

Washington Times



Newsletter

Issue 1 Autumn 2001



Cover photos:

- Top WF512 (44 Squadron) at dispersal, RAF Coningsby (*E. Howlett*)
- Centre Left Ernest Howlett leaning out of WF512 (nose wheel door is white with blue stripe). (*E. Howlett*)
- Lower Right 44 Squadron National Servicemen outside their barracks RAF Coningsby:
 Standing: Turner, Wade (regular), Malpas, Usher, Kelly, Ernest Howlett, Bert Skinner
 Kneeling: Riley, Ron Henty, Dale, Sturgess (regular). (*E. Howlett*)

Introduction

This is the first of what I hope will become a regular series of 'newsletters' related to the B-29, or Washington as they were, at least officially, called in the RAF.

As you know, I am researching the history of the Washingtons and have contacted you all in my quest for information. The Washington was only in RAF service for a short time and as such did not have time to develop a large loyal following in the way that other aircraft, that had longer histories, have managed to do. Consequently there is no Washington association nor central source for information or contacts.

This newsletter is not aimed at starting an association but rather to provide a medium for contacting former colleagues and to exchange stories and photos etc. This is modelled on a US e-mail group and website dedicated to US B-29 veterans (if you have access to the Internet see: <http://b-29.org/>).

I hope that the articles prove to be of interest to you. If they do, and you wish to contribute to subsequent issues, the newsletter can continue and hopefully may grow into an active discussion forum that will record the stories etc that make up the fabric of the RAF's 'Washington Times'. I have no information of my own - what goes in this newsletter has to come from others. I currently hold enough stories, and have enough 'funds' for another couple of issues. If you find this interesting then please contribute stories so that it can continue, if not then it will stop. Unfortunately, I will also need to ask for a small 'subscription' - at present I am thinking about £3 per year (for 3-4 issues). Do not send any money now since I need to gauge the reception before taking money from anyone. This will pay for the postage etc which, if this becomes popular, as I hope it will, will become quite expensive.

I hope that my introduction does not make this sound like one of the many 'part works' that appear in the newsagents from time to time that 'will build into an exciting history of something or other'. It is not meant to be that! However I hope that you will contribute to it and we'll see how things go from here!

Enough now of my ramblings, please read the rest and enjoy. Any feedback on the format, contents or contributions for future issues would be most welcome.

Some thoughts I have for future 'issues' are:

Where you served, I am trying to gather maps of the 4 Washington airfields (Marham, Coningsby, Watton and Waddington) as they were in the 1950s. It may be interesting to annotate these maps with where the aircraft and various units were located. If anyone has a map showing the airfields as they were it would be good to receive it.

Roster, a 'roster' of the Squadron personnel - please supply any names that you can remember.

History of the B-29, a section dealing with the design of the B-29 to explain why it was the way it was as well as dealing with the USAAF and USAF's use of the aircraft during and after WWII.

Any memories, photos, requests for information on former colleagues etc will all be welcome.

Please let me know of any thing else that you would like included and let me know what you think.

Newsletter Contact

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(note the _ symbol between my names. This has caused endless trouble with most people using the – symbol instead and not getting through!)



WF498, LS-B of 15 Squadron. One of the Washingtons with black painted undersides. This plane also served with 149 Sqdn – see RAF Stories below. (*T. Collins*)

Historical Info

This section could be called 'What they were before serving with the RAF' but that title would have been a bit long!

As I am sure you are aware, no B-29s were built for the RAF. All that were received (87 in total) were built for USAAF use and transferred to the RAF in the early 1950s. Prior to that event they had either simply been stored or had been used by the USAAF or later USAF. This section will detail what information I know on their early use. To begin with I will cover those aircraft that had been used operationally during WWII, mainly because these are the only aircraft that I have any information on! Trying to find details of the early SAC years is almost impossible. In total, 13 'to be' Washingtons had been used operationally during WWII. Of these, I have information on 4 so far and will include this in successive issues.

This 'issue' covers WF440 or 42-93976 and the crew who flew her on her 8 combat missions during WWII.

