take over himself, and before anyone could take crash stations, the plane settled herself onto the water. It was a good ditching in the moonlight. Four men were injured but all got out and into life rafts as DEVIL'S DARLIN' sank beneath the Pacific taking the body of her commander, Lt. Malone, with her.

February was a big month for the 73rd Wing in two very important ways. It saw the first elements of the 313th Wing enter into the attacks on Japan (on the 10th) and the virtual end of the major attempt to bring Japan to her knees by high altitude strategic bombing.

The damage created by the high altitude missions had not proved to be commensurate with the effort expended and the losses incurred. Accuracy had improved, but it was still

not good enough. The weather was a major problem with winds at altitude (in the jet-stream) rising to over 150 mph on occasion and making good bombardier's calculations almost impossible. Also, clear days had been few and radar bombing was not nearly as accurate as visual bombing. Thus, by the beginning of March 1945 conditions in the 21st Bomber Command of the 20th Air Force had reached a crossroads.

One argument was that better weather lay ahead during the summer and this would greatly aid accuracy. Another was that such improvement would still not be enough to bring Japan to surrender with present tactics. This was the view of Maj. Curtis E. LeMay, CG of the 21st Bomber Command since 20 January 1945, and he determined on the use of a new attack technique.

On the afternoon of 9 March 1945 the flabbergasted crews heard that they were to go to Tokyo that night at altitudes of seven to eight thousand feet, without armament other than the tail guns, and hit the urban area of the city with incendiaries. Though the crews took off without much certainty as to their own fate, let alone the success of the new form of attack, their attitude was completely changed at the end of ten days.

From 9 March to 13 March a series of five low-level incendiary missions was flown resulting in the destruction of approximately 32 square miles in four major Japanese cities. On these missions the Wing flew 762 sorties of which 91% bombed the Primary Target and released 4893 tons of bombs. Losses were far lower than on daylight missions. After the 18th, all men were given six days to recuperate from the string of night operations that had taxed them 'round the clock.

On the night of 24/25 March another new technique was tried against the Mitsubishi factory at Nagoya. It was an experimental night precision bombing attack with both incendiary and general purpose bombs. Inadequate illumination from too few flash bombs hampered bombing, yet the mission still destroyed 102,000 square feet of the roof area of the target and six million square feet of the surrounding city.

Toward the end of the month the Navy was carrying on a full-scale sea campaign in the vicinity of Okinawa. These fleet operations were being seriously hampered by Japanese Kamikaze attacks as well as other attacks by regular bombers and fighters. The Navy called on the B-29s to destroy the Japanese airfields on Kyushu and all operational aircraft on them.

The 73rd Wing with other elements of the 20th Air Force was designated and from the first Kyushu mission on 27 March to the last one on 29 April it flew 29 missions. Twenty-one of these were against Kyushu and the Kamikaze bases. With the exception of the first, the Kyushu missions were flown by 22 to 33 planes apiece with as many as four separate missions being flown during a day, each by a different group.

Airfields were not the only targets in April, however. On 7 April it was Target 357 again and it was their last visit to this target. This mission was escorted by North American P-51D "Mustangs" for the first time. Also the 497th's LUCKY IRISH bagged 7 Jap fighters and A Sq 45 came back with the top half of its tail still in Japan.

Along with changes in operations that took place in March and April, the 73rd Wing also changed the markings of its aircraft. Since coming overseas each plane had carried the Group Letter, Square and Aircraft Number in black on its vertical fin. Now, during the first half of April, these markings were removed and only a large single block letter (the Group Letter: A for the 497th, T for the 498th, V for the 499th and Z for the 500th) was placed on the tail. The Aircraft Number was painted on the sides of the rear fuselage.

A change in personal markings occurred at the same time. Responding to protests (though not from the crews) against the saucy, sometimes lurid, pin-up drawings on the noses of the B-29s, Wing Headquarters ordered all drawings removed. The order was promptly carried out, and two months later their place was taken by a special Wing symbol - a Winged Black Ball with an elongated Yellow Barb horizontally through it. Names of aircraft were then painted within the forepart of the Yellow Barb, but gone forever were the voluptuous honeys and other drawings that once decorated the noses of 73rd Wing B-29s.

Following the successful conclusion of the Okinawa campaign the 73rd Wing concentrated more and more on urban incendiary missions against the major cities of Japan. In May and June Nagoya was hit twice, Tokyo twice, Osaka twice,

and Yokohama and Kobe were bombed once each. On all of these missions large portions of the cities were burned out by the 20th Air Force.

Japanese resistance to the B-29 attacks became weaker during May and June but at times could be just as vicious as ever. An example occurred over Kobe on 4 June, and the following is a statement of the incident as observed by Lts. Rick and Pound of the 874th Squadron of the 498th Group.

"Six enemy aircraft coordinated an attack on the formation led by Major Kramp. Two 'Georges' hit the right side of the element at one o'clock. One 'George' hit the left side between number one and number three aircraft of the element and three Georges attacked the left side of the formation taking fire on that side of the element. 1st Lt. Robert A. Rochat in T 31 was hit in the No. 2 engine and it is believed that numerous hits were scored on the fuselage. The bomber lost airspeed and fell three-fourths of a mile behind the formation and was noted in that position by Lt. Horace S. Rich as he approached Land's End.

"Lt. Rich contacted Major Kramp who slowed up the formation by reducing airspeed and S-turning. One George was observed on the tail of Lt. Rochat's plane by the tail gunner of Lt. Rich's crew. Lt. Rich contacted Rochat and advised him to pull into formation as quickly as possible. All four propellers on Rochat's plane appeared to be turning, probably windmilling. Though the formation was slowed as much as possible the distance between Rochat and the formation was not closed. The George on the tail of T 31 closed slowly for about two or three minutes. Lt. Rich's crew were not able to discern any fire from Rochat and believed that the turret was out or that the gunner was injured or dead. After the George had closed the distance between himself and Lt. Rochat cautiously, he rammied deliberately chewing up the tail assembly and almost instantaneously bailed out.

"Lt. Rochat was able to continue for four minutes towards Iwo at about 14,000 feet. One parachute was seen to come out of T 31 about thirteen miles from Land's End. Lt. Rochat lost altitude to 10,000 feet gradually. Major Kramp, after the rammage was noted, sent 1st Lt. Charles E. Pound back for aided protection and to do whatever was possible as it was not considered judicious to hold the entire formation any longer.

"Lt. Pound arrived over Lt. Rochat just as the parachute was seen to open at 13,000 feet. The nose wheel was down; however, no one in Lt. Pound's crew was able to ascertain whether or not the bomb bay doors were open. When Lt. Rochat reached 10,000 feet the ship suddenly nosed down and went into a combination of spin and spiral. Four chutes were seen to open as it went down. T 31 continued on down into the ocean. One enemy aircraft was observed to follow the B-29 down but apparently did not fire. Lt. Pound circled over the man parachuting down until a Super Dumbo arrived and notified him that he had the survivors spotted so Lt. Pound came back to home base.

Lt. Charles Duveen, Lt. John Kesekes, Lt. John Duffy and S/Sgt. Arthur Liberi parachuted to safety and were rescued while in sight of the Jap shore line. It was quite a harrowing experience. While on the way down a Jap 'Paul' made several passes. They also were attacked by sharks while in the water, and lost, but not least, one Jap plane dropped depth charges."

The success of the campaign to burn out the major cities of Japan is attested to by the fact that, when mid-June came, so many of the large cities had been so thoroughly burned that the 73rd Wing had to join in attacks on smaller cities. For the remaining two months of the war the Wing flew 17 incendiary attacks (mostly at night) against various small Japanese cities. Along with several precision attacks on key targets, the small cities were constantly attacked until eventually every city over 50,000 population was burned.

