

Washington Times



Newsletter

Issue 8

Winter 2005



Cover Photos

Top WF512 (44 Squadron) at dispersal, RAF Coningsby (*Ernest Howlett*)

Bottom A colour photograph of WF562 of 115 Squadron lined up at the Coronation review showing to good effect the result of all the polishing and confirming that the colour was natural metal for the Washingtons! (*M Baldock*)

This Page

Bemused Captain! F/O Garretts, A/C WF494 149 Squadron – see page 18 for the rest of the crew (*Les Feakes*)

Chris Howlett
The Barn
Isle Abbotts
Taunton
Somerset
TA3 6RS

e-mail chris_howlett@tiscali.co.uk



Letters

Brian O’Riordan wrote:

Hi,

I served on 192 Squadron from Sept. 1954 until after the Comets arrived and was demobbed in December 1958. I was an instrument mechanic and was never called by my given name, Brian, but was "Geordie" O’Riordan.

I recently came across the Washington Times.

I remember some of the people in the photos supplied by Ralph Painting – I remember him, Bob Brydon and Bill Holt. Bill, I remember was a bit of an artist. In the second picture I’m pretty sure the guy next to the “Wingco” is Tom Ward a Flt. Sgt. Signaller. Of course I remember Sgt. Stinson who was my Crew Chief. Flight Sgt. Carter was another Crew Chief and Flt Sgt. Lark was the Line Chief. I think these were USAF terms that were adopted on the flight.

Tom Ward and his wife Thelma were good friends to me and my wife Veronica, (I married in 1957) and I’d like to get in touch with them if possible. Tom came originally from Sunderland and had served in Southern Rhodesia. They had two children at that time, Wendy and Tim. We lost touch after my demob.

Brian O’Riordan

Formerly SAC Inst. Mech. Nav. 4142777

If anyone can help Brian with any contact details please let me know and I will either pass them on or get you in touch with each other. Also, the photos referred to from Ralph Painting were ‘printed’ back in issue 1 so are reproduced below for convenience with the additional names added from Brian.



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). (*Ralph Painting*)



192 Squadron aircrew in January 1954.
From left to right: Flt Lt Lang, Wing Co. Harman (Wing Co. Flying), Flt Sgt. Tom Ward (signaller), ?, Dave Harper (Canberra Nav), ?, ?, Jefferies, ?, Ralph Painting, Bill Holt, Sgt Stinson (Ground Crew), Bob Brydon, Tony Wilson, ?, ? (Intelligence Officer). (*Ralph Painting*)

Jeff Brown supplied more information on the 149 Squadron roster:

I was particularly interested in the 149 Sqdn roster, many familiar names there.

I saw in the latest issue of 'Flypast' magazine that our old C.O. 'Cork' Canton had passed away recently, aged 88.

My crew was Flt Lt Edwards (pilot), Sgt Wood (Co-pilot) although co-pilots sometimes changed; in my time with Edwards we had a F/O Taylor and a Sgt Brown as well as Sgt Wood. Flt Lt Lowes was our Navigator and Flt Sgt Gilbert was our Radar Navigator. Sgt Rawlinson was Flt Engineer. Master Signaller Stuart our wireless Operator and Flt Sgt Macklin and Sgt Bryant the gunners with myself.

I believe that Paddy Macklin married Jimmy Bryant's sister.

Several times I flew with John Care and Sqdn Ldr Canton as well as our station C.O. Group Captain 'Gus' Walker (who had only one arm).

On the photo of John Care's crew (page 19) [reproduced below], second from the right is Flt Sgt Brint (A/G) and fourth from the right is Flt Lt Hewlings (A/G and Gunnery Leader).

During our conversion course at Marham 'Hewy' (as we called him) announced that he was going to be top of the gunner's course.



149 Squadron Crew

Left to Right: Flt Lt John Care (A/C), Parr, Lashbrook, Hanslip, Flt Lt Hudson, Douglas, Flt Lt Hewlings (A/G and Gunnery Leader), Sgt J Hobbs, Flt Sgt Brint (A/G), Sgt Thick (*John Care*)

I thought, not if I can help it matey – I studied hard and in the final exams beat him by becoming 'top dog' in our squadron, he came second!

Flt Lt Peters (A/G) was our squadron adjutant (he helped me to re-muster for pilot training).

Flt Lt Danaker (A/G) was deputy gunnery leader.

Flt Lt 'Soapy' Hudson was engineer leader – he may have been in John Care's crew – but not sure about that.

The A/G listed as Sgt D. Bedford should read Redford – he was National Service – lived not far from my home town of Ashton-in-Lyne, Lancs. and became a school teacher I think. I met him once in the late 50s.

Flt Sgt Nicholls (A/G) was an 'old hand'. He had served as a 'flying bullet A/G' very early in the war. He flew Wellingtons in India / Burma, Liberators in the mid-east and Lancasters on a Pathfinder squadron, he had a chest full of campaign medals, we all used to say that he deserved a DFM for what he had done but he never got one. A very quiet little chap who used to keep very much to himself.

Our signaller, Stuart, was a very experienced chap; he had flown all over Europe, in Transport Command, even done VIP flights to Moscow during the war.

I believe that the Navigator Flt Sgt Edge was later commissioned and was on the B of B memorial flight in its early days.

Flt Sgt Fowle (A/G) was the chap who fired some rounds into the fin of a B-29 through not following correct procedures, putting it u/s for weeks. I once saw the story in 'Flypast' some years ago.

David Alexander wrote on the B-29's skin:

Hi Chris,

Many thanks for the Washington Times received today.

