

Captain Patrick Calhoun and the crew of "Draggin Lady." Standing, left to right: Captain Patrick Calhoun; Lt. Dodds; Lt. Merrick; Lt. Portigal and Lt. Kolesh. Kneeling, left to right: PFC Maples; Cpl. Bullock; T/Sgt. Gaither; Cpl. Voitovitch; PFC Gerson and Cpl. Dortch. Note that none of the members of the crew are smiling in this photograph. The strain of combat flying is clearly evident on each man's face. (Photograph from the Charles R. Maples collection).



Two photographs in which we can see Charles R. Maples "at ease." The photograph at the top was taken in Miami Beach, Florida on May 15, 1943 shortly after Mr. Maples entered the Army Air Forces. In the lower photograph we see a seasoned combat veteran (far right with feet on table) relaxing with some of the members of his crew probably while on rest and relaxation leave in Hawaii during the Spring of 1945. (Photograph from the Charles R. Maples collection).

73rd Bombardment Squadron
500th Bombardment Group 881st
Bombardment Squadron

Z Square 6

'Draggin Lady'¹

Serial Number: **42-24694-BW**

Crew Number
Crew Missions

AL6

Aircraft Commander
Pilot
Bombardier
Navigator
Flight Engineer
Radio Operator
CFC Gunner
Right Gunner
Left Gunner
Radar Operator
Tail Gunner

1/Lt. Robert E. Engle* 2/Lt.
Glenn E. Pavay* 2/Lt. John W.
Schroen 2/Lt. Gerald L.
Auerbach S/Sgt. Dooley H.
Rogers (rank: ?) J. L. Cpl.
Romeo Rendina Cpl. Francis F.
Melber Cpl. Walter Pudlo Cpl.
Lester E. Johnson Cpl.
Nicholas Gladkey (**)

M/Sgt. Ben H. Eilers
S/Sgt Joe E. Raiter, Sgt. Claude N. Neal
Cpl. James F. Travers

Ground Crew:

Note: This crew ditched "Draggin Lady" off the coast of Saipan while on a slow timing mission on February 23, 1945. The Aircraft Commander, Pilot and a sailor along for the ride, lost their lives.

(*) Indicates Killed in Aircraft Accident.

(**) S/Sgt. Russell E. Bookman was flying as the tail gunner when the aircraft was lost (ED).

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"Draggin Lady" The Story of The
Naming of a B-29 Superfortress

By Raymond Rendina, Tail Gunner, 500th
Bombardment Group Edited by Duane Blair Maples

Like many other World War II bombers, the B-29 Superfortress that my crew shared with another crew,¹ had a name and art work painted on both sides of her nose. The name of our aircraft, "Draggin Lady," was chosen as a result of the circumstances under which she brought our crew home to Saipan from a mission to Nagoya, Japan in January of 1945. Although I cannot remember the exact date, I do know that the following events took place on either the January 3rd or January 14th mission to Japan. This is how I remember the mission that is burned into my mind:

As we neared the LP,² an oil line broke in the number two engine, and oil started flowing out and onto the top surface of the wing where it began to build up and freeze. As we were in a tight formation and had to keep up with the rest of our aircraft, the Pilot elected not to order the Flight Engineer to feather the propeller⁵ on the number two engine. By the time we had completed the bomb run, the propeller had become a "runaway"⁴ and the Flight Engineer could not feather it.

It was common practice in World War II for an aircraft to have primary and alternate flight crews for various reasons; one of which was to allow one crew to fly the aircraft while the other crew rested. (ED).

² The Initial Point, usually was an easily identifiable geographical feature, such as a mountain or river, over which the bomber formation would close up and begin its bomb run to the target. (ED).

³ When a propeller is properly "feathered," it comes to a complete stop during an in flight emergency. If it continues to turn slowly, it is "wind-milling." (ED).

⁴ A "runaway" propeller creates a dangerous situation. It may continue to spin so fast that it actually flies off of its mount and may then possibly tear into the aircraft or another aircraft flying nearby. (ED).

We started to lose altitude and air speed as the wing was getting heavier and heavier from the weight of the freezing oil.

The sky was full of Japanese fighters and they soon started to attack our smoking aircraft. At this point, several other B-29s boxed us in for protection and began to escort us out to sea. The enemy fighters finally left us and we continued homeward. After having established contact with a Dumbo,⁵ we prepared for a possible ditching. As darkness approached, I could see sparks coming out of the propeller shaft on the damaged engine, and from my seat it was an eerie sight. As we continued to descend, the oil started to run off of the wing and the sparks started small fires on the wing.

Pretty soon, the entire surface of the wing burst into flames and, at about the same time, the propeller shaft froze and the propeller twisted off; flying up and away from our aircraft I watched as the spinning, burning propeller disappeared into the darkness. Eventually, the fires on the wing went out and the Pilot, by way of the interphone, instructed all crew members to assume their respective ditching positions as he and the Flight Engineer could not stop our stricken aircraft from losing altitude and air speed. The pilot then instructed the crew to start throwing out everything not attached to the aircraft.⁶

We threw out our flak suits, parachutes and other things that I cannot even remember now. The Pilot had been in contact with one after another of the

⁵ Often known as "Super-Dumbo's," these were specially equipped B-29s carrying extra life rafts or even small boats that could be dropped to help a crew that had to ditch either on their way to or from a target. (ED).

⁶ This was done, of course, in order to lighten the aircraft as much as possible to save precious altitude. (ED).

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Dumbo's,⁷ and we finally leveled off several thousand feet above the Pacific Ocean. The Radio Operator tossed out some of his automatic signaling equipment, and we all waited in our ditching positions for the Pilot's signal⁸ that would indicate we were about to ditch. We rode out this nightmare for hours, with the Pilot and Flight Engineer transferring fuel from the various tanks on board in order to stay airborne. Somehow, we made it back to Saipan which we found completely blacked out.

Unknown to us at the time, a P-61 Black Widow⁹ had been on our tail trying to establish radio contact as we approached the island. He did not fire on us because we had our wing tip lights on.¹⁰ All of a sudden, the whole runway lit up. As we came in for our landing, each engine died out one by one as our wheels touched down. As we rolled down the runway, all of our engines were gone and the Pilots were pulling on the mechanical brakes in order to stop the aircraft. After the aircraft came to a halt, we climbed out, kissed the ground and were taken to debriefing.

⁷ The Dumbo's would be flying in specified areas at prescribed intervals between the Mariana Islands and Japan in order to aid a downed Superfortress. (ED).

⁸ If a ditching became necessary, one of the pilots would ring an alarm bell or buzzer in a specified manner in order to alert their crew. (ED).

⁹ The P-61 "Black Widow," was a superb American Night Fighter. Sinister looking and heavily armed, it would have dispatched Mr. Rendina's B-29 quickly had its Pilot opened fire. (ED).

¹⁰ The "Black Widow's" Pilot was most likely familiar with the color of the landing lights on a B-29, and thus did not open fire. Still, the Radio Operator on Mr. Rendina's B-29 should have been able to establish voice contact with the "Black Widow's" Pilot. (ED).

Once there, we were allowed to erase Z Square 6¹¹ from the MIA Board.¹² Later, a lot of discussion took place with regard to coming up with a name for the aircraft. Someone suggested the name "Draggin Lady," as we all felt that the aircraft had definitely dragged both herself and our crew back home. The two Airplane Commanders, representing the primary and alternate crews, respectively, must have agreed upon this name. Therefore, the name, "Draggin Lady" was stenciled on the sides of the aircraft in large letters next to a scantily-clad, reclining female figure.

In appearance, the lady on our aircraft resembled "Miss Lace,"¹³ a character in Milton Caniff's widely read cartoon strip, "Male Call." Tragically, shortly after the name and nose art were painted on, "Draggin Lady," serial number 42-24694-BW, was lost after she crashed off Saipan as a result of engine failure on a test flight in February, 1945.¹⁴

¹¹ A Large Z Square 6, printed in a perpendicular manner on the tail of Mr. Rendina's B-29, identified it as belonging to the 73rd Bomb Wing's 500th Bomb Group. (ED).

¹² Missing In Action Board. (ED).

¹³ There was, in fact, a B-29 in the 500th Bomb Group named, "Miss Lace," and the art work on that aircraft was virtually the same as the woman painted on "Draggin Lady." (ED).

¹⁴ My grateful appreciation is extended to Mr. Raymond Rendina for his permission given some years ago to reprint this story. (ED).

Early/Original Aircraft of the 500th Bombardment Group¹

The information on each aircraft listed below includes each aircraft's serial number, name of aircraft (if known), Aircraft Commander's name (if known) and remarks (if any), about loss of aircraft, etc.

1. 42-24656

2. 42-24662

3. 42-65429 Name: "Ann Dee." Aircraft Commander's Name: Oswald.

4. 42-24672 Name: "Black Magic." Aircraft Commander's Name: Luman.

5. 42-24643 Name: "There'll Always Be A Christmas."

6. 42-24694 Name: "Draggin Lady." Aircraft Commander's Name: Calhoun.

Remarks: Crashed off Saipan on 2/23/45.

7. 42-24680 Name: "Hell's Belle." Aircraft Commander's Name: Sullivan.

Remarks: Damaged on Saipan, 2/27/45.

8. 42-24692 Aircraft Commander's Name: Fitzgerald. Remarks: Lost on ?

9. 42-24689 Name: "Nina Ross." Aircraft Commander's Name: Hatch.

10. 42-65219 Aircraft Commander's Name: Thompson.

21. 42-24652 Name: "Devil's Delight." Aircraft Commander's Name: Pierce.

22. 42-24766 Aircraft Commander's Name: Amos. Remarks: Lost on 1/3/45 with Hurlbutt.

¹ Source: 73rd Bomb Wing Association. (ED).

**23. 42-24664 Name: "Ramblin Roscoe." Aircraft Commander's Name: Hayes.
Remarks: Crashed on Iwo Jima, 4/15/45.**

**24. 42-24676 Name: "Pride of the Yankees." Aircraft Commander's Name:
Tackett. Remarks: Twice came back from Japan with two engines out on the same
side.**

**25. 42-24686 Name: "American Beauty." Aircraft Commander's Name: Van Trigt.
Remarks: Ditched on 12/18/44.**

26. 42-24687 Name: "Tokyo Local." Remarks: Lost on 12/13/44.

27. 42-24668 Name: "The Cannuck." Remarks: Survived the war.

28. 42-63436 Remarks: Shot down by the Russians on 8/29/45.

29. 42-63429 Name: "Pacific Queen." Aircraft Commander's Name: Savage.

30. 42-24700 Name: "Slick Dick." Aircraft Commander's Name: LaMarche.

41. 42-24675 Name: "The Baroness." Aircraft Commander's Name: Ashley.

**42. 42-24653 Name: "Supine Sue." Aircraft Commander's Name:
Moreland.**

Remarks: Over 40 missions.

43.

44. 42-65218 Missing in Action on Nov. 29/30 44.

**45. 42-24657 Aircraft Commander's Name: McClanahan. Remarks: Crashed
at sea on 1/9/45.**

**46. 42-24721 Name: "Su Su Baby." Aircraft Commander's Name:
Holmes. Remarks: Ditched on 3/7/45.**

47. 42-24600 Name: "Adam's Eve." Aircraft Commander's Name:
Adams.

Remarks: Lost on 4/7/45 with King.

48. 42-24660 Aircraft Commander's Name: Black. Remarks: Ditched on 1/3/45
with Amos.

49. 42-24671 Name: "Three Feathers." Aircraft Commander's Name: Feathers.

50. 42-24696 Name: "Fancy Detail." Aircraft Commander's Name: Braden.



Appendix B

Contains information pertaining to Mr. Maples' second B-29, "Booze Hound;" such as photographs of the aircraft, crew rosters, etc.



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- 7. Crew Roster: Captain George L. Booze bomb crew.**
- 8. Crew Roster: 1/Lt. Sidney Cox bomb crew.**



The B-29 in the upper foreground in the two photographs above is most likely "Booze Hound." Although the serial number on the tail cannot be clearly seen, the aircraft is still carrying the early 500th Bomb Group tail markings, while the other B-29's have the later, single large Z, on their tails. Also, "Draggin Lady" had nose art on both the port *and* starboard sides of her nose. (Photograph from the Charles R. Maples collection).



A flight of 500th Bombardment Group B-29's passing over Mount Fuji, Japan, April 30, 1945. The B-29 in the upper foreground is "Booze Hound." Note that the aircraft is still carrying the early 500th Bombardment Group's tail markings, while the other aircraft in the photograph have the later, single large Z, identification markings. The photograph was taken by T/Sgt. Lisle G. Neher. (Photograph from the Duane Blair Maples collection).



A beautiful aerial view of Mr. Maples' second B-29, "Booze Hound." Note that the nose art has been removed and replaced with the 73rd Bombardment Wing's "ball and spear" markings on the forward section of the aircraft. Note also the 35 mission markings on the nose, and the 500th Bombardment Group's large Z on the tail. (Photograph from the Charles R. Maples collection).

The Boeing B-29 Superfortress, "Booze Hound," somewhere over Japan in 1945. Note the tail designation on the aircraft. Z Square Six had also been "Draggin Lady's" identification markings. The name and nose art on this aircraft were removed after this photograph was taken. This was the aircraft in which Mr. Maples and his crew flew the majority of their combat missions. The aircraft belonged to the 73rd Bombardment Wing's 500th Bombardment Group, 881st Bombardment Squadron.



The photograph was taken by Central Fire Control Gunner, Lisle Neher, flying in Z Square 7, "Hell's Belle." "Booze Hound" survived World War H, and later saw service in the Korean Conflict, where she flew with the 92nd Bombardment Group with the name, "Charlie's Wagon." Later in the Korean Conflict, she flew with the 98th Bombardment Group with the name, "September Song." (Photograph from the Duane Blair Maples collection).

Information pertaining to the naming of Mr. Maples' second B-29, "Booze Hound," as explained in a letter from "Booze Hound's" former Pilot, John H. Johnsen, in a letter to Duane Blair Maples.

**John H. Johnsen 32 S.
Tanglewood Spur - Sedona, Arizona 86336**

March 23,

1993

**Duane Blair Maples Post
Office Box 7343 Virginia Beach,
Virginia 23458**

Dear Mr. Maples:

Your original letter to George Booze was forwarded to Eldo Platte, and then from Eldo to me. As you now know, George flew for National Airlines and then Pan Am when it bought out National, until his retirement. He passed away a couple or three years ago, but in all [of] the time since 1945, I saw him only once in Florida. Eldo and I have been in touch over all these years, if mostly by Christmas cards, but we saw each other in Tempe and he visited my home in New York State once or twice. But that is neither here nor there. I'll get to the business at hand. Eldo did write that he had sent you as much as he could remember, and perhaps between the two of us, we can fill you in.

I have cut and pasted a couple of your sheets to reflect the original "Booze Hound" [crew]. How did it [the aircraft] get its name? What a story! The Booze crew as shown, except the Navigator, Gerry Auerbach, was formed in Grand Island, Nebraska in late 1944. The original Navigator was Martin "Marty" Brooks from Philadelphia. The Grand Island operation was closed down for some reason or another, (memories are not always [as] clear nearly fifty years later), and we were re-assigned to Rattlesnake Bomber Base near Peyote, Texas. Near the close of our

transition training, we received a leave over Christmas and I drove to my home [on] Staten Island, New York with the Navigator from another crew (from Brooklyn), in a 1937 Buick sedan, with a spare wheel in the fender (classy), whose name was Edward "Moon" Mullins.

I sold the car there and "Moon" and I went to Newark Air Field, where we were able *to bum* a ride on a B-29 to Wright Patterson [Air Force Base on the first leg of our return trip back to Texas following the end of our leave]. While in the ATC terminal, we saw a large crate containing a Mastiff,¹ [which was] addressed to Faye Emerson in North Hollywood from General Elliott Roosevelt.² We left for Kansas City in a DC-3 carrying spare tires, but the Pilot did not like the [way] one engine sounded and he aborted the flight We obtained another ride on a DC-3, (can not remember the destination), but it was called back to pick up the Mastiff, whose name was "Blaze," by the way, and "Moon" and I were "bumped" [from that flight as a result].

We [then] had to go to the commercial operation at the field and secured tickets, \$66.00 each, as I recall, for passage to Big Spring, Texas. [Once there], we were told that one or both of us might be "bumped" at Love Field in Dallas, so we drew straws to see who would stay aboard if only one [of us] was "bumped." I won, and "Moon" was "bumped" at Love Field. Flying on to Big Spring, I [then] took the first El-Paso-bound Texas and Pacific RR to Peyote. [There], I reported to the Colonel in Command and [told him that] "Moon" would be in a day later.

¹A Mastiff is a rather large breed of dog. (ED).

² Elliott Roosevelt was the third eldest child of President Franklin Delano Roosevelt and his wife, Anna Eleanor Roosevelt. (ED).

The entire group of crews was to be transported to a staging base in central or western Kansas a few days later. When "Moon" arrived, we went to the Officer's Club and downed a few. [While there], we got the inspiration of calling Drew Pearson, the columnist, in Washington, D.C. Believe it, we actually *got* Pearson directly at his home and told him the story [about the Mastiff and how we were bumped from the flight that took the animal to its destination]. He repeated it [the story] on his Sunday night radio broadcast, (my parents heard it). The President was also told the story and, [as a result], the news media descended on Peyote.

I [told the members of the news media] that [our crew] would have [as] our emblem, a "hot-dog" [named] "Blaze" over a field of fire ... jokingly, of course. Well, the other crews shipped out but our crew remained behind because p] had to document [the story relating to the Mastiff, "Blaze,"] to a representative of the Adjutant General's Office who was on his way from Atlanta, Georgia. Following the interview [with the AGO representative], I [received] a copy [of it] for my 201 File and was told that nothing further would be done as [I] was on my way overseas.

Well, our crew [was soon] loaded [aboard] the Colonel's transport plane and flown to Topeka, Kansas, where a new [overseas] staging base was opening. Our crew was treated like royalty for the week or so we were there, and [we] were issued a brand new B-29. [Our crew's emblem], or insignia, was modified to the one shown [in photographs of the art work on our aircraft], which pictures a dog lapping up whiskey and, thus, using George Booze's name, our aircraft became "Booze Hound." [Underneath the name, "Booze Hound," we had printed: "It shouldn't happen to a dog!].

Our crew [eventually] left Topeka for March Field, California and [from there] [we received] orders to fly to Saipan via Hawaii, Johnson Island and Guam as a

replacement crew in the 500th [Bombardment Group], 881st Squadron. [Upon] arrival, the four officers [on] our crew took part [on] weather strike [missions]³ with separate, veteran crews, [in order] to get the feel of combat without too much risk [to them]. Our Navigator, Brooks, came back scared to death [from one of these missions] and begged to be released from air crew duty. He became the Squadron Athletic Officer, and the Navigator whose Pilots were [killed] on [another] B-29 during an engineering flight,⁴ was assigned to our crew.

[His name was] Gerry Auerbach, who went through Pilot Training after the war and retired as a Major General at Lackland Air Force Base. He still resides there, [although I do not have his address], and flies for a charter service. I tried to reach him in San Antonio a couple of years ago but he was on a charter [flight]. I left my name, address and telephone number [at his home], but never [heard] a word [from him]. [I] saw him only once, briefly, after the war when we took our mother's to see "Going My Way," with Bing Crosby, at Radio City Music Hall.

[During the war], we [eventually] had to remove our insignias because the Japanese Pilots began to recognize our [individual] aircraft by the "nose art"⁵ Tokyo Rose began to say things like, "Booze Hound," you will be next," or

³ On a weather strike mission, a B-29, with a varied assortment of bombs, would fly to a target in order to ascertain the weather conditions in and around the target area, and then drop its bombs on either a target of opportunity or a pre-assigned target. Mr. Maples and his crew flew two WSM's during their tour of combat. See Appendix C for a record of Mr. Maples* combat missions. (ED).

⁴ Mr. Johnsen is referring here to the fatal "Draggin Lady" flight. (ED).

⁵ This explanation, as put forward by Mr. Johnsen as having been the reason why the nose art was removed from the B-29's in the Spring of 1945, is certainly a novel one, but I have not been able to document it as being historically accurate. (ED).

something [along] that order. [The nose art was replaced by] the universal "ball and spear" markings, [with the name of the aircraft inscribed within the "spear"]. The Booze crew was sent back to the States in early May, 1945 for Lead Crew Training at Muroc Dry Lake, now Edwards Air Force Base, and Z Square 6, our "Booze Hound," was given to some one else. I would guess Sid Fox because he and Russ Ashbaugh were in our barracks.

After arriving in the United States, we were given nearly a month's leave and I got home on Mother's Day. On my way back to Muroc, I met Ashbaugh's wife at Midway Airport between planes, and she gave me a bottle of "booze." Our training took place over the Pacific Ocean and then up to Seattle, Washington, where Mount Rainier simulated Mount Fuji [in Japan]. We "photo-bombed" [the] Boeing Seattle and Renton [aircraft factories], whose roofs were camouflaged to resemble residential areas.

Immediately [upon] our return [to Saipan] in June, 1945, we were given Z Square 19. Z Square 6 was still flying but with many more bombing missions to its credit, as indicated by [the] bombs painted on [her] nose. I honestly have no recollection of who was flying her on our return, but it must have been either Calhoun or Fox.⁶ The Booze crew was asked, [at one point], to fly a new aircraft, Z Square 1, to Clark Field in the Philippines, for installation of SHORAN.⁷ This device, if I remember [correctly], was [designed] to pick up a fixed beam from some island base, (Iwo Jima?), and that of another beam from a surfaced submarine off the coast of Honshu. Where [these two beams] crossed was our bombing target

⁶ See the "Booze Hound" crew rosters in Appendix B. (ED).

⁷ SHORAN, or "short range" radar. (ED).

The Radar Operator and the Bombardier [were] mostly responsible for [determining the proper] bomb release point, and we could also bomb the *target* without seeing it. While we were at Clark Field, the Enola Gay dropped the atomic bomb. We were ordered back to Saipan and could not convince our colleagues [there] that we had not dropped the atomic bomb! After [the cessation of hostilities], we used Z Square 19 to fly prisoner of war missions and for flying home for R&R [in] either late September or early October, 1945. Around Christmas [of] 1945, I got word [that] I had enough points for discharge and [left] the AAF for good.

I was not called back for the Korean War. I finished college with a degree in Geology, then took a M.S. in Geology and, by 1950, had a Ph.D. in Geology. I taught at Vassar College in Poughkeepsie, New York⁸ for thirty eight years before retiring to Sedona, Arizona in 1989. There are probably gaps in my account but only memory serves me. Any photographs I had are now the treasured possessions of my grandson in Rhode Island. Please excuse any typographical errors and give my best to your father.

Sincerely, John
H. Johnsen

⁸ Vassar College, established in 1861, is a private liberal arts institution (ED).

