

APPENDICES

In Memoriam

DIED DURING WORLD WAR II

16th BOMB GROUP

September 18, 1944

SGT. LEWIS WRIGHT

October 11, 1944

CAPT. EDWARD M. WOODROP

MISSION No. 6 July 13, 1945

LT. WARREN ROLLINS

LT. MILFORD BERRY

S/SGT. HAROLD SCHAEFFER

LT. IRVING W. AMERINGER

SGT. MORTON FINKELSTEIN

SGT. ROBERT E. LYNCH

SGT. PHILLIP G. TRIPP

MISSION No. 6 July 13, 1945

LT. RALPH B WAGNER

LT. LESTER FARVER

SGT. OTHA LUTTRELL

SGT. KENNETH H. SEYMOUR

LT. JAMES CRIM

LT. RICHARD LABADIE

SGT. GERALD D. BONNE

SGT. FREDERICK E. STRUMPH

SGT. CHARLES L. BEAL

POW DROP MISSION September 2, 1945

CREW OF AIRCRAFT ABORTED AND CRASHED AT NORTHWEST FIELD

CAPT. JAMES O. CLARK

LT. CARL W. STRAIT

LT. ROBERT H. YOST

F/O THOMAS G. PASSARELLO

SGT. LEONARD V. STEVENSON

LT. LESTER NAHOUSE

LT. GEORGE R. HUTCHISON

LT. WILLIAM E. BRADLEY JR.

CAPT. LEWIS D. TOWN

SGT. MELVIN E. BERKEY

331st BOMB GROUP

DROWNED IN TUMON BAY 1945

SGT. SIDNEY CRIDER

KILLED WHILE LOADING BOMBS

PFC. ROBERT E. BROWN (ARMORER)

In Memoriam

DIED DURING WORLD WAR II

501st BOMB GROUP

TRAINING FLIGHT March 12, 1945

CRASHED AT AAF ALEXANDRA, LA

LT. VINCENT L. LEVORA	LT. HUBERT J. CRANE
LT. VALENTINE TULLA	LT. WAYNE R. SHAMBROOK
S/SGT. WILLIAM A. CADWALLADER	S/SGT. EVERETT A. NEELY
CPL. WILLIAM H. ADAMS	CPL. JAMES L. ALLEN
CPL. REED D. ALLISON	F/O HERBERT J. CALLAHAN

B-17 AIRCRAFT April 10, 1945

CRASHED AT McCOOK, NEBRASKA

CAPT. CHARLES L. HYNDS	LT. CHARLES T. ARMSTRONG
LT. VIRGIL A. JORDAN	T/SGT. BERNARD P. GREELEY
1ST LT. EARLE R. SMITH	

GROUP ATTACHED TO THE 314th WING

ON B-29 "ROADAPPLE" May 9, 1945

LOST ON TEST MISSION

MAJ. ALLEN E. TITENSOR	CAPT. LUTHER H. WHITE
LT. GEORGE GULAS	LT. DONALD S. WILLIAMS
SGT. CHARLES BABITSKY	CPL. ARTHUR N. WILSON
CPL. LOUIS V. DOMBROSKI	CPL. PERRY FLERIO
CPL. IRVING E. HAUSS	CPL. STEPHEN J. KOCZOUSKI