I'm sure that I won't be the only one to answer your question posed on page 1 regarding the finish on the B29 in RAF Service.

Mind you, I can only speak for the Marham aircraft and they had a natural metal finish for sure. The reason that I can be so positive is that between January 1952 and February 1954 I worked in the Mods. & Rectification Bay of A.S.F. and was based in # 2 hangar where I was the acknowledged expert on replacing de-icer boots and fitting new seals to the astrodomes. Boy, was it cold on dispersal re-fitting the boots in mid winter but great in summer.

Anyway, I think it must have been in preparation for the Queens Coronation Review at RAF Odiham, aircraft were brought into # 2 hangar and polished. And I mean polished!

It was a very gratifying sight for those of us below S.N.C.O. rank to see Officer and S.N.C.O. Aircrew (aka Widgets) with their jackets off and polishing the aircraft using materials that appeared to come from extremely large unmarked tins of 'Duraglit'. They were like disgruntled flies crawling all over the aircraft but gave us lesser mortals great delight.

Must congratulate them on the appearance of the aircraft afterwards though!

Regards,
David Alexander.

Mike Davies also remembers the joys of polishing the B-29 in preparation for the Coronation Review:

Dear Chris,

I can confirm that all the B-29s that I came into contact with, were all natural metal. Anyone who has polished one with 'TEPOL', as we did for the Coronation Fly Pass in 1953, will be only too aware. Some weeks before the Fly Pass, the whole squadron was ordered to polish one up so that it would look like new. It wasn't too bad doing the tops of the wings etc. (the bits that nobody would see) but doing the undersides was a different matter. The polish ran down your arms, which after 5 minutes began to ache, and all you did was to transfer the dirt from the plane to your body and uniform. We started with the whole squadron. After 10 minutes or so the Fl/Lts went, then the lower ranks of officers, 20 minutes later. The F/Sgts lasted a half hour or so. When the last F/Sgt left it was our turn to slope off and then it was the Corporals turn. In the end it was left to the poor old airmen to finish the job. It was all a bit of a pointless exercise as it rained on all the hard work and we, as a reserve aircraft just flew around aimlessly anyway.

Mike Davies

John Forster added:

Chris,

Re your query regarding paint, dope or bare metal, I can attest that WF565 was metal, having been one of those who polished it with steel wool and Brasso for the Coronation Flypast. My recollection is that it didn't take part, as it was a backup if one of the three designated aircraft was u/s.

Regards

John Forster, Ex AG, 207 Squadron Marham.

Peter Morrey has a similar story:

Dear Chris,

Your query about B-29s being natural metal or otherwise. Believe me Chris, they were without any doubt natural metal.

One morning the crew were sent for and taken to dispersal. We were one of the airplanes chosen to be in the static display in the Coronation Review of the Royal Air Force at Odiham. By the plane was a mysterious pile of tins; they turned out to be Duraglit. Our task was to polish her until she gleamed. The skipper gave his secret smile and scarppered so we set to. You can imagine that it took forever *and* there was no scaffolding, no Health & Safety regulations and at times it was decidedly hairy 'you gunners are used to trotting about up there' (see Gerry's article). We managed to 'borrow' a truck to climb up towards the fin but to reach its forward edge required shinning up the de-icer boot balanced on someone's shoulders. It was a desperate job but, boy, did it look good when it was finished. We used to get crowds of blokes coming over to admire it.

We flew down to Odiham with WF 562 at 10.44 a.m. on 2nd July, pilot F/O Appleton and, Sod's Law being what it is, we flew through a thunderstorm and had to do the whole damned thing again.

Fortunately, we had time before the 15th, and this also included simonizing the props, blacking the wheels and painting the chocks.

We had an American navigator with us, Captain Ivancoe, who, in his uniform stuck out like a spare thumb, so the Air Commodore i/c moved him down to the posh Canberras. He was presented to the Duke who asked him how he enjoyed flying them. 'I don't know, sir,' was his reply, 'those are my guys over there with the Washingtons.' Talk of Red Faces!

Peter Morrey.



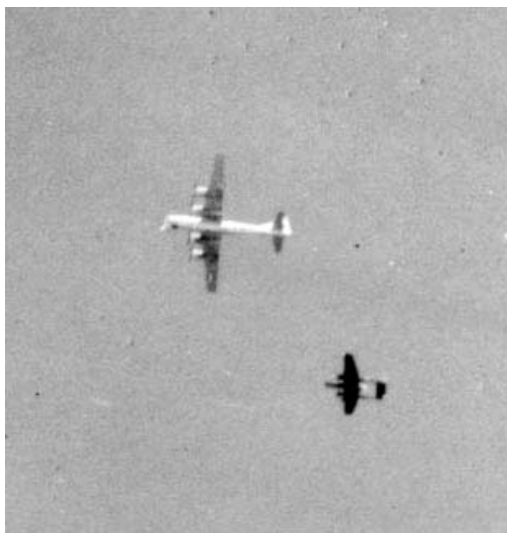
Proof of the polishing.
WF556 being prepared for
display at the Coronation
review.
(Mike Davies)

In the end WF556 did not
take part as stated in Mike's
letter above!

Steven Smisek, sent some photos relating to the shooting down of the B-29 in issue 7:

The following photos were taken by an infantryman on Iwo Jima and show the Black Widow forming on the luckless B-29 and then the final pass of K-37 before the shooting down.

Steven Smisek, webmaster of the 330th BG association web site
(www.rootsweb.com/%7Eny330bg/home.htm).