73rd Bombardment Wing 500th
Bombardment Group 881st
Bombardment Squadron

Z Square 6

"Booze Hound"

Serial Number: 44-69746

Crew Number	Crew	185
Missions Aircraft		
Commander Pilot		Captain Patrick Calhoun (deceased)
Bombardier		1/Lt. Richard O. Dodds
Navigator Flight		1/Lt. Horace A. Portigal (deceased)
Engineer Radio		1/Lt. Francis F. Merrick (deceased)
Operator CFC		1/Lt. Victor A. Kolesh
Gunner Right		S/Sgt. Charles R. Maples
Gunner Left		Cpl. Othello Dortch
Gunner Radar		T/Sgt. Edwin S. Gaither (deceased)
Operator Tail		S/Sgt. Douglas F. Bullock
Gunner		S/Sgt. Harry Gerson (deceased) S/Sgt. Alexander Wortovitch

Ground Crew:

M/Sgt. Ben H. Eilers - Crew Chief S/Sgt.
Joe E. Raiter, Sgt. Claude N. Neal Cpl.
James F. Travers



**73rd Bombardment Wing 500th
Bombardment Group 881st
Bombardment Squadron**

Z Square 6

"Booze Hound"

Serial Number: 44-69746

**Crew Number
Crew Missions**

Aircraft Commander	Captain George L. Booze
Pilot	1/Lt. John H. Johnsen 1/Lt.
Bombardier	Eldo H. Platte 1/Lt. Gerald
Navigator	L. Auerbach T/Sgt. Ellis A.
Flight Engineer	Johnson S/Sgt. Malcolm B.
Radio Operator	Einstein Sgt. Henry Siers
CFC Gunner	S/Sgt. Edward L. Keller
Right Gunner	Sgt. Robert J. Schwenk
Left Gunner	S/Sgt. George A. Bauman
Radar Operator	Sgt. Seymour Leven
Tail Gunner	

Ground Crew: M/Sgt. Ben H. Eilers (Crew Chief), S/Sgt. Joe E. Raiter, Sgt. Claude N. Neal and Cpl. James F. Travers.

Notes: Replacement aircraft credited with 46 missions. She survived World War H and flew a tour of duty in the Korean Conflict, where she carried the names "Charlie's Wagon" and "September Song," respectively.

73rd Bombardment Wing 500th
Bombardment Group 881st
Bombardment Squadron

Z Square 6

"Booze Hound"

Serial Number: 44-69746

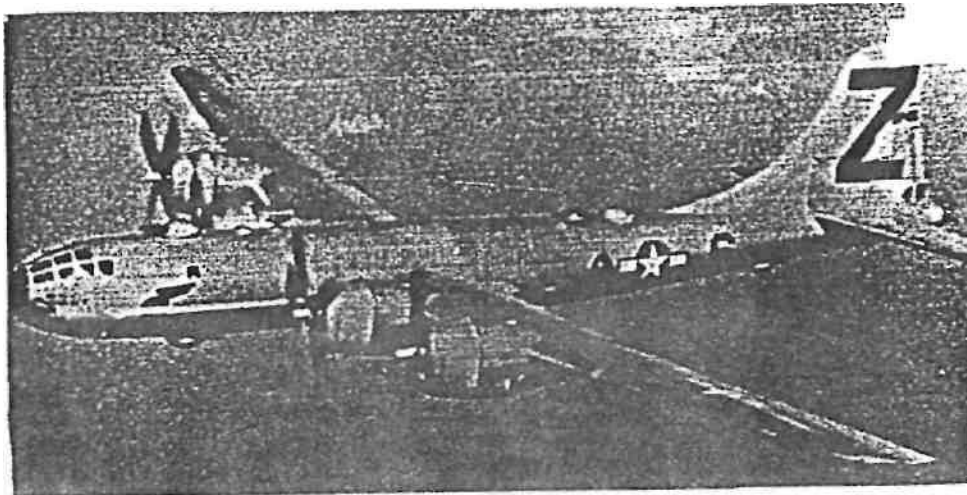
Crew Number Crew
Missions Aircraft
Missions Aircraft
Commander Pilot
Bombardier
Navigator Flight
Engineer Radio
Operator CFC
Gunner Right
Gunner Left
Gunner Radar
Operator Tail
Gunner

9 and 1 POW Mission 46
1/Lt. Sidney Cox 2/Lt. Russell
C. Ashbaugh, Jr. 2/Lt. Horace G.
Davis, Jr. 2/Lt. John M. Jones,
Jr. F/O. Arvid R. Hood Sgt.
William R. Hood Sgt. Glenn R.
House Sgt. James C. Thornton
Cpl. Charles B. Sammons 2/Lt.
Neal V. Lawrence Sgt. John C.
Hoover

Ground Crew:

M/Sgt. Ben H. Eilers (Crew Chief) S/Sgt.
Joe E. Raiter, Sgt. Claude L. Neal Cpl.
James F. Travers

Note: Replacement crew.



Contains information regarding military service, such as flight records, orders for the award of decorations, promotion orders, discharge papers, etc.

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- 14. General Orders No. 132 - 4 July, 1945 - Award of the Distinguished Flying Cross.**
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^//16. Photograph - Captain James Pearson's B-29 crew, 881st Bombardment

Squadron. ,, 17. General Order No. 25 - 10 July, 1945 -Battle Participation Credit. ^ 18. General Orders No. 72 - 12 July, 1945 - Release from Flying Status.

19. General Orders No. 16. - 31 July, 1945 - Award of Oak Leaf Cluster to Air Medal. . 20. 881st Bombardment Squadron War Diary.

21. Certificate of Military Training - Charles R. Maples.

22. Survey of Veterans of World War II and Korea - Airmen Memorial Museum, Suitland, Maryland.

23. Letter of thanks from George E. Hicks, Director, Airmen Memorial Museum.

, - ■ 24. Enlisted Record and Report of Separation - Charles R. Maples.

25. Honorable Discharge - Charles R. Maples.

11 August 1944

SQUADRON ORDER)

/77/9/1944-£3>

]

^>

NUMBER^ 37)

1# All prior orders of this Squadron detailing 'EM to duty requiring participation in aerial flights are hereby rescinded^ "effective this date"

2. Under the provisions of AR 35-1WO and AAF Regulation 35-2?, dated 20 July 1942, the following named enlisted men of this organization are detailed to duty requiring frequent and regular participation in aerial flights until relieved by proper authority:

STAFF SERGEANTS

75?	3RAZIEL, • Homer C«	10 003 391
2756	CIVISLLO, Charles.li.	32 220 137
7U3	CORRIC-AN, James 'P, -	13 0h6 £3
066	CRANE, Robert N« :	6 999 127
160\$	DANCHIK, Harold •	1\$ 017 99k
2756	HA.LLER, Raymond J. *	20 ?20 091
757	KRAHER, Albert ?4 '	32 765 321
7U0	MCWTGOMEET, 'Fred M« .	10 0\$6 9hX

SERGEANTS

066	ABOTATHT, Everette L» • "	3k 033 013
066	AIITHONI, James R.	11 096 90k
066	BttKLUHD,- Forrest-0.	19 1U6 379,
066	BAKOmN, Joseph .	13 107 263
066	BIAKE, Wheeler F.	31 226 257
066	• BOISVERT, Joseph. Af R,	11 OUO lb 3
530	BOUCPIAHD, Robert. J.	12 130 297
366	BRANDT, Thomas U	36 630 Oii1
066	BURKHART, Edwin Kf	3\$ \$1k 9kO
066 •	CAIIPAHINI, Angeio M.	32 730 253
960	CORNELL, Richard L*	16 156 61£
066	- ■■ DELCLIDO, Salvador	39 2.1x9 6hZ
066	DURKIN, • John P, •	39 2\$0 930
066	t ENGLAND, Henry -	32 U50 160
066	EVANS, Robert ?• >	33 391 21£
066	GERSONj Harry	33 U77 077
530	. GOFFERX; Thomas M«	12 100 66k
066	HEFFNER, ' Jack L# ' .	13 157 96ii
066	HILLIS, •• Charles IU	30 331397
066	HOGG, John J* Jr«	3U 60U"85U
530	HOLLET, Dave W. .	17 097 U93

•.WISSA.'i-v::

CORPORALS 'CONT'D.

• *' 50b	' d-LLDSRTSON, Bruce E.	1? 072 301
611	GOULOOZE, * John J.	36 066 255
066	GRBISTEAD, Richard J.	31* 396 612
7U0	HARGROVE, Forrest A.	33 390 066
1605	HEKSGH, ■ Fred B. HUTSELL;	13 130 030
1605	Dale V. JAHECEK, ' Robert J.	37 502 uui
1605	L'ilDSLl'JJ, Richard II.	15 35U 007
500	L."JIE> Elijah G. Jr. LANG, '	13 232 7U7
611	Lester LE3ID, Jack	li; 065 015
1605	LIAIARANO, Tony J.	13 151 713
2756	LL'IPLES', Charles R. -	12 103 U30
50o	I.LRTBI, Clifford G.	33 576 031
2756	LL.TUSIL'JC, ■ laillam' J. IIC	33 631 169
2756	IAIH, John J.	19 106.321
1605	LCESGHETfj Richard E.	31 200"190
1605	LICRRIS, Robert NEIHER,	1U 150 312
1605	Lisle G. PGRT.il , Robert B«	33 676 hl9
7U0	Jr. RACANELLI, Hitchel VT.	31 k99 270
500	REliL'iNj Eugene J,	33 631 177
500	RITTSR, ' George H.	13 123 105
500	BOBBINS; Roy E#	36 751 723
7U0	BOTHIL£H, Herbert	31 237 976
1605	ilOUPRICII, Stanley J,	32 606 305
1605	SCHCMECKER, Herbert H.	3k 725 033
50o	SCHRGEDER, Harold O.	13 125 3bX
500	SCIIUUAKEr, Edward A.	30 U25 259
2756	SIITIVSdnund G.	17 11*U U55
1605	J.	16 156 061;
50o	STR:ilG Robert	12 129 910
2756	> Harry A.	17 073 093
2756	T.JI2NJ Leland D.	12 009 150
2756	Charles R.	19 069 963
2756	tTTiifCTH, Frederick L.	36 627 \$96
530	iTCNG, ' Gordon i7.	35 92U 023
500	'w"Gvi3S, Stephen J,	33 560 6H9
1605	UCRTGVITCH, Alexander	39 909 521
2756	1JRA3T, Ruben A, 17RIGIIT,	12 119 969
7U0	John A. ZETTERSTRuLI,	11 021 <S\$3
7U0	Charles Vf. SFRIET, Julius	3k 502 727
2756	A.	31 296 777
7U0-		
683	PRIVATES FIRST CLASS	32 605 996
		36 479 163
611	BEVSR, Robert D.	17 115 767
611	BCNELLI, Gerard H.	31 U23- U02
611	3RiJJDI£j Harold L.	37 UG6 31
6n	FL3IQIG, Clifford II.	17 1U2 76
1605	HCOVSH^ Harlan II.	39 563 76
1605	L1CRGA1J, ' Frederick G.	15 012 503
1605	STEEVES, Elmo C.	11 057 37

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RESTRICTED

Record of Combat Duty

GROUP: SOOTH Bombardment

CREW NO: 1111

SQUADRON: 881ST Bombardment

POSITION: ROM

NAME: Shades _____ R, _____ SZSgL _____ 3363U69 *ZM.*
Mapks_ (First) (M.L) (Grade) (MOS)
(Last) (ASN)

Awards/Decorations Granted: Distinguished Flying Cross Air Medal w/4 Oak Leaf Clusters . WW II Victory Medal. A-P Theater Rihhon w/3 Bronze Stars. Good Conduct Medal.

DATE LEFT CONTINENTAL U.S. November 9^f 1944

AUTH: Para2_t Opns 30. ¹

Date of Each Combat <u>Mission:</u>	Geogra- phic Lo- cation of Target:	Combat Flying Hours:	Number Crew Credit Sorties:	Cumulative		Totals: Months On <u>Duty:</u>
				Combat Flying	Crew Credit	
11/24/44		13:30		Hmirsj.	Sorties!	
11/27/44	Tokyo	13:10	1	26:40	2	
12/3/44	Tokyo	12:15	0	38:55	2	
12/5/44	Search	9:00	0	47:55	2	
12/8/44	Iwo Jima	8:00	0	55:55	2	1
12/26/44	WSM	13:00	1	68:55	3	
1/19/45	Akashi	15:05	1	83:60	4	2
1/28/45	WSM	14:15	1	97:75	5	
2/10/45	Ota	15:25	1	113:00	6	3
2/19/45	Tokyo	15:20	1	128:20	7	
3/4/45	Tokyo	14:30	1	142:50	8	
3/9/45	Tokyo	14:10	1	156:60	9	4
3/11/45	Nagoya	1:35	0	157:95	9	
3/13/45	Osaka	14:40	1	172:35	10	
3/18/45	Nagoya	15:50	1	187:85	11	
3/27/45	Oita	15:25	1	203:10	12	
3/31/45	Kyushu	15:00	1	218:10	13	5
4/1/45	Tokyo	14:30	1	232:40	14	
4/8/45	Kyushu	14:40	1	246:80	15	

Date of Each Month Combat On Mission; Duty:	Geographic Location Of largefc.	Combat Flying Hours:	Number Crew Credit Sorties.	<u>Cumulative</u> Combat Flying Hours:	<u>Totals:</u> Crew Credit Sojiiiesi
4/13/45	Tokyo	13:40	1	260:20	16
5/10/45	Tokuyama	15:20	1	275:40	17
5/14/45	Nagoya	16:05	1	291:45	18
5/16/45	Nagoya	14:05	1	305:50	19
5/19/45	Hamamatsu	13:15	1	318:65	20
5/23/45	Tokyo	13:55	1	332:20	21
5/25/45	Tokyo	14:30	1	346:50	22
5/29/45	Yokohama	14:45	1	360:95	23
6/1/45	Osaka	14:30	1	375:25	24
6/5/45	Kobe	14:30	1	389:55	25
6/7/45	Osaka	14:35	1	403:90	26
6/15/45	Osaka	13:55	1	417:45	27
6/17/45	FTR Escort	14:10	0	431:55	27
6/19/45	Fukuoka	14:55	1	446:10	28
6/22/45	Kure	14:30	1	460:40	29
6/26/45	Osaka	13:55	1	473:95	30
6/28/45	Sasebo	14:35	1	488:30	31
7/1/45	Kumamoto	14:30	1	502:60	32
7/3/45	Kochi	13:50	1	516:10	33
7/6/45	Akashi	13:55	1	529:65	34
7/9/45	Sakai	13:35	1	543:00	35



Nov 24	Tokyo	Mar 4	Tokyo	May 10	Tokuyama
Nov 27	Tokyo	Mar 9	Tokyo	May 14	Nagoya
Dec 3	Tokyo	Mar 11	Nagoya	May 16	Nagoya
Dec 5	Search	Mar 13	Osaka	May 19	Hamainatsu
Dec 8	Iwo Jima	Mar 18	Nagoya	May 23	Tokyo
Dec 26	WSM	Mar 27	Oita	May 25	Tokyo
Jan 19	Akashi	Mar 31	Kyushu	May 29	Yokohama
Jan 28	WSM	Apr 1	Tokyo	Jun 1	Osaka
Feb 10	Ota	Apr 8	Kyushu	June 5	Kobe
Feb 19	Tokyo	Apr 13	Tokyo	June 7	Osaka
Jun 15	Osaka	Jun 28	Sasebo		
Jun 17	FTR Escort	Jul 1	Kumamoto		
Jun 19	Fukuoka	Jul 3	Kochi		
Jun 22	Kure	Jul 6	Akashi		

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Mission Number			Date	Target Bombed	Number of B-29s Bombing	T oT Raid I	Enemy Aircraft		
Crou	p Wing Com	Com					Claims >est'd Pro'ble Dmg'd		
6	6		11 Nov 44	Dublon Island, Truk	8	Demolition	0	0	1
7	7		24 Nov 44	#357 fit Tokyo Docks	16	Demolition	0	1	0
8	8		27 Nov 44	Tokyo Industrial	15	Demolition	0	0	0
9	9		29-30 Nov 44	Tokyo Industrial	6	Incendiary	0	0	0
10	10		3 Dec 44	#357 fie Tokyo Docks	19	Demolition	3	5	9
11	11		8 Dec 44	Iwo Jima	18	Demolition	0	0	0
12	12		13 Dec 44	#193 Nagoya	21	Demolition	0	0	0
13	13		18 Dec 44	#194 Nagoya	14	Demolition	1	0	1
14	14		22 Dec 44	#193 Nagoya	6	Demolition	1	2	4
15	15		24 Dec 44	Iwo Jima	9	Demolition	0	0	0
16	16		27 Dec 44	Tokyo Docks	5	Demolition	3	0	0
17	17		3 Jan 45	Nagoya	19	Incendiary	5	5	3
18	18		9 Jan 45	#357 Tokyo					
				Target of Opportunity	10	Demolition	1	2	8
			13 Jan 45	Akashi, Osaka fit Nagoya	3	Photo Recon	0	0	0
19	19		14 Jan 45	#194 Nagoya	8	Demolition	0	1	2
20	20		19 Jan 45	#1547 Akashi	16	Demolition	1	2	3
21	21		23 Jan 45	#193 Nagoya	13	Demolition	14	8	6
22	22		27 Jan 45	Tokyo Docks	10	Demolition	7	3	5
23	23		4 Feb 45	Matsuzaka (Kobe)	15	Incendiary	0	0	0
24	24		10 Feb 45"	#1544 Ota	18	Demolition	1	1	3
25	25		15 Feb 45-	#193 Nagoya	7	Demolition	2	0	2
26	26		19 Feb 45	Tokyo Industrial	17	Demolition	10	6	8
27	27	38	25 Feb 45	Tokyo Urban	27	Demolition fie	0	0	0
						Incendiary			
28	28	39	4 Mar 45	Tokyo Urban	19	Demolition	0	0	0
29	29	40	9-10 Mar 45	Tokyo	31	Incendiary	0	0	0
30	30	41	11-12 Mar 45	Nagoya	36	Incendiary	0	0	0
31	31	42	13-14 Mar 45	Osaka	32	Incendiary	0	0	0
32	32	43	16-17 Mar 45	Kobe	37	Incendiary	0	0	0
33	33	44	18-19 Mar 45	Nagoya	29	Incendiary	0	0	0
34	34	45	24-25 Mar 45	#193 Nagoya	25	Demolition fit	0	0	0
						Incendiary			
35	35	46	27 Mar 45	Oita Airfield	30	Demolition	5	3	0
36	36	50	31 Mar 45	Tachiarai Machine Wks	24	Demolition	0	0	0
37	37	51	1-2 Apr 45	#357	34	Demolition	0	0	0
38	38	52	3-4 Apr 45	#792 Tachikawa Aircraft Co fit Kawasaki Urban	30	Demolition 8B Incendiary	0	0	0
39	39	58	7 Apr 45	#357	9	Demolition	13	2	13
40	40	59	8 Apr 45	Kagoshima	28	Demolition	0	0	0
41	41	63	12 Apr 45	#357	29	Demolition	2	1	3
42	42	67	13-14 Apr 45	Tokyo Urban	28	Demolition fie	0	0	0
						Incendiary			
43	43	69	15-16 Apr 45	Kawasaki	30	Incendiary	1	0	0
44	44	70	17 Apr 45	Izumi Airfield	11	Fragmentation	0	0	0
45	46	79	18 Apr 45	Izumi Airfield	11	Fragmentation fie	0	0	0
						Demolition			
46	48	82	21 Apr 45	Oita Airfield	9	Demolition	0	0	0
						(Delayed)			
47	49	85	21 Apr 45	USA Airfield	9	Demolition	0	0	0
						(Delayed)			
48	51	91	22 Apr 45	Izumi Airfield	10	Demolition	0	2	1
						(Delayed)			
49	53	96	24 Apr 45	#2009 Hitachi Aircraft Co					
				Tachikawa Plant	9	Demolition	3	4	0
50	56	99	26 Apr 45	Saeki Airfield	19	Demolition	0	0	0
						(Delayed)			
51	58	108	27 Apr 45	Izumi Airfield	11	Demolition	0	0	1
						(Delayed)			
52	60	114	28 Apr 45	Izumi Airfield	23	Demolition	0	0	0
						(Delayed)			
53	64	126	30 Apr 45	Hamamatsu	20	Demolition	0	0	0
54	65	146	5 May 45	Hiro Naval Aircraft Co, Kure	32	Demolition	0	0	0
55	67	164	10 May 45	#673-#674 Tokuyama Fueling Station	28	Demolition	0	0	0
56	68	172	11 May 45	#1702 Kawanishi Aircraft Co Kobe	10	Demolition	3	4	1

Mission Number			Date	Target Bombed	Number of B-29i Bombing	Type of Raid	Enemy Aircraft		
Group	Wing	Bombing Command					Claimed	Destroyed	Probable Damaged
57	69	174	14 May 45	Nagoya Urban	41	Incendiary	2	2	3
58	70	176	16-17 May 45	South Nagoya	40	Incendiary	0	0	0
59	71	178	19 May 45	Hamamatsu	23	Demolition	0	0	0
60	72	181	23-24 May 45	South Tokyo	42	Incendiary	0	0	0
61	73	183	25-26 May 45	Tokyo	40	Incendiary	2	0	0
62	74	186	29 May 45	Yokohama	42	Incendiary	0	1	0
63	75	187	1 June 45	Osaka	35	Incendiary	1	0	0
64	76	188	5 June 45	Kobe	41	Incendiary	2	0	2
65	77	189	7 June 45	Osaka	35	Incendiary	0	0	0
66	78	197	10 June 45	#1476 Hitachi Engine Works	33	Demolition	0	0	1
67	79	203	15 June 45	Osaka	32	Incendiary	0	0	0
68	80	208	17-18 June 45	Hamamatsu	33	Incendiary	0	0	0
69	81	211	20-21 June 45	Fukuoka	32	Incendiary	0	0	0
70	82	215	22 June 45	Kure Naval Arsenal	26	Demolition	0	0	0
71	83	224	26 June 45	Osaka Arsenal	29	Demolition	0	0	0
72	84	235	28-29 June 45	Sasebo Urban	34	Incendiary	0	0	0
73	85	241	1-2 July 45	Kumamoto Urban	41	Incendiary	0	0	0
74	86	248	3-4 July 45	Kochi Urban	32	Incendiary	0	0	0
75	87	252	6-7 July 45	Akashi Urban	3	Incendiary	0	0	0
76	88	258	9-10 July 45	Sakai Urban	30	Incendiary	0	0	0
77	89	264	12-13 July 45	Ichinomiya Urban	31	Incendiary	0	0	0
78	90	272	16-17 July 45	Oita Urban	32	Incendiary	0	0	0
79	91	278	19-20 July 45	Hitachi Urban	32	Incendiary	0	0	0
80	92	286	24 July 45	Osaka Arsenal, Kuwana Urban	42	Demolition	0	0	0
				Osaka Urban	1	Demolition	0	0	0
81	93	293	26-27 July 45	Matsuyama	32	Incendiary	0	0	0
82	94	299	28-29 July 45	Ichinomiya	33	Incendiary	0	0	0
83	95	307	1-2 Aug 45	Toyama	41	Incendiary	0	0	0
84	96	314	5-6 Aug 45	Nishinomiya	35	Incendiary	0	0	0
85	97-	317	7 Aug 45	Toyokawa Naval Arsenal	8	Demolition	0	0	0
86	98	319	8 Aug 45	Yawata Urban	26	Incendiary	0	0	0
87	99	326	14 Aug 45	Osaka Army Arsenal	36	Demolition	0	0	0
PW Order	5		28-29 Aug 45	24 PW Camps	42	Supplies			
PW Order	6		31 Aug 45	5 PW Camps	14	Supplies			
PW Order	7		2 Sept 45	5 PW Camps	8	Supplies			
PW Order	8		4 Sept 45	7 PW Camps	6	Supplies			
PW Order	9		5 Sept 45	4 PW Camps	9'	Supplies			
PW Order	12		6 Sept 45	2PW Camps	3	Supplies			
PW Order	14		7 Sept 45	2 PW Camps	10	Supplies			
PW Order	15		8 Sept 45	1 PW Camp	1	Supplies			
PW Order	16		9-10 Sept 45	2 PW Camps	3	Supplies			
PW Order	17		11 Sept 45	2 PW Camps	5	Supplies			
PW Order	18		12 Sept 45	3 PW Camps	4	Supplies			
PW Order	20		14 Sept 45	1 PW Camp	5	Supplies			

The initial strike of the 500th Bomb Group was made on 11 November 1944 when nine aircraft attacked Dublon Island Submarine Base at Truk. On 24 November, twenty-six aircraft participated in the first strike on Tokyo.