PERISHED IN AVIATION GAS LINE EXPLOSION May 26, 1945

PFC. MARTIN P. LANTOSH	PFC. GEORGE S. BARNA
PFC. JAMES A. McCARTHY	PFC. R. L. PHILLIPS

DROWNED WHILE SWIMMING IN TUMON BAY 1945

2nd LT. WILLIAM J. PORTER

502nd BOMB GROUP

AIRCRAFT CRASHED AT SEA December 31, 1944

CRASHED OFF PUERTO RICO

CAPT. FRANK H. BEALES	LT. BARCLAY H. BEEBY
S/SGT. JACK T. STEIMETZ	CAPT. ROBERT C. GURDO

In Memoriam

DIED DURING WORLD WAR II

802nd BOMB GROUP

AIRCRAFT CRASH January 17, 1945

CRASHED AT PUERTO RICO

LT. CLIFFORD KAMPH
LT. JOE MORRIS

LT. STEVEN PARELLA
LT. NORMAN J. THOMPSON
PFC. JOHN HENRY

AIRCRAFT CRASH January 26, 1945

CRASHED AT FT. RILEY KANSAS

CAPT. GEORGE P. IRWIN
LT. DON C. TARR
SGT. ANTHONY P. TOMAIN

LT. EDWIN COURTER
SGT. FRANCIS J. MERDAN
CPL. JOE F. HORN

AIRCRAFT CRASH March 6, 1945

CRASHED AT PUERTO RICO

LT. HAROLD ANDERSON
LT. MORRIS E. FAUVER
PVT. ED R. GIEGELMAN

LT. JAMES D. SANDERS
LT. ROY A KALLIO
PVT. ED WALLER

CRASHED ON GUAM July 10, 1945

AIRCRAFT CRASHED ON TAKEOFF ENROUTE TO TRUK

LT. FLOYD WILKES
LT. DAVID E. BAKOVY
LT. JOSEPH F. KRYSHAK
SGT. VINCENT E. GRIMES
SGT. FRANK J. YAGUSIO

LT. NORMAN T. LAWLER
LT. WILLIAM J. CASEY
LT. LEONARD B. SIECK
SGT. WILLIAM E. WRIGHT
SGT. ROBERT E. AIKON

MISSION No. 10 July 26, 1945

SHOT DOWN OVER TARGET

CAPT. HENRY G. DILLINGHAM
LT. WILLIS S. ORNER
LT. EDWARD R. MORROW JR.
SGT. HARVEY J. DEMPSEY
SGT. JOSEPH T. LE BLANC

LT. JAMES D. McGLYN
LT. THEODORO W. REEKSTIN
SGT. CHARLES J. BORDINO
SGT. JOHN P. GARY
SGT. JOHN F. GREEN

CRASHED ON SAIPAN August 26, 1945

CAPT. CLAUDE W. LAWSON
LT. LAWRENCE C. HONEYCUTT JR.
LT. HARTPHEY HALLER
SGT. RAY CARD
SGT. CHESTER SKORUPA

LT. ROBERT R. KINDIG
LT. BERNARD P. BEINE
SGT. ORVAL N. MYRICK
SGT. HOWARD L. ROBINSON
SGT. MATHEW M. SCHEMER

In Memoriam

DIED DURING WORLD WAR II

802nd BOMB GROUP

**AIRCRAFT CRASHED AT SEA August 30, 1945
RETURNING FROM PHILLIPPINE ISLANDS
CARRYING CARGO CHUTES FOR POW DROPS**

CAPT. WILLIAM PANANES
LT. JOSEPH G. FOLGOSI
SGT. AARON S. GARDNER
SGT. WILLIAM L SNYDER
SGT. RALPH H. REED

LT. RALPH C. OSBORNE
LT. CLARENCE A. NEWMAN
SGT. CARL G. HAGSTROM
SGT. FRANK T. WILLIAMS
SGT. MELVIN L. WINCHESTER

AIRCRAFT CRASH December, 1945