Bunny Bowers wrote:

Dear Chris,

Many thanks for the copies of Washington Times, two of the articles caught my eye. Firstly, the three engined landing of the very first Washington to arrive in the country. WF437 was to be my aircraft as crew chief. As a matter of interest I am still great friends with Skipper Kidd who was crew chief of WF434, the 'first' aircraft that was officially handed over. A photo of the ceremony is in the archives museum at Marham. However, there is no photo of the last aircraft to be sent back I regret to say because I was on parade on that occasion.

WF437 (44-61599) being handed over at the delivery ceremony at Marham on March 22nd 1950. (*Jeff Brown*)



The crew chiefs of the first 4 Washingtons
Left to Right: Bunny Bowers (WF437), Bill Wales, Ron (Skipper) Kidd (WF434), Butch Sinfield (*Bunny Bowers*)



But much more so my interest went to issue 7 where the loss of WF495 was described. The crew concerned was my crew although the aircraft belonged to 115 Squadron and it was only by chance that I wasn't with them for my place was taken by Wing Commander Passmore who was Admin Wing C.O. at Marham. I have a copy of their memorial service which I have enclosed.

Bunny Bowers

This page and next,
Memorial Service for the
crew of WF495 (*Bunny
Bowers*)



Memorial Service

for

The Crew of Washington Aircraft No. W.F. 495

Lost in flight 26th January, 1954



Church of St. Margaret,
Royal Air Force,
Marham, Norfolk

Friday,
5th February 1954
at 2.30 p.m.

Order of Service

I am the Resurrection and the Life, said the Lord; he that believeth in Me, though he were dead, yet shall he live; and whosoever liveth and believeth in Me shall never die.

We brought nothing into this world, and it is certain we can carry nothing out. The Lord gave, and the Lord hath taken away; Blessed be the name of the Lord.

Let not your hearts be troubled: Ye believe in God, believe also in Me. In my Father's house are many mansions.

Blessed are they that mourn: for they shall be comforted.

The Eternal God is thy refuge, and underneath are the everlasting arms.

Hymn

Tune—Crimond

THE Lord's my Shepherd, I'll not want;
He makes me down to lie
In pastures green; He leadeth me
The quiet waters by.

My soul He doth restore again;
And me to walk doth make
Within the paths of righteousness,
E'en for His own name's sake.

Yea, though I walk through death's dark vale,
Yet will I fear no ill
For Thou art with me, and Thy rod
And staff me comfort still.

My table Thou hast furnished
In presence of my foes;
My head Thou dost with oil anoint,
And my cup overflows.

Goodness and mercy all my life
Shall surely follow me,
And in God's house for evermore
My dwelling-place shall be.

Flight Lieutenant Richard Norman Williams
D.F.C., D.F.M.
Wing Commander Arthur Keith Passmore
D.F.C.
Flight Lieutenant Robert Arthur Kirkland
Flight Sergeant Bernard Walter Noble
Flight Sergeant George William Clamp
Sergeant Michael John Kennell
Sergeant George Johnston

V. Enter not into judgement with Thy servant O Lord.
 R. For in Thy sight shall no man living be justified.
 V. Grant unto them eternal rest.
 R. And let light perpetual shine upon them.
 V. We believe verily to see the goodness of the Lord
 R. In the land of the living.
 V. O Lord hear our prayer
 R. And let our cry come unto Thee.

Let us pray.

Father of spirits, we have joy at this time in all who have faithfully lived, and in all who have faithfully died. We thank Thee for all fair memories and all lively hopes; for the sacred ties that bind us to the unseen world; for the dear and holy dead who compass us as a cloud of witnesses, and make the distant heaven a home to our hearts. May we be followers of those who now inherit Thy promises, through Jesus Christ our Lord. Amen.

O Father of all, we pray to Thee for those whom we love, but see no longer. Grant them Thy peace. Let light perpetual shine upon them; and in Thy loving wisdom and almighty power work in them the good purpose of Thy perfect will; through Jesus Christ our Lord. Amen.

Almighty God, Father of all mercies and giver of all comfort; Deal graciously, we pray Thee with those who mourn, that casting every care on Thee, they may know the consolation of Thy love; through Jesus Christ our Lord. Amen.

O Heavenly Father, who in Thy Son Jesus Christ has given us a true faith, and a sure hope: Help us we pray Thee, to live as those who believe and trust in the Communion of Saints, the forgiveness of sins, and the resurrection to life everlasting, and strengthen this faith and hope in us all the days of our lives: through the love of Thy Son, Jesus Christ our Saviour.

Let us Pray for the Royal Air Force.

"If I climb up into heaven Thou art there . . . If I take the wings of the morning, and remain in the uttermost parts of the sea, even there shall Thy hand lead me, and Thy right hand shall hold me."

O God who art ever with us, whether we go up into heaven or whether we remain in the uttermost parts of the earth: Mercifully grant to those who face the perils of the air, courage, skill, and, if it be Thy will, a safe return, and so strengthen them by the knowledge of Thy abiding presence that both in the hour of danger and in times of ease they might lift up their hearts to Thee in confidence and joy: through Jesus Christ our Lord. Amen.

The Grace of our Lord Jesus Christ, and the love of God, and the fellowship of the Holy Ghost, be with us evermore.
 Amen.

Hymn

I vow to thee, my country, all earthly things above
 Entire and whole and perfect, the service of my love;
 The love that asks no question: the love that stands the test;
 That lays upon the altar the dearest and the best;
 The love that never falters, the love that pays the price,
 The love that makes undaunted the final sacrifice.