The last such urban attack for the 73rd was on 8 August against Yawata. That was Mission No. 98. On 14 August the Wing dispatched a maximum effort, a daylight attack on Target 382 at Osaka. While it was underway all airplanes in the Wing which were not able to take part in the daylight strike, or which had aborted, were prepared for a night incendiary strike against the small city of Iseaki with other aircraft of the 20th Air Force. This was the magic 100th Mission for the

Wing, and while the few aircraft that participated in it were on their way home word came that Japan had surrendered and World War II was over.

With the close of hostilities, there was one more set of missions to be flown - the most gratifying kind, for they were 20th Air Force Mercy Missions. The Wing participated in 22 such missions, from 27 August to 14 September, carrying supplies to Prisoners of War Camps in Japan and the continent of Asia. The second Mercy Mission, on 28 August, was a maximum effort with 159 Wing planes airborne. They carried three days' supplies for over 31,800 men and flew to 24 POW camps all over the Empire. A total of 2,470 tons of supplies were air-dropped at the cost to the Wing of four aircraft. One of these crashed into a mountain on Honshu, one was forced down by the Russians over Korea and two were missing.

In statistics the 73rd Bombardment Wing (VH) dropped 48,532 tons of bombs on all targets of which 63% were incendiary. It flew a total of 3,874 combat sorties and sustained 7,563 individual enemy aircraft attacks. It lost 182 aircraft (including 37 war wearies) and claimed 435 enemy aircraft destroyed, 239 probably destroyed, and 422 damaged. The Wing had 1,044 aircraft damaged. Total personnel casualties were 117; 69 killed, 96 missing and 138 wounded. Of 709 crewmembers known to have ditched at sea, 285 were rescued.

By the end of September 1945 the aircraft of the Wing were beginning to fly back home with their crews. That was Project Sunset and saw the planes coming home to take up station at March Field, California. There the Wing remained until 22 December 1945 when it transferred to MacDill Field, Florida with the 497th and 498th Groups. The 499th and 500th remained at March to be deactivated. Then at MacDill on 14 May 1946 the Wing itself was deactivated.

ONE HUNDRED AND ONE SUPERDUMBS

The 498th Bombardment Group

A half dozen ground officers, members of the 492nd Bomb Group (B-24s), were gathered around a glowing, pot-bellied stove in a wooden shack at Clovis Army Air Field, New Mexico at 1000 hours on 29 November 1943. Those they heard read 2nd Air Force General Order 176, the same which activated the 73rd Wing and the other Groups and squadrons which were to comprise the Wing. As part of the 498th Bombardment Group (VH), the 21st, 22nd, 23rd and 24th Bomb Maintenance Squadrons, and the 373rd, 374th, 375th and 376th Bombardment Squadrons were brought into being.

Lt. Col. Joseph B. West was assigned command of the 498th on 11 December and was superseded by Major Crocker Snow on 20 January 1944 and Colonel Wiley D. Gansy on 14 March 1944. The original cadre from the 492nd was filled out by men assigned from all over the United States, many being overseas returnees from the 490th Antisubmarine Group. Growth and training occurred in two places. The ground units replaced those of the 44th Bomb Group (VH) at Great Bend, Kansas who departed for India. The air units continued to take shape at Clovis.

During March the flying personnel began getting in some four-engine time at Clovis; the maintenance section worked eight hour shifts to service four Boeing B-17s and one Cessna UC-78 assigned to the Group. On 13 April, they moved to Great Bend Army Air Field, Kansas and soon afterwards underwent an organizational change to save on overhead and administrative personnel. The fourth tactical squadron, the 376th, and the fourth maintenance squadron, the 24th, were deactivated and consolidated with the other three units. The total number of aircrews was not affected - each squadron now having 20 crews instead of 15.

Full scale training continued until 16 July when the ground echelon entrained for the Port of Embarkation and overseas, and the next group due to complete training as part of the 20th Air Force sent its maintenance units to Great Bend to service the 450th Group and its aircraft. These were from the 19th Bomb Group (VH), of the Fourth B-29 Wing, the 314th.

By 31 August, the unit moved to the staging base at Kearney Army Air Field, Kansas. It was from there, on 3 October 1944, that the first airplane of the 73rd Wing departed for the Marianas Islands. This was the 498th's T Sq 5, Major Jack J. Catton, Airplane Commander, and carried Brig. Gen. Haywood S. Hansell, Jr., CG, 21st Bomber Command. They landed at Isley Field, Saipan at 1300 hours on 12 October 1944 - the first B-29 into the Marianas. This B-29 was subsequently named JOLTIN' JOSIE.

As the air echelon departed for overseas in October of 1944, each squadron was comprised of twenty crews. Ten of these crews were assigned to the ten B-29s issued to each

squadron and they flew these aircraft overseas to Saipan. Five of the crews were flown overseas by ATC to join the rest of the Group at Isley Field. The five remaining crews each flew one reserve B-29 out to Saipan so that the 73rd Wing would have replacement aircraft on hand for its initial combat losses.

Between 28 October 1944 and 14/16 August 1945 the Group set a high record, by a short statistical summary, activities in which it often led both the 73rd Wing and the 20th Air Force:

Average length of flight on major strikes - 2890 miles
Average duration (major strikes) 14.37 hours.
Total miles flown on major missions 7,715,000 miles.
Total gasoline consumed on major missions 13,539,000 gallons.
Total bombs dropped 12,413 tons.
Enemy aircraft attacks on the 498th Group totalled 1,512. Of these, the Group was awarded claims for the following:
105 Enemy Aircraft destroyed: 5 "George", 1 "Hamp", 25 "Irving", 1 "Jack", 1 "Nick", 3 "Oscar", 1 "Oscar" or "Tojo", 15 "Tojo", 32 "Tony", 13 "Zeke", 2 unidentified Twin Engine.
61 Enemy Aircraft Probably Destroyed: 1 Frank, 1 Hamp, 13 Irving, 1 Jack, 1 Nick, 2 Oscar, 11 Tojo, 12 Tony, 16 Zeke, 2 Unidentified Single Engine, and 1 Unidentified Twin Engine.
93 Enemy Aircraft Damaged: 1 Frank, 1 "Fred", 3 Hamp, 19 Irving, 2 Jack, 5 Oscar, 13 Tojo, 23 Tony, 2 "Val", 12 Zeke, 1 Zeke or Tojo, 2 Unidentified Single Engine, and 4 Unidentified Twin Engine.

SUMMARY BY SQUADRONS

	873rd	874th	875th	Total
Destroyed	54	38	13	105
Probable	31	23	7	61
Damaged	30	35	28	93

Cumulative Group totals (thru 31 July 1945) and records in which the 498th led all groups of the 73rd Wing were:

Hours flown - 36, 789.
Combat hours flown - 32, 208.
Sorties flown - 2,318.
Aircraft bombing all targets - 1,933.

The highest scoring gunners in the Group were Sgt. Robert J. Hannas, right gunner, Old Orchard, Maine, 873rd Squadron, 4 e.a.; Sgt. Louis D. Deith, right gunner, Allegan, Michigan, 874th Sqdn, 5 e.a. destroyed, 4 probably destroyed, and 5 damaged; S/Sgt. Martin W. Buzner, Jr., right gunner, Wilton, Connecticut, 874th, 2 e.a.

Those with the most missions in the Group were: S/Sgt. Howard D. Barbere, left gunner, Lawton, Oklahoma, 873rd, 39 missions; 1st Lt. Lawrence A. Nelson, navigator, Brookings, South Dakota, 874th, 37 missions; Capt. Charles Spieth, Jr., airplane commander, Woodlawn, New York, 875th, 36 missions.

The most decorated combat airmen were Capt. Alfred E. Stordahl, airplane commander, Hollywood, California, 873rd Sqdn, (Silver Star for low level attack on 5 small Jap vessels, sinking 4. DFC with 2 clusters and Air Medal with 3 clusters); Capt. Wagner W. Dick, airplane commander, Kentwood, Louisiana, 874th Sqdn. (Silver Star for flying his aircraft back from Japan on 2 engines with plane severely damaged, DFC with 3 clusters and Air Medal with 4 clusters); 1st Lt. Roger E. Marchant, navigator, Kansas City, Missouri, 875th Sqdn. (DFC with 2 clusters and the Air Medal with 4 clusters).