CRASHED AT SAIPAN

SGT. JOHN LANNERT

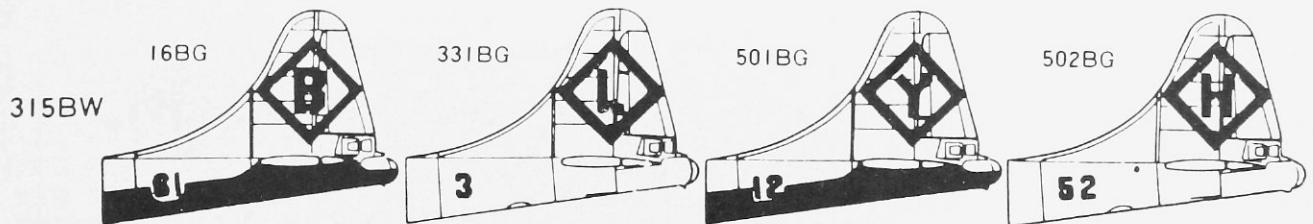
SGT. CHARLES SWEARMAN

KILLED IN CRASH AFTER WARS END

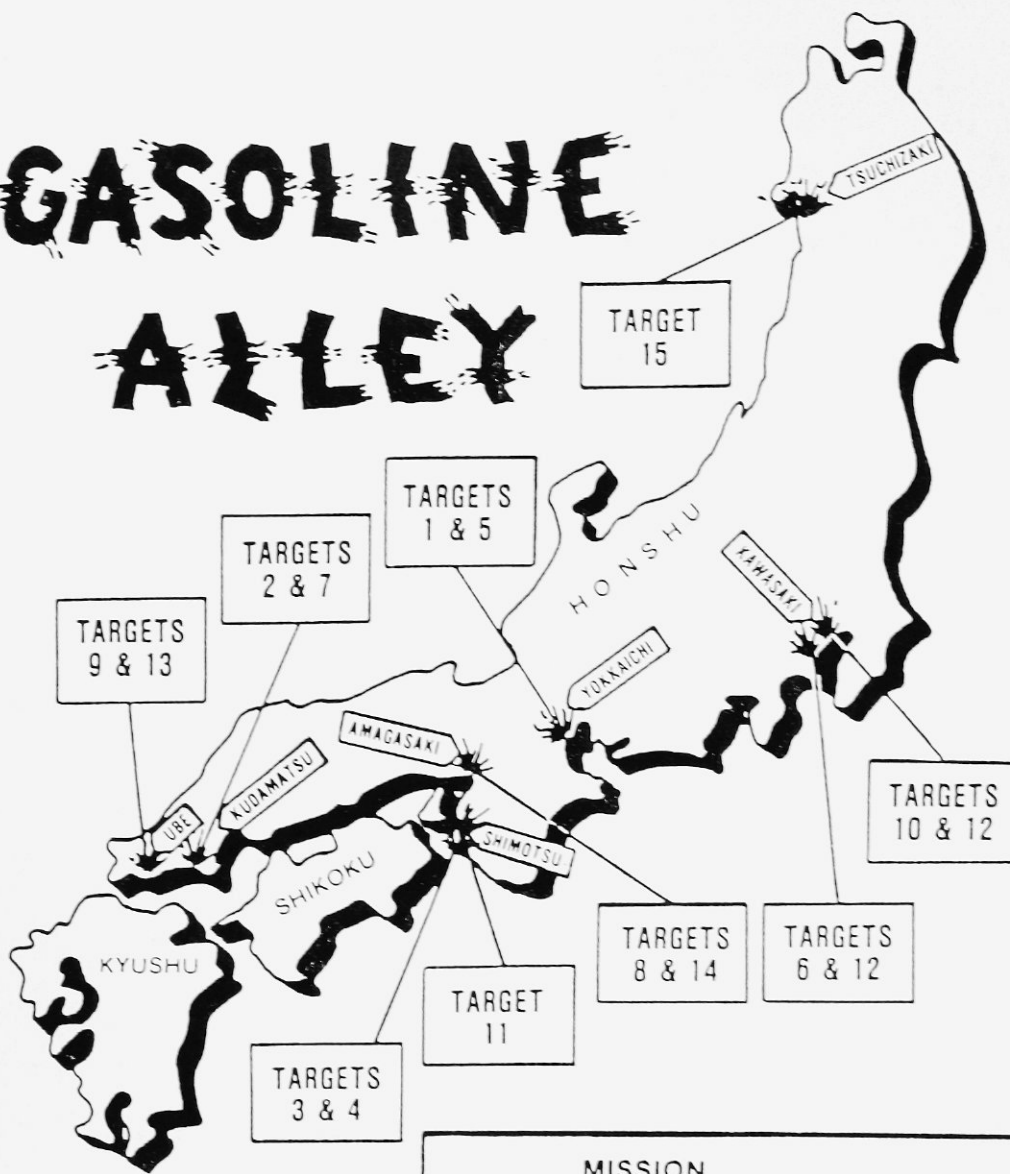
MAJ. FRANK BOYD

315TH BOMBARDMENT WING
COMBAT MISSION STATISTICS

<u>Mission No.</u>	<u>Date</u>	<u>Primary Target</u>	<u>Aircraft Scheduled</u>	<u>Aircraft Airborne</u>	<u>Bombed Primary</u>	<u>% of Airborne</u>	<u>Bomb Tonnage</u>	<u>Aircraft Lost</u>	<u>% of Airborne Lost</u>
1	26 Jun	Utsube Oil Refinery	38	35	33	94	223	0	0
2	29 Jun	Nippon Oil Co., Kudamatsu	39	36	32	89	209	0	0
3	2 Jul	Maruzen Oil Refinery	41	40	39	98	297	0	0
4	6 Jul	Maruzen Oil Refinery	60	60	59	98	442	0	0
5	9 Jul	Utsube Oil Refinery	65	64	61	95	469	1	1.6
6	12 Jul	Kawasaki Petroleum Center	71	62	55	89	452	2	3
7	15 Jul	Nippon Oil Co., Kudamatsu	71	71	61	86	494	0	0
8	19 Jul	Nippon Oil Co., Amagasaki	87	86	85	99	702	0	0
9	22 Jul	Ube Coal Liquefaction Co.	82	82	74	90	637	0	0
10	25 Jul	Hayama/Mitsubishi Refineries	82	85	77	91	668	1	1.2
11	28 Jul	Shimotsu Oil Refinery	87	84	78	93	658	0	0
12	1 Aug	Hayama/Mitsubishi Refineries	132	130	121	93	1025	0	0
13	5 Aug	Ube Coal Liquefaction Co.	113	113	108	96	938	0	0
14	9 Aug	Nippon Oil Co., Amagasaki	112	109	97	89	918	0	0
15	14 Aug	Nippon Oil Co., Tsuchizaki	145	143	134	94	954	0	0
Total:			1225	1200	1114	93	9086	4	.33



GASOLINE ALLEY



DATE	MISSION NUMBER	TARGET
26-27 June	1	UTSUBE RIVER OIL Refinery, Yokkaichi
29-30 June	2	NIPPON Oil Co., Kudamatsu
2-3 July	3	MARUZEN Oil Refinery, Shimotsu
6-7 July	4	MARUZEN Oil Refinery, Shimotsu
9-10 July	5	UTSUBE RIVER Oil Refinery, Yokkaichi
12-13 July	6	KAWASAKI Petroleum Center
15-16 July	7	NIPPON Oil Co., Kudamatsu
19-20 July	8	NIPPON Oil Co., Amagasaki
22-23 July	9	UBE Oil Liquefaction Co.
25-26 July	10	MITSUBICHI Oil Refinery
28-29 July	11	NIPPON Oil Co., Shimotsu
1-2 August	12	KAWASAKI Petroleum Center
5-6 August	13	UBE Oil Liquefaction Co.
9-10 August	14	NIPPON Oil Co., Amagasaki
14-15 August	15	NIPPON Oil Co., Tsuchizaki

KQIM V RGM NR66 ROUTINE

FROM: BOMCOM XXI 111605Z

TO: COMAF 20

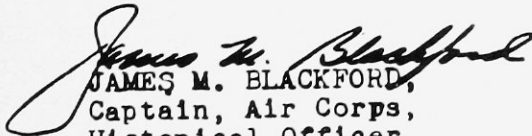
SUBJECT: PHOTO INTERPRETATION 3PR5N 336 FLOWN 11 JULY 1945

MEAN TIME OF PHOTOGRAPHY: 2320Z ALTITUDE: 30,000 FT.