And there's another country, I've heard of long ago,
 Most dear to them that love her, most great to them that
 know;

We may not count her armies: we may not see her King;
 Her fortress is a faithful heart, her pride is suffering;
 And soul by soul and silently her shining bounds increase,
 And her ways are ways of gentleness and all her paths are
 peace.

The Blessing

Last Post

Reveille

The Lesson

THE WISDOM OF SOLOMON 3. 1-5.
 ROMANS 8 and 35-39.

The souls of the righteous are in the hand of God, and there shall no torment touch them.

In the sight of the unwise they seem to die; and their departure is taken for misery, and their going from us to be utter destruction; but they are in peace.

For though they be punished in the sight of men, yet is their hope full of immortality.

And having borne a little chastening, they shall be greatly rewarded: for God proved them and found them worthy for Himself.

Who shall separate us from the love of Christ? shall tribulation, or distress, or persecution, or famine, or nakedness, or peril, or sword?

As it is written, for Thy sake we are killed all the day long; we are accounted as sheep for the slaughter.

Nay, in all these things we are more than conquerors through him that loved us.

For I am persuaded, that neither death, nor life, nor angels, nor principalities, nor powers, nor things present, nor things to come, nor height, nor depth nor any other creature shall be able to separate us from the love of God, which is in Christ Jesus our Lord.

Hymn

JESU, lover of my soul
 Let me to Thy bosom fly
 While the nearer waters roll,
 While the tempest still is high;
 Hide me, O my Saviour, hide,
 Till the storm of life is past;
 Safe into the haven guide
 O receive my soul at last.

Other refuge have I none;
 Hangs my helpless soul on Thee;
 Leave, ah! leave me not alone,
 Still support and comfort me.
 All my trust in Thee is stayed,
 All my help from Thee I bring;
 Cover my defenceless head
 With the shadow of Thy wing.

Plenteous grace with Thee is found,
 Grace to cover all my sin;
 Let the healing streams abound;
 Make and keep me pure within.
 Thou of life the fountain art;
 Freely let me take of Thee;
 Spring Thou up within my heart,
 Rise to all eternity.

Address

By the Station Chaplain.

Prayers

Let us pray.

Lord, have mercy upon us.
 Christ have mercy upon us,
 Lord, have mercy upon us.

Our Father, which art in Heaven, Hallowed be Thy name;
 Thy Kingdom come; Thy will be done; in earth as it is in
 Heaven. Give us this day our daily bread, and forgive us
 our trespasses, as we forgive them that trespass against us.
 And lead us not into temptation; But deliver us from evil.
 Amen.

The First B-29 in England

Although the early USAAF war plans (Air War Plans Division AWPD-1) of 1942 projected that some 24 groups of very heavy bombers (2,040 B-29s and B-32s) were to be based in Northern Ireland for use in the strategic bombing effort against Germany, delays in producing both the B-29 and B-32 meant that these were never enacted. By the time the B-29 was ready, in the spring of 1944, the strategic bombing offensive was clearly being won and the B-17s and B-24s of the 8th Air Force did not need the additional capability that the B-29s would bring. Consequently the entire WWII B-29 effort was directed against Japan, initially from bases in India and China and later from bases on the newly captured Marianas Islands in the Pacific Ocean.

Despite the above, the first B-29 (or more accurately a YB-29) to land in England arrived on March 6, 1944. This plane was diverted from its deployment to India in an attempt to convince the Japanese that the B-29s were indeed to be used against the Germans in Europe. As a ruse the operation failed completely and the Japanese remained fully aware of the B-29 force being readied against them. However, the B-29 did visit several bases to test their suitability for handling the heavy B-29 and this information was used in the post war development of bases for the USAF's Strategic Air Command and then for the RAF.

The following diary for the YB-29 visit was supplied by Iris Fry the daughter of M/Sgt Luther Thompson, one of the crew members of YB-29 41-36963 'Hobo Queen':

- Feb 26, 1944 Project 98070, also known as the Pathfinder Project using airplane YB-29 41-36963 left Marietta, Georgia. for Bayamon P.R. to go by southern route¹.
- March 1, 1944 Ordered back to Marietta to take northern route to UK.
- March 6, 1944 Left Gander for St. Mawgan
- March 8, 1944 To Bassingbourn. Flew to British and American bases testing runways for weight carrying capacity and letting the Germans take pictures at high altitude...the object to make the Germans think the B-29's were to be used against them. The airplane was shown to many visitors such as Churchill, Eisenhower, Tony Spatts, Air Chief Marshal Tedder, etc.
- April 1, 1944 Left St. Mawgan for Marrakech at 00:56 and flew 2 hours west before turning south to Marrakech.
- April 2, 1944 Left Marrakech to Cairo
- April 5, 1944 Cairo to Karachi
- April 6, 1944 Karachi to Kharagphur and met there by K. B. Wolfe.

¹ Two 'southern routes' were used: the first went Kansas, Gander, Marrakech, Cairo, Karachi and then to their base. The second went Kansas, Miami, Puerto Rico, Natal (Brazil), Accra, Khartoum, Karachi and then to their base

R E S T R I C T E D

HEADQUARTERS
XX BOMBER COMMAND
SMOKY HILL ARMY AIR FIELD
SALINA, KANSAS

26 February 1944

SUBJECT: Orders.

TO : Personnel Concerned.

1. The following named personnel XX Bomber Command WP by military aircraft from Smoky Hill Army Air Field, Salina, Kansas to Marietta Army Air Field, Marietta, Ga rptg upon arrival to the CO Marietta Army Air Field, for comp duty pending shipment overseas, in airplane 41-36963, project 98070. All personnel are assigned to Shipment No FY400AA.