On 14 February 1945 the Group changed from squadron to group combat maintenance. From that date there was a great increase in number of aircraft ready to participate in missions.

High altitude daylight precision bombing and night incendiary attacks continued until 9 March 1945. On early raids, wind velocities of over 200 miles per hour were not uncommon. Operational losses at this time were heavy, due to lack of any emergency landing fields and inadequate air-sea rescue facilities.

The Group participated from 9th to 19th March in five low level incendiary strikes that resulted in the destruction of approximately 32 square miles of Japanese cities. Most subsequent strikes were made at medium or low altitudes. This changeover increased the bombing accuracy, raised bomb loads by reducing gasoline requirements, and, by eliminating the strain on the aircraft of climbing to high altitudes, assisted in achieving the fine maintenance record. The Group deviated from its primary mission during the month of April to fly sorties against Kyushu Airfields in support of the Okinawa campaign, but resumed attacks on industrial plants and centers 30 April, continuing until 14 August, when Japan agreed to surrender.

From 15 August until V-J Day 77 sorties were flown transporting Prisoner of War supplies to camps on Japan, Korea, and Formosa.

The World War II Combat Diary of Lieutenant Richard O. Dodds, Pilot,

**73rd Bombardment Wing
500th Bombardment Group
881st Bombardment Squadron**

Edited by Duane Blair Maples

Combat Diary of Lieutenant Richard O. Dodds¹

Date Left USA - November 13,1944

Date Arrived on Saipan - November 18,1944

Date Left Saipan - July 29,1945

Date Returned to USA - August 28,1945

Total Combat Flying Hours - 550 hours, 10 minutes

Mission #1. Ship #6. ("Draggin Lady"). Date: November 24, 1944. Target: Nakajima Aircraft Plant (Tokyo). Total Flight Time: 13 hours, 30 minutes. Fighters: Fifteen attacks, thirty were seen. Flak: Moderate and inaccurate. Bomb Load: 8 -500 lb. Demolition. Altitude: 29, 500 feet Results: Unobserved, 8/10 cloud cover. Remarks: We bombed the secondary target, which were the dock areas of Tokyo. One fighter closed to within seventy five yards of our element.

Mission #2. Ship #6 ("Draggin Lady"). Date: November 27,1944. Target: Nakajima Aircraft Plant (Tokyo). Total Flight Time: 13 hours, 50 minutes. Flak: None. Fighters: None. Bomb Load: 8 - 500 lb. Demolition. Altitude: 29, 500 feet. Results: Unobserved, 10/10 cloud cover. Remarks: We had to abort the mission after landfall because of turbo surge in one of our engines. The squadron had a rough mission. We received credit for the mission!

Mission # -. Ship #6 ("Draggin Lady"). Date: December 3,1944. Target: Nakajima Aircraft Plant (Tokyo). Total Flight Time: 12 hours, 20 minutes. Fighters: None. Flak: None. Bomb Load: 10 - 500 lb. Demolition. Altitude: 29, 000 feet. Results:

¹ Reprinted with the kind permission of Mr. Richard O. Dodds. (ED).

Unobserved, 9/10 cloud cover. Remarks: We had to abort the mission because of a blown stack on our number one engine. We did not receive credit for this mission.

Mission # -. Search Mission. Ship #4 ("Black Magic"). Date: December 5, 1944. Total Flight Time: 9 hours, 0 minutes. Remarks: This was a search mission for a crew that had ditched on December 3,1944. We searched all of the islands between Saipan and Iwo, except Pagan, which was Japanese held and fortified. We made a square search in the assigned area. Our search was unsuccessful. Major Luman went with us.

Mission # -. Ship #6 ("Draggin Lady"). Date: December 8, 1944. Target: Iwo Jima. Total Flight Time: 7 hours, 55 minutes. Flak: None. Fighters: None. Bomb Load: 40 - 500 lb. Demolition.

Altitude: 19,000 feet Results: Unobserved, 9/10 cloud cover.

Remarks: We participated in a coordinated attack with our fighters and the Navy. We did not receive credit for this mission. This was our first practice mission with Lt. Calhoun, our new Pilot Col. Reeve... [nothing follows]. (ED).

Mission #3. Ship #9 ("Nina Ross"). Date: December 25,1944. Target: Nagoya. Total Flight Time: 13 hours, 00 minutes. Fighters: None. Flak: None. Bomb Load: 12 -425 lb. Incendiaries. Altitude: 20, 000 feet. Results: Good, 2/10 cloud cover. Remarks: This was a weather strike mission at night. We had to abort as we could not get gas from the bomb bay tank We bombed Chichi Jima by radar and received credit for the mission.

Mission #4. Ship #6 ("Draggin Lady"). Date: January 19, 1945. Target: Akashi. Total Flight Time: 15 hours, 00 minutes. Fighters: Twenty attacks. Flak: Moderate and accurate. Bomb Load: 10 - 500 lb. Demolition. Results: Excellent, 1/10 cloud cover. Remarks: We made a visual run on the target. We received three flak hits in old six. I flew the bomb run!

Mission #5.² Ship #? Date: January 28,1945. Target: Weather Strike Mission. Total Flight Time: 14 hours, 15 minutes. Bomb Load? Fighters? Flak? Altitude: ? Results: ?

Mission #6. Ship #7 ("Hell's Belle"). Date: February 10, 1945. Target: Ota. Total Flight Time: 15 hours, 20 minutes. Fighters: Five attacks. Flak: Meager and inaccurate. Bomb Load: 13 - 500 lb. Demolition. Altitude: 28, 000 feet. Results: Good, 2/10 cloud cover. Remarks: McGuire, flying the lead ship of our element, was hit by flak and turned back half way down the bomb run. He was never seen or heard from after that. The up-wind bomb run took forty five minutes! Our ground speed was [only] one hundred and seventeen miles per hour!

Mission #7. Ship #10. (Name of aircraft not known). Date: February 19, 1945. Target: Nakajima Aircraft Plant (Tokyo). Total Flight Time: 15 hours, 20 minutes. Fighters: Forty attacks. Flak: Moderate and accurate. Bomb Load: 13 - 500 lb. Demolition. Altitude: 28, 000 feet Results: Unobserved, 9/10 cloud cover. Remarks: We made a radar run on the dock areas. Two ships of our element were lost

² This mission was not listed in Mr. Dodds* diary, but *is* listed in his Radio Operator's, Charles R. Maples' flight log. I have inserted it here because credit was given to the crew for this mission. See Appendix C for a copy of Mr. Maples' flight log. (ED).

Samuelson was rammed; six parachutes were seen, one on fire. Rouse went down in a spiral. Pearson, the leader, lost an engine and crash landed. We blew two tires on our right side when landing and the aircraft ground looped.³

Mission #8. Ship #11. (Name of aircraft not known). Date: March 4, 1945. Target: Nakajima Aircraft Plant (Tokyo). Total Flying Time: ? Fighters: None. Flak: Moderate and accurate. Bomb Load: 12 - 500 lb. Demolition. Altitude: 28, 000 feet. Results: Unobserved, 10/10 cloud cover. Remarks: We bombed Tokyo by radar. I flew the bomb run. We received some minor flak damage.

Mission #9. Ship #11. (Name of aircraft not known). Date: March 10,1945. Target: Tokyo. Total Flight Time: 14 hours, 8 minutes. Fighters: None Flak: None. Bomb Load: 36 - 465 lb. Incendiaries. Altitude: 7, 800 feet Results: Excellent, 1/10 cloud cover. Remarks: This was the first burn job on Tokyo. We saw about one hundred and fifty search lights but did not get caught in any.

Mission #10. Ship #11. (Name of aircraft not known). Date: March 14,1945. Target: Osaka. Total Flight Time: 14 hours, 39 minutes. Fighters: None. Flak: None. Bomb Load: 36 - 465 lb. Incendiaries. Altitude: 6, 800 feet. Results: Unobserved, 5/10 cloud cover. Remarks: Our radar was bad and we were unable to locate ourselves until it was too late to go on to the target. We bombed a Naval station on the coast as a target of opportunity.

³ **Mr. Dodds and his entire crew won the Distinguished Flying Cross for preventing the Japanese fighters from shooting Pearson's aircraft down over the target. (ED).**

Mission #11. Ship #6 (New! ... "Booze Hound"). Date: March 18, 1945. Target: Nagoya. Total Flight Time: 15 hours. Fighters: None. Flak: None. Bomb Load: 12 -465 lb. Incendiaries. Altitude: 27, 000 feet. Results: Good, no clouds. Remarks: This was a night weather strike. About ten search lights were seen but they did not stay on us long.

Mission #12. Ship #6 ("Booze Hound"). Date: March 27, 1945. Target: Oita Field, on the Island of Kyushu. Total Flight Time: 15 hours, 25 minutes. Fighters: One seen. Bomb Load: 17 - 500 lb. Demolition. Altitude: 15,000 feet Results: Good, 1/10 cloud cover. Remarks: This was our first mission to Kyushu. The missions are beginning to look like milk runs!

Mission #13. Ship #6 ("Booze Hound"). Date: March 31, 1945. Target: Tachikawa Aircraft Company on the Island of Kyushu. Total Flight Time: 15 hours. Fighters: Fifteen attacks. Flak: Meager and accurate. Bomb Load: 17 - 500 lb. Demolition. Altitude: 15, 000 feet. Results: Excellent, 1/10 cloud cover. Remarks: The enemy fighters did not seem to be very eager. They did not press most of their attacks.

Mission #14. Ship #9 ("Nina Ross"). Date: April 2, 1945. Target: Tokyo. Total Flight Time: 14 hours, 30 minutes. Fighters: Five were seen. Flak: Moderate and accurate. Bomb Load: 36 - 500 lb. Demolition. Altitude: 6, 800 feet. Remarks: This was a night mission. We were caught in search lights for three to four minutes. We carried flares to light up the target, but we were not very successful in doing so. Our gross weight at take off was one hundred and forty one thousand pounds. We received two flak holes in the ship. One ship was shot down over the target, and three blew up in route.

Mission #15. Ship #5 (There'll Always Be A Christmas'). Date: April 8, 1945. Target: Kanoya Field on the Island of Kyushu. Total Flight Time: 14 hours, 37 minutes. Fighters: None. Flak: None. Bomb Load: 17 - 500 lb. Demolition. Altitude: 20, 000 feet. Results: Unobserved, 10/10 cloud cover. Remarks: We hit the secondary radar target, which was the city of Kagoshima, on the Island of Kyushu. The weather was very bad.

Mission #16. Ship #6 ('Booze Hound'). Date: April 14,1945. Target: Tokyo. Total Flight Time: 13 hours, 40 minutes. Fighters: Five were seen. Flak: Moderate and inaccurate. Bomb Load: 27 - 465 lb. Incendiaries. Altitude: 7, 800 feet. Results: Excellent, 3/10 cloud cover. Remarks: One hundred and fifty search lights were seen. We were caught in the search lights only once for a short period of time. Radar rope dropped from our B-29s seemed to confuse the search lights.

Mission #17. Ship #6 ('Booze Hound'). Date: May 10,1945. Target: Tokuyama (Oil storage facilities). Total Flight Time: 15 hours, 11 minutes. Fighters: None. Flak: Moderate and inaccurate. Bomb Load: 28 - 500 lb. Incendiaries. Altitude: 15, 000 feet. Results: Excellent, 1/10 cloud cover. Remarks: I flew the bomb run. This was our first mission after our rest leave to Hawaii.

Mission #18. Ship #6 ('Booze Hound'). Date: May 14,1945. Target: Nagoya. Total Flight Time: 16 hours, 45 minutes.⁴ Fighters: Fifteen attacks. Flak: Moderate and very accurate. Bomb Load: 31 - 465 lb. Incendiaries. Altitude: 19, 000 feet. Results: Good, 2/10 cloud cover. Remarks: We were hit about eight times by fighters and

⁴ Mr. Maples* flight log indicates that the flight time for this mission was 16 hours, five minutes. See Appendix C. (ED).

flak. I hope we never see flak that close again. Our Central Fire Control gunner received some cuts on his hands when the dome at his position was hit by shells from a Japanese fighter.

Mission #19. Ship #6 ("Booze Hound"). Date: May 17,1945. Target: Nagoya. Total Flight time: 14 hours, 4 minutes. Fighters: None. Flak: None. Bomb Load: 38 - 465 lb. Incendiaries. Altitude: 9,800 feet. Results: Good, 9/10 cloud cover. Remarks: This was a night mission. We saw very few search lights through the clouds. The fires on the ground were very bright as seen through the clouds. We were in and out of clouds most of the... [nothing follows] (ED).

Mission #20. Ship #6 ("Booze Hound"). Date: May 19,1945. Target: Tachikawa. Total Flight Time: 13 hours, 15 minutes. Fighters: None. Flak: None. Bomb Load: 26 - 500 lb. Demolition. Altitude: 21,000 feet. Results: Unobserved, 10/10 cloud cover. Remarks: We bombed the secondary target of Hamamatsu by radar. The weather was very bad. We had to assemble the formation twice. I flew the bomb run.

Mission #21. Ship #6 ("Booze Hound"). Date: May 23, 1945. Target: Tokyo. Total Flight Time: 13 hours, 55 minutes. Fighters: None. Flak: Moderate and inaccurate. Bomb Load: 38 - 425 lb. Incendiaries. Altitude: 8,600 feet. Results: Excellent, 2/10 cloud cover. Remarks: This was a night mission. The search lights on the ground were inaccurate. We saw two B-29s go down over the target. We came very close to being rammed by other B-29's several times.

Mission #22. Ship #6 ("Booze Hound"). Date: May 25, 1945. Target: Tokyo. Total Flight Time: 14 hours, 35 minutes. Fighters: Five were seen. Flak: Moderate and inaccurate. Bomb Load: 38 - 425 lb. Incendiaries. Altitude: 9, 600 feet. Results: Excellent, 1/10 cloud cover. Remarks: Several "Bakas"⁵ and balls of fire were reported as having been seen by our guys. We were caught in the search lights three or four times. We went through the top of some smoke columns which made for some rough flying. Major Luman and his crew have been reported as Missing In Action. The Japanese fighters followed our B-29s out to sea. The missions are becoming dangerously monotonous.

Mission #23. Ship #6 ("Booze Hound"). Date: May 29,1945. Target: Yokohama. Total Flight Time: 14 hours, 45 minutes. Fighters: None. Flak: Intense and accurate. Bomb Load: 176 - 70 lb. Incendiaries. Altitude: 19,000 feet. Results: Excellent, 1/10 cloud cover. Remarks: We had fighter cover over the target We escorted six P-51s back to Iwo Jima. We saw one P-51 pilot bail out of his aircraft thirty miles North of Kito Iwo. We received some flak damage.

Mission #24. Ship #6 ("Booze Hound"). Date: June 1, 1945 Target: Osaka. Total Flight Time: 14 hours, 30 minutes. Fighters: None. Flak: Intense and accurate. Bomb Load: 31 - 425 lb. Incendiaries. Altitude: 18, 000 feet. Results: Good, 2/10 cloud cover. Remarks: We saw one B-29 shot down over the target. There were no parachutes. We lost our number two engine over the target due to a flak hit in the oil cooler. I flew the bomb run.

⁵ A Kamikaze weapon flown by one pilot, the Baka or "Fool" flying bomb, was only produced in small numbers and did not see action until March 21,1945. See the US Strategic Bombing Survey; Strategic Bombing in 1945. (ED).

Mission #25. Ship #6 ("Booze Hound"). Date: June 5, 1945. Target: Kobe. Total Flight Time: 14 hours, 50 minutes. Fighters: Fifteen were seen, and there were three attacks. Flak: Moderate and accurate. Bomb Load: 184 - 70 lb. Incendiaries. Altitude: 19,000 feet Results: Excellent, no clouds. Remarks: One B-29 on fire blew up five miles from the coast. Ten parachutes were seen. The Japanese fighter attacking the burning B-29 was shot down by its gunners, and the enemy pilot bailed out.

Mission #26. Ship #6 ("Booze Hound"). Date: June 7, 1945. Target: Osaka. Total Flight Time: 14 hours, 35 minutes. Fighters: None. Flak: Meager and inaccurate. Bomb Load: 148 - 70 lb. Incendiaries. Altitude: 19, 500 feet. Results: Unobserved, 10/10 cloud cover. Remarks: I flew the bomb run. Nothing exciting for a change.

Mission #27. Ship #6 ("Booze Hound"). Date: June 15,1945. Target: Osaka. Total Flight Time: 14 hours, 35 minutes. Fighters: None. Flak: None. Bomb Load: 33 -500 lb. Incendiaries. Altitude: 21,000 feet. Results: Unobserved, 10/10 cloud cover. Remarks: We bombed the target with three other ships through solid cloud cover. The number three B-29 did a split S out of formation after bombs away.

Mission # -. Ship #6 ("Booze Hound"). Date: June 17,1945. Target: Ie-Shima. Total Flight Time: 14 hours, 10 minutes. Fighters: ? Flak: ? Bomb Load: ? Altitude: 10, 000 feet. Results? Remarks: We escorted thirty three P-47s to Ie-Shima. They were undergoing a change of station. We did not receive credit for a mission. We are a bunch of very disgruntled characters.

Mission #28. Ship #16 (aircraft name not known). Date: June 20, 1945. Target: Fukuoka, on the Island of Kyushu. Total Flight Time: 14 hours, 51 minutes. Fighters: None. Flak: Meager and inaccurate. Bomb Load: 40 - 465 lb. Incendiaries. Altitude: 9, 800 feet. Results: Excellent, 1/10 cloud cover. Remarks: We hit smoke over the target, encountering terrific turbulence. We were caught in four to six search lights after bombs away. The right side of the rear bomb bay would not close as a result of being hit by one of our dropping bombs.⁶ We decided we wouldn't go through any more smoke.

Mission #29. Ship #6 ("Booze Hound"). Date: June 22, 1945. Target: Kure (Arsenal). Total Flight Time: 14 hours, 30 minutes. Fighters: None. Flak: Intense and accurate (colored). Bomb Load: Four - 2,000 lb., Two - 1,000 lb., and Three -500 lb. Demolition. Altitude: 18, 500 feet. Results: Excellent, no clouds. Remarks: We led number three element for the first time! (Graduated). We received one hole in our horizontal stabilizer as the result of a flak hit.

Mission #30. Ship #6 ("Booze Hound"). Date: June 26, 1945. Target: Osaka (Arsenal). 2,000 lb. Demolition. Altitude: 25, 000 feet. Results: Unobserved, 10/10 cloud cover. Remarks: We were unable to assemble our formation because of the heavy clouds. Each aircraft bombed individually. We were in clouds most of the time. The bomb run was done by radar.

Mission #31. Ship #6 ("Booze Hound"). Date: June 29,1945. Target: Sasebo, on the Island of Kyushu. Total Flight Time: 14 hours, 34 minutes. Fighters: None. Flak:

⁶ Actually, a bomb had jammed in its rack on the rear rack on the Aircraft Commander's side of the aircraft. Radio Operator, Charles R. Maples, went out into the open bomb bay and kicked the bomb free of the aircraft. (ED).

Moderate and inaccurate. Bomb Load: 29 - 515 lb. Incendiaries. Altitude: 10, 200 feet. Results: Unobserved, 9/10 cloud cover. Remarks: Two search lights were seen over the target Smoke was observed up to twenty thousand feet one half hour after bombs were away. The flak was all 40 mm. This was a night mission.

Mission #32. Ship #6 ("Booze Hound"). Date: July 2,1945. Target: Kumamoto, on the Island of Kyushu. Total Flight Time: 14 hours, 13 minutes. Fighters: None, Flak: Meager and inaccurate. Bomb Load: 40 - 425 lb. Incendiaries. Altitude: 10, 400 feet. Results: Unobserved, 10/10 cloud cover. Remarks: This was a very easy mission. The hardest thing was trying to stay awake.

Mission #33. Date: July 4, 1945. Target: Kochi, on the Island of Shikoku. Total Flight Time: 13 hours, 50 minutes. Fighters: None. Flak: None. Bomb Load: 40 -435 lb. Incendiaries. Altitude: 10, 200 feet. Results: Excellent, no clouds. Remarks: We had a down-wind take off! This was a night mission. The smoke over the target extended up to fifteen thousand feet! We did not fly through the smoke this time!

Mission #34. Ship #6 ("Booze Hound"). Date: July 7, 1945. Target: Akashi. Total Flight Time: 13 hours, 55 minutes. Fighters: None. Flak: Meager and inaccurate. Bomb Load - 40 - 425 lb. Incendiaries. Altitude: 7,000 feet. Results: Excellent, no clouds. Remarks: We had another down-wind take off for this night mission. The weather was pretty bad surrounding the target area, but the target itself was clear. Merrick finished his missions.⁷

⁷ Lt. Francis F. Merrick, Navigator. (ED).