TARGET 90.25 - 1764 MARUZEN OIL REFINERY: PHOTO RECONNAISSANCE
SHOWS THAT TARGET 1764 IS 95 PERCENT DESTROYED AS A RESULT OF XXI
BOM COM MISSION 255, 6-7 JULY 1945.

ALL OF THE BUILDINGS ON THE NORTH BANK OF THE RIVER ARE COMPLETELY
DESTROYED. OF THE REST OF THE PLANT, 5 LARGE TANKS, SEVERAL
SMALL TANKS, AND TWO BUILDINGS ARE LEFT UNDAMAGED. END

A CERTIFIED TRUE COPY:


JAMES M. BLACKFORD,
Captain, Air Corps,
Historical Officer.

L

WF V BC NR 5 ROUTINE

FROM LEMAY COMGEMBOMCOM 21 120025Z
TO COMGEMBOMWG 315

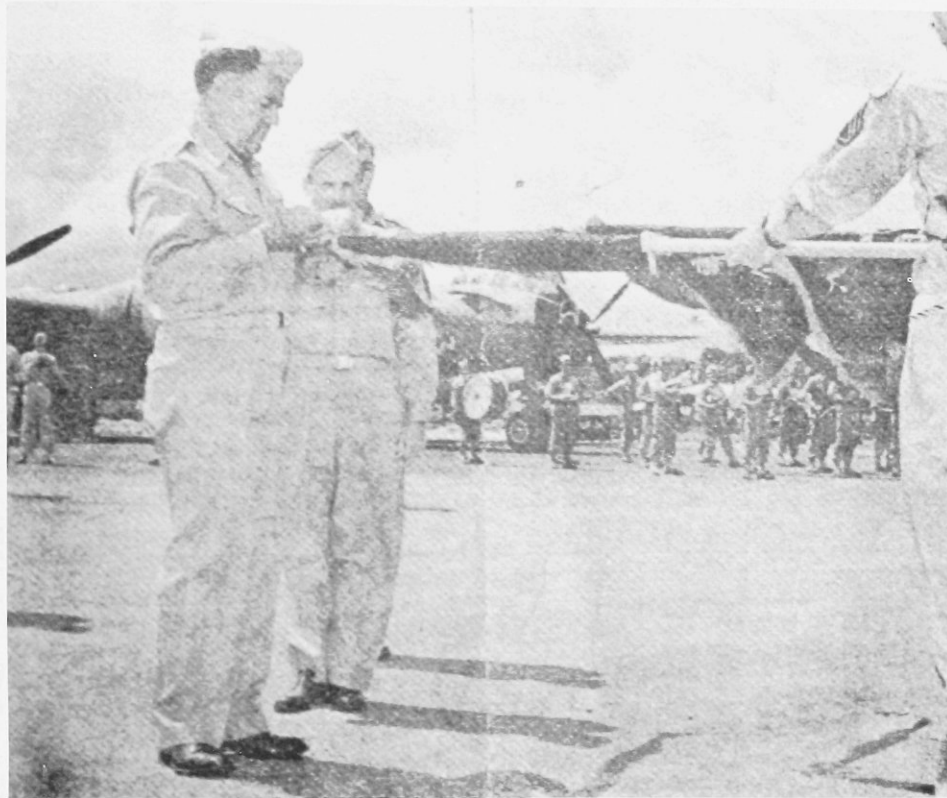
AIOPT 0937. SUCCESSFUL STRIKE IS SUBJECT PD ITEM HAVE JUST REVIEWED
THE POST STRIKE PHOTOGRAPHY OF YOUR STRIKE ON TARGET ONE SEVEN SIX
FOUR CMA THE MARUZEN OIL REFINERY AT SHIMOTSU CMA THE NIGHT OF SIX
SLANT SEVEN JULY PD WITH ABLE HALF WING EFFORT YOU ACHIEVED NINE
FIVE PERCENT DESTRUCTION CMA DEFINITELY ESTABLISHING THE ABILITY OF
YOUR CREWS WITH THE ABLE PETER QUEEN DASH SEVEN TO HIT AND DESTROY
PRECISION TARGETS CMA OPERATING INDIVIDUALLY AT NIGHT PD THIS
PERFORMANCE IS THE MOST SUCCESSFUL RADAR BOMBING OF THIS COMMAND
TO DATE PD CONGRATULATIONS TO YOU AND YOUR MEN

END...

TOD..0038Z DEL KK
R NR5 DG K

12

General Ties Ribbon of Honor



Major General James E. Parker, Commanding General of the 20th Air Force, attaches Distinguished Unit Citation ribbons to the guidons of the 16th, 331st, 501st and 502nd Bomb Groups of the 315th Superfortress Wing during ceremonies held Saturday at Northwest field. Colonel Leland S. Stranathan, Commanding Officer of the 315th Wing, is shown with the general. (AAF Photo)

Distinguished Unit Citation Goes To Four Groups of 315th Wing

Four groups of the 315th Bomb Wing were awarded the Distinguished Unit Citation Saturday in a formal review staged on the Wing's ramp at Northwest field. Major General James E. Parker, Commanding General of the 20th Air Force, accompanied by Col Leland S. Stranathan, Com-

manding Officer of the Bomb Wing, tied the citation ribbon to the colors of the 16th, 331st, 501st and 502nd Bomb Groups as ground and flying personnel of the groups watched.