These cumulative records of the 498th Group were established by the crews and the One-hundred-and-one B-29's assigned to the Group during its combat tour. To complete the story of the 498th, it seems fitting to list them (the first time such a complete list of group aircraft has ever been published). It must be pointed out that this list, drawn from "A Thumb-Nail Sketch of the 498th Bombardment Group, Saipan, M.I.", may hold several errors that were incorporated in the original. Some errors have been corrected, but possibly a few still remain. The list is as accurate

as time and memory of the men concerned can allow it to be.

Identifications of the B-29's are, in order, serial number, the name given the airplane by its crew, squadron aircraft number, the date gained (i.e. the date plane was assigned to the 498th Group), the source from which it was gained if other than the manufacturer (as in the case of all original planes) or a USAAF project designed to supply the 20th Air Force with replacement aircraft.

Such a list tells many stories by itself. For example the saga of different aircraft that carried the Aircraft Number "10": Six B-29's of the group carried this number and four of these were lost in action. Also the odd fate of all three airplanes that carried the name, FILNEY FAY - each was lost without a word ever being heard as to how it went down or of what happened to its crew. Other examples are here by the score for those who are interested to dig them out.

873rd BOMBARDMENT SQUADRON

- 42-63430 No name, T Sq 1. Gained 10 Sept. 1944. Airplane Commander, Capt. George W. McDaniel. Lost 13 Dec 1944, Mission # 12. No.1 engine and instruments shot out; two crew members reported injured; ditched 20-20W, 143 -00E; no crew members rescued.
- 42-24505 THE HEAT'S ON. T Sq 2. Gained 4 Sept 1944. Airplane Commander, 1st Lt. Joseph M. Grass. Flown on first Tokyo mission by Lt. Wayne Dameron. Lost 27 Dec 1944, Mission # 16, with Lt. Grass as AC. Ditched 18-06N, 144-25E due to mechanical failure of fuel transfer system and inability to transfer fuel. Four crew members including Lt. Grass rescued; 7 lost.
- 42-24508 No name. T Sq 3. Gained 4 Sept. 1944. Airplane Commander, Capt. Robert G. Stinson. Participated in first Tokyo mission. Lost 4 Feb 1945 with Lt. Alfred E. Stendahl as AC, Mission # 23. Shortly before reaching Saipan on return, No. 1 engine caught fire. Landed safely on Isley Field No.2 before the engine burned itself off.
- 42-24511 LITTLE JO. T Sq 4. Gained 4 Sept 1944. Airplane Commander, Capt. James R. Callahan. Lost 29 Apr 1945 with 1st Lt. Earl B. Fisher as AC, Mission #63. Aircraft damaged over target and crew bailed out soon after leaving coast of Japan, 30-52N, 131-31E. 11 parachutes seen, 6 crew members rescued by submarine the next day. Lt. Stendahl in a Superdumbo fought off Jap boats and planes attempting to capture the men while still in the water.
- 42-24514 JOLTIN' JOSIE, THE PACIFIC PIONEER. T Sq 5. Gained 5 Sept 1944. Airplane Commander, Major Jack J. Catton. First to land on Saipan, participated in first Tokyo mission. Lost 1 April 1945 with Capt. Wilson C. Currier as AC, Mission #37. Shortly after takeoff a small explosion was observed. The B-29 burst into flames and crashed into the sea with a large explosion. Entire crew lost including 1st Lt. Raleigh E. Phelps, Group Bombarrier.
- 42-24595 LUCKY 'LEVEN. T Sq 6. Gained 30 Sept 1944. Airplane Commander, Lt. Barton K. Yount, Jr. Participated in first Tokyo mission, and last Japan mission of 14 Aug 1945. Completed 60 missions (crew chief, M/Sgt. William J. Davis, Spearfish, S.D.). Declared War Weary and returned to U.S., 18 Aug 1945.
- 42-24593 No name. T Sq 7. Gained 7 Sept. 1944. Airplane Commander, Capt. Wilson C. Currier. Damaged on ground by enemy air attack, 27 Nov 1944. Survived 18 December 1944.
- 42-24645 No Name. T Sq 8. Gained 15 Sept. 1944. Airplane Commander, Capt. Milton Tracek. Lost 8 Nov 1944, Mission #5. No. 1 engine caught fire and another failed. Bomb bay doors would not close. Aircraft ditched after four men bailed out. Two crewmen rescued.
- 42-24629 DEVIL'S DARLIN'. T Sq 9. Gained 8 Sept 1944. Airplane Commander, 1st Lt. Maurice L. Malone. Participated in first Tokyo mission. Lost 4 Feb 1945, Mission #23. Heavily attacked by enemy fighters. Lt. Malone killed and two engines lost. Ditched about 15 miles off Saipan for lack of fuel. Rest of crew rescued.
- 42-63428 No Name. T Sq 10. Gained 9 Sept 1944. Airplane Commander, Lt. Charles E. Fetter. Participated in first Tokyo mission. Lost 27 Nov 1944. Strafed and burnt on the ground during enemy air raid.