WF440

This plane was built by Boeing at their Renton factory as a B-29A-20-BN with USAAF serial 42-93976. It was accepted by the USAAF on 15th January 1945 before moving to the Denver Modification centre to be fitted for war. After four weeks at Denver she arrived at Walker Field, Kansas as a part of the 330th Bomb Group. Although the 330th BG deployed to the Pacific in March, she remained behind at Walker for another month before she too departed for the Pacific Theatre of Operations via Mather Field California on 15th April. The delivery flights, normally took three to five days and involved flights from Mather to Oahu (Hawaii), Oahu to Kwajalein and finally Kwajalein to the Marianas Islands. Hence she probably arrived about 20th April.

The 330th Bomb Group was based at North Field Guam (now Anderson AFB) as part of the 20th Air Force's 314th Bomb Wing. Bomb Wings were made up of four Bomb Groups (the 314th had the 19th, 29th, 39th and 330th) with each Group comprising three squadrons of fifteen aircraft giving a total of 180 B-29s for the wing (all based at North Field).

At that time, the USAAF identified its Bomb Wings by geometric shapes, the Groups by a letter within the shape and squadrons by colours or numbers. For the 314th Bomb Wing, the shape was a solid black square with the 330th Bomb Group having the letter K. These identification markings were painted, as large as possible, on the aircraft fins. Each aircraft was also allocated a number within the group depending on which of the three squadrons it was assigned to, 457th Squadron 1-15, 458th Squadron 26-40 and 459th Squadron 51-65. Should a plane be lost, the replacement would take over the missing plane's number within group.



Much has been made of the nose art applied to US combat aircraft during WWII. Unfortunately (or perhaps fortunately depending upon your point of view!), by this stage in the war, mainly as a result of political pressure from some powerful women's movements back in the USA (who objected to some of the more explicit specimens seen on returning, war weary B-29s), the raunchy nose art was outlawed. Standardised art was allowed, and the 314th BW adopted a map of the USA adorned with a flag pointing to a named city. Hence all 314th BW B-29s carried a 'City of' Name on the right hand side of the nose. Personal names were allowed on the left, providing that they were not contentious!

42-93976 was destined to become the second K-1, the original having been shot down on 23rd May 1945 over Tokyo Bay with the loss of all crew.

What use was made of 42-93976 during the three months between its arrival in the Marianas and its first operational mission is not known. However, it was allocated to Captain Robert Willman and his crew (crew 705) when they returned from leave and lead crew training in July.

Crew 705 had been a part of the original 330th BG when it formed at Walker Field, Kansas early in 1945 and ferried their first B-29, 42-93957 (K-5), to the Marianas in late March. Here it was named City of Duluth, after Robert's hometown and "She Wolf": 'based on a cartoon series in the Walker Army Air Field newspaper when we were training in Kansas. It was drawn by a member of that paper's staff and perfectly duplicated on the left side of K-5's nose. Our crew had taken a vote on that choice'. The crew and plane took part in the first 330th BG mission, to Koriyama, on April 12th and completed 6 more missions in this plane. Robert has vivid memories of their second mission. This was a large fire raid to Tokyo during the night of 13th/14th April with some 327 B-29s dropping 2,124 tons of incendiaries from low altitude (6 – 11,000 ft): 'From over 100 miles out we could see this massive glow over Tokyo. It was the worst conflagration I had ever seen. The smoke clouds were like cumulus clouds and just as bumpy. We were at 10,000 feet and the searchlights on either side of us converged at our altitude as did the tracers. My thought was, "how can we make it through this unscathed". I must say it was scary!'. After five more missions, in early May, Robert and his crew were selected for lead crew training. This involved four weeks training back in the USA, at Muroc Army Air Field in California and they were also allowed a welcome ten days of leave. During this time, their K-5 was assigned to another crew – it too survived the war but did not become a Washington!



Robert Willman's first B-29, 'City of Duluth' at its hard standing, North Field Guam 1945. (R. Willman)

Following their return to Guam, Robert Willman and his crew flew the new K-1 on 8 missions before the war ended.