CAPT WILLIAM A STEWART	0300632 AC	Pilot
CAPT JOHN W ERWIN	01699315 AC	Co-Pilot
CAPT ISAAC A MORRIS	0413336 AC	Flight Engineer
1ST LT ROBERT E SETTLE	0736893 AC	Navigator
M Sgt James A Graham	6782000	Crew Chief
M Sgt Clyde M Youngblood	6259393	Asst Crew Chief
M Sgt Luther Thompson	6316093	Mechanic Gunner
M Sgt William J Swartwout	R-226737	Elec Spec
T Sgt Joseph E Parsons	16018895	Mechanic Gunner

2. T Sgt Stanley N Tecoma 15016209, Radio Operator, now at Marietta, Ga, will join this shipment as radio operator.

3. Col Frank R Cook O-20420 AC will be asgd to this shipment as the Airplane Commander.

4. All personnel will use APO No 12926 c/o Postmaster, New York, N Y.

5. All individuals will be clothed and equipped in accordance with List "H", "Individual Clothing and Equipment " dated 15 Nov 1943 as modified by AAF Ltr 65-4 dated 20 Jan 1944, subject: "Modification of Individual Clothing and Equipment Lists, A to K dated 15 Nov 1943" except that par 2 of AAF Ltr 65-4 is deleted therefrom. Baggage not transported in subject airplane may be shipped to New York P of E for movement by water. Such baggage will be addressed to the Port Transportation Officer, New York P of E, Brooklyn, N Y, for shipment number FY 400 AA marked with individual's name, grade, army serial number and shipment number.

6. The provisions of Section V, Air POM (Second Edition) dated 1 Aug 1943, file AG 370.5 (6 Aug 43) constitute an intergral part of this order.

7. The CO Marietta Army Air Field is responsible for processing the above personnel and airplane through his station and supplying any clothing and equipment not supplied prior to arrival at his station.

R E S T R I C T E D

Page 1 of the 2 page Movement Orders sending YB-29 41-36963 overseas. Although not mentioned, the destination was to be England and then India. (Iris Fry)

R E S T R I C T E D

8. All officers will have in their personal possession the following forms: 66-2, 65-1, 81, 79, 43 and 206. All enlisted men will have in their personal possession the following forms: 20, 24, 28, 32, 43, 79 and 81.

9. A flat per diem of seven dollars (\$7.00) in lieu of subs is authorized while travelling by air. Per diem allowance prescribed is limited to a period not to exceed thirty days (30) at any one station within the continental limits of the United States. TDN 1-5250 P 431-01 02 03 07 08 A 0425-24. Auth: TWX Hq AAF Wash DC 26 Feb 44.

By command of Brigadier General WOLFE:

Leo I. Herman

LEO I. HERMAN
Lt Colonel, Air Corps
Acting Adjutant General

R E S T R I C T E D

Second page of the Movement Orders. (Iris Fry)



M/Sgt Luther Thompson (extreme left) and 3 unknown men pose on bomb bay fuel tanks in front of 'Hobo Queen' in India. (*Iris Fry*)

Joe Harlick, a Photographer with the 91st Bomb Group, 324th Bomb Squadron also supplied some information about the event as well as the two photos on the next page:

Yes, I am an eye witness to the fact that the B-29 (or YB-29) landed on or about 8 March 1944 at Bassingbourn, England. Home of the 91st Bomb Group for three years. It was there for a day or two so that all the high ranking Officers could see it and go through it. Since all of the Photo Unit had TOP SECRET clearance, I was able to go all through the bomber.

My job in the Base Photo Unit was Camera Repair / Photographer but I also had to solve and recommend changes to the manufacturer on Bomb Strike Camera wiring and installations (I had already recommended changes in the B-17). The big thing I noticed right away, was that the Airplane was fully pressurized. A very large improvement from the open "Air Conditioned" B-17s we were flying in, breathing oxygen through a mask. And of course it was much larger with more than twice the bomb load capacity. We were instructed not to photograph the plane, but as we drove our 4 x 4 Weapons Carrier vehicle away from the parking site, I turned around and snapped two photos with my personal small fold up camera. So the following photos are not considered official classified photographs, and have never been published before (I could have been court martialed at the time). Since 60 years have passed, I believe the B-29 is no longer a classified subject. However the two prints have been stamped by the base censor at the end of the War in Europe.

Joe Harlick



Joe Harlick Photo B4395

First B-29 to land in England at Bassingbourn - 8 March 1944



Joe Harlick Photo B4395a

First B-29 to land land in England at Basingbourn - 8 March 1944

Aircraft in Detail WF547 (44-62328)

When B-29A-75-BN 44-62328 was accepted by the USAAF on 11 June 1946 it marked the end of the B-29 production run that totalled 3,960 spread across 5 factories (3 XB-29s from Boeing at Seattle, 14 YB-29s and 1,620 B-29s from Boeing at Wichita, 357 B-29s from Bell at Marietta, 536 B-29s from Martin at Omaha, 1,119 B-29As from Boeing at Renton and finally 311 B-29Bs from Bell at Marietta).

Like the other 18 B-29As from production batch B-29A-75-BN, 44-62328 boasted a streamline upper forward turret of the style that would be used on the B-50s that was replacing the B-29 on Boeing's production lines.

