

20TH AIR FORCE ASSOCIATION  
NEWSLETTER

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"20TH AIR FORCE TODAY" Maj. Gen. Donald G. Cook, USAF, Commanding General, 20th Air Force (Editor's note: Maj. Gen. Cook wanted close liaison between 20th Air Force and this Association. In May 1998, he invited a few of us to witness current 20th Air Force operations, and a repeated surprise was having a bright young officer or airman walk up smile, introduce himself, and as a passing remark, say, "You are our heritage!" We felt about like Teddy Roosevelt would had he—47 years after San Juan Hill-visited us in 1945. Gen. Cook, a great airman, missileer, & friend, is now Director, Expeditionary Aerospace Force Implementation, Air & Space Operations, Hq. USAF.)

America's ICBM Team is the nation's primary nuclear deterrent and that it excels isn't by accident. Hard work, planning, and dedication of its 11,000+ men and women is what makes 20th AF operations so successful—and the legacy you left us. Recent events continue testing the abilities of the operators, maintainers, security forces, and pilots, and prove yet again that Americans will meet any challenge. We've moved missiles from North Dakota to Montana in the dead of winter, hosted Russian Strategic Rocket Forces personnel on our bases, and are implementing the first reduction in warhead numbers on Minuteman III. in accordance with START I. I'll discuss each briefly.

Over the last three years, 20th Air Force has accomplished an unprecedented feat: Moved 150 Minuteman III missiles from the 321st Missile Group at Grand Forks AFB, ND to the 341st Space Wing at Malmstrom AFB, MT—not the most favorable weather and terrain with which to cope, but you know something about the effect of weather and terrain on operations. This task was accomplished 4 months ahead of schedule and under budget. With realignment of the Minuteman III from Grand Forks to Malmstrom complete on July 2, 1998, the 321st Missile Group retired into history. Our greatest accomplishment during this realignment, for which we take great pride, is our safety record. We transferred 150 missiles and approximately 450 warheads—moving them a total of 110,000 miles—without an accident! The magnitude of this accomplishment and the quality of our people really hit home when I accompanied a briefing team, two enlisted maintenance people—one from the 321st Missile Group and one from the 341st Space Wing—and a young Security Forces troop, to brief the Air Force Chief of Staff. He was highly impressed with the professionalism and competence of these young enlisted personnel, and their ability to stand up and knowingly discuss critical, classified aspects of our operations. My hat is off to the proud men and women of 321st Missile Group and 341st Space Wing.

Change hasn't been limited to just our missile community for the world has experienced tremendous changes necessitating changes in how we must do our job. The clear shift in the international political climate since the Cold War and more open relations between the United States and countries of the former Soviet Union have significantly affected our job. There's no better example of this than the military exchange program initiated by Senators Sam Nunn and Richard Lugar, a program for improving military relations and confidence in each other by having each demonstrate to the other our daily routines. Though secrets aren't shared, the program is a vital and encouraging sign that old adversaries can meet, cooperate and share ideas as professional comrades-in-arms. The most recent mil-to-mil visits have come closer to program goals with 20th Air Force (as directed by U.S. Strategic Command) working closely with Russian Strategic Rocket Forces (SRF) to bring visits down from the level of senior commanders to delegations of colonels and captains.

In April 1998, missile security experts from the SRF met with our Security Force personnel at Malmstrom AFB to look at how we safeguard the nation's nuclear arsenals—an unprecedented opportunity for the world's foremost practitioners of nuclear security to meet, consult, and exchange ideas on how best to maintain security of the world's critical ICBM assets.

In May, we hosted SRF members in a shadow program at F.E. Warren AFB, WY, where Russian officers spent a week observing day to day activities of their counterparts in 90th Space Wing. Equivalents of our Wing, Group, Squadron, and Flight Commanders shadowed their hosts in daily events ranging from on-site missile maintenance to a military retirement. Job titles may differ, but participants quickly found they have similar duties, functions, responsibilities, and challenges. These exchanges emphasize similarities and bridge gaps between the world's two elite corps of ICBM warriors. In September, our security experts visited Russian missile sites and a similar 'shadow' program hosted by the SRF was laid-on for this Fall.

These personal exchanges demonstrate that the Cold War is over, but weapons reductions are even more significant signs. Start I protocols will cause even further changes in our ICBM forces. 90th Space Wing will replace current 3-Multiple-Independently-Targeted Re-Entry Vehicle (MIRV) warheads on Minuteman III missiles with a Single Re-Entry Vehicle (SRV), a procedure requiring three years to complete, and will again

demonstrate that our maintenance and security forces are the world's best. This enormous task will have minimal impact on our day-to-day readiness and workload and even appear simple, because of planning by 20th Air Force maintenance personnel in conjunction with Hq. Air Force Space Command (HQ AFSC) and U. S. Strategic Command (USSTRATCOM). The world will be a safer place once both sides have fewer nuclear weapons on alert and the START II treaty—ratified by the U.S. Senate but not the Russian Duma—further reduces the number of nuclear weapons on alert. Yet what the Duma will do is uncertain, and we must continue to watch carefully and plan accordingly.