Mission #35. Ship #6 ("Booze Hound"). Date: July 10, 1945. Target: Sakai. Total Flight Time: 13 hours, 55 minutes. Fighters: Five were seen. Flak: Meager and inaccurate. Bomb load: 184 -70 lb. Incendiaries. Altitude: 10, 800 feet. Results: Excellent, no clouds. Remarks: We were the fourth Pathfinder aircraft to bomb the target. Forty to fifty search lights were seen in the target area. We were in the search lights for two to three minutes. This was a night mission. Kolesh, Portigal, Maples and Wortovitch finished their missions.⁸

Mission #36. Ship #6 ("Booze Hound"). Date: July 17, 1945. Target: Oita, on the Island of Kyushu. Total Flight Time: 14 hours. Fighters: None. Flak: Meager and inaccurate. Bomb Load: 184 -70 lb. Incendiaries. Altitude: 10,000 feet. Results: Good, 1/10 cloud cover. Remarks: This was a night mission. Our radar was out, so we made a D.R.⁹ approach to the target and bombed visually. All of our original crew have finished flying their required number of missions. No more worries for awhile.

THE END

⁸ 1/Lt. Victor A. Kolesh-Flight Engineer, 1/Lt. Horace A. Portigal-Bombardier, S/Sgt. Charles R. Maples-Radio Operator and S/Sgt. Alexander Wortovitch-Tail Gunner. (ED).

⁹ Dead Reckoning. (ED).

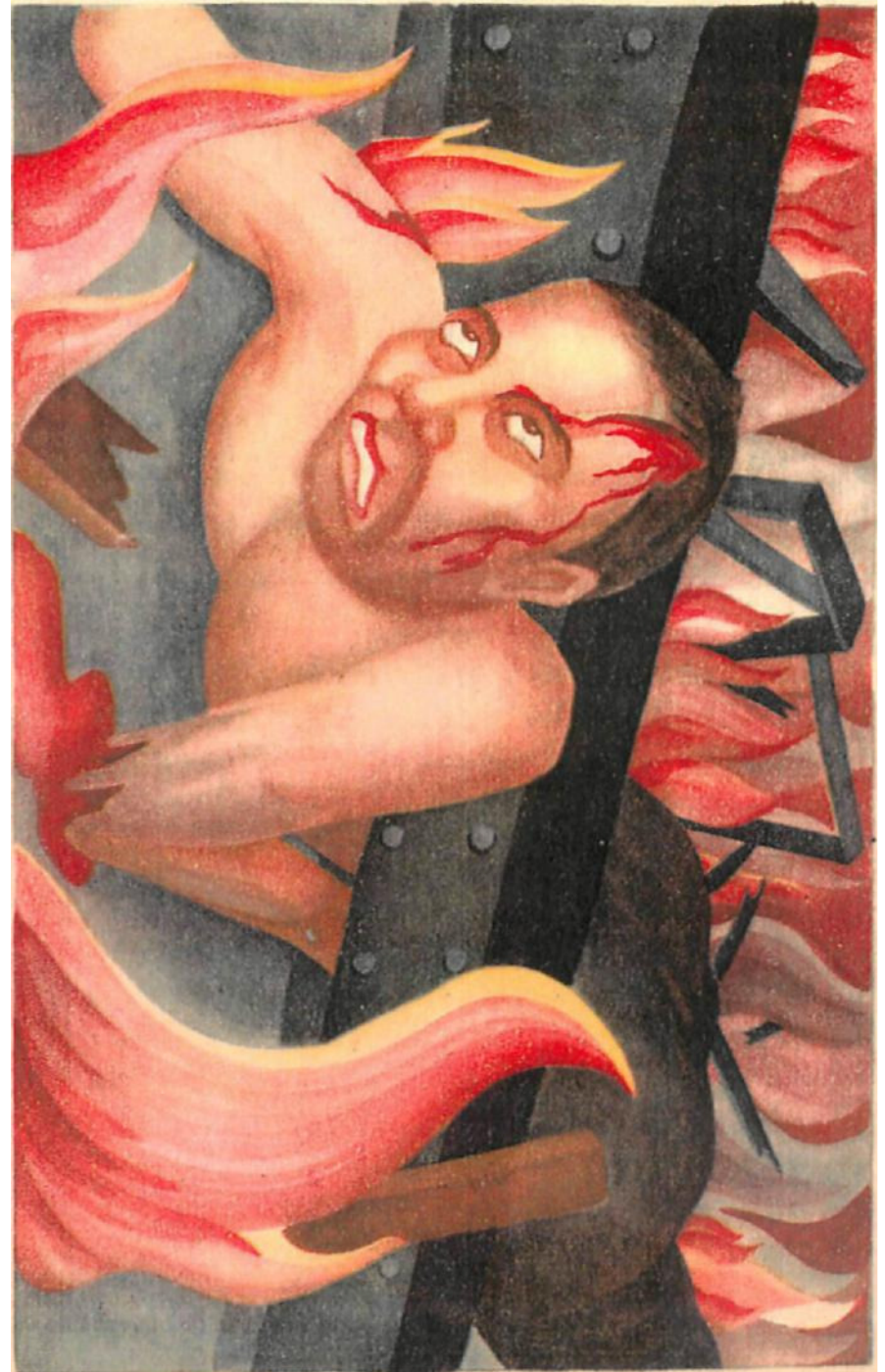
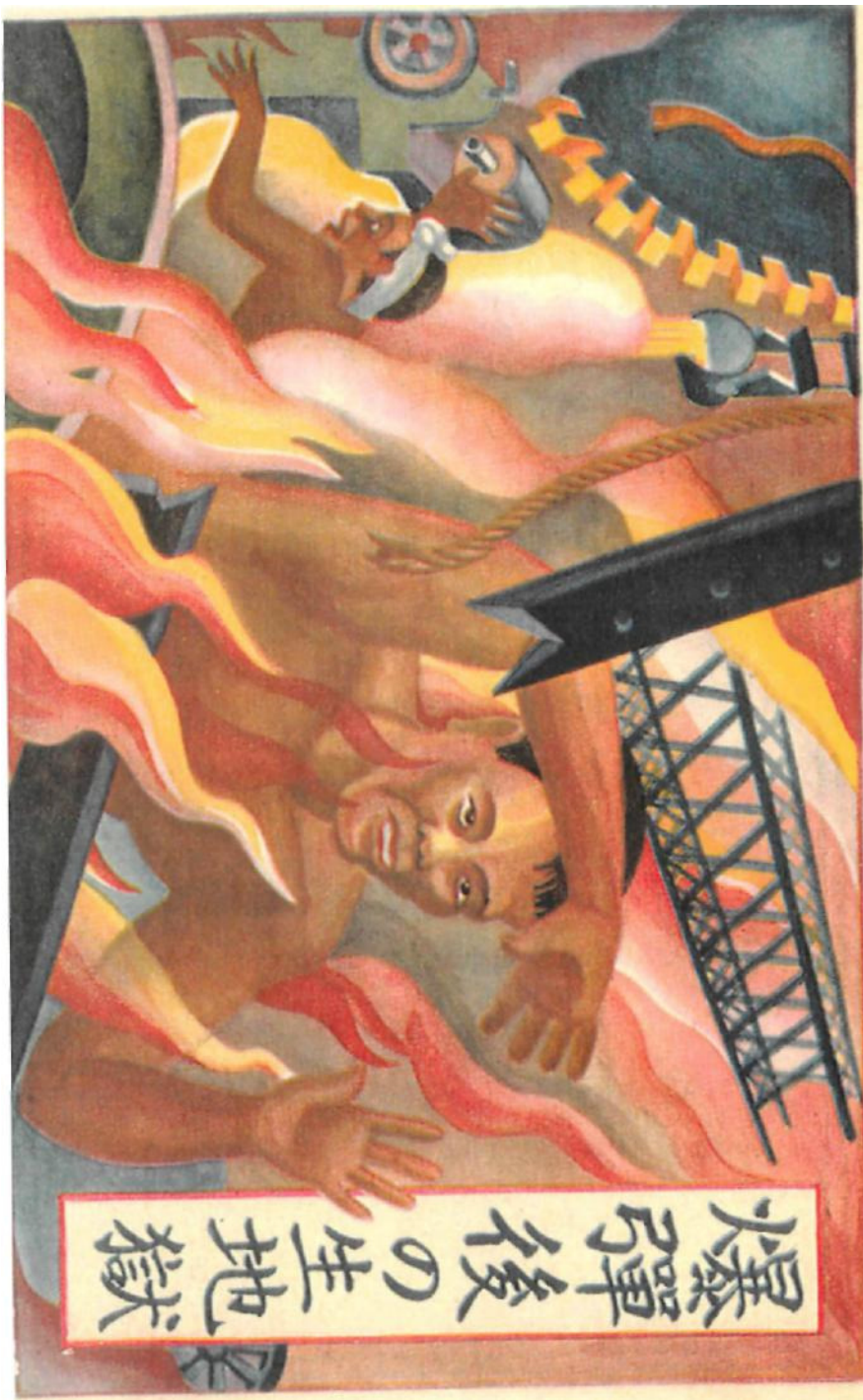
Japanese Text of Warning T^aflgf

ATTENTION JAPANESE PEOPLE

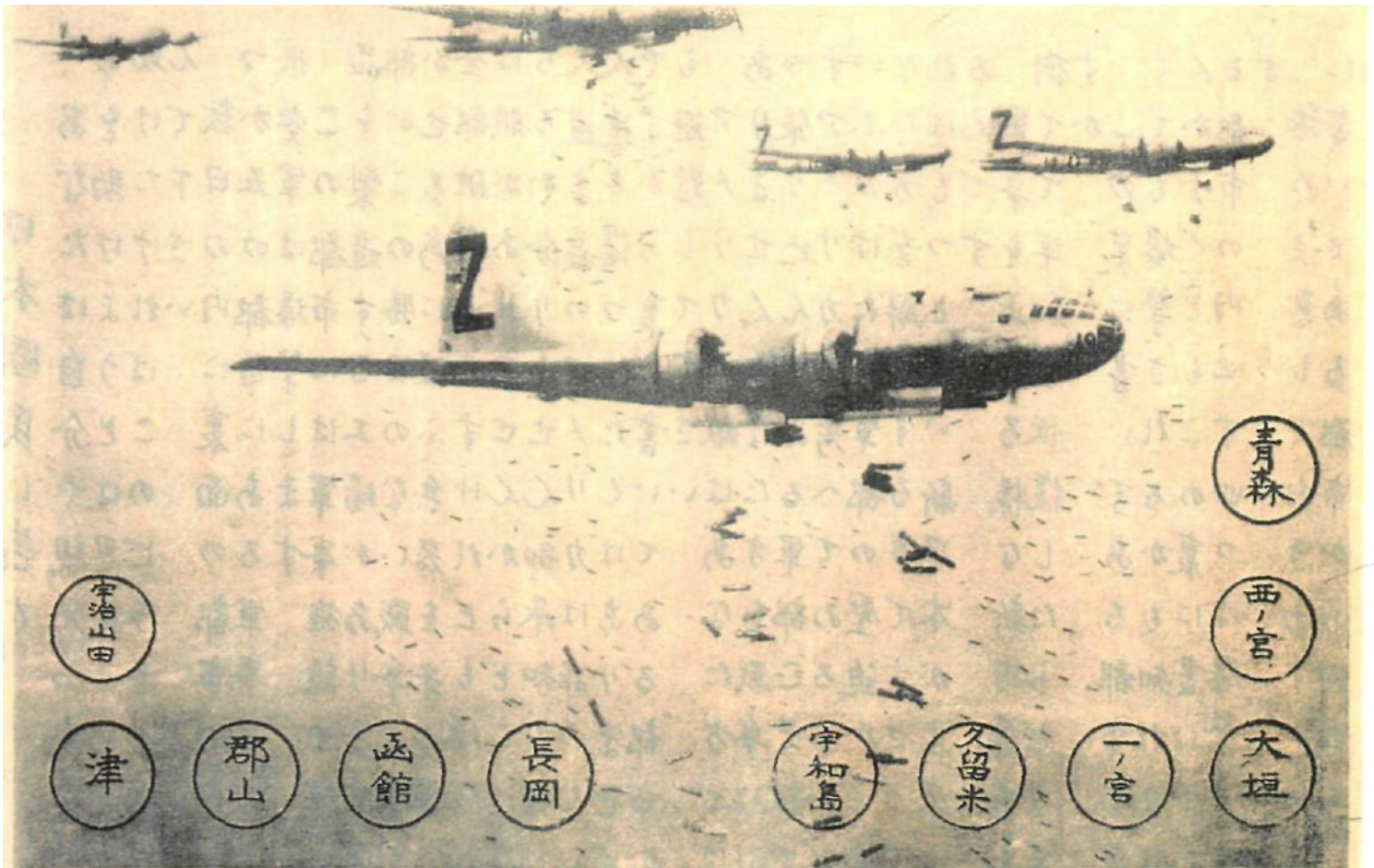
In the next few days the military installations in some or all of the cities named on the photograph will be destroyed by American bombs. These cities contain military installations and workshops or factories which produce military goods. The American Air Force, which does not wish to injure innocent people, now gives you warning to evacuate the cities named and save your lives.

America is not fighting the Japanese people, but is fighting the military clique which has enslaved the Japanese people. The peace which America will bring will free the people from the oppression of the military clique and mean the emergence of a new and better Japan. You can restore peace by demanding new and good leaders who will end the war.

We cannot promise that only these cities will be among those attacked, but some or all will be, so heed this warning and evacuate these cities immediately.



Another sample of a leaflet dropped on certain Japanese cities by the thousands by our B-29s. (Charles R. Maples collection).



A sample of one of the tens of thousands of leaflets dropped over Japanese cities by American B-29 Superfortresses, warning the Japanese people that specific cities had been targeted for bombing raids, and that they should evacuate those cities immediately for their own protection. The aircraft pictured on the front of this leaflet are from Mr. Maples' 500th Bombardment Group, as indicated by the large Z on the tails of the aircraft. On the reverse side of the leaflet, the warning given was in Japanese text. (Charles R. Maples collection).



Portions of South Tokyo go up in flames on a low level night time incendiary raid. From the information line at the top of the photograph, I believe this was the May 24, 1945 mission to Tokyo, on which Mr. Maples may not have participated. His flight records indicate that he flew on the May 23rd and 25th missions against the city. The photograph was taken at 3:39 AM, from an unknown altitude, by aircraft Z 24 ("Pride of the Yankees"), of Mr. Maples' 500th Bombardment Group. (Photograph from the Charles R. Maples collection).



Bombs away on Osaka's Urban Area. From the information line at the top of the photograph, I believe that this was the June 7, 1945 mission to Osaka, on which Mr. Maples participated. The photograph was taken at 1:56 PM from an altitude of twenty one thousand, three hundred feet at the latitude and longitude indicated, by aircraft Z 34, of Mr. Maples' 500th Bombardment Group. (Photograph from the Charles R. Maples collection).

Headquarters
500th Bombardment Group
APO #237, C/O PM, San Francisco, California

9 March 1945

Special Orders

Number 23

SO 22 this HQ dd 8 March 45 contained ten (10) paragraphs.

**1. UP AR 615-5 dd 30 June 43 fol named EM 881st Bomb Sq 500th Bomb Gp
are promoted to the temp grs indicated:**

TO BE STAFF SERGEANT fTEMP)

**Sgt (580) Rouprich, Stanley J. Sgt
(580) Melber, Francis F. Sgt
(580) Gaither, Edwin S. Sgt (866)
Cookson, Robert D. Sgt (2756)
Augunas, Algy S. Sgt (580)
Gilbertson, Bruce E. Sgt (580)
Footer, Eli Sgt (580) Neher,
Lisle G. Sgt (2756) Maples,
Charles R. Sgt (2756) Tammen,
Harry**

(General Orders No 8j**/ftiis hqfr-dd jUMay 45, containe&jr Sections)

HEADQUARTERS 3X1 BOMBER COMIANDT "i-
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San Francisco, California

(ENSRALORDERS)

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SECTION I

AIR IVSDAL-(0AK-I2AJ CIIJ313R)—By direction of the President, under the provisions of Executive Orders No 9153, 11 May 1942 (Bull 25, *JD, 1942), as amended by the Executive Order No 9242«*A, 11 September 1942 (Bull 491 ^i 1942) t and pursuant to authority delegated by the Deputy Connander Twentieth Air Force in classified letter, file AG 323O&L, subject, "Definition of Administrative Responsibilities", dated 18 December 1944» announcement is made of the award of the Bronze Oak-leaf Cluster to the Air Modal to the following named officers and enlisted men, organisations indicated:

For meritorious achievement while participating in aerial flights as combat crew members in successful combat missions from bases in the Marianas Islands against the Japanese Empire, All missions were flown under rapidly changing and oftentimes adverse weather conditions. The flights were subjected to enemy anti-aircraft fire and fighter opposition. There were constantly present difficult naviational problems, danger of engine failure and consequent ditching many miles at sea* Under prolonged periods of physical and mental strain, and undaunted by the many hazards faced regularly and continuously, each crew member displayed such courage and skill in the performance of his duty as to reflect great credit on himself and the Amy Air Forces.

87kth Bombardment Squadron. A98th Bombardment Grout) »

Second lieutenant John Polasko Jr.- 0556590, Air Corps, United States Army, from 13 December 1944 *o 12 Apr 1945-

Staff Sergeant Arthur Flemmer, 3940^744J *-ir Corps, United States Army, from 13 December 1944 to 12"April 1945- "

Sergeant Joseph A Scott, 3^3000, Air Corps, United States Army, from 13 December 1944 *o ^ April 1945-

First Lieutenant Wagner ff Dick, 02055386! Air Corps, United States Army, from 13 December 1944 to 12 April ^5*

Cap-bain Virgil Olds, 0368890, Air Corps, United States Army, from 30 October 1944 to 13 ^arch 1945-

Captain Everett E Zwifel, 04248I7, Air Corps, United States Army, from 28 October 1944 to 1 April 1945-

First lieutenant Robert L 3orgos, 0805739, Air Corps, United States Army, from 28 October 1944 to 25 March 1945 •

-First Lieutenant Julius Brown, 0357359, Air Corps, United States Army, free 2 November 192^4 to 13 March 1945*

•" .. . -1^_ ;'-,-• " v ":-• ~'''' 12' .1^;:''' .3*1 "~T''V.Z''''''''-.'~!rr

(General Orders No. 116, 'this hq: dd-l6 -June '45». cpntained 'I-Section)^^^

* General Orders No. 116, 'this hq: dd-l6 -June '45».

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 San Francisco, California

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17 June 1945

SECTION I
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AIR U3DAL (OiiUIZAF CLUSTER)—By direction of the President, under the provisions of Executive Order No 9158, 11 May 1942 (Bull 25, 'CTD,' 1942), as amended by Executive Order No 9242-A, 11 September 1942 (Bull 49, WD, 1942), and pursuant to authority delegated by the Deputy Commander Twentieth Air Force in classified letter, file AG 323.361, subject, "Definition of Administrative Responsibilities", dated 18 December 1944» announcement is made of the award of the Bronze Oak-Leaf Cluster to the Air Medal to the following officers and enlisted men, organizations indicated:

For meritorious achievement while participating in aerial flights as crew members in successful combat missions from bases in the Iriarianas Islands against the Japanese Empire. These missions, were flown under rapidly changing and often times adverse weather conditions. The flights were, subjected to intense enemy anti-aircraft fire and fighter opposition. There were constantly present difficult navigational problems, danger of engine failure and consequent ditching many miles at sea. Under a prolonged period of physical and mental strain, and undaunted by the many hazards faced regularly and continuously, each crew member displayed such courage and skill in the performance of his duty as to reflect great credit on himself and the Army Air Forces.

877th Bombardment Squadron, 499th Bombardment Group

-Captain William Canada, 03997, 1 Air Corps, United States Army, from 4 February 1945 to 1 April 1945 (Hissing in action) - Next of kin: Ivrls, Rylie Terrell (mother), 115 Hebson Ave, Hot Springs, Arkansas.

First Lieutenant Eobort 3 Delaney, CG08963, Air Corps, United States Army, from 19 January 1945 to 31 March 1945

Captain Robert P Miller, 0442973, Air Corps, United States Army, from 4 February 1945 to 1 April 1945*

First Lieutenant William R Brown, 0671277, Air Corps, United States Army, from 4 January 1945 to 1 April 1945»

First Lieutenant Philip B Finklea, 0364443, Air Corps, United States Army, from 23 January 1945 to 1 April 1945* (Missing in action) Next of kin: Lrs Ua:ine C Finklea (wife), Rt 1, Vandalia, Illinois.

First Lieutenant Harry T Jarrott, 0685156, Air Corps, United States Army, from 24 January 1945 to 1 April 1945

First Lieutenant Horace A Portugal, 0703792, Air Corps, United States Army, -
from 31 March to 26 May 1945.

First Lieutenant Ray 3 Randolph, 0698772, Air Corps, United States Army, from 28 February 1945
to 31 March 1945 •

First Lieutenant John 77 Schroom, 0782969, Air Corps, United States Army, from 3 April 1945 to
16 May 1945.

First Lieutenant Clifford B Smith, 0868672, Air Corps, United States Army, from 22 April 1945 *° 26
W 1945«

First Lieutenant Fred C Stephenson, 0806932, Air Corps, United States Army, from 4 March 1945 to 1
April 1945.

Second Lieutenant Jay L. Bilic, 0696120, Air Corps, United States Army, from 22 April 1945 to 26 May
1945•

Technical Sergeant Ivlichol V Racancli, 36751723, Air Corps, United States Army, from 3 April 1945 to
14 May 1945

Staff Sergeant Leslie H Boyce, 19071843, Air Corps, United States Army, from
4 March 1945 to 8 April 1945*

Staff Sergeant Thomas L Brandt, 3663084I, Air Corps, United States Army, from 4 March 1945 to 1 April
1945 •

Staff Sergeant Douglas F Bulloch, 12075700, Air Corps, United States Army, from 1 April 1945 to 26
May 1945-

Staff Sergeant Richard J Grinstead, 343966'12, Air Corps, United States Army, - ...
from 22 April 1945 to 26 May 1945*

Staff Sergeant Jack L Hefner, 131579&4, Air Corps, United States Army,
from 23 January 1945 to 13 March 1945•

Staff Sergeant Charles R Maples, 3363H69, Air Corps, United States Army,
from 31 March 1945 to 23 May 1945•

Staff Sergeant William J Jatushale, 31280190, Air Corps, United States Army, from 8 April 1945 to 16 May
1945»

Staff Sergeant Eugene J Remian, 31287976, Air Corps, United States Army,
from 4 March 1945 to 1 April 1945-

Staff Sergeant Edmund G Cbith, 17073393, Air Corps, United States Army, from 22 April 1945
to 26 May 1945•

Staff Sergeant Alexander 7ortovitch, 11021653, Air Corps, United States Army,
from 31 March 1945 to 23 May 1945 •

Sergeant William J Carpenter, 36868019, Air Corps, United States Army, from
3 April 1945 to 26 May 1945-

Sergeant William J Carpenter, 36868019, Air Corps, United States Army, from
19 February 1945 to 16 May 1945 •

DISTINGUISHED FLYING CROSS - By direction of the President, under the provisions of the Act of Congress approved 2 July 1926 (Bull 8, WD, 1926), and pursuant to authority delegated by the Deputy Commander, Twentieth Air Force in classified letter, file AG 323.361, subject: "Definition of Administrative Responsibilities," dated 18 December 1944, announcement is made of the award of the Distinguished Flying Cross to the following named officers and enlisted men of the 881st Bombardment Squadron, 500th Bombardment Group:

For extraordinary achievement while participating in aerial flight against the enemy on 19 February, 1945. These individuals were members of a combat crew which bombed the assigned target in the face of persistent enemy fighter attacks and heavy anti-aircraft fire in the target area. Just after dropping their bombs two aircraft in this formation were shot down by enemy fighters and a third, badly damaged, fell behind the formation. They immediately maneuvered their aircraft to protect the straggling aircraft from the enemy fighters. Their teamwork and professional skill warded off the determined enemy fighter attacks and protected the crippled aircraft which was safely accompanied out of the danger area. The courage and devotion to duty displayed by their determination to bomb the target and to protect comrades in distress, reflect the highest credit on themselves and the Army Air Forces.