After being accepted, '328' moved to Davis Monthan and the 248th Base Unit (a Base Unit would be a Maintenance Unit in UK terminology). After a month here she was moved to the 4117th Base Unit at Robins for 2 months before returning to Davis Monthan and the 328th Base Unit. Two month later again, on 12 December 1946 '328' was assigned to the 64th Bombardment Squadron, 43rd Bombardment Group (BG) also at Davis Monthan. While there a competition was run on a local radio station to name the B-29. The winning entry, submitted by a Mrs Zee Hunter, was 'Pride of Tucson' and '328' was duly christened and photographed for local papers (see next page).

After serving with the 43rd BG for four months she transferred to the 2nd BG, again at Davis Monthan. On 18 August 1948, she, and all the B-29s of the 2nd BG deployed to RAF Lakenheath as part of the USAF's response to the Berlin blockade and the famous Berlin airlift. The 2nd BG remained at Lakenheath for 3 months before returning home to Davis Monthan in November. In April 1949 the 2nd BG moved home base from Davis Monthan to Chatham and '328' moved with them before being removed from the SAC inventory on 31 May 1950 and assigned to Air Material Command for storage at Columbus.

From Columbus she was delivered to the RAF, leaving for England from Robins AFB on 17 March 1951. She was issued to 149 Squadron at RAF Coningsby as WF547 on 7 April that year. On 12 March 1953 WF547 was assigned to Scottish Aviation at Prestwick for storage before being returned to the US as part of Operation Home Run on 5 October 1953.

Once back in the US WF547 went again to Davis Monthan, this time assigned to Air Material Command's 3040th Base Unit, more famously known as the 'bone yard'. She remained here until 14 July 1954 when, as the US movement card reports, she was 'salvaged'. Thus ending the history of the last B-29.



Left, 44-62328 at RAF Lakenheath in 1948 while serving with the 2nd BG. **Right**, WF547 (note streamline upper forward turret) flying in formation with other 149 Squadron B-29s. (*Jeff Brown*) Note: the RAF had another B-29A-75-BN with streamlined turret, WF 552 or 44-62326 which took part in the Coronation review as part of the 115 Squadron 'vic'.

Last B-29, "Pride of Tucson" Has Enviably Record

Completed in June, 1946, "The Pride" Received Gala Sendoff from Boeing

Way out West in Arizona, where they claim the "Bad Men" are, the roughest, toughest things by far are the B-29's and the men who maintain and fly them.

Here on the desert at the Davis-Monthan Air Force Base, you will find the famous 43rd Bombardment Group, and also the Air Force museum. If you should happen to get a look at these two outfits you would see a few of the AF's old "War Birds" of the past and also a few that are making history at the moment in the new peace time Air Force.

This story began about 19 months ago and concerns a B-29 called the "Pride of Tucson," the men who fly this lady of the blue and the men that keep her in tip-top condition.

On a sunny day in June, 1946, here at Davis-Monthan Field a shiny new B-29A taxied to a stop completing her first cross country flight from her birth place at Boeing in Seattle to her new home in Tucson. If a B-29 could talk, I am sure this lady would have thanked her Uncle Sam for giving her a chance to show her colors with a first class outfit instead of being put away in a storage area or graveyard with her sister ships like the one in her own backyard.

The "Pride of Tucson" was the winning name that was submitted by Mrs. Zee Hunter in a contest last September on the radio show "Wings over Tucson." This name was awarded to B-29 No. 44-62328 of the 64th Bombardment Squadron. This Superfortress happens to be the very last B-29 built by

the Boeing Aircraft Co., to be delivered to the Air Force.

Since the "Pride of Tucson" had her first picture taken, which appeared on the cover of the July, 1946 issue of the Boeing Field Service News, this ship has shown a performance that very few Superforts can equal. By the 19th of April, when this ship was hardly more than 10 months old, she had already completed over 500 hours of flight with her original four engines intact.

All this can only be fully appreciated by men who have a knowledge and understanding of the performance in pace and in war time of this type of aircraft. The unquestionable ability and skill of this ship's Crew Chief, T/Sgt. Gordon F. Hanson and the mechanics on this maintenance crew speaks for itself. To these men we point with pride.

In the past 19 months the Combat Crew has flown the "Pride of Tucson" over 248,000 air miles. The ship has completed flights all over the world to such places as Germany, Alaska, Bermuda, Hawaii, Jamaica and all over the United States. This ship has already completed its first 1,000 hours of flight under extensive training conditions in all types of weather.

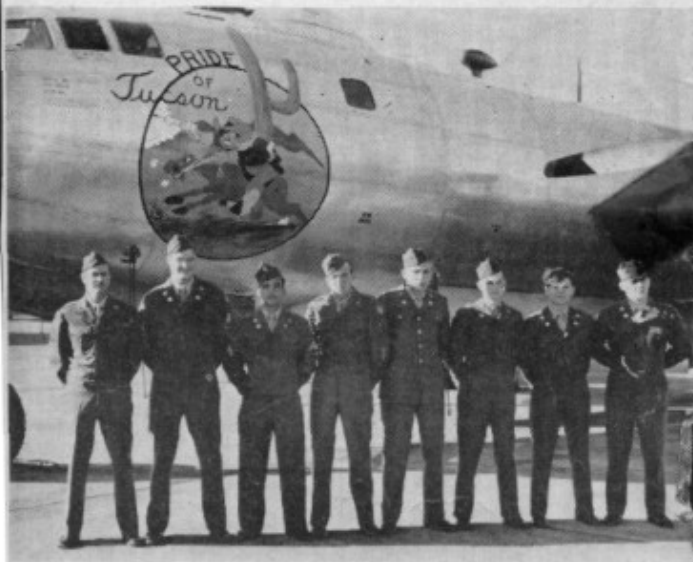
It is only the complete coordination of this ship's pilot 1st Lt., Harold B. Wilson and his combat crew members working as an efficient team, that help make this Bomber Group outstanding in the Air Force. To this crew we also point with pride.