The Wing, newest of the 20th's mighty B-29 attacking force, was cited for its outstanding job in virtually obliterating the vital Japanese petroleum industry by means of highly developed night radar bombing tactics.

Score Crippling Blows

In 15 night strikes, from June 26 to August 15, the superfortresses, stripped of all defensive armament except three .50-caliber tail machine guns and equipped with a specially-devised radar bombing scope, crippled nine different targets on the main island of Honshu, completely destroying seven of the vital installations.

By means of the new radar scope, the Wing's B-29s were able to strike in complete darkness, with their targets often entirely obscured visually by heavy overcasts and bad weather. Despite these restrictions to normal precision bombing, scope photographs indicated an amazingly high percentage of bombs fell in the center of the pin-point targets.

Jap Oil Choked Off

As a direct result of this Wing's efforts, the Japanese military and production facilities were literally strangled to uselessness through lack of fuel and oil.

In carrying out their highly important bombing assignment, the four groups of the Wing lost only three aircraft, only one of which is known to have been shot down over the target. During July, when the 20th staged its greatest effort, the 315th Wing carried a higher average weight of bombs than any other, 17,653 pounds per plane. A total of 8991.4 tons of bombs were dropped on primary targets.

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

GENERAL ORDERS)
:
NO.....13)

23 January 1946

SECTION V

DISTINGUISHED UNIT CITATION As authorized by Executive Order 9396 (Sec I, WD, Bull 22, 1943), superceding Executive Order 9075 (Sec III, WD Bull 11, 1942), and under the provisions of paragraph 2d (1), Section IV, Circular No 333 WD 1943, and letter, Headquarters United States Army Strategic Air Forces, file AG 200.6, subject:"Distinguished Unit Badge", dated 11 October 1945, and paragraph 4 Section I, General Orders 1, Pacific Air Command, United States Army, 25 December 1945, (Classified), the following units are cited for outstanding performance of duty in action against the enemy:

The 16th Bombardment Group (VH) is cited for outstanding performance of duty in armed conflict with the enemy during the period 29 July 1945 to 6 August 1945. As a part of a specially trained and equipped force charged with the obliteration of the enemy's capacity of produce oil, it struck devastating and crippling blows on the Japanese oil industry. Its B-29 aircraft were equipped with a recently-developed radar bombing device requiring highly trained crews on the ground and in the air. to allow for a heavier bomb load and increased speed, each aircraft was stripped of all defensive fire power except three .50-caliber guns in the tail. Attacking high priority oil targets 1500 miles over great expanses of ocean, through extensive areas of adverse weather, the 16th Bombardment Group struck at night, unarmored and unescorted and in defiance of enemy anti-aircraft fire and fighters, with such precision, accuracy and skill, that each assigned target during this period was left a heap of wreckage. On the night of 28 July, the Shimotsu Oil Refinery, an important refinery of crude petroleum, was blasted and virtually destroyed. Storage facilities for 27,000 barrels of oil were wrecked and 1,158,000 cubic feet of 90 percent of the original gasometer capacity was gutted. So accurately did the crews of the 16th Bombardment Group utilize their revolutionary equipment, that radar scope photos revealed 100 percent of the plotted tracks of their aircraft passing squarely over the target. The unerring night-raiders of the 16th Bombardment Group struck again on 1 August, this time at the Mitsubishi Oil Refinery and installation of the great petroleum complex at Zewasaki and of vital importance to Japan's continued conduct of the war. Braving heavy flak defences which necessitated maximum compressibility, 93 percent of the Group's aircraft which were plotted split the target with their bomb runs. This mainstay of Japan's war machine crumbled into a tangled mass and was rendered completely inoperative under such technical and persistent accuracy by the bombers. Continuing its operations, the 16th Bombardment Group struck again on the night of 3 August at the Ubo Coal Liquefaction Company, one of Japan's leading producers of synthetic oil. Bombing at an altitude of 10,000 to 10,400 feet through an undercast which completely covered the target area, and in the face of enemy aircraft attacks and heavy anti-aircraft fire, the planes located and completely destroyed the plant. Once again plots of the attacking aircraft showed that 97 percent of the force had bisected the target, and the damage wrought was so complete that a great part of the plant was sunk beneath the level of the sea. Realizing the strategic importance of their assignment, ground personnel of the 16th Bombardment Group performed their duties under difficult conditions with inspiring initiative, untiring effort and selfless devotion to duty. The combined accomplishments of air and ground crews in the period cited contributed greatly to the destruction of the major oil refining and storage capacity of Japan and drastically reduced its productive power and ability to continue the war, thereby bringing great honor to the United States Army Air Forces and to the entire military service.