- 42-24735 No Name. T Sq 10. Gained 28 Nov 1944. Airplane Commander, Lt. Charles E. Fetter. Lost 3 Dec 1944, Mission # 10. Missing. Last message stated No. 1 engine out, another losing oil and aircraft was being attacked by enemy fighters. All crew members lost. First mission for this T Sq 10.
- 42-63458 No Name. T Sq 11, was T Sq 7 from 18 to 23 Dec, T Sq 11 from then to 29 Jan 1945 and T Sq 2 from then until lost. Gained 28 Nov 1944. Airplane Commander, Lt. W.C. Breeland. Lost 10 Feb 1945, Mission #24. Radio out, accompanying aircraft observed No. 1 engine out, fuel low. Disappeared in the dark. All 11 crew members lost.
- 42-24755 TOMMY HAWK. T Sq 8. Gained 10 Dec 1944. Aircraft served with group until end of war.
- 42-24767 No Name. T Sq 10. Gained 11 Dec 1944. Airplane Commander, Lt. William F. Beyhan. Lost 27 Jan 1945, Mission # 22. Two engines, fuel and electrical systems shot out. Ditched for lack of fuel at 29-20N, 143-20E. All 10 crew members lost.
- 42-24727 No Name. T Sq 1. Gained 17 Dec 1944. Airplane Commander, 1st Lt. Harron M. Mac Donald. Lost 31 March 1945, Mission #36. Enroute to target, No. 3 engine backfired and caught on fire as prop would not feather. Bombs salvaged and ditched at 29-53N, 135-13E. All crew except tail gunner rescued 31 March.
- 42-24777 No Name. T Sq 7. Gained 23 Dec 1944. Airplane Commander 1st Lt. Charles D. Brodie. Lost 26 Feb 1945, Weather Strike Mission #238. Nos. 1 and 3 engines out. Ditched 20-10N, 136-25E. Nine crew members rescued, 4 lost.
- 42-63501 No Name. T Sq 12 for a few days, then T Sq 2. Gained 24 Dec 1944. Airplane Commander, Capt. Pierce R. Kilgo. Lost 27 Jan 1945, Mission #22. Strayed wide from main formation and heavily attacked by fighters after leaving target. No. 1 engine shot out. Last seen going into cloud near coast followed by fighters. All 11 crew members lost.
- 42-65295 No Name. T Sq 12. Gained 22 Jan 1945. Airplane Commander, 1st Lt. Marvel L. Geer. Lost 29 April 1945, Mission # 63. Following fighter attack, aircraft left formation in a steep dive then went into a violent spin and crashed on land. No chute observed. All 11 crew members lost.
- 42-24794 HOMER'S ROAMERS. Listed as T Sq 10 originally but became T Sq 3. Gained 29 Jan 1945 from 505th Bomb Group. With Group from February to end of war.
- 42-63522 RAIDIN' MAIDEN. T Sq 11 for one week and then T Sq 9. Gained 29 Jan 1945 from 504th Bomb Group. Served with Group until end of war.
- 42-93881 No Name. T Sq 10. Gained 31 Jan 1945. Airplane Commander, 1st Lt. Marvel L. Geer. Lost 6 April 1945, Weather Strike Mission #346. Low on fuel and two engines out, with no time to go around, Lt. Geer landed on Tinian with his own lights. Aircraft ground looped over cliff and was completely destroyed. No major personnel injuries.
- 42-65332 THE HEAT'S ON. T Sq 2. Gained 18 Feb 1945. Completed 47 or more missions, served with Group until end of war.
- 42-65331 ARKANSAS TRAVELLER. T Sq 17 (was T Sq 11 at one time. Gained 20 Feb 1945. Served with Group until end of war.
- 42-93945 No Name. T Sq 14. Gained 26 Feb 1945 from 314th Bomb Wing. Out of action on 16 May 1945. Bombs shook loose in storm on Mission # 65, 5 May, and aircraft was transferred to Guam Air Depot. Repaired and returned to U.S. as War Weary.
- 44-69747 No Name. T Sq 15. Gained 6 March 1945. Airplane Commander, Lt. Herbert L. Kordemeier. Lost 10 March 1945, Mission # 29. Missing, no word. Believed to have been set on fire and lost over target. First mission for plane and crew, all 11 lost.
- 44-69752 No Name. T Sq 15. Gained 10 March 1945. Airplane Commander, 1st Lt. William R. Filbert. Lost 1 April 1945, Mission #37. No word, presumed lost over target with all 11 crew.
- 44-59765 No Name. T Sq 15 (was T Sq 8 at one time. Gained 20 March 1945. Airplane Commander, 1st Lt. Barton K. Yount, Jr. Lost 1 June 1945, Mission # 75. One engine lost en route to target. Bombs salvaged, Bomb bay doors would not close. Ditched 19-30N, 144-00E. Entire crew rescued on 1 June.
- 42-93744 No Name. T Sq 7. Gained 31 March 1945 from 314th Bomb Wing.
- Flown on 30 consecutive missions without an abort crew chief, M/Sgt. Walter A. Leslie, Denton, Texas. Transferred out of action 15 July 1945. Taxiing accident before take-off, Mission # 88 on 9 July. Transferred to Guam Air Depot and salvaged.
- 42-94027 RUTHLESS. T-1. Gained 2 April 1945. Served with Group until end of war.
- 42-94014 LITTLE BUTCH. T-5. Gained 3 April 1945. Served with Group until end of war.
- 44-69848 No Name. T-15. Gained 5 April 1945 from 500th Bomb Group. Airplane Commander, Lt. Floyd R. Hoffman. Lost 6 Aug 1945, Mission # 96. Ran out of fuel and ditched 40 miles NW of Saipan. Entire crew picked up same day.
- 42-94030 LUCKY STRIKES. T 10. Gained 13 April 1945. Served with Group until end of war.
- 44-69932 LITTLE JO. T-4. Gained 28 April 1945 from 497th Bomb Group. Airplane Commander, Lt. Franklin E. McCoy. Served with Group until end of war.
- 42-93852 No Name. T-12. Gained 4 May 1945 from 3rd Photo Recon Sq. An F-13A, this aircraft was transferred back to 3rd Photo Recon Sq, Guam, on 6 July 1945.
- 44-59987 KAYO KIDS. T-1. Gained 7 May 1945. Served with Group until end of war.
- 44-69969 OREGON EXPRESS. T-11. Gained 8 May 1945. Served with Group until end of war.
- 44-61623 SALLY DELLE. T-16 for a week and then T-12. Gained 28 June 1945. Served with Group until end of war.
- 44-61666 SWEET SIXTEEN. T-16. Gained 3 July 1945. Served with Group until end of war.
- 44-61655 MIGHTY FINE. T-7. Gained 14 July 1945. Served with Group until end of war.
- 44-61734 LUCKY SEVEN. T-6. Gained 18 July 1945. (Note this aircraft is shown to be in operation at same time as original T-6, "LUCKY 'LEVEN".) Special Weather Strike aircraft. Served with Group until end of war.
- 874th BOMBARDMENT SQUADRON
- 42-24609 LASSIE COME HOME. T Sq 21. Gained 3 Sept. 1944. Airplane Commander, Major Edward C. Lass. Lost 14 Jan 1945 with Capt. Wagner W. Dick as AC. Mission #19. Returned from mission with two engines shot up and structural damage to aircraft. Transferred to Guam Air Depot on 17 Feb 1945 and not returned.
- 42-24610 BED ROOM EYES. T Sq 22. Gained 4 Sept. 1944. Airplane Commander Lt. Robert L. Borgos participated in first Tokyo mission and last Japan mission of 14 August 1945, total of 61 missions. Declared War Weary and returned to U.S. on 18 Aug 1945.
- 42-24601 POCARONEAS, THE PROUD PIGEON. T Sq 23. Gained 15 Sept 1944. Airplane Commander 1st Lt. Philip D. Webster participated in first Tokyo mission and last Japan mission of 14 Aug 1945, total 56.
- 42-24625 LADY MARY ANNA. T Sq 24. Gained 4 Sept 1944. Airplane Commander, 1st Lt. Robert E. Zellar. Returned to U.S. as War Weary on 12 July 1945.
- 42-24625 LADY MARY ANNA. T Sq 24. Gained 4 Sept 1944. Airplane Commander, 1st Lt. Robert E. Zellar. Returned to U.S. as War Weary on 12 July 1945.
- 42-24642 UNCLE TOM'S CABIN. T Sq 25. Gained 8 Sept 1944. Airplane Commander, Major John E. Krause. Lost 27 Dec 1944, Mission #16. Rammed three times during attacks by 20 to 30 fighters. Last seen descending at steep angle a few miles NW of Tokyo Bay. Major Krause and all crew members lost.
- 42-65210 FILTHY FAY. T Sq 26. Gained 9 Sept 1944. Lost 24 March 1945, Mission #34. Missing, no word was ever heard.
- 42-24646 TORCHY. T Sq 27. Gained 10 Sept 1944. Airplane Commander, Capt. Philip M. Greene. Lost 24 April 1945. Suffered severe flak damage on mission #42, 13 April. Transferred to the Guam Air Depot on 24 April. Repaired and returned to U.S. as War Weary.
- 42-63432 No Name. T Sq 28. Gained 30 Sept 1944. Airplane Commander, Capt. Francis J. Murray. Lost 3 Dec 1944, Mission #10. Fuel system destroyed by enemy action. Ditched 20-45N, 145-55E. Ten crew members rescued on 14 December.
- 42-24681 No Name. T Sq 29. Gained 30 Sept 1944. Airplane Commander, Capt. Elbert W. Hyde. Lost 3 Dec 1944, Mission # 10. Ditched 31-48N, 141-53E for unknown reasons. Entire crew lost.
- 42-24654 WICHITA WITCH. T Sq 30. Gained 18 Sept 1944. Lost 25 Dec 1944. Destroyed on the ground by enemy raid.