S/Sgt. Herbert M. Totten,
Squadron Reporter, 64th



B-29A No. 328 "Pride of Tucson" Combat Crew, 64th Bomb Sqdn, taken by 2nd Photo at Davis-Monthan Field, Tucson, Arizona.

Reading from left to right standing: 1st Lt. HAROLD B. WILSON, Pilot, Capt. GLENN A. McCONNELL, Co-Pilot, 1st Lt. WILLIAM C. CONE, Navigator, Capt. JOHN DONEGAN, Bombardier, M/Sgt. ALEC P. PAWLUK, Engineer, M/Sgt. DAVID W. CRAW, Radar Op. Reading from left to right kneeling: T/Sgt. CHRISTOPHER C. BOEHM, Radio Op., S/Sgt. JOE E. BUCKNER, Cof. Gunner, Sgt. CHARLES E. RIELLY, Left Gunner, T/Sgt. DALLAS D. THOMAS, Right Gunner, S/Sgt. JOHN H. MOORE, Tail Gunner.



B-29A No. 328 "Pride of Tucson" Maint. Crew, 64th Bomb Sqdn, taken by 2nd Photo at Davis-Monthan Field, Tucson, Arizona.

Reading from left to right: T/Sgt. GORDON F. HANSON, Crew Chief, S/Sgt. JIMMY W. WESTERFIELD, Cpl. JUNIOR E. WETTSTEIN, Cpl. MAX R. McMAHON, Cpl. FOREST G. FLETCHER, Pfc. D. C. BEENE, Pfc. ROBERT L. BURNIS, Pfc. HAROLD E. BURTON.

An article from an unknown newspaper, possibly the unit paper of the 64th Bomb Squadron, covering 44-62328, the very last B-29 made. This plane, identifiable by the streamlined upper forward turret, went on to serve with the RAF as WF547. (John Pawluk)

Rosters

149 Squadron

Sqd Cdr	Sqd Ldr N. E. Canton M.B.E. D.F.C.	Pilot
Training Officer	Flt Lt John Care D.F.C.	Pilot (Care Crew)
Flt Cdr Flying	Flt Lt E. S. Smith	Pilot
Flt Cdr Flying	Flt Lt G. M. Braid	Nav
Eng Ground	Flt Lt S. F. Leaman	Tech/Eng
Flying	Flt Lt R. C. Penning	Pilot
Flying	Flt Lt O. S. Collins	Pilot
	Flt Lt C. R. Corney	Pilot
	Flt Lt P. J. Edwards	Pilot (Edwards Crew)
	Fg Off A. Garretts	Pilot (Garretts crew)
	Fg Off F. Freun	Pilot
	Plt Off K. M. Williamson	Pilot
	Flt Sgt E. R. Carlick	Pilot
	Sgt F. M. Wood	Pilot (Edwards Crew)
	Sgt W. H. Cowey	Pilot
	Sgt J. E. Sowerby	Pilot
	Sgt J. A. Wright	Pilot (Garretts crew)
	Flt Sgt N.Parr	Pilot (Care Crew)
	Vacant	
	Vacant	
Nav (sn)	Flt Lt J. D. Benca	Navigator
	Flt Lt J. A. Wainwright D.S.O.	
	Flt Lt P. B. Osborne	
	Flt Lt A. P. Zeleny	(Garretts crew)
	Flt Lt D. W. Lowes	(Edwards Crew)
	Flt Lt B. O. Sibree	
	Flt Lt M. D. Middlemist	
	F/Sgt P. M. Edge	
	F/Sgt H. M. K. Algar	
	F/Sgt G. A. Davies	
	F/Sgt B. A. Gilbert	(Edwards Crew)
	Sgt J. W. Lashbrook	(Care Crew)
	Sgt R. Hanslip	(Care Crew)
	Sgt B. Channing	(Garretts crew)
Engineers	Flt Lt W. J. J. Hudson	(Care Crew)
	F/Sgt C. C. Rawlinson	(Edwards Crew)
	F/Sgt D. G. Hall	
	Sgt C. F. Curran	
	Sgt P. H. M. Smith	
	Sgt W. L. Rawlinson	
	Sgt W. R. Ross	(Garretts crew)
	Sgt W. A. Lindsay	
Gunners	Flt Lt A. F. Peters	(Garretts crew)
	Flt Lt D. E. Hewlings	(Care Crew)
	Flt Lt M. Danaher	
	F/Sgt N. P. Brint	(Care Crew)
	F/Sgt L. A. Fowle	
	F/Sgt W. Macklin	(Edwards Crew)
	F/Sgt R. J. Nicholls	(Garretts crew)
	F/Sgt P. E. G. Green	
	Sgt J. L. Heron	
	Sgt J. Brown	(Edwards Crew)
	Sgt J. C. Holland	
	Sgt R. T. Balsdon	

	Sgt S. Farrell	
	Sgt C. W. Smith	
	Sgt A. Newman	
	Sgt B. J. Davies	
	Sgt J. R. Hobbs	(Care Crew)
	Sgt B. Lindsay	
	Sgt D. Redford	
	Sgt P. Owen	
	Sgt L. F. Feakes	(Garretts crew)
	Sgt M. R. V. Keen	
	Sgt A. R. Thick	(Care Crew)
	Sgt J. E. Bryant	(Edwards Crew)
	Sgt F. J. A. Howell	
	Sgt J. T. Eagleston	
	Vacant	
	Vacant	
	Vacant	
	Vacant	
	Vacant	
	Vacant	
Signallers	Flt Lt R. A. Douglas D.F.C.	(Care Crew)
	Flt Lt F. F. Boler	(Garretts crew)
	M/Sig A. Stuart	(Edwards Crew)
	F/Sgt D. H. Smith	
	F/Sgt H. Fuller	
	F/Sgt J. F. Hall	
	F/Sgt H. G. Bright	
	Sgt D. B. Cassellis	

If anyone can complete other 'crews' either for 149 squadron as above or any squadron I would be most interested in hearing about them.