As the world continues to change, and finds its way toward further reductions in the need for strategic nuclear weapons, 20th Air Force stands ready to defend the nation with the world's most powerful ICBM force. We are proud of our country and honored by our 20th Air Force heritage.

PONDERING OUR FUTURE - Chapter 1.

(Based on 73rd Bomb Wing Association's June 1998 Newsletter)

Arizona Aerospace Foundation and New England Air Museum offer flexible support for WW II veteran organizations that find they lack enough volunteers to keep operating. 'Crunch time' is upon WW II vets' associations, and before it's too late, here are the choices:

1: Keep studying all available courses of action--i.e. do nothing.

2: Consolidate with another veterans outfit--i.e. one whose members will live forever.

3: Choose either of the above and build a memorial to us all. Come now.

4: Contract now with an Aviation Museum to help/run the association once it lacks volunteers, and in return, encourage members to contribute (by Will/otherwise) to the Museum, so it can afford to help your association.

5: Link up with Embrey-Riddle/a State Univ. having an established aviation program and make a deal similar to #4, above.

6: Close-up shop, dispose of your assets now, and forget it.

Note: 20th Air Force Association isn't suggested as an option, because it was established to promote U.S. airpower (by preserving the history, memory & traditions of 20th Air Force), not be a catch-all veterans organization. It couldn't get Air Force Association or the Air Academy's 'Falcon Foundation' to provide the back-up veterans' associations need, so suggests vets associations contact Arizona Aerospace Foundation's CEO, Ed Harrow, on (520) 574-0606 or New England Air Museum's CEO, Mike Speciale, on (860) 623-3305, and make a deal. Others providing this service aren't mentioned here because we don't know who they are or what they offer, but each of those named says it will maintain rosters, plan and/or run reunions, write &/or distribute newsletters, arrange bookings, etc.—whenever and wherever you please. They're flexible and ready to deal, so contact one or the other and get something arranged!

PONDERING OUR FUTURE - Chapter 2.

There hasn't been a 20th Air Force-wide gathering since Boeing's 50th anniversary celebration of the B-29's first flight at Seattle, in 1992. There won't be many chances to hold such a gathering unless someone grabs this ball and moves it. Any date/place anyone chooses is likely to conflict/be 'too close' to where/when a Wing/ Group/Squadron association recently held/is about to hold a reunion. So, we hereby announce a 20th Air Force-wide banquet in Wichita, KS, Saturday, October 14, 2001 and propose that, at your earliest convenience, each Wing/Group/Squadron association notify all others who is its Project Officer for this event, that it make (at its own convenience) its own travel, hotel, meals, and local entertainment arrangements, and hold its own separate banquet in Wichita Friday night, October 13, 2001, and join everyone else at the 20th AF banquet on Sat., 10/14/01. If you have a better idea, please take-over!

IF A B-29 TAIL GUNNER DOESN'T GET YOU, A FREIGHT TRAIN MAY

(From 78th Fighter Squadron's "Busmaster News")

The "BusmasterNews" tells of Yutaka Marioka, one of 432 cadets graduating from the Japanese Naval Academy November 15, 1941—just in time to serve as "Chief, Right Side AA Guns" on the battleship Yamashiro when it sailed in support of the Pearl Harbor attack. In April 1942 he went to flight school at Kasumigawura Training Base. 4 in his class died in training and 1 contracted consumption; of the 133 graduating, 21 (16%) survived the war (40 went to fighters, 2 survived; 24 to dive bombers, 3 survived; 24 to torpedo planes, 3 survived; 18 to hydroplanes, 4 survived; 27 became navigators, 8 survived). He then went to Usa Kokutai (on Kyushu) for 6 months' dive bomber training and was made an instructor, but classmates kept going to places like Taiwan, Saipan, and Rabaul, so when a request for fighter-training volunteers came along, he signed-up, was sent to 302 Kokutai at Atsugi, for training in Zekes and Jacks-by Lt. Akamatsu, a Navy ace. Most of those left at Usa died as Kamikazes. One day he tackled a B-29 from the rear and the tail gunner shot-off his left hand. Fitted with a prosthesis, he resumed flying, but avoided B-29 tail gunners...and died in a 1993 train accident.

ENERGIZE AND START A 3350 BY-HAND? "No way!"

(From a letter by Dan Kelly, Crew Chief on 6th Bomb Group's Aircraft #13, appropriately named "Black Cat")

Not all B-29s were equipped with hand cranks for starting 3350's, but some were. One night 6th Bomb Group was going on a max-effort, but Crew Chief Dan Kelly's #2 starter wouldn't energize, so he had two men take the 18-inch hand crank stowed in the bombay,

stand on a Crew Chief Stand near the engine's right side, manually crank the inertia starter up to speed, pull the engaging handle, and got #2 going. The ship made the mission. Ground Crew effort like this is one reason 20th Air Force was so rough on the enemy!

