500th Bomb Group Memorial Association and
Friends of the 497th Bomb Group
23 Westerly Drive, Fredonia, New York 14063 e-mail: 500thbombgroup@netsync.net Tel: 716-673-1921
Fold3 500th Direct http://www.fold3.com/browse.php#292|h1bCH6AV-

Directors:
Kenneth F. Fine, Secretary-Treasurer
Edwin D. Lawson, Chair
Charles E. McCoy
Hugh Phillips
Donald R. Thurow

Editors:
James E. Bowman
Edwin D. Lawson

Alternates:
Clyde Barnhart
William Copeland

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1. **Wings of the Marianas.** This is the successor organization to the 73rd Bomb Wing Association. Plans call for the annual reunion to be held in New Orleans, August 12-15 at the Hilton Hilton Garden Inn New Orleans Convention Center S Peters St New Orleans LA Expedia Hotel Expert: 1-855-809-3512. Among the features planned are: A visit to the WWII Museum and a cruise on the steamboat "Natchez" for the 11:30 jazz brunch cruise on Sunday the 14th.

2. **497th and 500th websites.** Both of these have been updated in March. The number of total "hits" for the 497th since December was 493 and from at least 10 countries. The total number for the 500th was 1182 with about 15 countries. Work on both of these sites is continuous as data keep coming in.
3. CD. We are producing more CDs. One is composed of the six scrapbooks we have produced for the 497th and 500th squadrons. Another is McNair Collection that was recently donated. This second CD has many photos from Saipan not previously available. There is also a before and after after 70 years on Saipan. Members who renew or new members can receive one of the CDs at no charge. A second one is $10 Requests for CDs should be made to the Treasurer, Ken Fine.

4. **Friends of the 497th Bomb Group** is composed of those with ties to the 497th but have joined the 500th Bomb Group Association. Corey Thompson (broxbxb29@gmail.com) is the 497th Representative.

5. Fold3. The site is listed below.
   
   [http://www.fold3.com/browse.php#292|h1bCH6AV](http://www.fold3.com/browse.php#292|h1bCH6AV)
   
   There has been a great deal of interest in the records of men of the 497th and 500th as well as the 20th Air Force as a whole. Direction for easy access to the 497th and 500th sites is enclosed in this mailing. If the viewer looks around, many photos of the 20th can be found. There is no charge. Some of these records, especially Personal Accounts are available nowhere else.

6. Reminder. **WWII Memorial**. You may already be familiar with the WWII Memorial. All those who were KIA are supposed to be listed but many are not. There were well over 300 men from the 497th and over 200 from the 500th who were lost. Individuals can send in entries as well. Since there were many from the 500th that died and were not listed, the 500th Bomb Group Memorial Association honored all men from the 500th who died in service. For further information, go to [http://WWIIMemorial.com](http://WWIIMemorial.com) and then go to the Registry. It is also possible to add photos.

   For those interested, the Honor Roll list of the men of the 497th is available on request from edlawson@netsync.net. It shows all the men memorialized with links to National Archives and the World War II Memorial. The links take the viewer right to the Memorial where entry can be downloaded. Volunteers are sought for help in adding 497th names to the WWII Memorial.

7. Mail and Postal Mail, Websites.
   
   Note this notice is being prepared in two forms. An e-mail version will go out as well. The e-mail version will make it easier for those with computers to log on by just clicking. There are many sites on the web. They can be found by just going to B-29.

8. Milt Martin Sites: Includes 17 videos including Pratt, 29th Bomb Group, Flying the Hump and the Marianas. [https://www.youtube.com/user/miltm1944](https://www.youtube.com/user/miltm1944)
   
   WWII Airfields of the Plains. During WWII vast expanses of Kansas and Nebraska were transformed into massive training bases for American Bomber Crews. Special section on the 330th Air Service Group. Many crew photos. [https://flic.kr/g/pyvrr](https://flic.kr/g/pyvrr)

   Prairie Bombers Digital Library. Has a great deal on the 497th, especially on individual crews. [www.PrairieBombers.org](http://www.PrairieBombers.org)

9. **Reminder: Veterans History Project.** Congress created the Veterans History Project in 2000 as part of the American Folklife Center at the Library of Congress. The mission is to collect, collect, and make accessible the personal accounts of American war veterans so that future generations may hear directly from veterans and better understand the realities of war. Members who are veterans are asked to consider making a contribution. Family members of a veteran can also make a contribution (photos, diaries, records, other items).
10. The B-29 Engine

Not everyone may be aware of the difficulties involved with keeping the four engines of the B-29 going over the tremendous distances that were flown. Bob Mann author of *The B-29 Superfortress: A Comprehensive Registry of the Planes and Their Missions, B-29 Superfortress - Color Walk Around No. 54, and The B-29 Superfortress Chronology, 1934-1960*, gives a vivid description of the trials and tribulations of working on the R3350 engine. This description originally appeared on the B-29 Superfortress Digest Number 7683 on February 29, 2016.