The 331st Bombardment Group (VH) is cited for outstanding performance of duty in armed conflict with the enemy during the period of 22 July 1945 to 29 July 1945. During this period, the 331st Bombardment Group (VH), part of a force assigned the mission of destroying the Japanese petroleum industry struck crippling and devastating blows at enemy petroleum installations with the aid of a recent developed radar bombing instrument. The attacks were pressed into the heart of the enemy homeland in unescorted B-29 aircraft which had been stripped of all defensive armament except three .50-caliber machine guns in the tail. On the night of 22 July 1945, the 331st Bombardment Group (VH) attacked the Ubo Coal Liquefaction plant at Ubo, one of Japan's leading producers of synthetic oil. With the shipping blockade virtually cutting off the Japanese from crude oil, the Ubo installation and its synthetic oil production were of prime importance to the enemy's war effort. Units of this Bombardment Group, in the face of Japanese fighters and anti-aircraft fire, dropped their bombs, smashing storage facilities, pipe stills, conveyers and other essential equipment. Radar scope photographs showed that 100 percent of the aircraft plotted on the bomb run had passed directly over the target, a testimony to the remarkable ability and coordination of crew members and in using the new radar set. On the night of 25 July 1945, the 331st Bombardment Group (VH) attacked the Mitsubishi-Hayama Petroleum complex at Kawasaki, the heart of Japan's industrial section. anti-aircraft defenses guarding these refineries were the heaviest in the Empire. Fighter attack again was imminent. Weather was bad. Yet the radar bombing of this unit destroyed more than 700,000 barrels of storage capacity and wrecked industrial buildings, iso-octane units and other installations vital to an enemy already in serious need of aviation fuel. Three nights later, on 28 July, the 331st Bombardment Group (VH) make another attack over long stretches of water and through unfavorable weather conditions. This time they bombed the Shimotsu Oil refinery at Shimotsu, guarded by fighters and flak and hidden by natural terrain features. The refinery, housing some of the most modern petroleum equipment in Japan, was almost completely destroyed and reconnaissance showed that it was beyond repair. Made at great distance from the home base of the 331st Group, all of these attacks involved fatiguing and dangerous overwater flying which tested to the limit the endurance, skill and courage of aircrews. Adverse weather, enemy fighter attacks and anti-aircraft barrages were constant hazards and the response of air crews under those circumstances manifested the spirit of the total war against Japan. Ground personnel of the 331st Bombardment Group (VH) displayed unusual willingness, ability and initiative in the performance of their duties. Working under great handicaps they succeeded in maintaining an organization capable of dealing severe blows to the enemy. The achievements of the 331st Bombardment Group (VH) during this period contributed greatly to the destruction of the major oil refining and storage capacity of Japan and drastically reduced the power and ability of the enemy to continue the war, thereby bringing great honor to the United States Army Air Forces and to the entire military service.

The 501st Bombardment Group (VH) is cited for outstanding performance of duty in armed conflict with the enemy. During the period 6 July 1945 to 13 July 1945 that organization delivered devastating attacks against Japanese petroleum installations on the island of Honshu to demonstrate the revolutionary capabilities of a new radar bombing instrument which was undergoing its first test under battle conditions. Personnel of the 501st Bombardment Group (VH) demonstrated efficiency, courage and devotion to duty in long flights over enemy water and through adverse weather conditions which often cut off all visibility. B-29 aircraft of this unit had sacrificed defensive fire power for speed and bomb-carrying capacity by stripping the planes of all armament except three .50-caliber tail guns. With this bare protection, aircraft were more than usually vulnerable to enemy fighter attack and anti-aircraft defenses. On the night of 6 July 1945, the 501st Bombardment Group (VH) attacked the Maruzon Oil Refinery at Shimotsu, considered one of the most important refineries and oil storage points for the enemy navy in its home islands. Flying more than 1500 miles from their home base, aircraft of this Group attacked the target in single bombing runs without defensive escort.

Despite an undercast which completely obscured the refinery, 95 percent of the installation was destroyed. On the night of 9 July 1945, the 501st Bombardment Group (VH) attacked the Utsubo Oil Refinery at Yokkaichi, one of the three most important oil refineries in Japan. This installation produced a significant portion of the aviation gasoline used by the enemy's air forces, and while it had undergone previous attacks, it was still capable of production. Radar photograph plots showed that 100 percent of the group aircraft had passed directly over the target against enemy anti-aircraft fire and unfavorable weather conditions. The refinery was left in ruins. On the night of 12 July, the 501st Bombardment Group (VH) attacked the Kawasaki Petroleum Center located in the heart of Japan's most important and most heavily defended industrial district. This target comprised the facilities of four leading oil companies and had a combined daily refining capacity of 7,000 barrels. Despite intense and accurate anti-aircraft fire, 82 percent of the Group aircraft that were plotted passed directly over the target, and smashed warehouse, tanks, pipe stills, furnaces and other vital equipment, thus delivering a serious blow to the enemy's ability to produce petroleum products. On all of these missions, ground personnel of the 501st Bombardment Group (VH) displayed outstanding ability, willingness, and ingenuity in carrying out their assigned tasks, under extreme handicaps. The improvised equipment and methods of work while maintaining aircraft on a base still under construction and lacking many facilities. The achievements of the 501st Bombardment Group during this period contributed greatly to the destruction of the major oil refining and storage capacity of Japan and drastically reduced the power and ability of the enemy to continue the war, thereby bringing honor to the United States Army Air Forces and to the entire military service.