#### LIFE MEMBERSHIPS

Clem Heddleson, Navigator, 29th Bomb Gp, suggests Life Memberships be compared as follows: Of 314 Life Members from Bomb Gps and their Wg Hq, 59 (18.8%) are from 58th Wg, 71 (22.6%) from 73rd Wg, 91 (29%) from 313th Wg, 65 (19.4%) from 314th Wg, and 28 (8.9%) from 315th Wg. Gp totals are: 468th-32 each; 9th-29 each; 39th & 504th-23 each; 6th-19 each; 497th & 500th-18 each; 330th-17 each; 499th-16 each; 498th-14 each; 505th-13 each, 462nd-10 each; 444th-8 each; 29th, 501st & 502nd-7 each; 40th-6 each; 509th-5 each; 16th-4 each; 331st-3 each. 7th Fighter Command is well represented (4 each), and several Service and Depot Groups have their Life Members. If your outfit is dragging its feet, send the Treasurer a \$50 check, payable to 20th AF Assn, and receive a Life Membership card and certificate; send only \$10 if all you want is to be kept on the mailing list.

#### 25 B-29s ON DISPLAY AND, ONCE IT RAISES \$130,000,000, SMITHSONIAN WILL ADD ENOLA GAY TO LIST

Our business isn't fund-raising for 'good' causes, but members keep suggesting we raise money for one or another of the 25 B-29s on display around the world: 14 are on/near Air Force Bases (Barksdale, Castle, Dobbins, Ellsworth, Hill, Kelly, March, Offutt, Tinker, Travis, Warner Robbins, Whiteman, & Wright-Patterson), and 11 more are at American Memorial Park (Saipan), American Airpower Heritage Museum (Midland), Georgia Vets State Park, Imperial War Museum (Duxford), Museum of Flight (Seattle), New England Air Museum (Windsor Locks), Pima Air Museum (Tucson), Pueblo Memorial Airport, Sandia National Atomic Museum, Seoul (Korea), U.S. Aviation Museum (Fresno), and Weeks Air Museum. Smithsonian (National Air & Space Museum) says Enola Gay will join this list as soon as a \$130,000,000 hangar is built at Dulles--in 2003? Those believing the Smithsonian will display Enola Gay in a manner vets approve may want to help, but should remember: Donations sent there go into a general fund whose use can't be limited to National Air & Space Museum, much less Enola Gay, and is another reason why this Association isn't involved.

#### THERE WERE NO JAPANESE ATROCITIES?

(Lt. Gen. James V. Edmundson, USAF, Ret.)

Each time December 7 rolls around, those of us in Hawaii 50-odd years ago, who survived that brutal Japanese attack on the U.S. Fleet and U.S. military installations in Hawaii, are reminded of that day and the viciousness with which that sneak attack was delivered.

I mention this because a sizeable group of academic revisionists insist on re-writing the history of WW II in the Pacific and are teaching it to our youngsters. They surfaced about the time the Smithsonian Air & Space Museum was planning its exhibit of Enola Gay, the B-29 from which The Bomb was dropped on Hiroshima. Their intended message was that, in the Pacific War, Americans were rampaging aggressors while the Japanese were merely trying to preserve their national culture. These advocates were born after the war, lack direct knowledge of what happened there, and yet are convinced that their interpretation of history is correct.

December 7 is always a good time to review a few irrefutable events of World War II.

More than 30,000 cases of rape, torture, murder and plunder in Shanghai, during the war, are a matter of record. In a 4-month orgy known as the Rape of Nanking, torture and murder claimed the lives of 200,000 Chinese. In Manchuria, 12,000 people were grotesquely killed, as human guinea pigs in Japanese germ warfare tests. Their scorched earth policy in North China killed 19 million Chinese civilians. On the Bataan Death March, 650 prisoners died and 1,600 more later died in Camp O'Donnell. In building the railroad between Ban Pong, Thailand and Burma, 12,000 Allied POWs and 30,000 Asians died, working as slave labor. In the Sook Ching Operation, 50,000 ethnic Chinese were massacred in Malaya and Singapore. In a blood lust of defeat, the Japanese sacked Manila and butchered 100,000 Filipino civilians. These are provable facts that our revisionists want to sweep under the rug.

I am personally aware of another event that has received no public notice, but demonstrates who the real racists-and butchers-were in that war. The B-29 group I commanded was stationed on the island of Tinian during the war's final months. Several years ago, some of our members went back to Tinian and, at the invitation of the local government, dedicated a monument to the Americans who lost their lives flying from there. It was a colorful ceremony. But our people saw another monument on Tinian, placed by the Republic of Korea, to commemorate the 5,000 Korean civilians who had been taken to Tinian by the Japanese as slave labor, mostly to cut sugar cane. Once it became obvious to the Japanese that the Americans were about to land on Tinian, they summarily executed the 5,000 Koreans, to prevent their ever helping Americans.

These are not nice stories, but are true and documented, and while it seems a shame to bring them up now that Japan is a Free World ally, they deserve re-telling so long as our brilliant young professors insist that we were the bad guys in that long-ago war.