Captain Patrick Calhoun, 0668402, Air Corps, United States Army, as Airplane Commander

First Lieutenant Richard O. Dodds, 0760599, Air Corps, United States Army, as Pilot

First Lieutenant Victor A. Kolesh, 0863557, Air Corps, United States Army, as Flight Engineer

First Lieutenant Francis J. Merrick, 0696121, Air Corps, United States Army, as Navigator

First Lieutenant Horace A. Portigal, 0703792, Air Corps, United States Army, as Bombardier

Technical Sergeant Edwin S. Gaither, 33104684, Air Corps, United States Army, as Gunner

Staff Sergeant Douglas F. Bulloch, 12075700, Air Corps, United States Army, as Gunner

Staff Sergeant Harry Gerson, 33477077, Air Corps, United States Army, as Radar Operator

Staff Sergeant Charles R. Maples, 33631169, Air Corps, United States Army, as Radio Operator

Staff Sergeant Alexander Wortovitch, 11021653, Air Corps, United States Army, as Gunner



Distinguished Flying Cross

This medal is awarded to any officer or enlisted man of the armed forces of the United States who shall have distinguished himself by "heroism or extraordinary achievement while participating in an aerial flight, subsequent to November 11, 1918." The decoration may also be given for an act performed prior to November 11, 1918 when the individual has been recommended for, but has not received the Medal of Honor, Distinguished Service Cross, Navy Cross or Distinguished Service Medal.

The Distinguished Flying Cross, authorized by an Act of Congress of July 2, 1926 (amended by Executive Order 7786 on January 8, 1936), was awarded first to Captain Charles A. Lindbergh, of the United States Army Corps Reserve, for his solo flight of 3600 miles across the Atlantic in 1927, a feat which electrified the world and made "Lindy" one of America's most popular heroes. The first D.F.C. to be awarded to a Navy man was to Commander Richard E. Byrd, of the U.S. Navy Air Corps, on May 9, 1926, for his exciting flight to and from the North Pole.



The Captain James Pearson crew pose in front of their wrecked B-29, "Holy Joe" (Z Square 15), after crash-landing following their return from the February 19, 1945 Tokyo mission. It was this crew and aircraft that Mr. Maples and his crew received their Distinguished Flying Cross for helping to save over the target. (Photograph courtesy of Mike Heffner).

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 APO 237i c/o PM, San Francisco, California.'

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Siction I

BATTLE PARTICIPATION CRIDIT

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Pursuant to authority contained in General Order 66; Eg. USAF POA, dated 30 June 1945 • and under the provisions- of par 7b Cir 62 '.7D 1944 as amended by sect I Cir 195 VfiD 1944» the following named personnel, having . served honcrably and being present for duty as a member of organization indicated sometime during the period 17 Sept 1944 and 18 Feb 1945^{are} awarded the Bronze Service Star to Asiatic Pacific Campaign Ribbon for participation in the V/estern Eaaif ic Campaign.:

88^10) BaffiAHPfoSNT SQUADRON

IT COL T/ILUAM L ₀ McDOJSSLL	022029	I/IT JOHN 3. IRVING 1/t" RAY	0865830
iiAJ CHARLiS F. ADALiS VAJ	0399^33	K. ISHAM I/IT JOHN R.	0683.455
VANCiS J), BLACK IIAJ EAROID	0423818	JOHNSON 1/IT DONAE) J« JON23	0866997
I, JOFF3TON GAFT DALBiST V/«	0Si4467	1/IT JOHN F. KANGAS I/iT	0866417
KI^ON CAPT JA&33 S. ERADift	0726556	SJ.YARD 3, KDILFR 1/IT ROIAND	0805928
CA£T KLWSI Go CHJiPIN CAPT.	024983	Ro K03HLHR 1/IT CHARTS. R _k	07Q3751
iDVARD B ₆ FikT&SS CAPT ROY	0917608	KOLEL/. . . I/IT OSCAR N.	0868518
Jc HOPPJSR CAFT Gi&RGiS To	042T^8	KCRSMO "•-. 1/IT DONALD A*	081166&
IRBY CAPT 7&ITJR J2,,	0724315	LiNT ~- '	0777895
IANBAKfcR CAPT ROBERT £,,	0661839	1/IT CIAUDIiD. LOGAN, JR.	0684618
MoCLANAHAN CAPT JOHN .3*	0433016'	#	0862375
.RYAN. JR, CAxT WILLIAM G.	01699376	1/IT" G3CRG3 V»\ MARSHALL, JR.	0695945 .
STAEDiSNGAPT E5NRY A,	0668359	1/IT WOOIROVf G. HiTHISON	0760642
ZEMS3&N 1/IT JACK Do AIFORD	0738284	1/LT WAILAC3 N. MCCLURZ	0867124
1/IT PAUL K. E-ZCK 1/IT	0476339	1/IT ARTHUR Jr. MOCR3	0867900
ALSTiSD ivL B&I2SiX 1/IT	0698633	.1/LT RICHARD-T, MORK	0695689
SALVATCRjS J. BIANCHINO 1/IT	0698639	'1/LT PAULR* VK2R "»	0684389
JACK B. BCR3N 1/LT. JOLiH	0684248	1/IT 2WIER I. OISON 1/IT SOGiNS	9867260
L.BOURIAND 1/IT JOSEPH Hi	0810417	C. P-2T3RSBURG 1/IT JOHN L..	0768654
COTJE' 1/LT EAROID Pi.	0676409	PONDER 1/LT RaBSftRTTPQPis	0806332
CHADIUA	0684254	1/IT GFGRGjS P.. RitfSKI 1/IT	0703308
	5698657	SIGMDND JVRUSJN 1/IT.	0806521.
1/IT JOHN F. CLARK	0761882	WILLIAM H« SHURTL^F 1/IT	0867014
	05142/15	CHAHL2S L. SMADiR 1/LT	01553554
1/IT JRNJST *»7, D-&RBCHN		MURTUY A. TAYLOR 1/LT	0700079
1/LT LYNO li.- FACCKEN		DANI.2L T. THOMPSON ■	0771833
1/LT GiICRGs V. FAuIIGLIO	0762561.	1/EF'OT25^~TH01E^50N	0695989
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S/Sgt	Robert B» Slankmann	17134loS	S/Sgt	George C. Kraus Richard,	37317467
sySgt	Russell E, Bookman Leslie	13 LIB 994	S/Sgt	M« landsman Martin	18232747
S/Sgt	H. Eoyce Frank. D. Bradley	19071843	S/Sgt	Landstein George ^E . LeVan	13029141
S/Sgt	Thomas L ₀ Brandt Berlin J,	16114105	S/Sgt	John LY Lippa " Philip ^A .	3S418100
s/sgt	Brown Thorns C ₀ Brown	3663 0041	S/Sgt	lodge Truman F. Logsdon	19062240
s/3gt	Chai'les A, Bnmer Dcuglas	7027724	S/Sgt	Jr Carl 2. LoT/ry-Harry ^G »	37511945
S/Sgt	F, Bulloch Armando ?.•>	32368551	S/Sgt	Machols Charles R, Naples	396100C7
S/Sgt	Calami Thomas E ₀	349CO820	S/Sgt	Clifford G., Hartin Stephen	36635446
S/Sgt	Chamberlin William S ₆	12075700	S/Sgt	Martin Jr William	3363H69
S/Sgt	Cloud J"ones T« Gorlevr	11116935	s ^s gt	Matushak Hamilton K.	19186321
S/Sgt	Henry »7 ₈ Cox V/illiam J,	32489033	S/Sgt	McICensie Francis F.,	38434536
O/O&C	Currie William ^., Danie.ls	38419727	S/Sgt	Melber . Frederick A.	321801S0
S/3gt	Stephen J., Daricnzo	34724809	S/Sgt	Muller John Muller James	3106505C
S/Sgt	Salvador Delgad© Guy Co	20225994	S/Sgt	IC. Murphy Stanley N.	i71476oo
s/3r<t	DeVore Claud L. Dewitt	36558241	S/Sgt	Nicholson William K.	39552659
S/Sgt	Harry F# Drnec • ■	15333126	S/Sgt	Cdom William L. Oliver	- 12033792
S/3gt	Jair.es D ₀ Duggins-Cv/en	32715040.	S/Sgt	David ..J. 'Fearlstein Axel	12057036
S/Sgt	S ₀ Dunlap , John F, Durkin	39249642-	S/Sgt	G* Peterson Clay M.	11024218
S/Sgt	vTillian LI. Ifrans Jr Ernest	13107524	O/Ogu	Fovrell Jr Thomas J. Pote.Jr	3S179459
S/Sgt	Firth Leo 0 ₆ Freeman	37233961	S/Sgt	Arthur A. 2ylc Joe S, Raiter	140ZI7593
S/Sgt	William B., Gabbert Alfred	3695.8696	3/Sgt	. Eugene J« Remian Frank	-32062279
S/Sgt	E. Qallo Jr Edv/ard J. Cast	3337-0910	3/Sgt	Rezendes Jr George'	19075770
S/Sgt	Jr Harry-Gerscn Otho D«	181C3653	o to-	H«"Ritter Korbert	38I83246
S/Sgt	Gosnell Richard 2,,	39250930	S/Sgt	Rothman Carl R»	•33211660
S/Sgt	Grinstead .Hrris II,	35683781	S/Sgt	Sandusky Louis 0-	3-6432579
S/Sgt	Ilardgrave Robert IT. Eart	51129490	S/Sgt	Shoemaker Clifton,C ₀	37114279
S/Sgt	Jack L, Heffner Lawrence	IIO55663	S/Sgt	Skipper Donald 0 _o Slocum	31287976
s/s _s t	Hoffnan Peter F. Hoffnan	18^28065	S/Sgt	Edmund G. Smith Rodney	U02&356
s/Sgt	John J*. Hogg Jr Harlan II,	13152441	S/Sgt	"He- Snider Robert.L.	.32606305
S/Sgt	Hoover Charles H ₀ Hov;er	35697755	S/Sgt	Speck Jr Eugene P.	13125341
S/Sgt	Duane G. Tonkins Vernon	35477077	S/Sgt	Stoltman Foster J. Strain	37145678
S/Sgt	W _B Jines John H« Jone3	19076322	S/Sgt	Paul S« Smarts . John J,	17131S57
S/Sgt.	Norton Konow'its	34396612	3/Sgt	Svre.ency Albert Tinsley	-14182129
S/Sgt		18179922	S/Sgt	Jr. John ff» Trcpicelone	11044134
S/Sgt		39549478	S/Sgt	Houard V _a Tyler	17073895
3/Sgt		13157964	S/Sgt		;34197666
S/Sg-y		•32975023	S/Sgt		I8169905
S/Sgt		12123I154	S/Sgt		36616018
S/Sgt		34664854	S/Sgt		•38062121
S/Sgt		39563762"	S/Sgt		•• 13025595
S/Sgt		33294.263	S/Sgt		:5331469S
S/3gt		13100334	S/Sgt		150126SI
S/Sgt		35092631	S/Sgt		•• 12050446
S/Sgt		33552779	S/Sgt		•39168028
S/3gt		3245629S	S/Sgt		
S/Sgt					

**Headquarters
881st Bombardment Squadron
500th Bombardment Group
APO 237, C/O PM, San Francisco, California**

12 July 1945

Orders No. 72

1. UP of Par 1, Section ffl, WD Circular 372, dated 13 Sept 1944, and AR 35-1480, dated 10 October 1942, as amended, the following named combat enlisted men, this organization, having completed thirty five (35) missions are relieved from flying status effective 31 July 1945:

**T/Sgt. Lisle G. Neher 33 631 177 T/Sgt.
Mitchell W. RacaneUi 36 751 723 S/Sgt.
John M. Birchett 13 064 708 S/Sgt Angelo
M. Campanini 32 730 253 S/Sgt. Jack Lebid
12 103 430 S/Sgt Andrew R. Muldoon 16
080 570 S/Sgt. Elmo C. Steeves 11 057 872
S/Sgt George N. Andrews 37 705 125 S/Sgt.
William J. Carpenter 36 868 019 S/Sgt
Charles R. Maples 33 631 169 S/Sgt
William Matushak 31 280 190 S/Sgt.
Alexander Wortovich 11 021 653**

2. Under the provisions of AR 40-110 and AAFPOA Memorandum 35-8, dated 6 January 1945, the following named members of this squadron are suspended from further duty involving flying:

**1st Lt Kenneth R. Chidester 0-761-562
1st Lt. Jay L. Meikle 0-696-120 1st Lt
Clifford B. Smith 0-868-672 S/Sgt.
Edmund G. Smith 17 073 893 S/Sgt
Stephen J. Darienzo 32 175 040**

**Horace E. Hatch
Major, Air Corps,
Commanding**

DISTRIBUTION:

- 1-Hq 73rd Bomb Wing**
- 1 - Hq 500th Bomb Gp**
- 1 - Sq Operations**
- 1 - 500th Gp Dispensary**
- 1 - Wing Finance Officer**
- 1 - Each Officer & Enlisted Man concerned**
- 1-File**

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HEADQUARTERS TWENTIETH AIR FORCE
APO 234., c/o Postmaster San
Francisco, California

GENERAL ORDERS)

* 31 July 1945

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SECTION IV

AWARD OF THE AIR MEDAL (OAK-LEAF-: CLUSTER)- By direction of the President, under the provisions of Executive Order No 9158, 11 May 1942 (Bull 25, ^D, 1942), as amended by Executive Order No 9242-A, 11 September 1942 (Bull 49, WD, 1942), and pursuant to authority delegated by Headquarters United States Army Strategic Air Forces, in classified letter, file 323, subject: "Delineation of Administrative Responsibilities", dated 16 July 1945, announcement is made of the award of the Bronze Oak-Leaf Cluster to the Air Medal to the following named officers and enlisted men, organizations indicated:

For meritorious achievement while participating in aerial flights as crew members in successful combat missions against the Japanese Empire. All missions were flown under rapidly changing and often-times adverse weather conditions. The flights were subjected to enemy anti-aircraft fire and fighter opposition. There were constantly present difficult navigational problems, danger of engine failure and consequent ditching many miles at sea. Under prolonged periods of physical and mental strain, and undaunted by the many hazards faced regularly and continuously, each crew member displayed such courage and skill in the performance of his duty as to reflect great credit on himself and the Army Air Forces.

3d Photo Reconnaissance Squadron

First Lieutenant HAROLD F GRINDE, 0795730, Air Corps, United States Army, from 30 April 1945 to 6 July 1945-

First Lieutenant WILLIAM F HARTVEILL, 0668236, Air Corps, United States Army, from 7 April 1945 to 2 July 1945.

Second Lieutenant GEORGE D JONES, 02061000, Air Corps, United States Army, from 30 April 1945 to 6 July 1945.

Second Lieutenant DONALD R MCQUOTFFL, 0723133, Air Corps, United States Army, from 20 February 1945 to 2 July 1945.

Second Lieutenant JOSEPH POTH, 0863499, Air Corps, United States Army, from 20 February 1945 to 2 July 1945-

Second Lieutenant BURTON WEENICK, 0866353, Air Corps, United States Army, from 16 February 1945 to 2 July 1945.

Second Lieutenant FRANK B ZALAC, 0827119, Air Corps, United States Army, from 17 April 1945 to 2 July 1945-

Staff Sergeant HECTOR J BRABANT, 16082873, Air Corps, United States Army, from 20 February 1945 to 2 July 1945.

Second Lieutenant ALEXANDER P PERKOWSKI, 02060573, Air Corps, United States Army, from 5 June 1945 to 28 June 1945.

1 Second Lieutenant VIRGIN H SMALTZ, 02061277, Air Corps, United States Army, from 5 June 1945 to 28 June 1945.

Second Lieutenant FRANK R FIELSH, 0825576, Air Corps, United States Army, from 5 June 1945 to 28 June 1945.

Flight Officer MARION A COMSTOCK, T131810, Air Corps, United States Army, from 7 June 1945 to 28 June 1945.

Flight Officer THEODORE R SIEGER, T5874, Air Corps, United States Army, from 7 June 1945 to 28 June 1945.

Flight Officer JAMES P RYAN, T129522, Air Corps, United States Army, from 7 June 1945 to 28 June 1945.

Master Sergeant JUGSNSO BRUCE, 16026454, Air Corps, United States Army, from 7 June 1945 to 28 June 1945.

Master Sergeant ROBERT W RAYMOND, T5531, Air Corps, United States Army, from 5 June 1945 to 28 June 1945.

Technical Sergeant EDWIN S GAITHER, 33104684, Air Corps, United States Army, from 1 June 1945 to 28 June 1945.

Staff Sergeant DOUGLAS F BULLOCH, 12075700, Air Corps, United States Army, from 23 November 1944 to 20 June 1945.

Staff Sergeant EDWARD J DIXON, 42105847, Air Corps, United States Army, from 7 June 1945 to 28 June 1945.

Staff Sergeant JUSTUS K EHLERS, 3990447, Air Corps, United States Army, from 5 June 1945 to 28 June 1945.

Staff Sergeant CHARLES L EVERETT, 34885969, Air Corps, United States Army, from 5 June 1945 to 28 June 1945.

Staff Sergeant ALVIN T GEORGE, 14154133, Air Corps, United States Army, from 7 June 1945 to 28 June 1945.

Staff Sergeant RICHARD GBR30N, 33477077, Air Corps, United States Army, from 1 June 1945 to 26 June 1945.

• Staff Sergeant VICTOR D GRADERT, I7167107, Air Corps, United States Army, from 5 June 1945 to 28 June 1945.

Staff Sergeant ROBERT C KENNING, I2238816, Air Corps, United States Army, from 7 June 1945 to 28 June 1945.

• Staff Sergeant CHILES R MAPLES, 33631169, Air Corps, United States Army, from 25 May 1945 to 22 June 1945.

Staff Sergeant KEITH J REBO, 19200801, Air Corps, United States Army, from 7 June 1945 to 28 June 1945.

881st Bombardment Squadron

War Diary

1 July 1945 - 24 Enlisted Men promoted per Par 2, SO 73, HQ 500th Bomb GP, dated 1 July 1945.

2 July 1945 - 14 planes raided Kumamoto. All returned safe. No damage.

3 July 1945 - 1st Lt George H. Timson transferred to Oahu for rotation to the US

4 July 1945 - 32 Enlisted men promoted per Pars. 5 & 9, SO 75, Hg 500th Bomb GP, dated 4 July 1945. 11 planes raided Kochi. All returned safely. Slight damage.

6 July 1945 - Capt. Fred J. Curtis, 1st Lt. Fred C. Stevenson, 1st Lt. Ray S. Randolph and Capt Walter S. Mather, with the enlisted men of his crew, returned from rest leave on Oahu. 1 plane raided Tokyo (weather strike) and returned safely. No damage.

7 July 1945 - 11 planes raided Akashi. All returned safely. Slight damage.

8 July 1945 - S/Sgt Sam C. Flowers and Sgt Edmund J. Meyer transferred to Oahu for rotation to the US

9 July 1945 - 1st Lt Joseph R. Mitchell and his crew left for rest leave on Oahu. S/Sgt Robert J. Bouchard transferred to the US in order to attend O.C.S. T/Sgt. Francis V. Henssler, M/Sgt. Eugene O. Bruce, M/Sgt. Orrick F. Johnson, and M/Sgt Robert W. Raymond were granted an aeronautical rating of Aircraft Observer (Flight Engineer). 5 Officers promoted per Pars. 2 & 3, SO 190, H.Q. AAFPOA dated 9 July 1945.

10 July 1945 - Capt. Linden O. Bricker transferred to XXI Bomber Command Flight Control Center. 11 planes raided Sakai. All returned safely. No damage. 1 plane raided Japan (weather strike) and returned safely. No damage.

29 July 1945 - Capt. John C. Posey, 1st Lt Donald J. Hacker, 1st Lt David J. Siegel, 1st Lt. Frederick R. Frye, S/Sgt Everett R. Lively, S/Sgt. Clark H. Dixon, and S/Sgt James D. Capshaw left for rest leave on Oahu. 11 planes raided Ichinomiya. All returned safely. Slight damage.

30 July 1945 - Capt. Kelvin B. Parker left for rest leave on Oahu. T/Sgt Mitchell W. Racanelli, S/Sgt Charles R. Maples, S/Sgt. Alexander Wortovitch, S/Sgt. Jack Lebid, S/Sgt. John M. Birchett, S/Sgt Angelo M. Campanini, S/Sgt. George N. Andrews and T/Sgt Edwin S. Gaither transferred to Oahu for rotation to the US

31 July 1945 - 1 plane raided Japan (weather strike) and returned safely. No damage.

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5 X O N 2

N A Y O N E E R 7

This is to certify that PFC. MAPLES, CHARLES R., 33631169
a student in First Aid and Continuation Training,
in Radio Mechanics and Radio Operators, has
completed the required special course of instruction.

In witness thereof we have affixed our signatures
this 28th day of December 1943

Charles S. Higley

~~LT-COL CHARLES S. HIGLEY~~
MAJOR CHARLES S. HIGLEY
Post Surgeon

Ray L. Dill
COL. F. O. DICE
Director of Training

Survey of Veterans of World War II and Korea

Airmen Memorial Museum
Suitland, Maryland

Please take a few moments to complete the questions that appear below. You will probably need more space to answer the questions fully, so please feel free to add additional pages. Please label the additional pages to correspond with the question number you are completing. The Airmen Memorial Museum thanks you for your time and support.

