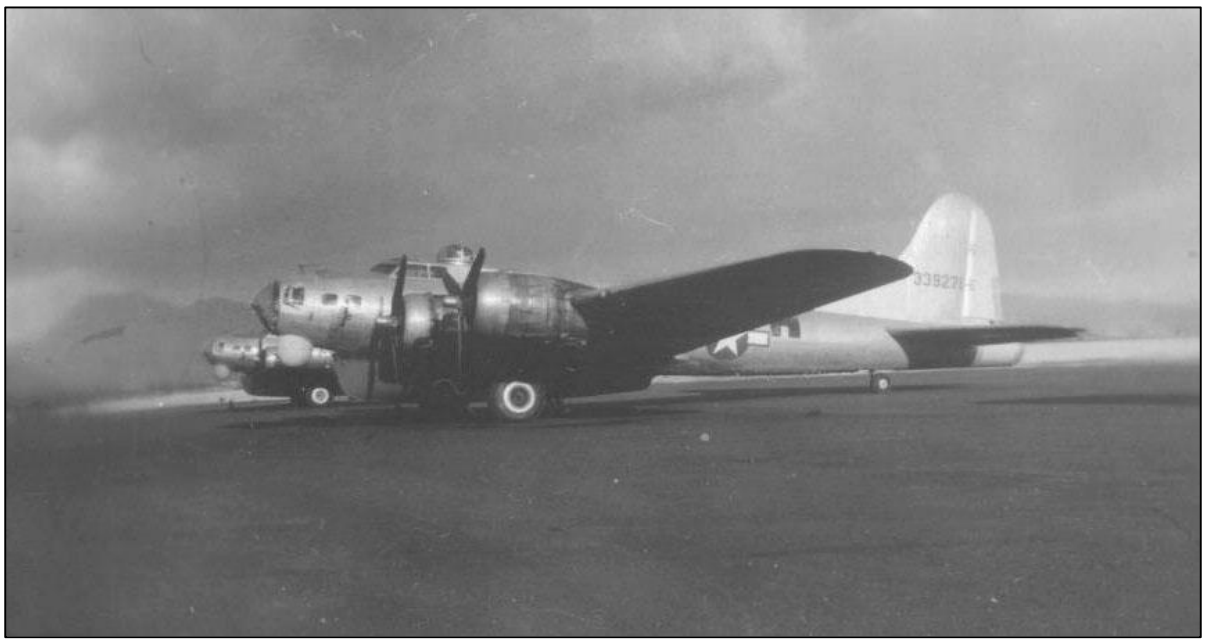
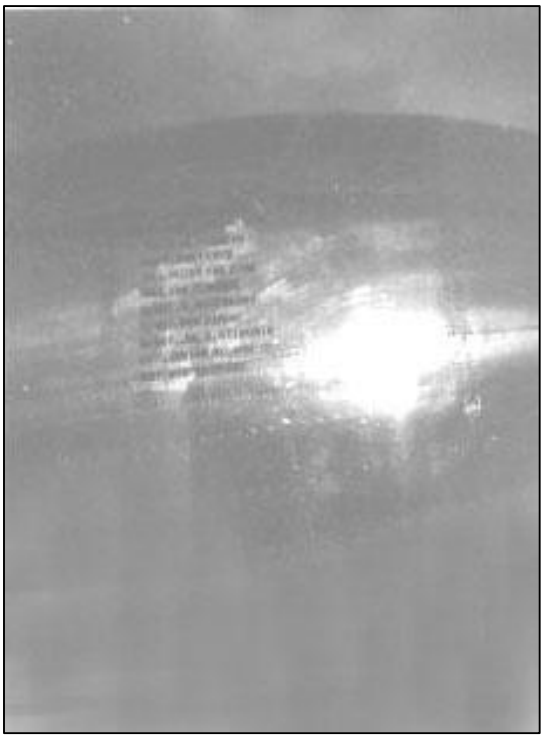
Pictures of planes taken
by Tim Denny during his service
7 April 1943 – 11 March 1946
served 15 months in the Asiatic-Pacific Theater of
Operations with the 152^{2nd} Army Air Forces Base
Unit. Served part of this time with the Army
Transport Command.




THE
DRAGON
AND HIS TAIL


KATE


TLIN'
IT HOUSE!