The first of these began at about 17:00 on 12th July when Robert taxied K-1, heavy with fuel and incendiary bombs, off her hard stand to join the 129 other B-29s lumbering towards North Field's runways. These took off at one-minute intervals to make their solitary way towards Japan. This was Mission 266, an incendiary raid against the Uwa Juma urban area. As the planes continued northwards, the sky darkened until night had fallen, hiding the bombers from each other and, hopefully, the Japanese defenders. The crew settled down to while away the time chatting and eating their picnic style meals. During that seven-hour flight seven planes aborted and returned to base leaving 123 to bomb the target. When they neared the Japanese coast, the crew prepared themselves and the plane for action. The plane was depressurised and protective clothing readied. The crew were not issued with helmets but there were flak jackets – these they placed under their seats, to provide protection from below, rather than wear. At 00:13 on 13th July the first plane released its cargo of incendiaries. The remaining 122 followed at approximately one-minute intervals with the last bombing at 02:26. The raid dropped some 873 tons of incendiaries from altitudes between 10 and 16,400 feet and destroyed 14% of the city, no planes were lost and K-1 was in the air for 15:00 hours before landing back on Guam.

After a weeks rest, K-1 was again in action during the night of 19th/20th July. K-1 formed a part of Mission 280 another incendiary raid, this time with 126 B-29s attacking the Okazaki urban area and destroying 68% of the city. Again no planes were lost and K-1 returned to base after a flight of 14:05 hours.

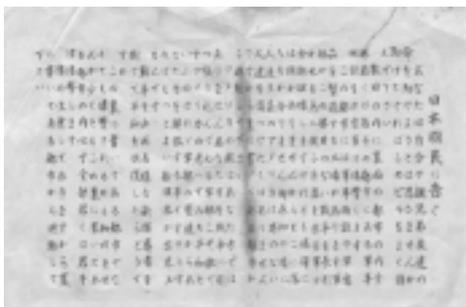
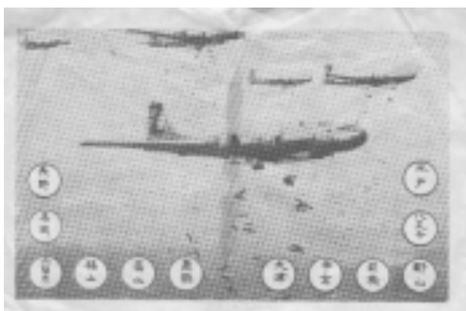
Five days later on Tuesday 24th July, K-1 was part of Mission 289, an incendiary raid to Tsu. This time, the 314th got 81 B-29s airborne of which 75 reached the target. These were augmented by 38 B-29s of the 313th Bomb Wing flying from North Field Tinian. Unlike the previous two missions this was a daylight raid. However, take off was in the pre-dawn darkness at about 04:00. As with the night missions, the B-29s flew singly towards Japan so as to conserve fuel. When about 50 miles off shore the planes orbited and formed up into three ship bombing formations as a protective measure against Japanese fighters. As Robert remembers ‘Japanese fighters were reluctant to engage B-29s in formation. However if flak would hit and disable a plane so it could not keep up with the formation, the fighters would attack it, often with success’.



B-29s of the 29th Bomb Group high above the vast Pacific Ocean in the three plane formations used as a protective measure against Japanese fighter attacks. (R. Willman)

Because of total cloud cover, the aircraft bombed by radar from 15 – 22,600 feet with the first bombing at 11:27. By 11:54 the raid was over with 578 tons of incendiaries having been dropped. Again no planes were lost and K-1 returned home after 15:05 hours.

The next raid was a new departure for the 20th Air Force and demonstrated the complete mastery of Japanese air space that had been accomplished. Two days previously aircraft had dropped leaflets on ten cities stating that in two days time the B-29s would return with incendiaries to some of them and enticing the populations to flee. Of the ten cities listed, five were attacked, Tsu, Aomori, Ichinomiya, Ujijamada and Ogaki. Uwa Jima was also attacked although not mentioned in the leaflet.