*Let's talk about that furshulginer R3350.* Mon Feb 29, 2016 2:45 am (PST). Posted by: "Robert Mann" rambert094

I gave the B-29 three years of my life - loved the plane, hated that oil leaking, valve swallowing, compression losing piece of junk. I am convinced that the 1944-45 cylinders were ill-designed and am collecting data to prove my contention. So far it is apparent that blown and split cylinders, swallowed valves and valve guide problems were not uncommon and most of which resulted in a mission abort AND the plane out of commission for at least a day for either a cylinder or engine change. Both jobs, in the 1945 time frame, took 10-12 hours. Five years later – in 1950 - we had the -57 fuel injected engine, which was more robust than those early models. Some might question the above estimate of 12 hours to change an engine (I am not including run-up time on the new engine in the 12 hours. I have photographic proof that the 'new' engines came to the flight line

(a) not fully built up and
(b) naked - that is without the ring cowl which covered the engine and which had to be installed by the plane's crew.

Again, in 1950, three of us could pull the old engine, hang the new (complete with ring cowl) and have it hooked up ready to run in 7 to 8 hours. Even in 1950 the T.O. said change the engine at 600 hours but I remember that the functional life of an R3350 engine was closer to 400 hours A cylinder, however, took just as long to change in 1950 as it did in 1945. A lower cylinder change was highly dreaded = working above your head with oil dripping down your neck while two of you, one with the ring compressor and one trying to slide the cylinder over the compressed ring WHOOPPEE One down and four to go!!! - 24 hold down bolts in and torqued and now they had to be safety wired. Up thru late 1950 that meant stringing safety wire through 24 bolt heads down there in those really close quarters where the rough-cast cooling fins were waiting to rip up your knuckles off your hands. Then we started getting a knuckle-saver - a four hole metal unit set over four hold down bolt heads and whacked three or four good ones with our trusty ball peen hammers and voila!!!!! - four safetied
Bob Mann (Continued)

Got to tell y'all this oil leaking story. My dear friend - Andy Tangeman - had a rocker box cover leaking on his engine. Did the obvious; replaced gasket and torqued cover hold-down nuts. Airplane flew. Cover leaked. Andy cheated - TWO gaskets, still leaked. Crew chief decided cover was warped and told Andy to lap it down until he had a perfectly flat surface on the rocker box cover. Andy lapped all morning, finally had a 100% flat surface, put a new gasket in place, torqued the nuts and bid the engine farewell, a problem solved EXCEPT that it was still leaking!!!! A straight edge examination determined that the CYLINDER was warped. Which made (a) one wonder how it passed a quality test at the factory and (b) what Andy said when told to change the cylinder. Changing a jug was a 8 to 10 hour job, depending on which cylinder was the problem child. A bad jug on the bottom of the engine was dreaded – with oil dripping in your face while you worked over your head – no fun.

To continue my rant against the R-3350 engine - - -

It leaked oil. Understatement of the decade, It leaked it from the rocker box covers.. the push rod housings, the prop governor pad . . to name just a few places. And then there were the exotic/strange places. Let's go to the arrival of my plane - 44-62094 in the spring of 1950 - without major trauma. After an arrival Inspection it was sent out on its first mission - a Vulture Dog as I remember Anyway, mission profile called for a spiral climb over Guam. Everything fine to 15,000 when #2 oil pressure dropped to zero> Feathered and returned, NO oil in #2 tank.Changed both sumps with intermittent churning on engine mechanic (guess who) for "not servicing engine". Filled #2 oil tank with both Line Chief and Engineering Officer looking over my shoulder. Airplane takes off on test hop with 3 or 4 people crowded in left blister. Start inching up on 15,000 and 80 gallons of oil blew out the engine breather line under pressure, clearing the nacelle and fuselage. Feathered, returned with much head scratching. So pulled the engine, red lined tag put on it and shipped in back to Wright-Pat. We hung a new engine on 094 and away it went on many Vulture miles.

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Brooks Rowlett commented on the term Furshlugginer and identified it as originating in Mad Magazine. He further directed the reader to the etymology in Wiktionary, “From the Yiddish, one of several words Anglicized and popularized by the original writers of MAD Magazine. The word comes from shlogn ("to hit") with the prefix far- which often indicates the one so described is taking on the quality named. Thus, in Yiddish it means an old, battered piece of junk.”
Millard “Lefty” Palmer

Millard “Lefty” Albert Palmer, 90, of Fairfax, Virginia passed away on February 24, 2016. He and his twin brother, Willard, were born on February 19, 1926 on Fairland Hill in Fulton, NY, sons of John Albert and Mary Mae Palmer. He was educated in a one-room school house on Fairland Hill before moving to West Fulton. He graduated from Middleburgh Central School in 1942. At 17, he enlisted in the Army Air Corps became a B-29 Central Fire Control Gunner and flew combat missions against Japan. He was awarded the Air Medal and the Distinguished Flying Cross. He was called back to serve during the Korean Conflict and served as a radar observer and was promoted to the rank of colonel.