The 502nd Bombardment Group (VH) is cited for outstanding performance of duty in action against the enemy. During the period from 5 August 1945 to 15 August 1945, this organization struck crippling blows at the Japanese petroleum industry. The action demonstrated the high efficiency, courage and resolution of 502nd personnel and characterized the spirit of air attack throughout the war. Particularly was this true in view of the fact that this organization employed recently developed radar bombing instrument and that it flew B-29 aircraft which had been stripped of all defensive armament except three .50-caliber tail machine guns. On the night of 5 August 1945, the 502nd Bombardment Group (VH) attacked the Ubo Coal Liquefaction plant at Ubo, an important producer of synthetic oil. This installation was of major importance to the Japanese war effort as the enemy had been virtually cut off the naval blockade to sources of crude oil. The aircrews of this organization employed their new radar bombing device so successfully 94 percent of the aircraft plotted on the bomb run passed directly over the target. Later reconnaissance of the area revealed that the installation was completely destroyed and that bombs had breached nearby dykes and permitted water to flood the area. On the night of 9 August 1945, the 502nd Bombardment Group (VH) attacked the tank farm of the Nippon Oil Refinery at Amagasaki, one of the most heavily defended areas of Japan. Enclosed in a small area, 800 x 1000 feet, this was an extremely difficult target to hit even under favorable conditions of visibility. This organization, however, with outstanding precision destroyed eight of ten tanks in the Amagasaki farm. Radar scope photographs disclosed that more than 80 percent of the group aircraft plotted had passed directly over the target. On the night of 14 August 1945, the 502nd Bombardment Group (VH) attacked the Nippon Oil Refinery at Tsuchizaki, an important petroleum installation which had heretofore been considered inaccessible because of its great distance from any allied air base. This mission of 3,740 statute miles was flown non-stop without bomb bay tanks. Despite the great distance, this group carried a bomb load which had previously been considered large for missions of shorter range. Braving the dangers of a long overwater flight without the protection of friendly fighters, the aircrews attacked the target and left it a smoking ruin. Later reconnaissance revealed that every part of the installation had been hit by bombs and that the refinery was almost completely destroyed or damaged.

Despite fatigue, the hazards of long overwater flights in adverse weather conditions, and the threat of enemy attacks, flying personnel of this organization demonstrated at all times a willingness to perform their duties at peak efficiency. Matching the aircrews in accomplishment were the ground personnel, who showed meritorious initiative, perseverance and fidelity in carrying out their assignments, working long hours with incomplete facilities. The achievements of the 502nd Bombardment Group (VH) contributed greatly to the destruction of the major oil refining storage capacity of Japan and drastically reduced the power and ability of the enemy to continue the war, thereby bringing great honor to the United States Army Air Forces and to the entire military service.

BY COMMAND OF MAJOR GENERAL PARKER:

L H RODIECK
Colonel, GSC
Chief of Staff

OFFICIAL:

GUSTAV A NEUBERG
Lt Col, AGD
Adjutant General

DISTRIBUTION: A AND D
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A CERTIFIED TRUE COPY:

RICHARD W. FLURY,
Captain, Air Corps

B-29 Production

The 3,960 Superfortresses were built in five factories; Boeing's Seattle plant produced the three XB-29s, Boeing produced another 1,634 in Wichita, Kansas, Bell built 668 at Atlanta, Georgia, Martin Produced 536 at Omaha, Nebraska, and Boeing's Renton, Washington plant built the other 1,119. A few notes regarding B029 serials are necessary: The Boeing Wichita factor produced 240 of the initial production B029s, the serial range being 42-6205 through 42-6454, except for 42-6222, 42-6224, 42-6233, 42-6235 and 42-6243 (Bell's first five Superforts), and 42-6229, 42-6230, 42-6231, 42-6232 and 42-6237 (Martin's first five). The other broad serial ranges were **Boeing Wichita** 42-24420/42-24929, 44-69655/44-70154, 44-87585/44-87783 and 45-21693/45-21872; **Bell Atlanta** 42-63352/42-63751, 44-83890/44-84139, 44-84141/44-84149, plus four stragglers — 44-84151, 52, 55 and 56; **Martin Omaha** 42-65202/42-65313, 42-65315/42-65401, 44-27259/44-27358, 44-86242, 44-86473; **Boeing Renton** 42-93824/42-94123, 44-61510/44-62328. The audacious use of B-29s stripped of all but the tail armament led to a factor version of the 'stripped' superfortress, built by Bell as the B-29B. The initial batches were built in normal 'blocks', but during the B-29-40-BA/B-29B-40-BA batch the practice of alternating serials for the two version began. With a couple of exceptions, the serials alternated between even and odd numbers for the fully-armed B-29s and the stripped B-29Bs.

Boeing Wichita

YB-29-BW	41-36954	41-36967
B-29-1-BW	42-6205	42-6254*
B-29-5-BW	42-6255	42-6304
B-29-10-BW	42-6305	42-6354
B-29-15-BW	42-6355	42-6404
B-29-30-BW	42-6405	42-6454
B-29-25-BW	42-24420	42-24469
B-29-30-BW	42-24470	42-24519
B-29-35-BW	42-24520	42-24569
B-29-40-BW	42-24570	42-24669
B-29-45-BW	42-24670	42-24769
B-29-50-BW	42-24770	42-24869
B-29-55-BW	42-24870	42-24929
	44-69655	4469704
B-29-60-BW	44-69705	44-69804
B-29-65-BW	44-69805	44-69904
B-29-70-BW	44-69905	44-70004
B-29-75-BW	44-70005	44-70104
B-29-80-BW	44-70105	44-70154
	44-87584	44-87633
B-29-85-BW	44-87634	44-87683
B-29-86-BW	44-87684	44-87733
B-29-90-BW	44-87734	44-87783
	*See introductory notes	
	45-21693	45-21742
B-29-95-BW	45-21758	45-21792
	45-21813	45-21842
B-29-96-BW	45-21793	45-21812
B-29-97-BW	45-21743	45-21757
B-29-100-BW	45-21843	45-21872