Leaflets supplied by Mark Little

Translation of the leaflet

Read this carefully as it may save your life or the life of a relative or friend. In the next few days, the military installations in four or more of the cities named on the reverse side of this leaflet will be destroyed by American bombs. These cities contain military installations and workshops of factories which produce military goods. They are determined to destroy all the tools of the military clique which they are using to prolong this useless war. But, unfortunately, bombs have no eyes, so in accordance with American well-known humanitarian principles, 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 group which has enslaved the Japanese people. The peace which America will bring will free the people from the oppression of the military 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 at least four will be with high explosives incendiary bombs on the night of 28-July 1945, so, heed this warning and evacuate these cities.

The cities printed on the front of the leaflet are Aomori, Nishinomiya, Ogaki, Kurvme, Ichinomiya, Nagaika, Koriyama, Kakodate, Ujijamada, and Tsu.

K-1 was part of Mission 301 where the 330th BG sent 90 bombers to Ogaki urban area and dropped 659 tons of incendiaries to destroy 40% of the city. As before, no planes were lost and K-1 regained Guam after 15:05 hours. Robert Willman remembers the situation briefing given to the crews following the warning leaflet drop:

‘Our whole bomb group was given this briefing. Our leaders had figured that too many B-29's were being hit by flak, indicating heavy concentrations of anti-aircraft batteries at our target cities. So someone came up with the idea of thinning these batteries out, by naming twice the number of cities that we may or may not hit. Hopefully this would cause the Japanese to put batteries in all those cities, thereby reducing the heavy concentrations of batteries in fewer cities. This reasoning sounded good to us and I never heard a complaint against the idea. I guess there is no way to prove that this worked, unless one examined the records of aircraft damaged by flak and comparing that against earlier missions’.

The low casualties experienced on those raids seem to have vindicated the policy.

K-1's next mission came three days later during the night of 1st/2nd August. The 1st August had been designated Army Air Force day and the leaders wanted to put up a strong force. This they managed with the 20th Air Force fielding some 801 B-29s taking part in 7 missions. K-1 was airborne for 15:05 hours as part of Mission 309, an incendiary raid of 160 B-29s to the Mito urban area destroying 65% of the city.

The night of 5th/6th August saw K-1 as part of Mission 314 where 250 B-29s from the 314th and 73rd Bomb Wings dropped 2004 tons of incendiary bombs on Nishinomiya-Mikage urban area from 12 – 16,000 ft destroying 29.6% of the city. The bombing lasted only from 01:25 until 02:01, a very dense concentration of aircraft for a night mission. One B-29, from the 73rd Bomb Wing ditched on the way home due to lack of fuel, all the crew were rescued. For K-1, this mission lasted 14:30 hours.

Two days later on 8th August, K-1 formed part of Mission 320 on which the 314th Bomb Wing sent 60 B-29s to bomb the Nakajima aircraft factory and arsenal complex in Tokyo. The bombing lasted from 17:27 until 17:44, dropping 289 tons of bombs from 19 – 22,450 ft. This was the only bombing mission flown by K-1, the other 7 being incendiaries, and one of only 2 daylight raids. Three B-29s are lost on this mission, two to flak and one to mechanical reasons. These were the last combat losses for B-29s of WWII. Robert Willman remembers the flight home from this mission:

‘The seven hour flight back to Guam was without concern until we were about half way between Iwo Jima and Guam. It was then that Walker, our flight engineer, told me we were running low on fuel and likely could not make it to Guam. I told him to lean the fuel flow as much as possible and that we would land at Saipan. He said he would do all that he could but it would still be close for landing at Saipan. Isley Tower (*the B-29 base on Saipan was called Isley Field*) cleared us for a straight in approach and landing. I, and I am sure all the rest of the crew, were saying ‘now that we are this close don't let the engines quit now!’ We managed to land but during the roll out the two outboard engines quit and while we were taxiing to the ramp the other two engines stopped. The fuel truck had to come out and meet us.’