- 42-24742 No Name. T Sq 31. Gained 10 Dec 1944. Airplane Commander, 1st Lt. Robert A. Rochat. Lost 5 June 1945, Mission # 76. No. 2 engine damaged over target. Rammed by enemy aircraft after it fell out of formation, and crashed into the sea. Five chutes observed and 4 crew members rescued on 5 June. Others, including Lt. Rochat, lost.
- 42-24749 TANAKA TERMITE. T Sq 32. Gained 10 Dec 1944. Participated in 60 missions, crew chief, M/Sgt. Clyde M Emawiler, Mathias, West Virginia. Declared War Weary and returned to the U.S. on 22 August 1945.
- 42-63469 SLEEPY TIME GAL. T Sq 33. Gained 13 Dec 1944. Served with Group until end of war.
- 42-24753 GEISHA GERTIE. T Sq 34. Gained 19 Dec 1944. Airplane Commander, 1st Lt. John R. Bauman. Lost 14 Jan 1945, Mission # 19. Ditched for unknown reasons. Last position 33-02N, 141-50E. All lost.
- 42-63478 SOUTHERN BELLE. T Sq 35. Gained 26 Dec 1944. At Combat Staging Center, Iwo Jima, 18 to 26 July 1945 and from 19 August 1945.
- 42-65248 No Name. T Sq 36. Gained 29 Dec 1944. Lost 5 June 1945, Mission #76. Both horizontal stabilizers damaged by flak, and right wing burned by fire on No. 3 engine caused by flak. Landed at Iwo Jima and surveyed on 6 June.
- 42-63413 SHIRLEY Dee. T Sq 37. Gained 1 Jan 1945. First was listed as T Sq 12 in 873rd Squadron and then as T Sq 25 in January and/or February. Served with Group until end of the war.
- 42-63510 HEAVENLY BODY. T Sq 38. Gained 29 Jan 1945 from 505th Bomb Group. Lost 1 April 1945, Mission #37. 20mm shell holes through aileron, No. 1 nacelle, rear pressurized cabin, bullet and shell fragment holes throughout aircraft. To Guam Air Depot on 10 April 1945.
- 42-63554 MISS LACE. T Sq 25. Gained 24 Feb 1945. Flown on 49 consecutive missions without an abort, crew chief, S/Sgt. Henry L. Blin, Chicago, Illinois. Served with Group until end of war.
- 44-69777 DANNY-MITE. T Sq 28. Gained 26 Feb 1945. Lost 24 May 1945, Mission # 72. Lost two engines over the target and last reported trying to reach the sea.
- 44-69699 No Name. T Sq 29. Gained 26 Feb 1945 from 314th Bomb Wing. Damaged by ferry crew and not accepted on original delivery of 27 Feb 1945. Repaired and redelivered by Guam Air Depot on 8 April 1945. Served with Group until end of the war.
- 42-65345 No Name. T Sq 21. Gained 7 March 1945. Served with Group until end of the war.
- 42-9399 FILTHY FAY 11. T Sq 26. Gained 26 March 1945. Lost 1 April 1945, Mission #37. Missing, no word was ever heard. Airplane Commander, 1st Lt. Carl G. Smith.
- 42-94046 No Name. T-27. Gained 23 April 1945. Served with Group until the end of the war.
- 44-70082 No Name. T-30. Gained 10 May 1945. Served with Group until end of the war.
- 44-69993 No Name. T-34. Gained 12 May 1945. Lost 22 June 1945, Mission #32. Nos. 2 and 4 engines went out shortly after take-off. Crash landed, no fatalities.
- 44-69852 FILTHY FAY 111. T-26. Gained 24 May 1945. Lost 24 May 1945, Mission # 72. Missing, no word was ever heard. First mission for this aircraft.
- 44-70147 SENTIMENTAL JOURNEY. T-31. Gained 13 June 1945. Served with Group until end of the war.
- 44-61661 No Name. T-26. Gained 15 June 1945. Served with Group until end of the war.
- 44-70141 No Name. T-36. Gained 15 June 1945. Served with Group until end of the war.
- 44-61678 MAIDEN'S PRAYER. T-28. Gained 30 June 1945. Served with Group until end of the war.
- 44-61757 No Name. T-24. Gained 20 July 1945. Served with Group until end of the war.
- 44-61775 No Name. T-34. Gained 25 July 1945. Served with Group until end of the war.
- 875th BOMBARDMENT SQUADRON
- 42-24606 BAPTIST BETTY. T Sq 41. Gained 10 Sept. 1944. Airplane Commander, Major Gerald G. Robinson. Lost 25 Dec 1944. Damaged on ground by enemy air raid on 25 December. Salvaged on 6 January 1945.
- 42-65212 MRS TITTYMOUSE. T- 42. Gained 8 Sept 1944. Last Airplane Commander, Capt. John O. Wise. Severely damaged on ground during enemy raid of 25 December 1944. Lost 7 April 1945, Mission #39. Shortly before reaching the target, No. 1 engine hit by flak and the left wing flew off. Last seen going down in a spin. Entire crew lost.
- 42-24663 LADY EVE 11. T Sq 43. Gained 15 Sept 1944. Airplane Commander, Capt. Wilfred N. Turcotte. Participated in first Tokyo mission. From 31 March to 3 June 1945, at Guam Air Depot for landing gear repair. Then as T-43 became WILLIE MAE. Participated in last Japan attack on 14 August 1945. Total of 35 missions.
- 42-24624 PATRICKS. T Sq 44. Gained 4 Sept 1944. Completed 48 missions and had 833:55 hours by 7 July 1945. Modified and redesignated as TB-29 and served with Group until end of the war.
- 42-24613 No Name. T Sq 45. Gained 3 Sept 1944. Airplane Commander, 1st Lt. Don O. Horsfall. Lost 27 Dec 1944, Mission #16. Lost Nos. 2 and 4 engines after take-off and ditched between Saipan and Tinian. Three crew members rescued, not including AG.
- 42-63415 No Name. T Sq 46. Gained 15 Sept 1944. Lost 5 May 1945, Mission # 65. No. 2 engine caught fire and flames quickly covered aircraft. It crashed into the sea five miles off Saipan. Four crewmen rescued.
- 42-24649 No Name. T Sq 47. Gained 11 Sept 1944. Lost 18 December 1944, Mission #13. No.1 engine out because of battle damage. Ran out of fuel on approach to Saipan and crashed in ATC area. No fatalities.
- 42-65211 LADY EVE. T Sq 48. Gained 6 Sept 1944. Airplane Commander, Major Russell E. Cheever. Damaged on 13 Dec 1944, Mission #12. Prop flew off and hit fuselage. At Guam Air Depot to repair damage from 21 Dec 1944 to 30 March 1945. Returned, was T-58 for awhile and then T-43. Lost 26 May 1945, Mission #73. Lost No. 1 engine when hit by flak. Another engine began backfiring. Attempted to land at Iwo Jima, but the island was weathered in so that aircraft had to circle and finally crew bailed out. All rescued.
- 42-24544 LONG DISTANCE. T Sq 49. Gained 9 Sept 1944. Airplane Commander, Capt. Donald J. Dufford. Flown on 60 consecutive missions without an abort, crew chief, M/Sgt. Clare D. McKenzie, Reliance, South Dakota. Returned to U.S. as War Weary on 12 August 1945. 1062:40 hours on aircraft.
- 42-24607 FORBIDDEN FRUIT. T Sq 50. Gained 7 Sept 1944. Participated in 65 missions (highest number in the Group), crew chief, M/Sgt. George A. Bischof, Union City, New Jersey. Returned to U.S. as War Weary on 12 August 1945.
- 42-63475 HOUSTON HONEY. T Sq 51. Gained 12 Dec 1944. Aircraft Commander, Major Cornell J. Lupear. Aircraft's No. 4 engine shot up by plane's own guns and prop ran away on 18 Dec 1944, Mission #13. Returned successfully. Returned to U.S. as War Weary on 25 August 1945.
- 42-24751 ANTOINETTE. T Sq 48. Gained 23 Dec 1944. Lost 24 May 1945, Mission #72. Missing, no word ever received.
- 42-24771 No Name. T Sq 52 for a short time and then T Sq 47. Served with Group until end of the war. Returned to U.S. as War Weary 25 Aug 1945.
- 42-24748 No Name. Scheduled to be T Sq 35 but became T Sq 42. Gained 26 Dec 1944. Lost 3 Jan 1945, Mission # 17. Crashed and burned on Anatahan, Mariana for unknown reasons. No survivors; first mission for plane.
- 42-24760 BAPTIST BETTY 11. T Sq 41. Gained 26 Dec 1944. Airplane Commander, Major Gerald G. Robinson. On 26 Jan 1945, Ernie Pyle flew his only bomber mission in this aircraft, a practice mission against Anatahan. Airplane lost with another crew 10 Feb 1945, Mission #24. Ran out of fuel with last position 15-10N, 145-00E. No other word received.
- 42-63444 HONSHU HAWK. T Sq 45. Gained 30 Dec 1944. From 28 March to 12 May 1945 at Guam Air Depot to repair damage received in landing accident.