Martin Omaha

B-29-1-MO	42-6229, 6230, 6231, 6232, 6237	
	42-65202	42-65204
B-29-5-MO	42-65205	42-65211
B-29-10-MO	42-65212	42-65219
B-29-15-MO	42-65220	42-65235
B-29-20-MO	42-65236	42-65263
B-29-25-MO	42-65264	42-65313
B-29-30-MO	42-65315	42-65383
B-29-35-MO	42-64384	42-65401
	44-27259	44-27325
B-29-40-MO	44-27326	44-27358
	44-86242	44-86276
B-29-45-MO	44-86277	44-86315
B-29-50-MO	44-86316	44-86370
B-29-55-MO	44-86371	44-86425
B-29-60-MO	44-86426	44-86473

Bell Atlanta

B-29-1-BA	42-6222, 6224, 6233, 6235, 6243	
	42-63352	42-63365
B-29-5-BA	42-63366	42-63381
B-29-10-BA	42-63382	42-63401
B-29-15-BA	42-63402	42-63451
B-29-20-BA	42-63452	42-63501
B-29-25-BA	42-63502	42-63551
B-29-30-BA	42-63552	42-63580
B-29B-30-BA	42-63581	42-63621
B-29B-35-BA	42-63622	62-63691
B-29B-40-BA serials were 42-63692 through 42-63751 except for 3737, 3744, 3750, which were all B-29-40s, and 44-83890 through 44-83895 except for 3894. The B-29B-45-BA serials were 44-83896 through 44-83943 except for sixteen aircraft — 3900, 3904, 3908, 3911, 3914, 3917, 3920, 3923, 3926, 3928, 3930, 3932, 3934, 3936, 3938, 3940 — all of which were B-29-45s. Between 44-83944 and 44-83958, all odd numbers were B-29B-45, 44-83959 and 44-83961 were B-29B-45s, 44-83960 and 44-83962 were B-29-45-BAs. Between 44-83963 and 44-84008, the even numbers were B-29-50-BA, the Odd numbers B-29B-50-BA. From 44-84009 to 44-84056, the even numbers were B-29-55-BA, the odds B-29B-55-BA. The even numbers between 44-84057 and 44-84103 were B-29-60-BAs, the odd numbers B-29-60-BA. Finally, the B-29-65-BAs carried the even numbers between 44-84104 and 44-84152, and the B-29B-65-BAs the odd numbers. 44-84155 was a B-29B-65, and 44-84156 was a B-29-65, the final two Bell Superfortresses.		

Boeing Renton

B-29A-1-BN	42-93824	42-93843
B-29A-5-BN	42-93844	42-93873
B-29A-10-BN	42-93874	42-93923
B-29A-15-BN	42-93924	42-93973
B-29A-20-BN	42-93974	42-94023
B-29A-25-BN	42-94024	42-94073
B-29A-30-BN	42-94074	42-94123
B-29A-35-BN	44-61510	44-61609
B-29A-40-BN	44-61610	44-61709
B-29A-45-BN	44-61710	44-61809
B-29A-50-BN	44-61810	44-61909
B-29A-55-BN	44-61910	44-62009
B-29A-60-BN	44-62010	44-62109
B-29A-65-BN	44-62110	44-62209
B-29A-70-BN	44-62210	44-62309
B-29A-75-BN	44-62310	44-62328

There is some disagreement regarding the number of B-29s actually produced. Some normally reliable sources quote a total of 3,970. This listing has been based on a comprehensive breakdown by John T. Wible published in the AAHS Journal. It is interesting to note that only Bell delivered a 'combat ready' B-29 — the other plants sent their finished produce to modification centers where alterations were carried out until they could be incorporated at the start of the production line.

DOROTHEA L. DIX AP-67

5 Battle Stars for WW II service

Displacement: 11,625 tons (full load)
Length: 473 feet
Beam: 66 feet
Draft: 22.5 feet
Speed: 16 knots
Complement: 422
Armament: 1 4" gun
 4 3" guns

Built by Bethlehem Steel Company

Launched 22 June 1940, Quincy, Mass. under a Maritime Commission contract.

Commissioned 17 September 1942 to Navy
Decommissioned 24 April 1946

Dorothea L. Dix was known for her humanitarian work with mentally ill. Born 4 April 1802 Hampden, Maine. Died 17 July 1887. Was superintendent of women nurses during Civil War.

From:

Dictionary of American Naval Fighting Ships
Vol II 1963
Navy Department, Washington D.C.
L.C. Card 60-60198

315th Bomb Wing was deactivated April 15, 1946 - became the 501st Composite Wing.

315th Wing title transferred to the 5th AF - Japan - became 315th Troop Carrier Wing (C-124's)

The Wing was made up of

1,725 Officers
10,963 Enlisted Men

12,688 Total