K-1's last mission was one of the missions flown on the very last night of the war. During the night of 14th/15th August, the 20th Air Force put up 752 B-29s on 7 Missions. Because the Japanese surrender was suspected, radio operators were told to listen out for a specific code word that would signal the end of the war and the abandonment of the mission. Unfortunately, this was not received until all aircraft were on their way home. K-1 formed a part of Mission 329 where 81 B-29s dropped 593 tons of incendiaries on Kumagaya urban area between 01:23 and 02:39 destroying 45% of that city. The mission lasted 14:20 hours with K-1 landing back on Guam around 09:30 on the 15th. The 330th BG's new Group Commander, Col. Douglas Polhemus had asked to ride with K-1 on that mission: ‘Who could say "no". Of course we were honoured to have him with us’.

Before the B-29s had landed the war had ended. K-1 had flown on 8 missions and amassed a total of 117:55 hours combat time.

The surrender ceremony on the battleship Missouri took place on 2nd September. A large flyover of B-29s and other aircraft was planned and each crew was given the option of participating or not. Although this was a once in a lifetime opportunity, this crew declined for the realisation was that although no one would be shooting at them, a 3,000 mile flight over an unforgiving ocean could have its problems. Hence K-1 did not participate in this mission.

Two weeks later a typhoon hit the island of Okinawa. Not a building was left standing and emergency supplies were urgently needed. Robert and his crew volunteered for this mission so pallets were loaded into K-1's bomb bays to take medical supplies, food and tents. They landed at an army airfield in southern Okinawa and left again as soon the supplies had been off loaded. The crew reported feeling good about flying a mission of mercy after having to participate in missions of necessary destruction.

Six weeks later, on 1st November, Robert Willman flew K-1 home.



**Crew 705 Standing in front of K-5, City of Duluth
Left to Right Standing**

Ollie Eubanks – Tail Gunner, Johnnie Walker – Flight Engineer, Harold Hofheins – Radar, Bill Grossmiller – Bombardier, Charles Sweeney – Navigator, Ray Rozman – Pilot, Robert Willman – Aircraft Commander

Left to Right Kneeling

George Bearup – Right Gunner, Bill Grove – CFC Gunner, George Murphy – Radio

Not in picture Troy Brooks – Left Gunner

After its return to USA, 42-93976 was stored at various locations before being assigned to the fledgling Strategic Air Command and the 306th Bomb Wing at MacDill AFB on 3rd September 1948. It remained with the 306th Bomb Wing until 15th February 1950 when it was returned to Air Material Command at Robins AFB for refit prior to being loaned to the RAF on 25 April 1950.

Upon receipt by the RAF 42-93976 was given the serial WF440. Here the records get a bit confused with 'The Washington File' and 'Roundel' stating that she was assigned to the Washington Conversion Unit at RAF Marham and given the code FB-Q. She remained with the WCU until 5th July 1951 when she was transferred to Scottish Aviation at Prestwick for Maintenance and Storage. After two and a bit years, on 22nd April 1954, WF440 was returned to the USA via 22 Maintenance Unit. Although the above 2 sources state that she was assigned to the WCU, the RAF Form 78 (Aircraft Movement Card) only shows the plane at Marham (for the same dates) – no unit is mentioned. If anyone can recall this plane and can confirm its unit it would be very interesting!

No further use was made of 42-93976 and she languished in the great desert storage yard of Davis Monthan AFB until scrapped in September 1954.

RAF Stories

The following was provided by Bob Cole, an electrical fitter with No 149 squadron working mainly on WF498.



(Standing) ?, ?, Bevan, ?, ?
(sitting) ?, Cole



Holding 2, 28lb practice bombs by WF490

.....Then it was time to report for duty at RAF Marham, in Norfolk. This was Bomber country, with big American Air Bases like Swaffham and Lakenheath, and RAF airfields such as Watton. Marham housed a B29 "Superfortress" conversion unit, to train RAF air and ground crews on these aircraft, which were to be called 'Washingtons' by the RAF. Consequently Marham was a mixed RAF/USAF base. On Saturday nights we would go to the dance halls at Kings Lyn or Wisbech, which were always crowded with American and British airmen.(However), our new aircraft flew in from the United States and after we had completed the acceptance testing we formed our squadron, No.149, and with our eight B29's moved up to RAF Coningsby, in Lincolnshire.