1. Name Charles R. Maples
2. Address 3812 Shadow Lane, Virginia Beach, Virginia 23452 _____
3. Daytime telephone number 804 486 0412 _____
4. Current or former occupation Retired Telephone Company Equipment Engineer Manager
5. Religion Protestant
6. Race or Ethnic Group White
7. Dates of Service: 3 April 1943 - 1 November 1945 Army Air Forces
8. Rank: Staff Sergeant Dates: Effective - 9 March 1945
9. In which numbered Air Force did you serve, or in which other services or commands?
Air Force: 20th Dates: _____
10. In which units did you serve?
Units: 73rd Bomb Wing Dates: _____
500th Bomb Group
.
881st Bomb Squadron _____

Saipan

11. Where were you stationed on active duty? Place

Dates: 18 November 1944 - 24 July 1945_____

12. How many months did you serve in the Air Force or its predecessor services? 30

13. Were you a draftee? Yes Did you join the National Guard? No

14. Where and when were you inducted? Camp Lee, Virginia

15. Where did you receive training?

Place Scott Field, Illinois Date

Subject/Skills Radio - Electronics

Place Truax Field, Madison, Date

Wisconsin

Subject/Skills Radio - Advanced First Aid

16. Please list your duty assignments.

Place	Duties
Miami, Florida	Basic Training
Scott Field, Illinois	Radio Student
Madison, Wisconsin	Radio/First Aid Student
Clovis, New Mexico	Air Training
Walker Air Field, Kansas	Crew Member Training
Saipan	Crew Member

Dates - unknown

17. Please give us an idea of how you spent a typical day while in training.

Basic Training - Up at 5:00 am - shower, shave. Fall out at 6:00 am -March in formation to breakfast. At about 8:00 am, fall out for close order drill, military instructions, etc. Some free time in the afternoon. Exercise period. No formation to evening mess. Lights out at 9:00 pm.

Special Training and Radio School - Up at 5:00 am. Be ready to attend radio theory classes from 8:00 am until 11:00 am. Break for rest and lunch, At 1:00 pm, exercise for one hour. Rest, and then back to school for morse code practice from about 3:00 pm until 5:00 pm every day except Sunday,

which was a free day. Evenings were free for study, softball, horseshoes, etc.

Advanced Radio School and Extensive First Aid Classes - Up at 5:00 am. March to mess in formation. Return from mess in formation. At 8:00 am, attend radio school. The objective of this school was to increase our ability to send and receive morse code at a rate of 30 wpm (Army tested). This was accomplished and I received a certificate of certification. March to and from mess at 11:00 am in formation. Always in khaki uniform. No fatigues were allowed during **the** entire training period. At 1:00 pm, advanced first aid, study and practice.

Learned principles of diagnosing and treating illnesses and injuries. Learned how to administer blood plasma and how to use hypodermic needles. Study in the evening. Very little free time except on weekends.

18. Please give us an idea of how you spent a typical day once you received your duty assignment.

Assignment to flight crew as radio operator - Generally, I flew in the mornings and afternoons. I flew on B-17s, B-24s, B-25s and B-29s. Not much free time during this phase of training. Some long distance flights lasting ten to twelve hours.

19. If you served overseas, please identify your point of embarkation, your mode of transportation, and your point of arrival.

Embarkation: _____ Date: 13 November 1944

Arrival: Saipan _____ Date: 18 November 1944

Mode: Air (B-29) _____

20. If you were an air crewman, what aircraft did you fly on? If you were an air support crewman, what aircraft did you work on? B-29 Superfortress _____

21. Did you take part in any combat action? Yes If so, how many missions did you participate in? 35

22. Were you ever wounded in action? No If yes, please describe **the** circumstances, and how and where you received treatment.

23. While in combat, was your plane ever shot down behind enemy lines? No Did you ever have to crash, bail out or ditch your plane? Yes _____ Please describe what happened to you and your fellow crew members.

Returning from one exceptionally rough mission, the feeling prevailed among the crew that all was not well. As we neared our base, instructions were given to be followed in the event that an emergency existed. These included:

1. Bombardier, leave your position and move to a safer position behind the forward gun turret.
2. All crew members fasten seat harnesses.

3. Pilot, notify tower of possible emergency.
4. As soon as the plane stops rolling, open bomb-bay doors and flight engineer will shut off main power switch.
5. All crew members evacuate the plane as quickly as possible and get a safe distance away.

As it turned out, we did have an emergency. When we landed we either had two flat tires or we blew the tires on landing. It turned out to be a rough roll and ended with the plane ground-looping. The emergency procedures were carried out and all crew members evacuated the plane as fast as possible. I dove out of the forward bomb-bay and ran a good distance. Other planes were landing on the same runway but no collision occurred.

24. Were you ever subjected to an air raid or air attack? Yes If so, please describe the experience.

Japanese planes came in low to avoid detection and completely surprised the ground defenses. They made several passes, mostly trying to destroy the parked B-29s. However, they also strafed the living quarters and also dropped anti-personnel bombs. It took only a few seconds for the flight personnel to reach the safety of their shelters. Many of our planes were damaged. All of the enemy planes were destroyed.

25. Were you ever a prisoner of war? No Were you ever an internee? No If so, where and when were you captured or interned, and where were you held? How long were you a POW or an internee? How and when were you liberated?

26. Did you ever receive any decorations for your military service? Yes If so, which ones and for what actions?

Type: Distinguished Flying Cross

By direction of the President, under the provisions of the Act of Congress approved 2 July 1926 (Bull 8, WD, 1926), and pursuant to authority delegated by the Deputy Commander, Twentieth Air Force in classified letter, file AG 323.361, subject: "Definition of Administrative Responsibilities," dated 18 December 1944, announcement is made of the award of the Distinguished Flying Cross to the following named officers and enlisted men of the 881st Bombardment Squadron, 500th Bombardment Group:

For extraordinary achievement while participating in aerial flight against the enemy on 19 February 1945. These individuals were members of a combat crew which bombed the assigned target in the face of persistent enemy fighter attacks and heavy anti-aircraft fire in the target area. Just after dropping their bombs two aircraft in this formation were shot down by enemy fighters and a third, badly damaged, fell behind the formation. They immediately maneuvered their aircraft to protect the straggling aircraft from the enemy fighters. Their teamwork and professional skill warded off the determined enemy fighter attacks and protected the crippled aircraft which was safely accompanied out of the danger area.

The courage and devotion to duty displayed by their determination to bomb the target and to protect comrades in distress, reflect the highest credit on themselves and the Army Air Forces.

Type: Air Medal with four Oak Leaf Clusters (The following citation is from one of Mr. Maples' Oak Leaf Cluster awards to the Air Medal).

By direction of the President, under the provisions of Executive Orders No 9158, 11 May 1942 (Bull 25, WD, 1942), as amended by the Executive Order No 9242-A, 11 September 1942 (Bull 49, WD, 1942), and pursuant to authority delegated by the Deputy Commander Twentieth Air Force in classified letter, file AG 323.361, subject: "Definition of Administrative Responsibilities," dated 18 December 1944, announcement is made of the award of the Bronze Oak Leaf Cluster to the Air Medal to the following named officers and enlisted men, organizations indicated:

For meritorious achievement while participating in aerial flights as combat crew members in successful combat missions from bases in the Marianas Islands against the Japanese Empire. All missions were flown under rapidly changing and oftentimes adverse weather conditions. The flights were subjected to enemy anti-aircraft fire and fighter opposition. There were constantly present navigational problems, danger of engine failure and consequent ditching many miles at sea.

Under prolonged periods of physical and mental strain, and undaunted by the many hazards faced regularly and continuously, each crew member displayed such courage and skill in the performance of his duty as to reflect great credit on himself and the Army Air Forces.

Type: Asiatic/Pacific Campaign Ribbon with three Bronze Service Stars (The following is from one of Mr. Maples' Bronze Service Star awards to the Asiatic/Pacific Campaign Ribbon).

Pursuant to authority contained in General Order 66, Hq USAF POA, dated 30 June 1945 and under the provisions of par 7b Cir 62 WD 1944 as amended by Sect I Cir 195 WD 1944, the following named personnel, having served honorably and being present for duty as a member of organization indicated sometime during the period 17 Sept 1944 and 18 Feb 1945, are awarded the Bronze Service Star to Asiatic Pacific Campaign Ribbon for participation in the Western Pacific Campaign:

Type: World War II Victory Medal

Type: Good Conduct Medal

27. Please describe the most heroic experience you participated in or witnessed.

It was the radio operator's responsibility to make sure that the forward bomb-bay was clear before the bomb-bay doors were closed. On one particular mission, a five hundred pound high demolition bomb had become jammed at the bottom of the left rear bomb rack. I notified the pilot and bombardier that the doors must not be closed. After some consultation, I volunteered to go out into the bomb bay and try to dislodge the bomb.

The cabin was depressurized and I proceeded into the bomb bay using portable oxygen equipment. I worked my way around the narrow cat-walk and took up a position where I could kick and push the bomb in order to dislodge it. Finally, I held on tightly and jumped up and down on the bomb and it finally turned loose. This all occurred at above twenty thousand feet, and of course it was extremely cold. No special recognition was ever proposed for this effort.

28. Please describe your most terrifying experience in the service.

On a fire raid over Tokyo at an altitude of five thousand feet, we were caught in the glare of several search lights. This required us to use our dark glasses and yet we could still see the tracers reaching up from the ground fire. They were getting closer and closer, and then it was "out of the frying pan, and into the fire." We flew into the thick smoke caused by the enormous fires burning on the ground.

This filled our plane with smoke and the thermal up-drafts from the fires shot our plane up several thousand feet like an express elevator. The pilots barely managed to keep control until we flew out of the area. Luckily, we had dropped our bombs just seconds before this happened.

29. Please describe your funniest experience in the service.

Seeing a fellow flight crew member shoot his barracks bag full of holes with a .45 cal. pistol because he said he had seen a mouse run under it. No mouse was ever found.

30. When were you discharged from the service? 1 November 1945

31. Did you take advantage of the GI Bill upon your discharge? No What benefits did you receive from the GI Bill? N/A

32. What did you do after you were discharged? Returned to work with the C&P Telephone Company of Va.

33. Please describe your welcome home to civilian life.

Family and friends were very excited that the war was winding down and the boys were coming home. Not so with the general public. Some of them were in defense jobs working seven days a week and making alot of money, and they would have been happier to see the war continue. Sad to say, but many of them didn't give a damn that we were home.

34. Did you join the National Guard or Organized Reserves after your active duty? No If so, when did you join and for how long did you belong? N/A

35. Do you have any of the following items which you would be willing to allow the Airmen Memorial Museum to see? (Please check the blanks below).

- | | |
|--|--|
| <input type="checkbox"/> Diaries | <input checked="" type="checkbox"/> Books |
| <input checked="" type="checkbox"/> Photographs | <input type="checkbox"/> Uniforms |
| <input type="checkbox"/> Memoirs | <input type="checkbox"/> Letters/V-Mail |
| <input type="checkbox"/> Insignia/Patches | <input type="checkbox"/> Base or unit newspapers |
| <input type="checkbox"/> Yank Magazine | <input type="checkbox"/> Stars and Stripes |
| <input type="checkbox"/> Films | <input type="checkbox"/> Equipment |
| <input type="checkbox"/> Weapons | <input type="checkbox"/> Survival Equipment |
| <input checked="" type="checkbox"/> Other (Medals/Awards, flight records, propaganda leaflets and World War II flight jacket). | |

36. Would you be willing to be interviewed by the Airmen Memorial Museum Historical Research Staff? Yes

37. Please recount any experiences, feelings about your service, or any other comments you would like to add.

The B-29 was designed and built for the purpose of carrying the war to the Japanese homeland. In doing this it turned out to have been a superb weapon. Even though the losses were high, the damage inflicted on the Japanese cities was staggering. The thirty five combat missions that I participated on had, in my opinion, a significant part in defeating the Japanese. I am proud of the contribution that I made in this respect.

Please use the enclosed envelope and mail as soon as possible. Thank you.

AIRMEN MEMORIAL MUSEUM

September 26, 1990

James D. Staton
Chairman, Board of Trustees

George E. Hicks
Museum Director

Board of Trustees

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Actor

Mr. John Hillerman
Actor

Duane B. Maples
P.O. Box 7343
Virginia Beach, Virginia 23458

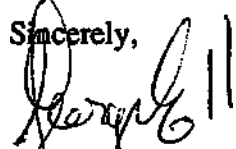
Dear Mr. Maples:

I was particularly pleased to find a completed Airman Survey for Charles R. Maples in this week's mail. I was particularly impressed with the effort and the details provided.

We have enclosed several additional survey forms per your request. Please do feel free to pass these along as you see fit. I have also enclosed a couple of our early editions of the *Airmen Heritage Series* for your use.

Again, thank you for your interest and support of this program.

Sincerely,


GEORGE
Museum Dir

KS

GEH:jmw

Enclosures: Survey Forms, Monologues

ENLISTED RECORD AND REPORT OF SEPARATION

*mf&^mffi&E^**TM*m*iam&&&*

I. LAST NAME • FIRST NAME • MIDDLE INITIAL
Maples Charles R

II. ORGANIZATION
SSlat Bomb Sq 500 Bomb Gp (VH)

III. PERMANENT ADDRESS (of MAILING PURPOSES)
1210 Wilbur Ave S Norfolk Va

IV. ADDRESS WHICH EMPLOYMENT WILL BE SOUGHT
Same as item 9

V. ABITUAL STATUS
 WHITE NEGRO OTHER (SD+City)

VI. U.S. CITIZEN
 YES NO

VII. ASHY SERIAL NO.
33631169

VIII. DATE OF SEPARATION
1 Nov 45

IX. PLACE OF SEPARATION
AAF CRD Greensboro NC

X. PLACE OF BIRTH
Elizabeth City NC

XI. CIVILIAN OCCUPATION AND MO.
blue. light 1 VI& I 166 ..<<

XII. COMPONENT
'AUS

XIII. A. AIM 01 SERVICE
S/Sftt AAF

XIV. CABLE SPICER TELE
5-53.950 -

MILITARY HISTORY

XXV. DATE OF INDUCTION
27 Max »il

XXVI. DATE OF ENLISTMENT
3 Apr 43

XXVII. PLACE OF ENTRY INTO SERVICE
Camp Lee Va

XXVIII. COUNTY AND STATE
Norfolk 7a

XXIX. HOME ADDRESS AT TIME OF ENTRY INTO SERVICE
Same as item 9

XXX. BATTLES AND CAMPS
R O M G 2756

XXXI. MILITARY QUALIFICATION AND BADGES (1.9.4 mantry, aviation and marksmanship badms, ore.)
AAF Air Crew Member Badge MM Pistol

XXXII. OCCASIONS AND CITATIONS
Air Offensive Japan Eastern Mandates Western Pacific 35 Combat Missions

XXXIII. WOUNDS RECEIVED IN ACTION
Distinguished Flying Cross WW II Victory "Medal A-P Theater Ribbon W/ 3 bze stars Good Conduct Medal Air Medal W/ 4 QIC

LATEST IMMUNIZATION DATES	OTHER (specify)	SERVICE OUTSIDE CONTINENTAL U.S. AND RETURN		
		DATE OF DEPARTURE	DESTINATION	DATE OF ARRIVAL
I U U U 5 OP SERVICE MONTHS 2	Y F 27 Feb U. SS. MOST FAVORABLE HELD S/Sgt	13 Nov *U 24 Jul 45	Saipan USA	18 Nov 44. 2 Sep 45

XXXIV. REASON AND AUTHORITY FOR SEPARATION
None

XXXV. SERVICE SCHOOLS ATTENDED
RR 1-1 AR tV15-?65 15 Dec LL & Ltr En AiF Subi AAF Separation Bases 6 Sep 45

XXXVI. EDUCATION (Years)
AAFTS Scpt.-t. Fid R*d Qper AAFTS Madison -Wis ROJ - 7 ' 4 '

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INSURANCE NOTICE

IMPORTANT TO THE ATTENTION OF THE O. 3. AND NEW YORK TO COLLECTIONS SUBDIVISION, VETERAN ADMINISTRATION, WASHINGTON 25, D. C.

4a. KIND OF INSURANCE PAID

50. DATE OF NEXT PAYMENT (One month after SO)

51. PNRNIUNI OUR

52. Continue I Concinnu* only I DIKoaclu

10 Nrv &L

Nat. Serv.	U.S. Govt.	None	Allotment	Direct to V. A.
X			X	

V flnt, 45

EACH MONTH

6.50



SS. REMARKS (This space for completion of above j'tams or entry at other noma ipechied in W. D. Directives)

J P NICHOLS

Lapel button issued 1 Nov 45 No time
lost under AW 107 ASR 84 ERG
from 27 Liar 43 to 3 Apr 43

SB. SIGNATURE OP PERSON BEING SEPARATED

37. PERSONNEL OFFICER (Type

1st T.t. AH

name, grade and organization

J P Nichols

WD AGO FORM 83-3 3
1 November 1944

This form supersedes all previous editions of
WD AGO Forms S3 and SS for enlisted persons
entitled to an Honorable Discharge, which
will not be used after receipt of this revision.



honorable Bfec&arge

CHARLES R. MAPLES

33631169

Staff Sergeant 881st Bomb

Squadron, 500 Bomb Group (VH)

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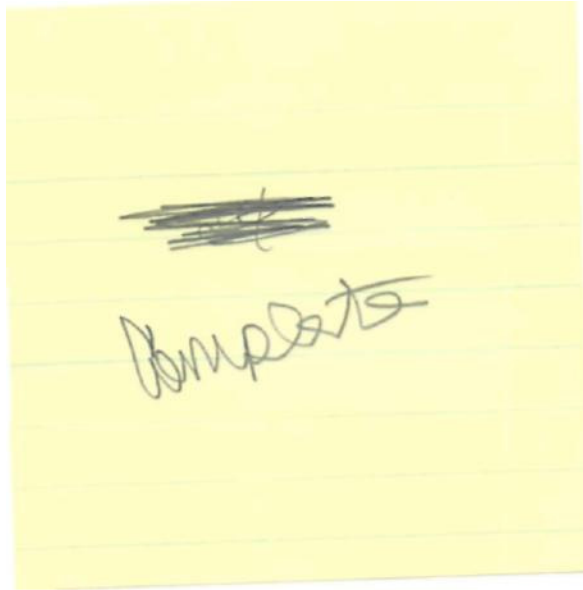
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AAF CRD GREENSBORO, N. C,

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1 November 194.5

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Lt Col, AC



Appendix D

Contains information pertaining to Japanese air raids on Saipan during the period when Mr. Maples was stationed on the island; brief geographical descriptions of some of the cities that were the targets of Mr. Maples' 500th Bombardment Group and reference maps.

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Table of Contents

- 1. List of air raids against Saipan, encompassing the period from November 2, 1944 to February 2, 1945.**

- 2. Geographical descriptions of the Japanese cities over which Mr. Maples saw action during his combat tour.**

- 3. Reference maps:**
 - A. Map of the North Pacific Ocean**

 - B. Map of the Northern Mariana Islands**

 - C. Map of Japan.**

¹ The source for the reference maps used is The New Grolier Multimedia Encyclopedia, Release 6. (ED).

Air Raids Against Saipan

November 2, 1944 - Alert at 0130 hours. Nine bombers dropped 5 pound fragmentation bombs on runway. Very little damage. One was shot down near Tinian by anti-aircraft fire. Another, a "Betty," was shot down by a P-61 and fell in the Engineer's area, killing four and seriously wounding six. A recovered map showed that the enemy aircraft had come from the Bonin Islands.

November 7, 1944 - Alert at 0130 hours. One low-flying enemy aircraft strafed the runway resulting in little damage. It escaped without drawing fire. Alert at 0430 hours. One low-flying aircraft swept over the runway dropping no bombs. It was probably taking photographs. It escaped.

November 24,1944 - Alert at 0915 hours. One "Irving" shot down by a P-38 at twenty eight thousand feet about five miles Northwest of Isely Field.

November 27, 1944 - No alert. Two "Betty's" passed over the bivouac area at low level at 0005, bombing and strafing the dispersal areas. At 1210, again, without an alert, 17 "Zekes's came in over Isely Field and strafed it thoroughly. They then strafed the bivouac area. One man was killed and several others were injured. Considerable damage was done to our aircraft, though fortunately most of our aircraft were airborne on a mission to Tokyo.

A number of personnel were injured in the 500th Group area when a "Zeke" was shot down by anti-aircraft fire. Another was destroyed by P-47s near Pagan

Source: 73rd Bomb Wing Association. (ED).

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Island. One "Zeke" was destroyed on Pagan airfield by another P-47 just after it landed. Two other "Zekes" possibly ditched because of battle damage.

November 29, 1944 - Alert at 0000 hours. Radar picked up two targets about one hundred and forty miles from Saipan. Each target consisted of four aircraft. The aircraft were at a height varying from eight to eighteen thousand feet. Night fighters were dispatched to intercept the Bogies, but due to the extensive use of "window" employed by the targets, contact was not made. Only two of the enemy aircraft were known to have dropped bombs; one dropping at the extreme northern tip of Saipan caused no damage but seriously wounding a Marine.

The other enemy aircraft dropped six or seven bombs just off of the Eastern edge of the airstrip near the asphalt plant, injuring no one and causing only slight damage. The enemy aircraft were fired on by anti-aircraft fire from Saipan. The anti-aircraft batteries on Tinian shot down one enemy aircraft and claimed another one as probably destroyed. Anti-aircraft batteries on Saipan claimed one probable enemy aircraft shot down.

December 5, 1944 - Alert at 1005 hours. One "Myrt," (Photo-Reconnaissance aircraft), was shot down before it reached Iseley Field at thirty thousand, five hundred feet by a P-38, ten miles northwest of Tanapag Harbor. Two parachutes were seen leaving the aircraft and two of our fighters were circling them as they drifted out to sea.

December 7, 1944 - Alert at 0404 hours. Fifteen very low-flying "Betty's" strafed the bivouac areas and the Island generally; especially East Field. About one half hour later, thirteen enemy aircraft at altitudes ranging from thirteen thousand to thirty three thousand feet came over the Island. Anti-aircraft fire shot down six of

them. The anti-aircraft batteries on Saipan got one, Tinian's gunners got one and a mine-sweeper offshore also accounted for one.

Three B-29's were destroyed, three were badly damaged and twenty others received minor damage. One man was killed and there were many minor casualties. Only one of the enemy aircraft was definitely identified: a "Peggy."

December 20, 1944 - Alert at 1943 hours. An enemy photo-recon aircraft sneaked in behind a B-29 and escaped after a chase.

December 23,1944 - Alert at 2007 hours. Five enemy aircraft damaged B-29's at Isely Field, and one bombed a Navy Quonset Hut area near Tanapag Harbor, killing quite a few personnel. Another enemy aircraft was shot down near East Field by a P-61. Anti-aircraft fire also got one.

December 25,1944 - Alert at 2010 hours. Twenty five enemy aircraft came over at high altitude. Some damage was done at Isely Field, East Field and Kobler Field. The attack lasted for one hour; the alert for three hours. One accurate glide-bomb attack destroyed a B-29 and three enemy aircraft were shot down by P-61^f's. Our anti-aircraft batteries shot down one enemy aircraft and claimed another as probably destroyed. The enemy attack caused a great deal of damage, but considering the number of aircraft that hit us, the damage could have been much worse.