He married Doris Denny on November 5, 1948 and had three children. He had several careers of note, including service at West Point and the Office of the Quartermaster General. He was promoted to headquarters and became the Chief of Special Projects. After over 40 years, He retired from Federal Service as the Chief of Command Support Division for Defense Logistics Agency. After his civilian career he became a real estate agent. He was the chairman of the WWII 73rd Bomb Wing Association for ten years. He will be remembered for his sense of humor as he led the organization’s business and social affairs.

In 2013 he was awarded the Distinguished Flying Cross with Valor for heroism on 7 July 1945. During flight the bombs failed to release and he and the bombardier crawled into the open bomb bay and dislodged the bombs with a screwdriver and flashlight. Their actions saved the plane and the crew.

Interment with military honors planned at a later date at Arlington National Cemetery. Expressions of sympathy can be sent to Doris Palmer at 4600 Guinea Rd. Fairfax, VA 22032.

Reunion goers will recall Doris Palmer and daughter Dennise Palmer March
500th Bomb Group Memorial Association Newsletter—April 2016

500th, 497th, and B-29 Museum, Renewals/Applications

500th Bomb Group Memorial Association
Membership Renewals & New Member Application (Year is from June 1-May 31)

Yes! I want to continue as a Partner and help the 500th Bomb Wing Memorial Association with its mission of preserving and perpetuating the glorious memories of courage and heroism of the men of World War II. The 500th Bomb Group Memorial Association is recognized as a non-profit under Section 501 © (3) of the Internal Revenue Code.
Checks can be made out to: 500th Bomb Group and sent to: Kenneth F. Fine, 2003 SW Meyer Blvd, Blue Springs, MO 64015, (816) 228-4212, finechateau@msn.com

Annual Dues $25. Contributions___ $15 ___ $20 ___ $30 ___ $50 ___ $100 __ Other

Name ____________________________________________ Address_________________________________

Please Print
Telephone (   ) (   ) (   ) E-mail ________________________________

If Legacy, Name of Person to Whom Related______________________________________________

Unit in the 73rd:_______________Group____________Squadron____________Other__________________
(If Other, Please give further information)____________________________________________________

Renewal & New Member Application (Year is from June 1-May 31)

Yes! I want to continue as a Partner and help the Friends of the 497th Section of the 500th Bomb Wing Memorial Association with its mission of preserving and perpetuating the glorious memories of courage and heroism of the men of World War II.

The 500th Bomb Group Memorial Association is recognized as a non-profit under Section 501 © (3) of the Internal Revenue Code.

Checks can be made out to: 497th Section, 500th Bomb Group and sent to: Corey Thompson, 497th Representative, 26351 S. McHardy Rd., Brandon, SD 57005-7009, Tel: 605-582-3437. broxbx29@gmail.com

Annual Dues $25. Contributions___ $15 ___ $20 ___ $30 ___ $50 ___ $100 __ Other

Name ____________________________________________ Address_________________________________

Please Print
Telephone (   ) (   ) (   ) E-mail ________________________________

If Legacy, Name of Person to Whom Related______________________________________________

Unit in the 73rd:_______________Group____________Squadron____________Other__________________
(If Other, Please give further information)____________________________________________________

8
B-29 Museum Membership Application/Renewal

The B-29 Museum holds the extensive collection of the memorabilia of the 73rd Bomb Wing and from other sources. It has extensive exhibits and educational programs. Yes! I want to join and help the B-29 Museum with its mission of preserving and perpetuating the glorious memories of courage and valor of the men who trained at the Army Air Fields in Kansas during World War II. The B-29 Museum is recognized as a non-profit under Section 501 © (3) of the Internal Revenue Code. Contributions are deductible. Fiscal year: January 1-December 31st.

Checks can be sent to: B-29 Museum, Inc., and sent to P.O. Box 29, Pratt, KS 67124.

Annual Dues: ___ $20. ___ Life Membership $200. Contributions ___ $15 ___ $20 ___ $30 ___ $50 ___ $100 ___ Other ___ Total____

Name ___________________________________________ Address ________________________________

Please Print

Telephone (      ) (      ) (      ) E-mail ________________________________

If Legacy, Name of Person to Whom Related___________________________________________

Unit in the 73rd:____________Group__________Squadron__________Other__________________

(If Other, Please give further information)________________________________________________

WEBSITES

Prairie Bombers Digital Library.
http://www.youtube.com/watch?v=Cjde12KPGo&feature=em-share_video_user

Wichita B-29
http://video.foxnews.com/v/3680239915001/historic-b-29-bomber-to-hit-the-skies-again/?intcmp=related#sp=show-clips


Radar Bombing Air Force Training Film
http://www.portlandwindowtinting.com/spqkbc/lbgumsuppqvpvgeza.rksxeqwlalkgilifyhpvfauuwosqjmjucnmxzhc
Also at http://tinyurl.com/mf335fr

Do get an echo.

CBI Order of Battle Shows Table of Organization of the 20th Air Force
http://www.cbi-history.com/part_ic.html

Raid on Japan-All https://www.youtube.com/watch?v=heDUXiPIOc&feature=em-share_video_user