Harry Rickwood, Bob Cole and Bevan relax at RAF Coningsby.

Life with 149 squadron was interesting. Coningsby was typical Lincolnshire. Flat all the way to the North Sea, and often beset by rain or snow laden clouds sweeping in from the coast. Our nearest little village was called New York and the nearest big town Boston. (really!). The B29 was a big, complex (for those days) aircraft, and my days were spent out on the flight line, doing pre-flight inspections and minor trouble shooting. Any major servicing was done back in the hanger by a different crew, but on the flight line we had 'our own' aeroplane. On occasion it was necessary to fly on air tests. Anything requiring full electrical load, and exercises like paralleling the 8 alternators had to be done in the air, and for this I would just go up as supernumerary crew, complete with flight suit and parachute on regular training missions. These could last anything from 3 or 4 hours up to- well, my longest was 9 and a

half hours. This I remember was a night-time combined navigation/bombing exercise with a flight plan that led us up to the north of Scotland, down the west coast to Lands End, along the south coast and then up to the bombing range near to the Wash.

...In September 1951 I was told to join an aircraft taking part in the Battle of Britain day fly past over London. However, low cloud conditions over London caused the fly past to be scratched, so instead we were diverted up to West Freugh, in Scotland, and instructed to land at the RAF airfield there to be part of the "static display" for the open day. This we did, landing despite the runway being nominally 600 yards too short, and "stood by" the aircraft to explain it to visitors. At the end of the day, the skipper gathered us together for a pre-take off briefing and warned us that we should be prepared for a rough take-off. At the very end of the runway he ran all four engines up to full power before releasing the brakes, and yes, we staggered into the air seemingly inches over

the perimeter fence. It was quite exciting.



Left: ?, Rickwood,?, ?, Cole, Bevan. have a welcome cup of NAAFI tea.
Above: Bob Cole at the tail of WF490.



.....In February 1952, while still with the Squadron, I had my first trip outside of the UK. Several of our aircraft had flown down to the Canal Zone, in Egypt, to take part in exercises, and one of them, (“my” aircraft, WF 498), developed an engine fault on the way back and made an emergency landing at RAF Luqa, on the island of Malta. A ground crew, including myself, was rounded up at Coningsby, a spare engine was loaded into the bomb bay of another “kite”, and we were flown down to Luqa to do the engine change (after being inoculated against seemingly every disease known to man). Because of some problem with the spare engine another one was flown down which resulted in us being there for twelve days. On several occasions some of the permanent staff at Luqa took us visitors down to Valetta, which at that time was a major Royal Navy base. There was an area of Valetta known as “the Gut”, an area of narrow alleys full of bars, which housed a world I didn’t even know existed. Definitely no place for anyone’s maiden aunt.....



Above: Loading the spare engine into the bomb bay of the delivery aircraft (WF490?).
Right: Changing the engine at Luqa.

SKID MARKS

Supplied by Harry Rickwood electrical fitter, 149 Squadron.

There was a good relationship between the aircrew and the ground crew on 149 Squadron, with plenty of opportunity for chat and banter when they came out to fly.

The airfield layout was such, that there was a wooden perimeter fence, and on the north side was a road, running parallel to, and just outside, the fence. On the other side of the road was a large hedge. Just inside the perimeter fence, was the runway threshold.

One aircrew, with Captain Collins, a Canadian, as skipper, DeBange, another Canadian, as nav, and if memory serves me correctly, a Polish Sgt., as co-pilot. He couldn't go up through the ranks, because he could not pass the English exam, or so I understood. Nevertheless, he seemed a happy character, and the crew seemed happy.

We were talking one day, when Collins said that he was determined to have skid marks on the road. It was an intention he was to make clear on several subsequent occasions. One day soon after, he told us to watch his return, and we hung around for him since he made sure he was last in.