December 26, 1944 - Alert at 2210- hours. Two enemy aircraft approached the Island; one from eleven thousand feet and the other from twenty thousand feet. A P-61 shot down one of them ten miles north of Marpi Point before it reached the field. The other enemy aircraft passed the Island and came in from the south. It was shot down off Tinian before it reached its target.

January 2, 1945 - Alert at 0335 hours. A twin-engine enemy aircraft came in from the East. Fifteen minutes later, it dropped its bombs on Isely Field and then escaped. Alert at 0416 hours. One Japanese aircraft was intercepted North of the Island and turned back. Alert at 1235 hours. One "Myrt" was shot down five miles North of Marpi Point after passing over the Island. One B-29 was destroyed and three others were damaged.

January 3,1945 - Alert at 0413 hours. One "Betty" at twenty one thousand feet was shot down by a P-61 thirty five miles North of the Island before reaching its target. Alert at 0459 hours. One "Irving" at twenty one thousand feet did not reach the Island and was shot down by a P-61 ten miles North of the Island.

January 5, 1945 - Alert at 1241 hours. One enemy aircraft came within thirty miles of the Island but was intercepted forty miles to the North. It was chased eighty miles by a P-38 and a P-47, but escaped.

January 15, 1945 - Alert at 1205 hours. One "Myrt" came in at thirty one thousand feet, close to Tinian, turned away and was shot down by a P-47.

February 2, 1945 - Alert at 1025 hours. One "Myrt" at thirteen thousand feet was intercepted by two Navy F6F "Hellcat's" and was shot down twenty miles North of Saipan. This was the last Japanese effort to attack Saipan.

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The following is a list of the Japanese cities that Mr. Charles R. Maples flew combat missions against with his crew during his tour of duty. A brief geographical description of the cities has been provided in order to help the reader understand their respective locations within the Japanese home islands.¹

Japan - An independent state, consisting of an island chain in the West Pacific Ocean, off of the East coast of Asia; 143, 619 sq. mi. (371,973 sq. km.); pop. (1985c) 121, 048, 923.

Akashi - Located in the Hyogo prefecture, West Honshu Island, Japan, on the coast 12 mi. (19km.) West of Kobe.

Fukuoka - Prefecture, located on North Kyushu Island, Japan. A seaport city on Hakata Bay.

Hamamatsu - Located in Shizuoka prefecture, on South Honshu Island, Japan, near the coast 56 mi. (90km.) Southeast of Nagoya.

Kobe - A seaport city of Hyogo prefecture, located on the South coast of West Honshu Island, Japan, built partly along the North shore of Osaka Bay and partly on the hillsides.

Kochi - Prefecture, Shikoku Island, Japan. A seaport city on the South coast of Shikoku Island, Japan, on an inlet of Tosa Bay.

¹ The source for the geographical information cited is: Merriam Webster's Geographical Dictionary - Third Edition, Merriam Webster, Inc., Publishers, Springfield, Massachusetts, USA 1997. (ED).

Kumamoto - Prefecture, Kyushu Island, Japan. A city on the Shira River near its mouth on the West coast and in an extensive plain.

Kure - A city of Hiroshima prefecture, on Southwest Honshu Island, Japan, on the North shore of the Inland Sea at its West end 12 mi. (19km.) Southeast of the city of Hiroshima.

Nagoya - Located in the Aichi prefecture, on South Honshu Island, Japan, 75 mi. (120 km.) East of Kyoto, at the head of Ise Bay.

Oita - Prefecture, located on Northeast Kyushu Island, Japan. A seaport city on the Northeast shore of Osaka Bay.

Osaka - Prefecture, located on Honshu Island, Japan. A seaport city on the Northeast shore of Osaka Bay.

Ota - Located in Gumma prefecture, on Honshu Island, Japan, 47 mi. (76 km.) Northeast of Tokyo.

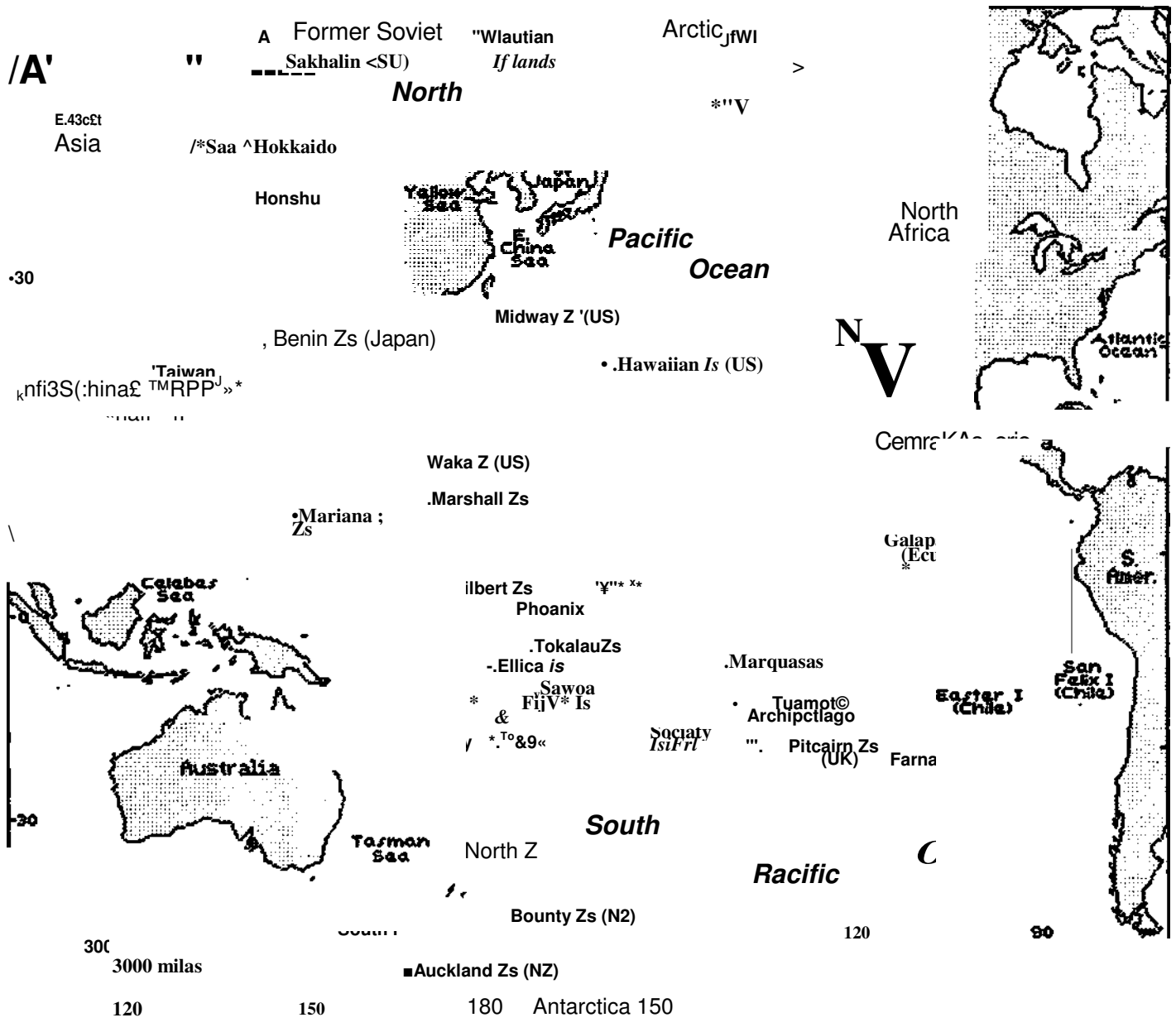
Sakai - A city of Osaka prefecture, located on West Central Honshu Island, Japan, 6 mi. (10 km.) South of the city of Osaka, on Osaka Bay.

Sasebo - A seaport city on a large inlet of outer Omura Bay, in the Nagasaki prefecture, Northwest Kyushu Island, Japan.

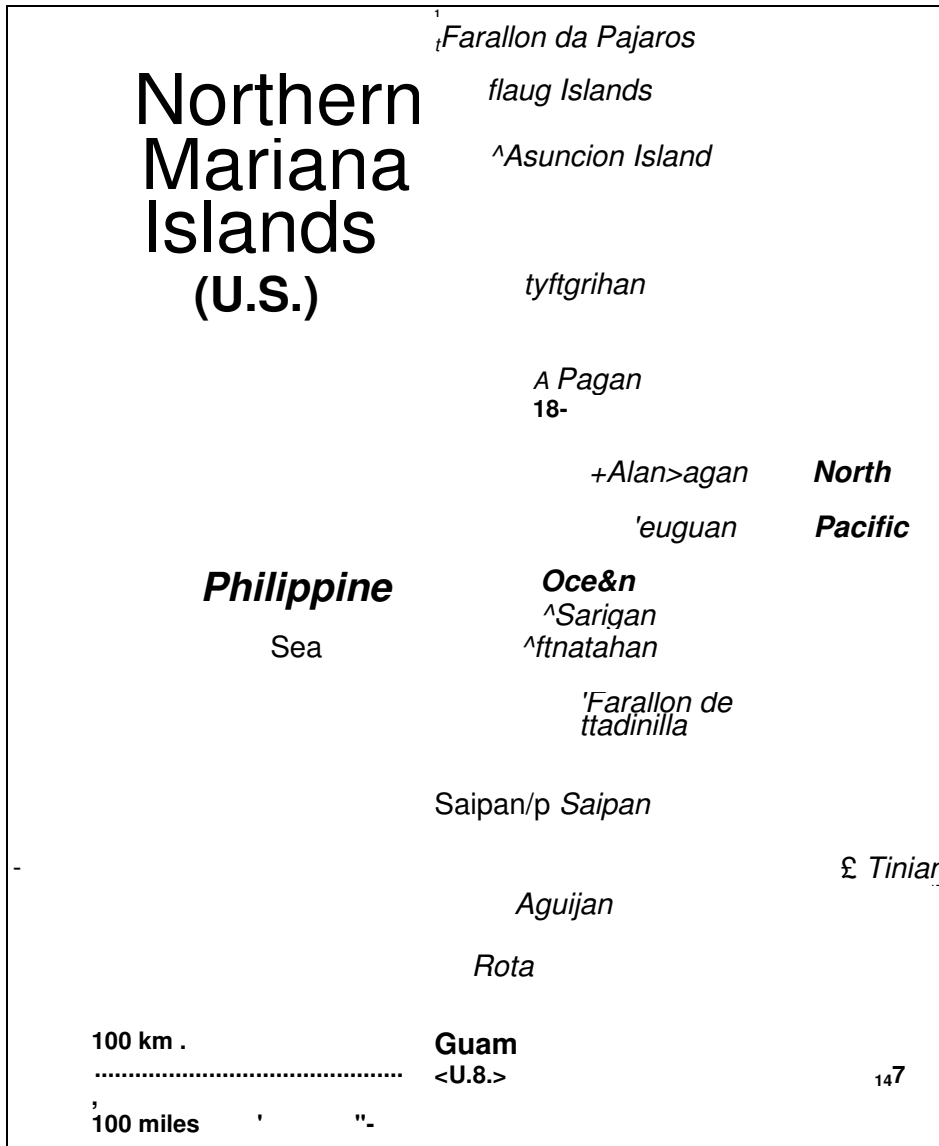
Tokuyama - Located in the East Yamaguchi prefecture, on Southwest Honshu Island, Japan, 50 mi. (81 km.) East of Shimonoseki.

Tokyo - Located on the Northwest shore of Tokyo Bay, on Southeast Honshu Island, Japan.

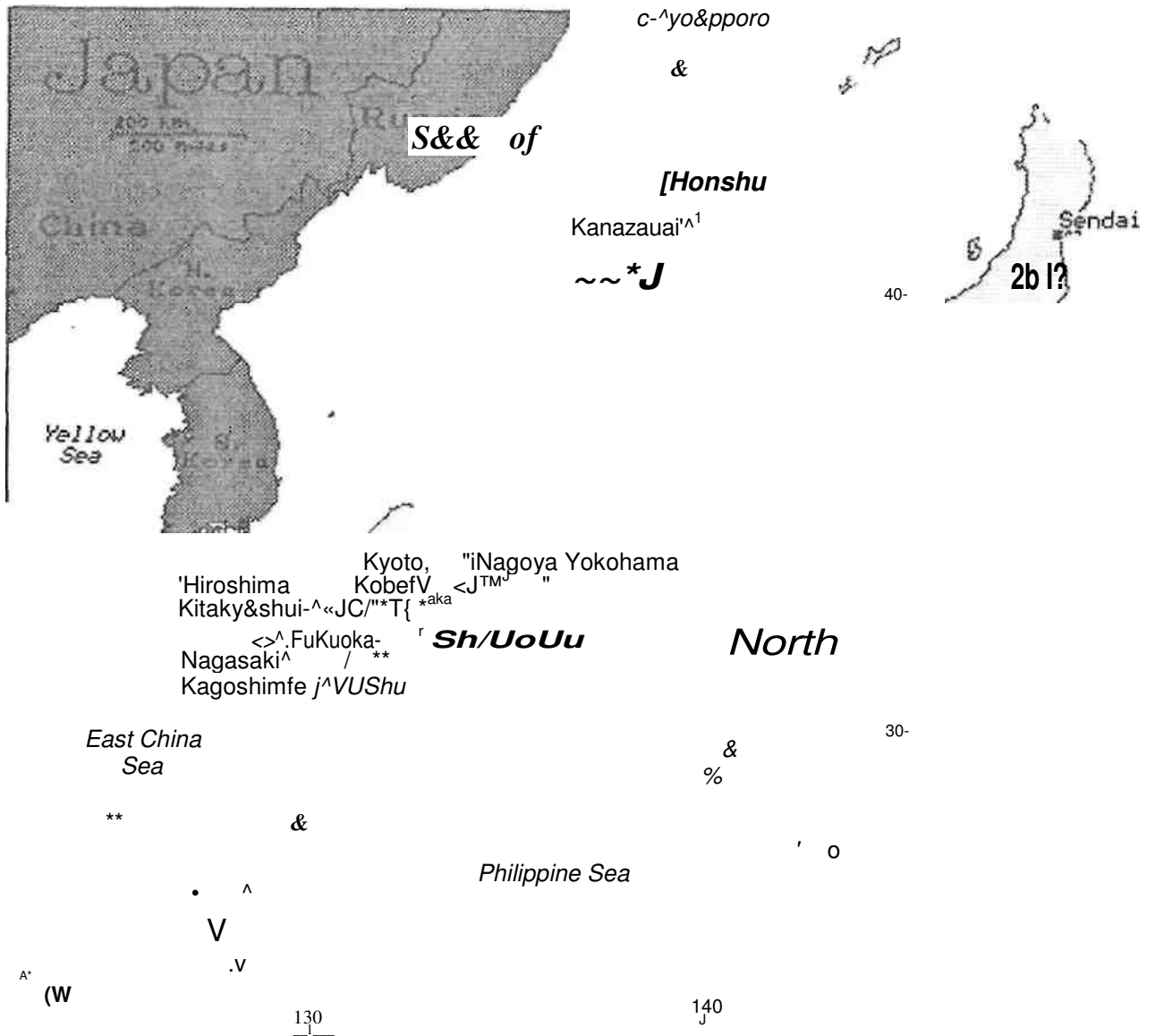
Yokohama - A seaport city of Kanagawa prefecture, located on Southeast Honshu Island, Japan, on the West shore of Tokyo Bay, 18 mi. (29) km.) South of Tokyo.



From this map, the reader can see the location of the Mariana Islands in the Western Pacific Ocean, and gain an understanding of their relative distance from the Japanese home islands. (ED).



From this map, the reader can gain an understanding of the geographical location of Saipan within the Northern Mariana Islands. (ED).



This map details the four islands comprising Japan: Hokkaido, Honshu, Shikoku and Kyushu. Mr. Maples would come to know target cities on these islands very well during the course of his combat tour. (ED).

Appendix E

**Nose Art Gallery. All
photographs are from the
Charles R. and Duane B
Maples* collections.**
^^ "" << >> << S^S,

Table of Contents

1. B-29 "Nose Art" Gallery. The B-29's, and the other aircraft featured in the photographs in this Appendix, are as follows:

- | | |
|---|----------------------------|
| 1. Southern Bell | 11. Teaser |
| 2. Poison Ivy | 12. Miss HAP |
| 3. Lady MARY ANNA | 13. Long Distance |
| 4. Lucky Irish | 14. Lucky 'Leven |
| 5. Lady Eve | 15. Little Jo |
| 6. Battlin Betty ID | 16. Our Baby |
| 7. Forbidden Fruit | 17. Constant Nymph |
| 8. Stripped for Action | 18. The Big Stick |
| 9. Miss Lace (Views 1 & 2) | 19. Antoinette |
| 10. Marianna Ram | 20. Double Exposure |
|
 | |
| 21. "Sweat *Er Out" | |
| 22. Panchito, "The Fighting Cock." | |
| 23. Tanaka Termite | |
| 24. A-Broad With Eleven Yanks | |

- 25. Lady in the Dark (P-61 "Black Widow")**
- 26. The Virgin Widow (P-61 "Black Widow")**
- 27. Pride of the Yankees**
- 28. Texas Doll**
- 29. Peace On Earth**
- 30. Draggin Lady**

Poison



Ivy

s-3π<



Southern Belle



Lady MARY ANNA



Lucky Irish

ii<*



AM uumxyMU.m.'Om



Battlin Betty III

Lady
Eye





Forbidden Fruit



Stripped For Action



Miss Lace (View 1)



Miss Lace (View 2)

MCE

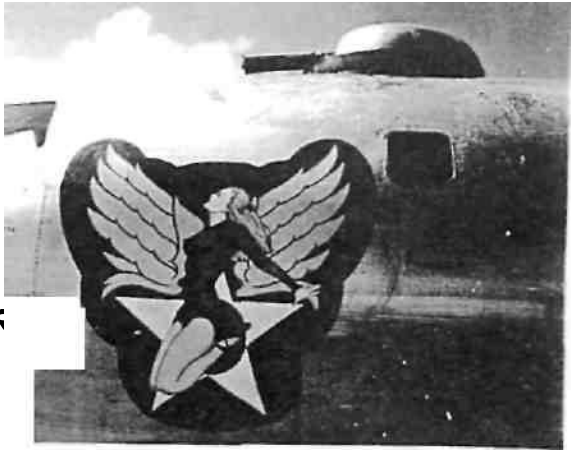
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Marianna Ram



Teaser



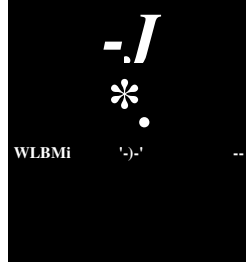
Miss Hap



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Long Distance



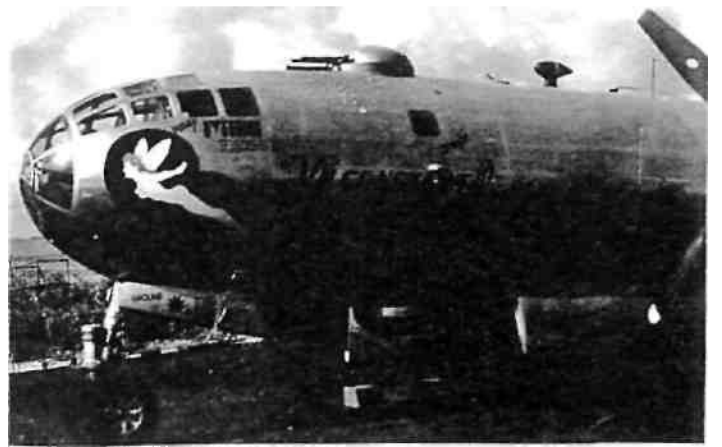
Lucky 'Leven

Our Baby



'*3g*

Little Jo



Constant
Nymph



The Big Stick



Antoinette



Double Exposure
(Photo Recon B-29)



"Sweat 'Er Out"



Panchito "The Fighting Cock"



Tanaka Termite



A-Broad with Eleven Yanks



Lady in the Dark
(P-61 "Black Widow")



The Virgin Widow
(P-61 "Black Widow")



Pride of the Yankees (Returned from Japan *twice* with two engines out on the same side!)

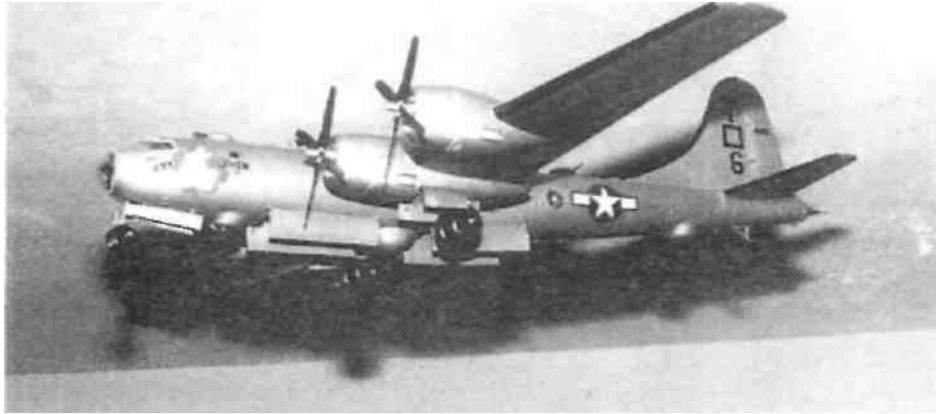


Texas Doll



Peace On Earth





This beautiful 36" span model of the 498th's Superfort T Sq 6, named "Lucky 'Leven", was built by Duane Maples, whose father Charles was Radio Operator on the 500th's Z Sq 6. The original T Sq 6 aircrew included Jim McDonald, AIC; William Fielding, Radio Op; Henry Allen, CFC; Clinton Rogers, Tail Gun; John Paxton, Side Gun. William Davis was Crew Chief.

6



Draggin Lady

Appendix F

Miscellaneous correspondence pertaining to these memoirs and to Mr. Maples*
World War II service.



Table of Contents

- 1. Letter from the late actor, James Stewart, to Duane Blair Maples.**
- 2. Letter from Peggy A. Haile - Archivist - Norfolk Public Library - to Charles R. Maples.**
- 3. Letter from Donald D. Engen - Director, National Air And Space Museum, to Duane Blair Maples. (Attachment: Ordering information for images in the US Air Force Pre-1954 Still Photo Collection).**
- 4. Letter from Kate Igoe - Archivist - National Air And Space Museum, to Duane Blair Maples.**
- 5. Letter from Kate Igoe, Archivist - National Air And Space Museum, to Duane Blair Maples.**

JAMES gTEWJU&T

Dear Duane:

Thank you for your very interesting letter.

Mr, Stewart was very pleased to hear from you.

He sends his sincere congratulations to yur father who had such a distinguished war record.

He thanks you for the material enclosed. He enjoyed reading it all.

Mr. Stewart sends you and your father every good wish for a wonderful life.