Two from the 497th group. JOKER'S WILD 11, Serial number 42-24397, carried the same nose drawing as the original JOKER'S WILD. And LUCKY IRISH, serial number 42-63492, whose gunners scored seven victories on 7 April 1945 over Tokyo. (Photo - l. - W.F. Duffenback; r - J.L. Dunavent)



LUCKY 'LEVEN, a famous 498th Group B-29, with 10 missions indicated on the nose. Another, later, picture was submitted by the author, courtesy of W.F. Duffenback, with 18 missions indicated by the small painted bombs but



could not be reproduced here. This photo submitted by J.L. Dunavent. On the right, ADAM'S EVE for sure, but it is not known to which Group this airplane belonged. Photo by Duffenback.



TORCHY, not precisely identified, but it is probably T Sq 27 from the 873rd Squadron. The insignia is a dragon's head, with eight stars within the circle. The airplane had 12 missions at this time. (Photo Courtesy of Col. Jack DeWitt. At right is the un-



official insignia on THUNDERBIRD, again not completely identified, but shown with 39 bombing missions and five camels indicating missions "Over the Hump". From its proximity to Diamond U in the background, this could be from the 462nd Group, 58th Wing. (Photo - Denny Parker)



V-50, of the 499th Group, didn't quite make a complete runout at Saipan. B-29-20-BA, S/n 42-63841. (Photo - Courtesy of W.F. Duffenback)



B-29's from other 20th Air Force Wings crowded onto Isley Field, Saipan, for Mercy Missions following V-J Day. (Photo - Duffenback)



Aircraft from the 58th Wing also helped to swamp the facilities of 73rd Wing. As can be seen in the photo at right, the words "P.W. Supplies" were painted across



the insignia on the lower wing surface to indicate these airplanes were on Mercy Missions. Many B-29's returned P.O.W's to the States. (Photos - Duffenback)



TOKYO ROSE, from the 3rd Photo-Reconnaissance Squadron, and the first B-29 over the city of Tokyo on 9 November 1945. Airplane Commander, Capt. Ralph Steakley. (Photo - J.L. Dunavent)



- while on training flight. Became T-56 and served with Group until the end of the War.
- 42-63524 PASSION WAGON. T Sq 52. Gained 29 Jan 1945 from 505th Bomb Group. Airplane Commander, Capt. Charles Spieth, Jr. Served with Group until the end of the War.
- 44-69772 BATILIN' BETTY III. T Sq 41. Gained 18 Feb 1944. Airplane commander, Lt. Col. Gerald G. Robinson. Had 43 missions and served with the Group until the end of the War.
- 44-69706 BLACK BART'S REVENGE. Scheduled to be T Sq 8 but became T Sq 53. Gained 20 Feb 1945. Served with Group until the end of the War.
- 44-69729 No name. Scheduled to be T Sq 28 but became T Sq 54. At Combat Staging Center, Iwo Jima from 21 July to 4 Aug 1945 and 11 Aug 45.
- 44-69749 No name. T Sq 55 for a short time and then T Sq 45. Gained 21 Mar 1945. Served with Group until the end of the War.
- 42-93959 TUMBLING TUMBLEWEED. T Sq 55. Gained 24 Mar 1945. At Combat Staging Center, Iwo Jima from 5 Aug 1945.
- 44-70001 No Name. T - 42. Gained 19 April 1945. Served with Group until the end of the War.
- 44-70075 No Name. T Sq 46. Gained 7 May 1945. Lost 24 May 1945 on Mission No. 72. Missing with no further word ever received.
- 44-70145 No Name. T-46. Gained 14 June 1945. Served with the Group until the end of the War.
- 44-70135 ANTOINETTE. T-48. Gained 15 June 1945. Served with Group until the end of the War.
- 44-61781 No Name. T-57. Gained 21 July 1945. Served with the Group until the end of the War.
- 44-61711 No name. T-58, then T-50. Gained 23 July 1945. Served with the Group until the end of the War.

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AUTHOR'S NOTE:

Corrections to Part 1 of this article (JOURNAL, Vol. 7, No. 3, Fall, 1962) should be noted as follows: The caption for the cover photo is incorrect. This picture does not depict JOLTIN" JOSIE, T Sq 5, coming in to Isley Field. It is, rather, DAUNTLESS DOTTY, A Sq 1, also a famous airplane. As readers may recall it was in this airplane that General O'Donnell came to Saipan and commanded the first mission to Tokyo.

The photograph at the upper right of Page 167 shows aircraft of the 498th Group, not the 468th Group (a typographical error).

The caption for the photo at the right lower corner of Page 171 should state that the Diamond with a 'Y' within it marks the airplane as part of the 501st Bomb Group. It is extra information that the airplane was a part of the 21st Bomb Squadron.

At the moment of writing the first part of this article this author had no certain information as to whether or not the 6th Bomb Group used squadron colored tail tips. But should have. Only too late, and with much red facedness, was it discovered in an early issue of the JOURNAL. Oh, but to dig in every source and forget the JOURNAL.

Kenn C. Rust.

ADDENDA

As a further study of the operations of the 73rd Wing against Japan, the following Mission List has been prepared. The claims are given in the usual manner, viz., aircraft destroyed, probably destroyed, and damaged. Certain missions have been omitted as there was no available information on them. They were flown by the 499th Group and no records for that group have come to the writer's attention. Therefore there are blanks in the record of the 73rd Wing which it is hoped can be filled later on.

One of the great action pictures of World War II. A 499th Group B-29 has pulled up violently beneath the No. 2 engine of the flight leader in the foreground. Ahead of the formation boils the intense smoke clouds from a Japanese city being bombed by a previous group of Bombers. (Photo - Courtesy of W.F. Duffenback)