He came in low, and suddenly he disappeared - behind the hedge as it happened. Then the hedge disintegrated and flew high in the air as it was hit by the sixteen foot steel props, two puffs of smoke on the road confirmed his prediction. The sight of a B29 that low was awesome. The perimeter fence went the way of the hedge, and was just as spectacular, and then onto the threshold.

On the way back, he stopped the lorry at the spot where he had demolished the fence, and climbing back into the crew lorry with some pieces of fencing, he said: "Wait till I tell the wife who chopped the firewood tonight!"



Harry Rickwood (rear) with Bob Cole at a 149 Sqdn dispersal. (*B. Cole*)

Questions?

Harry also remembers the temporary cinema erected in a Nissan hut before the station had a proper Astra cinema built (first film in this was 'Sound Barrier'). Can anyone else recall this building?

Photos of Washingtons show various markings applied at different times. Early on planes seem to have been totally plain (see WF512 on front cover). Others seem to have squadron letters applied to the side (see WF498 inside front cover) and later on aircraft seem to have their serials painted in large letters on the fin (see WF512 below). Does anyone recall these changes and whether there was a set policy or not?



WF512 somewhere in USA during her return journey circa September 1953. (*The A. J. Jackson collection*)

Photo Corner

A page of photos supplied by Ralph Painting of 192 Squadron, RAF Watton:



Operating crew in front of one of 192 Squadron's electronic information gathering B-29s. ? (Nav), ? (Air Signaller), Bob Brydon (Nav), Flt Lt D.E.R. Lang (AC), Bill Holt (FE) Ralph Painting, Jefferies (AG).



Taken from WW346 in the Habbanya area after taking part in fighter affiliation with 6 Sqdn Vampires.

WW346 in January 1954.

From left to right: Flt Lt Lang, Wing Co. Harman (Wing Co. Flying), ?, ?, Dave Harper (Canberra Nav), ?, ?, Jefferies, ?, Ralph Painting, Bill Holt, Sgt Stinson (Ground Crew), Bob Brydon, Tony Wilson, ?, ? (Intelligence Officer).

Contacts

A list of those people who have made contact with me – if you wish to contact any of them, let me know and I will pass on your request:

Marham

David Alexander (*ASF*), Ray Belsham (*ASF Engine Fitter*), Jimmy James (*ASF?*), Joe (Jock) Somerville (*Engine Fitter*), Jim Stanley (?)

Coningsby

Brian Gennings (*Ground Maintenance Hanger*)

WCU

Tom Pawson (*Air Signaller*), John Forster (*Air Gunner*)

15 Squadron

Terry Collins (*Engine Fitter*), Bob Goater (*Instrument NCO*), Norman Galvin (*Engine Fitter*), Colin Williams (*Nav/Bomb Aimer*)

35 Squadron

57 Squadron

Derek Stanley (*Radio Engineer*)

44 Squadron

Ernie Howlett (*Engine Fitter*), Phil Batty (*Navigator*), John King (*Flight Engineer*), Gordon Galletty (*Bombing Leader*)

90 Squadron

Tony Goodsell (*Air Gunner*), J. Kendal (?), Don Crossley (*Air Signaller*)

115 Squadron

W. Butt (*Crew Chief*), Brian Howes (?)

149 Squadron

Bob Cole (*Electrical Fitter*), Harry Rickwood (*Electrical Fitter*)

192 Squadron

Ralph Painting (*Flight Engineer/Pilot*)

207 Squadron

John (Buster) Crabbe (*Crew Chief*) John Laing (*Air Gunner*)

USAAF (The following were involved with B-29s that were to become Washingtons)

6th Bomb Group

John Howett (*A/C 44-61688 WF498*)

40th Bomb Group

Tom McKosker (*A/C 44-61634 WF439*)

19th Bomb Group

Katie Chandler (*widow of Vern Chandler, A/C 44-69680 WF437*), Pat Chandler (*daughter of Vern Chandler, A/C 44-69680 WF437*), Andy Kerzner (*tail gunner, 44-69680 WF437*)

330th Bomb Group

Charles Fox (*Bombardier, 42-94052 WF444*), Robert Willman (*A/C, 42-93976 WF440*)