Sincerely,

Claire Priest
secretary

A letter from the late actor, James Stewart, to Duane Blair Maples.

:A *City of*
Norfolk

Department of Libraries

2 January 1998

Charles R. Maples 3812
Shadow Lane Virginia Beach
VA 23452

Dear Mr. Maples:

Many thanks to you for writing *The World War II Memoirs of B-29 Radio Operator Charles R. Maples* and for giving permission for a copy to be placed in the Sargeant Memorial Room local history archives of the Norfolk Public Library. I enjoyed reading the book after your son presented it to us, and look forward to sharing it with our other researchers,

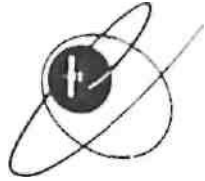
Again, thank you for your kindness and for thinking of the Norfolk Public Library.

sincerely,



Peggy A. Haile
Sargeant Memorial Room

301 E. City Hall Avenue / Norfolk, Virginia 23510 / (804) 664-READ (7323)
Fax: (804) 664-7320



NATIONAL AIR AND SPACE MUSEUM
SMITHSONIAN INSTITUTION
WASHINGTON, D.C 20560

May 18, 1998

Duanc Blair Maples
P.O. Box 4162
Virginia Beach, VA 23454-0162

Dear Mr. Maples:

Thank you for your letter dated April 21, 1998. We have added the information that you provided about the "Draggin' Lady" to our photographic data file for the image of the airplane.

For many years, the National Air and Space Museum was fortunate to house the United States Air Force Photographic Collection. This January, these photographs were transferred to the National Archives (NARA) Facility in College Park, Maryland. If you would like to obtain a print or negative of the image, please contact NARA.

To help you get started, I have sent some materials that should help you successfully obtain a copy of the image. Please refer to the document "U.S. Air Force Pre-1954 Still Photo Collection Has Moved to National Archives Still Pictures Branch," for instructions about ordering copy prints and negatives from NARA. We recommend that when you submit your order to the NARA that you provide the following information: the photograph will be found in Record Group 342 FH, USAF Negative Number 59027 AC and the NASM Videodisc Number: 3A-4036I.

Thank you for your kind offer to send us a copy of your written tribute and your father's memoirs. Our Archives Division is interested in these materials. Please send them to our Accessioning Archivist Patricia Williams for review at the following address: Patricia Williams, NASM Archives, MRC 322, Smithsonian Institution, Washington, DC 20560. She will contact you directly regarding the status of your donation.

Good luck with your photographic research and thank you again for sending us the information about your father's World War II flying experiences.

Sincerely,

Donald D. Engen
Director



Mrcnives uivision, MKU 322
National Air and Space Museum
Smithsonian Institution
Washington DC 20560

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U. S. AIR FORCE PRE-1954 STILL PHOTO COLLECTION HAS MOVED TO NATIONAL ARCHIVES STILL PICTURES BRANCH

As of 1 January 1998, the U. S. Air Force's loan agreement with the National Air and Space Museum (NASM) terminated. The U. S. Air Force Pre-1954 Still Photo Collection has been transferred to the Still Pictures Branch of the National Archives and Records Administration (NARA), and relocated to the National Archives facility at College Park, Maryland. The collection was physically moved to NARA at College Park on 12 January 1998.

The NARA Still Pictures Branch plans to open the collection to researchers at its new location on 1 February 1998. For access to and information about the collection, please contact NARA Still Pictures Branch by telephone at (301) 713-6660, by mail at:

Still Pictures Branch (NNSP)
National Archives at College Park
8601 Adelphi Road College Park
MD 20740-6001

or by e-mail at: stillpix@nara.gov

Although the collection has been physically moved to NARA, the NASM Archives Division can still provide a certain amount of reference support to researchers interested in using the USAF collection. In addition to NASM Archival Videodiscs 3 and 4, which record television-resolution copies of the images in the collection, NASM also has produced a major-subject level finding aid, and has retained item-level caption information for about 30% of the collection.

IMPORTANT! Photo orders for USAF materials can no longer be accepted by either NASM or the Smithsonian Institution Office of Imaging, Printing and Photographic Services (OIPP). All requests for duplicate photographs of images in the U. S. Air Force Pre-1954 Still Photo Collection should be directed to the NARA Still Pictures Branch.

Researchers should note that there are two types of reference numbers used in the U. S. Air Force Pre-1954 Still Photo Collection:

NASM Videodisc Numbers are used as **print numbers** in this collection. The reference prints are also frequently referred to as "book prints." Valid NASM Videodisc Numbers always begin with the prefix 3A-, 3B-, or 4A- (the videodisc number and side) followed by a five-digit videodisc frame number. About 15% of the images in the USAF collection do not have negative numbers assigned; for these images the NASM Videodisc Number is the only valid reference number.

USAF Negative Numbers come in two forms: black-and-white and color. Black-and-white USAF numbers which are valid in this collection will end with the suffix AS, AC, or USAF (the overwhelming majority use the AC or "Air Corps" suffix). Color USAF numbers which are valid in this collection will begin with the prefix K (or occasionally KE).

Researchers communicating with NARA about a particular USAF image are strongly advised to cite BOTH the videodisc and negative number for the image.

**SMITHSONIAN INSTITUTION
NATIONAL AIR AND SPACE MUSEUM**



ARCHIVES DIVISION
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June 5, 1998

**Mr. Duane Blair Maples
PO Box 4162
Virginia Beach, VA 23454-0162**

Dear Mr. Maples:

Thank you so much for your letter of June 1 which was accompanied by recent correspondence between yourself and the Director of the National Air and Space Museum, Mr. Donald Engen. Within this correspondence, you kindly offer to send the Museum a copy of the World War II memoirs of your father and your own tribute to his compatriots and their aircraft, the Boeing B-29 Superfortress *Draggin Lady*. We have conducted research into our holdings and have concluded that these materials would constitute a meaningful addition to our collection. Should you wish to donate the material to the National Air and Space Museum's Archives, we would therefore be delighted.

If this is agreeable to you, please send the material to the attention of our Acquisitions Archivist, Ms. Patricia Williams. The appropriate postal address can be found above in our letterhead. Alternatively, you may send material via UPS, Federal Express or other carrier at the address below:

**National Air and Space Museum
Archives Division, Room 3100 4th
and Independence Avenue, SW
Washington, DC 20024**

After Ms. Williams receives the material, she will send you a Deed of Gift to document your generous donation.

Again, thank you for your generous consideration of the National Air and Space Museum and your contribution to the history of flight.

Sincerely,



**Kate Igoe
Archivist (assisting Ms. Williams)**

SMITHSONIAN INSTITUTION
NATIONAL AIR AND SPACE MUSEUM



ARCHIVES DIVISION
MRC 322
WASHINGTON, D.C. 20560
(202)357-3133 (202)786-2835
Fax NASMARCH@SI.MSI.EDU
E-mail

July 1, 1998

Mr. Duane Blair Maples
P.O. Box 4162
Virginia Beach, VA 23454-0162

Dear Mr. Maples:

Last week we were delighted to receive the donation from you to the National Air and Space Museum's Archives of the wartime memoirs of your father, Charles R. Maples. We intend to create a specific biographical file for Charles Maples to house the memoir. This record of his experience as a Boeing B-29 Superfortress radio operator will make our files more complete and we thank you so much.

If you have any questions, please contact me. Again, thank you for your generous consideration of the National Air and Space Museum and your contribution to the history of aviation.

Sincerely,

A handwritten signature in blue ink, appearing to read "Kate Igoe".

Kate Igoe
Archivist



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Appendix G

Recommendations for further reading

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- 1. Eleven recommendations for further reading on topics related to B-29 research.**

Recommended for Further Reading

In this section, I am sorely tempted to list a number of sources that have become favorites of mine over the years with regard to the information they contain regarding the B-29 Superfortress. However, feeling that course of action would be a bit selfish on my part in that I would be promoting titles that have become personal favorites, I have, instead, decided to make a few suggestions to the reader that may make his or her search for information on the B-29 a bit easier to obtain.

A number of years ago, when I began my initial research on my father's aircraft, I almost fell prey to the "I will never find the information I am looking for" syndrome. However, I found that with persistence on my own behalf, and acting upon the suggestions of others who were willing to help me with my research, I was able to locate a great deal of information pertaining to my father's 500th Bombardment Group, and his aircraft, "Draggin Lady."

The following list of sources or the maintainers of sources may prove helpful to you as you seek to learn more about the B-29 Superfortress in both general or specific areas:

1. **The Internet** - If you are fortunate enough to have access to a computer and you are "on line" to one of the Internet provider services, you will have a wealth of information available on the B-29 at your finger tips. For example, during a recent "surfing trip" on the B-29 Web site, I noticed over one hundred result summaries in my request for information on the B-29. No matter what your interest may be with

regard to the B-29, you are almost certain to find *something* about the aircraft on the Internet that will interest you.

2. **City Libraries** - If you live in or near a large city, do not under-estimate the possible sources that may be found in your city library. Once inside the library, head for the sections entitled: World War II, or Aviation. If you can not find what you are looking for just browsing the shelves, consult the card catalog (if you have a specific title in mind) and, if that does not help, try and locate a human being behind the central information desk who appears friendly and willing to be of service to you.

3. **Bibliographies** - When you locate a good source, say a book, on the B-29 that you have really enjoyed reading, *always* check the Bibliography at the back of the book for sources the author consulted in the preparation of his/her own work, or those that are recommended for further reading. What the heck; since the guy who wrote the book did all of the work for you by listing other source materials on the aircraft for consultation, all you have to do is take his advice and read the ones that interest you.

4. **Book Stores** - If you have a large, well-managed and well-stocked book store near where you live, say one of the large national chain book stores that we all are familiar with, spend some time on a Saturday or Sunday afternoon browsing through the following sections: 1. World War II 2. Aviation 3. Transportation. I

have been pleasantly surprised at some of the neat B-29 stuff I have found in book stores; believe it or not!

5. Oral Networking - Let people know what your particular interest is and tell them to contact you if they may hear of any source materials that may be of help to you in your research. Keep in mind, however, that this method works best when you are talking with folks who have an interest that is some what similar to yours. You may not wish to spend too much time talking about your interest in the B-29 at a Knitting Convention!

6. Confederate/Yankee Air Force(s) - If you know of any one in either of these two organizations, you are almost sure to find an individual who can give you some interesting and, some of the time, worth while tips, on where you might find the specific information on the B-29 you are looking for. Warning: There are some *very large* egos in these organizations, so be wary of the "bag of hot air, know-it-all" type you may come across when asking your questions. Watch for visits of the B-29, "Fifi" in or near your area, which is owned and operated by the Confederate Air Force. Talk to the dedicated men and women of the B-29 Squadron of the CAF about your B-29 interest(s).

If you are just looking for B-29 souvenirs, any air show where the Confederate Air Force is in attendance is worth visiting. The CAF folks always have souvenir B-29 ball caps, T-shirts, patches, printed matter, etc., for sale, that tends to bring out the kid in all of us. Caution: Unless you have recently won a lottery, you may be a bit concerned at what I consider to be the rather high prices associated with some of these "souvenirs."

bit concerned at what I consider to be the rather high prices associated with some of these "souvenirs."

7. Aviation Museums - Calling or writing to aviation museums with a request for information on your topic can often yield interesting and helpful results. Remember, *do not* fall prey here to the "I will never find the information I am looking for" syndrome. As an example, I never expected much by way of a reply to my initial written contact with the National Air And Space Museum in Washington, DC, concerning my B-29 topic. However, in addition to having received some very helpful information from the folks at NASM, the Director himself wrote back to me! (He *really* must have been looking for some thing to do on that particular day).

8. Contact B-29 Veterans - If you know any one who saw active military service with the B-29's, ask them some general questions about how you might obtain the information you are seeking on your topic. Most of the B-29 vets I have met were, and still are, very gracious in answering my questions by mail, in person or over the telephone. If you are blessed with having a family member or other relative who served in some capacity with the B-29's, *ask them questions* you may have about your research.

9. The Technical Stuff- If you have an interest in the technical details of the B-29, consider contacting the folks at Boeing Aircraft in Seattle, Washington. They can provide you with a list of printed materials currently available on the B-29 for sale to the general public that may be of interest to you.

10. Be a thorough and conscientious reader of this book - Specific materials located in the various appendices of this book will provide you with important

contact names and addresses of individuals and organizations that can be extremely helpful to you in your own B-29 research.

11. When all else fails, consider standing at a busy intersection in your city with a sign around your neck that reads: "Will beg for B-29 information."

Good luck and good hunting!

Duane Blair Maples

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Appendix H

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Excerpts from an article in the *Journal of Historical Review* by Mark Weber, entitled: "Why the Atomic Bombings Could Have Been Avoided - Was Hiroshima Necessary?"

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Quoted sources in Mr. Weber's Journal article include the following:

- 1. General Curtis LeMay**
- 2. General Henry H. "Hap" Arnold**
- 3. Japanese Prime Minister Fumimaro Konoye**
- 4. General Dwight David Eisenhower**
- 5. General Bonnie Fellers**
- 6. Admiral Leahy**
- 7. Admiral Ernest King**
- 8. Leo Szilard**
- 9. United States Strategic Bombing Survey**
- 10. Edwin P. Hoyt**
- 11. General Douglas MacArthur**

Voices of Dissent Regarding the Use of Atomic Weapons Against Japan¹

"Apart from the moral questions involved, were the atomic bombs militarily necessary? By any rational yardstick, they were not. Japan already had been defeated militarily by June 1945. Almost nothing was left of the once mighty Imperial Navy, and Japan's air force had been all but totally destroyed. Against only token opposition, American war planes ranged at will over the country, and US bombers rained down destruction on her cities, steadily reducing them to rubble."

"Even before the Hiroshima attack, American air force General Curtis LeMay boasted that American bombers were "driving them [Japanese] back to the stone age." Henry H. ("Hap") Arnold, commanding General of the Army air forces, declared in his 1949 memoirs: "It always appeared to us, atomic bomb or no atomic bomb, the Japanese were already on the verge of collapse." This was confirmed by former Japanese prime minister Fumimaro Konoye, who said: "Fundamentally, the thing that brought about the determination to make peace was the prolonged bombing by the B-29's."

"If the atomic bomb was dropped to impress the Japanese leaders with the immense destructive power of a new weapon, this could have been accomplished by deploying it on an isolated military base. It was not necessary to destroy a large city. And whatever the justification for the Hiroshima blast, it is much more difficult to

¹ Excerpts from an article by Mark Weber in *The Journal of Historical Review* entitled: "Why the Atomic Bombings Could Have Been Avoided - Was Hiroshima Necessary"? Acknowledgment and credit is herewith extended to the Institute for Historical Review for the contents of this article. (ED).

defend the second bombing of Nagasaki... For President Harry Truman, the killing of tens of thousands of Japanese civilians was simply not a consideration in his decision to use the atom bomb."

"American leaders who were in a position to know the facts did not believe, either at the time or later, that the atomic bombings were needed to end the war. When he was informed in mid-July 1945 by Secretary of War Henry L. Stimson of the decision to use the atomic bomb, General Dwight David Eisenhower was deeply troubled. He disclosed his strong reservations about using the new weapon in his 1963 memoir, *The White House Years: Mandate for Change, 1953-1956* (pp.312-313):

During his [Stimson's] recitation of the relevant facts, I had been conscious of depression and so I voiced to him my grave misgivings, first on the basis of my belief that Japan was already defeated and that dropping the bomb was completely unnecessary, and secondly because I thought that our country should avoid shocking world opinion by the use of a weapon whose employment was, I thought, no longer mandatory as a measure to save American lives. It was my belief that Japan was, at that very moment, seeking some way to surrender with a minimum loss of "face."

"The Japanese were ready to surrender and it wasn't necessary to hit them with that awful thing ... I hated to see our country be the first to use such a weapon," Eisenhower said in 1963. Shortly after "V-J Day," the end of the Pacific war, Brig. General Bonnie Fellers summed up in a memo for General MacArthur: "Neither the atomic bombing nor the entry of the Soviet Union into the war forced Japan's unconditional surrender. She was defeated before either these events took place."

"Similarly, Admiral Leahy, Chief of Staff to presidents Roosevelt and Truman, later commented:

It is my opinion that the use of the barbarous weapon at Hiroshima and Nagasaki was of no material assistance in our war against Japan ... The Japanese were already defeated and ready to surrender because of the effective sea

blockade and the successful bombing with conventional weapons ... My own feeling was that in being the first to use it, we had adopted an ethical standard common to the barbarians of the Dark Ages. I was not taught to make war in that fashion, and wars cannot be won by destroying women and children."

"If the United States had been willing to wait, said Admiral Ernest King, US Chief of Naval Operations, "the effective naval blockade would, in the course of time, have starved the Japanese into submission through lack of oil, rice, medicines, and other essential materials."

"Leo Szilard, a Hungarian-born scientist who played a major role in the development of the atomic bomb, argued against its use. "Japan was essentially defeated," he said, and "it would be wrong to attack its cities with atomic bombs as if atomic bombs were simply another military weapon." In a 1960 magazine article, Szilard wrote: "If the Germans had dropped atomic bombs on cities instead of us, we would have defined the dropping of atomic bombs on cities as a war crime, and we would have sentenced the Germans who were guilty of this crime to death at Nuremberg and hanged them."

"After studying this matter in great detail, the United States Strategic Bombing Survey rejected the notion that Japan gave up because of the atomic bombings. In its authoritative 1946 report, the Survey concluded:

The Hiroshima and Nagasaki bombs did not defeat Japan, nor by the testimony of the enemy leaders who ended the war did they persuade Japan to accept unconditional surrender... It seems clear... that air supremacy and its later exploitation over Japan proper was the major factor which determined the timing of Japan's surrender and obviated any need for invasion.

Based on a detailed investigation of all the facts and supported by the testimony of the surviving Japanese leaders involved, it is the Survey's opinion that certainly prior to 31 December 1945 and in all probability prior to 1 November 1945 [the date of the planned American invasion], Japan would have surrendered even if the atomic bombs had not been dropped, even if Russia had not entered the war, and even if no in-

vasion had been planned or contemplated."

"In a 1986 study, historian and journalist Edwin P. Hoyt nailed the "great myth, perpetuated by well-meaning people throughout the world," that "the atomic bomb caused the surrender of Japan." In *Japan's War: The Great Pacific Conflict* (p. 420), he explained:

The fact is that as far as the Japanese militarists were concerned, the atomic bomb was just another weapon. The two atomic bombs at Hiroshima and Nagasaki were icing on the cake, and did not do as much damage as the firebombing of Japanese cities. The B-29 firebombing campaign had brought the destruction of 3,100,000 homes, leaving 15 million people homeless, and killing about a million of them.

It was the ruthless firebombing, and Hirohito's realization that if necessary the Allies would completely destroy Japan and kill every Japanese to achieve "unconditional surrender" that persuaded him to the decision to end the war. The atomic bomb is indeed a fearsome weapon, but it was not the cause of Japan's surrender, even though the myth persists even to this day."

"General Douglas MacArthur, Commander of US Army forces in the Pacific, stated on numerous occasions before his death that the atomic bomb was completely unnecessary from a military point of view: "My staff was unanimous in believing that Japan was on the point of collapse and surrender."

"General Curtis LeMay, who had pioneered precision bombing of Germany and Japan (and who later headed the Strategic Air Command and served as Air Force chief of staff), put it most succinctly: "The atomic bomb had nothing to do with the end of the war."

Appendix I

Technical data on the Boeing B-29 Superfortress

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Technical Data on the Boeing, B-29 Superfortress

Listed below are some of the technical details pertaining to the B-29 Superfortress. Please keep in mind that the data in some of the categories such as: Weight, Armament, Bomb Load, Number of Crewmembers, Speed, Range and Ceiling were *all* subject to change under combat conditions.

1. Manufacturers: Boeing Aircraft Company, Bell Aircraft Company and the Glenn L. Martin Company.

2. Locations of Assembly Plants: Wichita, Kansas; Renton, Washington; Marietta, Georgia and Omaha, Nebraska.

3. Number Built: 3,967.

4. Engines: 4 Wright Radial R-3350-23 Cyclone 18 cylinder turbo-supercharged radial engines; each producing 2,200 horsepower each.

5. Wingspan: 141 feet, 3 inches.

6. Length: 99 feet.

7. Height: 29 feet, 7 inches.

8. Weight: Empty: 74,500 lbs. Gross: 124,000 - 135,000 lbs.

**9. Armament: 8-12 .50 caliber machine guns in 4 remotely controlled turrets. 1
20 mm cannon in the tail.¹**

10. Bomb Load: 20,000 lbs.

**11. Crew: 11 (Aircraft Commander, Pilot, Flight Engineer,
Navigator,
Bombardier, Radio Operator, 4 gunners and Radar Operator).**

12. Cost Per Aircraft: \$639,000.²

13. Speed: Approximately 360 mph.

14. Range: Approximately 3,250 miles.

15. Ceiling: 31,850 - 36,000 feet.

¹ The 20 mm cannon in the tail was removed from most B-29's after they entered combat because of problems with the weapon jamming. The cannon was replaced, in most cases, by twin 50 caliber machine guns. The early model B-29's had a 2 gun upper turret, while later models had a 4 gun upper turret. (ED).

² World War II dollars. (ED).

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Tokyo Requiem - March 9th-10th, 1945

We flew over the city low enough that night to smell the stench of the grim reaper's work, and we watched in awe as the raging fires burned, maimed and killed. I was one among hundreds of death angels who had come and released our hellish destruction from above, and the heavens resounded with the rhapsodical chorus made by our great silver wings as we swept through the sky.

With tears in my eyes I said a prayer for the innocent among them for I knew that they would perish for reasons they would never understand or comprehend in their final moments of terror. Tonight, the fire demon that we had unleashed eagerly sought out and destroyed men, women, children and many of the creations of the city's inhabitants.

"Oh Tokyo, what terrible deed hast thou committed, and in whose name, that would bring such frightening retribution on a scale such as this?"

Turning away through the smoke arising from a desperately wounded city, we flew off into the night as thousands of tormented souls drifted upward all around us on their journeys into eternity. We have killed many of them but we cannot stop the peace they now seek in the arms of a creator whose deliverance is being sought by the dying, and whose forgiveness is being asked by those who have destroyed them.

Hour after hour we flew on toward the dawning of a new day. We had done the righteous thing and we felt the need of praise from our fellow warriors. As we settled upon the earth, my smile betrayed the anguish I felt for the history we had created.

Suddenly, amid the shouts and cheers of joy, I felt a gentle breeze upon my face ... and it began to rain. It was almost as if a great being had just exhaled in sorrow somewhere in the universe, and had begun to weep.

By Duane Blair Maples

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Dedicated with the deepest respect and admiration to the B-29 air crews, ground crews and support group personnel of the Twentieth Air Force for their participation on the March 9th- 10th, 1945 Tokyo Fire Raid. For those who survived, as well as for those who perished, history never forgets. Nor must we.