MISSION LIST - 73rd WING

No.	DATE	TARGET	73rd WING			497th GROUP				498th GROUP				
			AIRCRAFT AIRBORNE	BOMBED TARGET	LOST	BOMBED TARGET	BOMBS (Ton)	LOST	E.A. CLAIMED	AIRCRAFT AIRBORNE	BOMBED TARGET	BOMBS (Ton)	LOST	E.A. CLAIMED
1	28 Oct	Truk	18	14	0	7	26	0	-	9	7	21	0	-
2	30 Oct	Truk	18	17	0	9	27	0	-	9	8	24	0	-
3	2 Nov	Truk	20	17	0	9	21	0	-	9	8	19	0	-
4	5 Nov	Iwo Jima A/F	36	25	0	16	72	0	-	18	9	42	0	-
5	8 Nov	Iwo Jima A/F	17	6	1	6	30	0	-	10	0	0	1	-
6	11 Nov	Truk (1)	9	8	0									
7	24 Nov	357 PT Tokyo docks & urban ST	111	24 64	2	20	48	1	2-8-5	29	24 ST 1 LR	64	0	5-9-0
8	27 Nov	357 PT Tokyo docks & urban ST	81	0 62	1	14	39	0	-	27	20 ST	46	0	-
9	29/30 Nov	Tokyo Industrial & dock	29	24	1	7	29	0	-	10	8 PT 1 LR	31	0	-
10	3 Dec	357 PT Tokyo docks & urban ST	86	60 8	6	11	38	1	3-3-1	24	20 PT 1 TO	50	3	3-2-6
11	8 Dec	Iwo Jima A/F	82	62	0	12	118	0	-	23	18 PT	150	0	-
12	13 Dec	193	90	71	12	16	44	0	3-0-6	25	22 PT	55	2	1-1-0
13	18 Dec	194	89	63		14	37	1	0-3-1	29	24 PT 1 LR	63	1	3-8-10
14	22 Dec	193	78	48		14	36	1	6-7-10	25	13 PT 4 TO	47	0	0-2-1
15	24 Dec	Iwo Jima	29		0		0	0	-	2	2 PT	10	0	-
16	27 Dec	357	72	39	3	14	41	0	6-5-5	23	15 PT 1 TO	42	3	7-1-1
17	3 Jan	Nagoya industrial and urban	97	57	5	17	54	2	9-6-11	24	13 PT 3 LR	42	1	0-1-3
18	9 Jan	357	72	18 33	11	10	24	3	12-1-3	18	2 PT 6 TO	37	0	-
19	14 Jan	194	73	40		17	45	2	5-0-12	22	9 PT 8 LR	41	1	11-5-12
20	19 Jan	1547	80	62		13	40	0	-	19	16 PT	40	0	0-0-3
21	23 Jan	193 PT Nagoya urban ST	73	28	2	11	33	1	4-3-13	22	16 ST 5 TO	63	0	6-4-1
22	27 Jan	357 Tokyo docks and urban ST			9	13	39	5	34-7-12	21	18 ST	53	2	5-2-7
23	4 Feb	Kobe port and urban	91			10	28	0	0-1-10	23	19 PT 3 TO	61	2	3-2-11
24	10 Feb	1544 (2)				9	26	0	4-2-7	24	16 PT 1 TO	54	2	4-0-1
25	15 Feb	193 PT Any indust. city LR	91	29	0	6 PT 11 LR	51	0	1-4-9	24	10 PT 8 LR	83	0	2-3-5
26	19 Feb	357 PT Tokyo docks and urban ST	101	0 81	5	20 ST	65	1	0-1-0	33	27 ST 3 TO	103	0	3-4-4
27	25 Feb	Tokyo urban		94	4	19	44	2	-	37	27 PT 4 LR	78	0	-
28	4 Mar	357 PT Tokyo docks and urban ST		0 94	1	32 ST	102	1	-	37	30 ST 4 LR	100	0	-
29	9/10 Mar	Tokyo urban	165		1	34	221	0	-	42	34 PT 3 TO	240	1	-
30	11/12 Mar	Nagoya Urban				34	220	0	-	39	38 PT 1 TO	257	0	-
31	13/14 Mar	Osaka urban				35	232	0	1-0-0	30	28 PT	188	0	-
32	16/17 Mar	Kobe urban				38	340	0	-	41	39 PT	350	0	-
33	18/19 Mar	Nagoya urban		142		38	307	0	-	38	34 PT	264	0	-
34	24/25 Mar	193	122	106	4	27	209	1	-	30	26 PT	213	1	-
35	27 Mar	Tachiarai and Oita A/Fs, Kyushu	120	112		29	101	0	-	30	29 PT	99	0	0-1-2
36	31 Mar	Tachiarai Machine Wks.		105	1	29	116	0	-	30	27 PT	108	1	0-C-2

MISSION LIST - 73rd WING

No.	DATE	TARGET	73rd Wing			497th Group				498th Group				
			AIRCRAFT AIRBORNE	BOMBED TARGET	LOST	BOMBED TARGET	BOMBS (tons)	LOST	E.A. CLAIMED	AIRCRAFT AIRBORNE	BOMBED TARGET	BOMBS (Tons)	LOST	E.A. CLAIMED
37	1/2 Apr	357		115	7	25	231	1	0-1-0	31	29 PT	259	3	-
38	3/4 Apr	792		61		17 PT 7 ST	118	0	--	29	13 PT 14 ST	228	0	-
39	7 Apr	357	111	101	6	29	145	0	37-14-15	32	31 PT	146	1	18-3-4
40	8 Apr	Kagoshima (1)	29	28	0									
41	12 Apr	357 2011		94 11	0	24	114	0	0-0-2	28	17 PT 9 ST	133	0	8-1-3
42	13/14 Apr	Tokyo arsenal area	122			29	199	1	-	32	30 PT	238	0	-
43	15/16 Apr	Kawasaki urban			1	23	153	0	-	33	30 PT	190	0	-
44	17 Apr	Izumi A/F, Kyushu (3)			0									
45	17 Apr	Tachiarai A/F		21	0	11	44	0	1-6-2	10	10 PT	40	0	-
46	18 Apr	Izumi A/F (3)			0									
47	18 Apr	Tachiarai A/F		20	2	10	40	2	3-1-3	11	10 PT 1 TO	44	0	0-1-6
48	21 Apr	Oita A/F (3)			0									
49	21 Apr	USA A/F, Kyushu		29	0	20	94	0	0					
50	21 Apr	Tachiarai A/F			0					21	17 PT	85	0	0-1-1
51	22 Apr	Izumi A/F (3)			0									
52	22 Apr	Tomitaka A/F, Kyushu		18	0	8	34	0	-	10	10 PT	43	0	-
53	24 Apr	2009	45	34	1	11	52	0	3-2-3	11	9 PT 1 TO	42	0	0-1-3
55	26 Apr	USA A/F, Kyushu		18	0	18	77	0	2-0-0					
56	26 Apr	Saeki A/F, Kyushu (1)		19										
57	26 Apr	Tomitaka A/F	22	21	0					22	21 PT	94	0	-
58	27 Apr	Izumi A/F (3)												
59	27 Apr	Miyazaki A/F, Kyushu		21	0	10	43	0	-	11	11 PT	47	0	-
60	28 Apr	Izumi A/F (1)	23											
62	29 Apr	Miyazaki A/F		19	0	19	109	0	-					
63	29 Apr	Miyakonojo A/F, Kyushu	23	22	2					23	22 PT	127	2	11-2-2
64	30 Apr	Hamamatsu urban		55		9	52	0	0-0-1	11	11 PT	62	0	-
65	5 May	660	130		3	25	97	1	1-0-1	36	33 PT	131	1	0-1-0
66	10 May	673	64	58	0	28	125	0	-	34	29 PT 1 TO	136	0	-
67	10 May	674 (3)	61		0									
68	11 May	1702		24	0	7	45	0	3-1-1					
69	14 May	Nagoya urban			2	36	187	1	3-0-1	31	29 PT	193	0	-
70	16/17 May	S. Nagoya urban			0	35	319	0	-	40	38 PT	364	0	1-0-0
71	19 May	Tachikawa Army Arsenal	94	0	0		127	0	-	23	20 PT 1 TO	126	0	-
72	23/24 May	Hamamatsu ST		83		22 ST 35	276	0	-	44	44 PT	285	4	-
73	25/26 May	Tokyo urban	144		10	30	233	1	-	33	30 PT 1 TO	243	1	-
74	29 May	Yokohama urban	152	136		34	194	0	0-0-1	41	34 PT 2 TO	237	0	-