F/O Garrett's Crew. L to R: Sgt Brian Channing (Nav / Radar), Sgt Zajicek (Pilot, just posted out), F/Lt Zeeny (Nav / Bomb Aimer), Sgt Jock Ross (Flight Engineer), F/Sgt 'Nick' Nicholls (left Scanner), Elevated F/Lt Boler (Signaller), Sgt 'Wilbur' Wright (Pilot, just posted in), F/Lt Peters (Central Fire Controller), F/O Garretts (Captain), Sgt Les Feakes (Right Scanner) (*Les Feakes*)

Contacts

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

David Roy	Alexander Arnold	ASF Marham 44 Squadron Air Gunner
Phil Gerry Ray	Batty Beauvoisin Belsham	44 Squadron Signaller 57 Squadron Air Gunner ASF Engine Fitter Marham
Bunny Joe Jeff William	Bowers Bridge Brown Butt	Crew Chief WF437 Webmaster, RAF Marham Website 149 Squadron Air Gunner 115 Squadron Crew Chief
John Katie Pat Brian Bob Terry Doug John John (Buster) Don	Care Chandler Chandler Channing Cole Collins Cook OBE Cornwall Crabbe Crossley	149 Squadron Pilot Widow of Vern Chandler, A/C 44-69680 (WF437) Daughter of Vern Chandler, A/C 44-69680 (WF437) 149 Squadron Navigator 149 Squadron Electrical Fitter (WF498) XV Squadron Engine Fitter 44 Squadron Co-Pilot (WF508) 192 Squadron aircrew 207 Squadron Crew Chief 90 Squadron Signaller
Bernard Mike Keith	Davenport Davies Dutton	90 Squadron Air Gunner 90 Squadron Air Gunner 90 Squadron Air Gunner
Les Ken Charles Dave John John Ray	Feakes Firth Fox Forster Forster Francis Francis	149 Squadron Air Gunner 44 Squadron Air Gunner Bombardier 42-94052 (WF444) Researching RAF ELINT Squadrons 207 Squadron / WCU Air Gunner 192 Squadron Engine Fitter 57 Squadron Association
Gordon Norman Alan Brian Bob Tony	Galletly Galvin Gamble Gennings Goater Goodsall	44 Squadron Navigator / Bombardier XV Squadron Engine Fitter 90 Squadron Radio Operator Ground Maintenance Hanger XV Squadron Instrument NCO 90 Squadron Air Gunner
Ken Roy Tony John Julian Henry Brian John Ernest Paul	Harding Hild Hill Hobbs Horn Horscroft Howes Howett Howlett Hunt	44 Squadron Signaller Pilot 42-94052 (WF444) Archivist P&EEE Shoeburyness 149 Squadron Air Gunner RAF Watton Website 44 Squadron Association 115 Squadron A/C 44-61688 (WF498) 44 Squadron Engine Fitter (WF512) Flight Engineer 42-65274 with 40 th BG (WF442)

Jimmy	James	Engine Fitter
David	Karr	Nephew of William Karr, XV Squadron Air Gunner
J.	Kendal (Ken)	90 Squadron ??
Andrew	Kerzner	Tail Gunner 44-69680 (WF437)
John	King	44 Squadron Flight Engineer
John	Laing	207 Squadron Air Gunner
George	Lane	Navigator 44-69680 (WF437)
Peter	Large	Brother of Edward Large, Pilot 44 Squadron
Pete	Lewis	149 Squadron Engine Fitter
Gerry	Maloney	44 Squadron Navigator/Bomb Aimer (WF508)
Patrick	McGrath	115 Squadron Pilot
P.	McLaughlin	Engineering Officer, Pyote Texas
Peter	Morrey	57 / 115 Squadron Air Gunner
Mo	Mowbrey	57 Squadron Air Gunner
Brian	O’Riordan	192 Squadron Ground crew
Ralph	Painting	57 / 192 Squadron Flight Engineer
Tom	Pawson	35 Squadron Signaller
Harry	Rickwood	149 Squadron Electrical Fitter
Harold	Roberts	Witness to crash of WF502
Ivor	Samuel	207 Squadron Air Gunner
William	Santavicca	Gunner ‘Look Homeward Angel’, 6 th Bomb Group Association
Steve	Smisek	Son of A/C of City of San Francisco (K-29, 330 th Bomb Group)
Joe	Somerville	Engine Fitter Marham
Derek	Stanley	57 Squadron radio Engineer
Jim	Stanley	
Bill	Stevenson	35 / 635 Squadron Association
Albert	Urquhart	Left Gunner K-39, 330 th Bomb Group
Colin	Williams	XV Squadron Navigator / Bombardier
Robert	Willman	A/C 42-93976 (WF440)
Charlie	Woolford	90 Squadron