WINTER 1962

MISSION LIST - 73rd wing

No.	DATE	TARGET	73rd Wing			497th Group				498th Group				
			AIRCRAFT AIRBORNE	BOMBED TARGET	LOST	BOMBED TARGET	BOMBS (Ton)	LOST	E.A. CLAIMED	AIRCRAFT AIRBORNE	BOMBED TARGET	BOMBS (Ton)	LOST	E.A. CLAIMED
75	1 June	Osaka urban	158	3		32	193	2	1-0-2	39	37 PT 1 TO	238	1	1-0-0
76	5 June	Kobe urban	154	2		31	199	0	7-5-4	37	32 PT	256	1	10-2-2
77	7 June	Osaka urban	133	1		24	154	0	-	33	30 PT	210	0	-
78	10 June	1476		118	0	29	203	0	-	33	32 PT	209	0	3-3-3
79	15 June	Osaka-Amagasaki urban				36	283	0	-	36	34 PT	284	0	-
80	17/18 June	Hamamatsu urban		135		35	216	0	-	31	31 PT	245	0	-
81	19/20 June	Fukuoka urban				34	212	0	-	34	39 PT	183	0	-
82	22 June	657A	126	104	1	24	127	0	-	30	27 PT 1 TO	159	1	-
83	26 June	382	122	109		24	161	0	-	31	28 PT 1 TO	203	0	0-1-0
84	28/29 June	Sasebo urban				41	308	0	-	33	31 PT	248	0	-
85	1/2 July	Kumamoto urban				38	247	1	-	41	39 PT	260	0	-
86	3/4 July	Kochi urban				30	239	1	-	33	31 PT	302	0	-
87	6/7 July	Akashi urban				30	239	0	-	33	30 PT	243	0	-
88	9/10 July	Sakai urban				29	183	0	-	30	30 PT	224	0	-
89	12/13 July	Ichinomiya urban				33	206	0	-	33	31 PT 1 TO	199	0	-
90	16/17 July	Oita urban				30	186	0	-	35	34 PT	211	0	-
91	19/20 July	Hitachi urban				30	213	1	-	33	32 PT	260	0	-
92	24 July	382 PT	173	35	0	35 ST	226	0	-	43	36 ST 6 TO	289	0	-
93	26/27 July	Kuwana urban ST				32	227	0	-	33	33 PT	224	0	-
94	28/29 July	Matsuyama urban				26	184	0	-	34	33 PT	235	0	-
95	1/2 Aug	Ichinomiya urban				44	389	0	-	46	44 PT	389	0	-
96	5/5 Aug	Toyama urban	184	174		33	261	0	-	33	32 PT	261	1	-
97	7 Aug	Nishinomiya urban				33	261	0	-	33	32 PT	261	1	-
98	8 Aug	Toyokawa Naval Arsenal	34	29	0					11	11 PT	79	0	-
99	14 Aug	Yawata urban	122			30	183	0	0-0-1	31	26 PT 2 TO	167	0	-
100	14/15 Aug	382	165	145	0	34	155	0	-	40	38 PT	194	0	-
		Isezaki urban				9	48	0	-	1	1 TO	7	0	-
		Koizumi TO												

TARGETS IDENTIFIED BY NUMBER - 20th AIR FORCE

193	Mitsubishi engine plant, Nagoya
194	Mitsubishi aircraft plant, Nagoya
357	Musashi engine plant, aka Musashino, (Nakajima Aircraft Co.), Tokyo
382	Army Arsenal, Osaka
657A	Naval Arsenal, Kure
660	Hiro Naval Aircraft Factory, Kure
673	Naval Fuel Station, Tokuyama
674	Naval coal yards and briquette factory, Tokuyama
792	Tachikawa aircraft plant, Tachikawa
1476	Hitachi Engineering Works, Kaigan plant
1544	Nakajima Aircraft Factory, Ota
1547	Kawasaki aircraft plant, Akashi
1702	Kawanashi Aircraft Co., Kobe
2009	Hitachi aircraft engine plant, Tachikawa
2011	Shizuoka aircraft plant (Mitsubishi Plant No. 6), Shizuoka

The abbreviations used are as follows:

PT - Primary Target
 ST - Secondary Target
 TO - Target of Opportunity
 LR - Last Resort Target

FOOTNOTES:

- ① 500th Bomb Group only.
- ② On 10 Feb 1945 the 73rd Wing was joined by two groups from the 313th Wing in attacking Target 1544. Total participation was: 118 dispatched, 84 bombed, 12 lost and 29 damaged.
- ③ 499th and 500th Bomb Groups only.

MISSION LIST - 58th BOMBARDMENT WING - MARIANAS CAMPAIGN

No.	DATE	PRIMARY TARGET	PLANES AIRBORNE	BOMBED TARGET	FAILED Mech. Pers.	BOMBS (ton)	LOST	E.A. CLAIMED	No.	DATE	PRIMARY TARGET	PLANES AIRBORNE	BOMBED TARGET	FAILED Mech. Pers.	BOMBS (ton)	LOST	E.A. CLAIMED
1	5 May	Kure	42	37	3 2	144	0	0-0-0	24	9/10 July	Sendai urban	131	123	7 1	911	1	0-0-0
2	10 May	Oshima	88	80	5 1	399	0	0-0-1	25	12/13 July	Utsunomiya urban	130	115	10 4	803	1	0-0-0
3	11 May	Kobe	38	35	0 3	157	0	0-1-4	26	16/17 July	Numazu urban	128	119	9 0	1036	0	0-0-0
4	14 May	Kawanashi A/c Co. Nagoya urban	141	124	10 1	599	2	4-1-11	26	19/20 July	Fukui urban	130	127	2 1	952	0	0-0-0
5	16/17 May	Nagoya urban	140	122	12 5	977	2	0-0-0	28	24 July	Osaka and Takasaruka	178	163	11 2	963	1	0-0-0
6	19 May	Hamamatsu	67	60	4 2	290	1	0-0-0	29	28/29 July	Tsu and Aomori	143	137	4 2	1276	0	0-0-0
7	24/25 May	Tokyo urban	127	119	6 2	849	4	4-0-0	30	1/2 Aug	Hachioji urban	180	169	10 1	1593	1	0-0-0
8	26/27 May	Tokyo urban	132	125	5 1	928	12	7-0-0	31	5/5 Aug	Saga urban and Imabari	131	127	4 0	969	1	0-0-0
9	29 May	Yokohama urban	132	122	8 1	721	2	4-3-1	32	6 Aug	Toyokawa	32	50	2 0	220	0	0-0-0
10	1 June	Osaka urban	119	107	6 3	657	4	2-1-9	33	7 Aug	Yawata	35	30	4 0	185	2	0-0-0
11	5 June	Kobe urban	120	107	12 0	710	5	6-5-10	34	8/9 Aug	Fukuyama urban	98	91	6 6 1	557	0	0-0-0
12	7 June	Osaka urban	115	107	5 1	682	0	0-0-2	35	14 Aug	Hikari Naval Arsenal	167	157	7 3	914	0	0-0-0
13	9 June	Kobe	46	44	0 1	264	0	3-5-15	36	30 Aug	Tokyo	33	33	0 0	P.O.W. Support	0	
14	10 June	Kawanashi A/c Co. Kasumigauro and Tomioko	62	55	4 2	296	0	0-4-8	37	31 Aug	Tokyo	33	31	1 0	"	0	
15	15 June	Osaka and Amagasaki	138	119	18 0	742	1	0-0-0	38	2 Sept	Tokyo	149	142	7 0	"	0	
16	17/18 June	Omura urban	126	116	8 2	769	0	0-0-0									
17	19/20 June	Toyohashi urban	141	136	4 1	946	0	0-0-1									
18	22 June	Kure and Himeja	122	110	7 3	572	1	0-0-2									
19	26 June	Kagamagahara and Osaka	150	124	6 16	794	1	6-3-3									
20	28/29 June	Okayama urban	141	138	2 1	981	1	1-0-1									
21	1/2 July	Kure urban	160	152	6 2	1082	0	0-0-0									
22	3/4 July	Takamatsu urban	128	116	7 3	833	2	0-0-0									
23	6/7 July	Chiba urban	129	124	4 1	890	0	0-0-0									

This Mission List, of the 58th Bombardment Wing in the Marianas Campaign, is a continuation of the 58th Wing record shown on Page 224 of the JOURNAL, Fall, 1962 (Vol. 7, No. 3).

The E.A. Claimed column is, in order: destroyed, probably destroyed, damaged.