I was told some interesting facts at my father Tim Denny's funeral. My brother, Richard mentioned that Tim serviced and loaded the plane called the Enola Gay this plane was the one that bombed Hiroshima, Japan in World War II. L.H. Gill confirmed my brother's story. My brother said that Tim took a picture of the nose of that plane with the writing the Enola Gay on the nose. I am not totally convinced that I have found that picture. On the previous pages I have shown some of the pictures that my father, Tim took. Tim was in the Asiatic-Pacific for 15 months with the 1522nd Army Air Forces Base Unit, serving part of this time with the Army Transport Command. Date of entry 7 April 1943 – 11 March 1946. I am writing to the National Personnel Records Center for Tim's service records. It would be interesting to confirm this story. Dad and I never discussed this story, I never knew to ask about the Enola Gay – Superfortress B-29. One of his pictures could have been the Enola Gay, the arrowhead and Enola Gay motif was applied while the plane was stationed on Tinian Island in the Marianas chain before the plane dropped the bomb on Hiroshima. The planes familiar arrowhead motif had been changed on both sides to the letter "R" in a circle to confuse the enemy if they made contact. Tim was buried in Cadillac Memorial Gardens, East in Clinton Twp., MI on the anniversary date that the bomb was dropped on Heroshima, Japan.

I also was told that **Lamar Medley**, my father's 1st cousin, served in the U.S. Air Force as a Captain in World War II. Two years of his service were in the Mariana Islands in the Pacific, and it was from there that the first Atomic Bomb was flown and dropped by the Enola Gay (B-29) on Hiroshima. This plane was piloted by Co., **Paul Tibbetts**, with whom Lamar was personally acquainted. *Story by: Audrey J. (Denny) Lambert.*

** See Story of Lamar Medley*

Left to right: Ernest Medley, son Lamar & Micheal Martelia (Anderson) Medley, his wife.

<u>More Facts</u>:
*Senator Albert Arnold Gore Sr. became a specialist in nuclear matters during his legislative career when the Oak Ridge facilities played a key role in the of the development atomic bomb.

Paul W. Tibbets Jr. (1915-). On August 6, 1945, Tibbets piloted the Enola Gay, which dropped the first atomic bomb on Hiroshima, Japan. He helped establish the National Military Command Center in the Pentagon.

Oak Ridge scientists explain the Bikini atomic blast

Bob McMillian
Herald-Citizen Staff , Cookeville, TN,

* A group of Oak Ridge scientists is holding a public conference at Tennessee Polytech this week to allay public concern and answer questions following the widely publicized testing of the atomic bomb on the Bikini island atoll in the Pacific.

Looking back in history, here were some of the happenings in the Cookeville area for the week of Aug. 16-22 as recorded in the pages of the Herald-Citizen:

52 YEARS AGO:

The newspaper reported this week that several such conferences are going on across the country this month to try to get America's mind off wartime use of atomic power and to shed light on possible uses of nuclear power in the "Atomic Age."

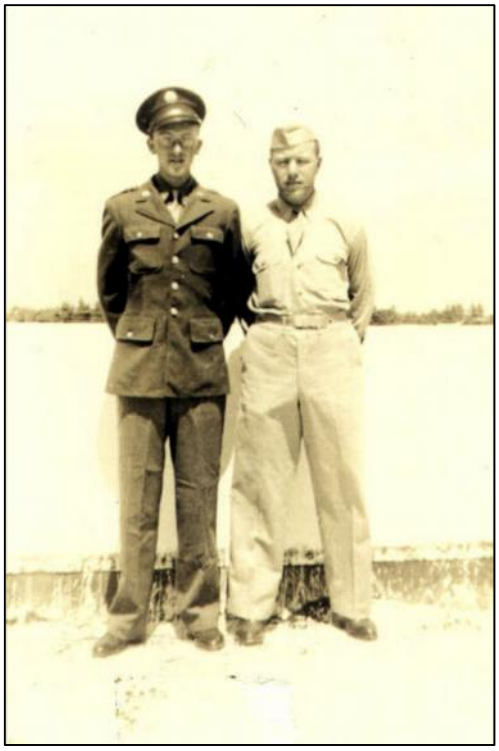
Topics at the conference will include "Facing Atomic Energy," "Can There Be A Monopoly On Atomic Energy?" "Is there a Defense?" and "Plans for International Control."

The scientists will tell the audience about ways they expect to be using atomic energy in the near future, such as developing ocean liners with immense 56-ton boilers that never need refueling and the use of atomic power to loft futuristic aircraft. (Aug. 22, 1946)

Published Friday, August 14, 1998 10:15 AM CDT

On the Left is Tim Denny.

Tim Denny



Enola Gay

Washington Post Sept 6, 2001

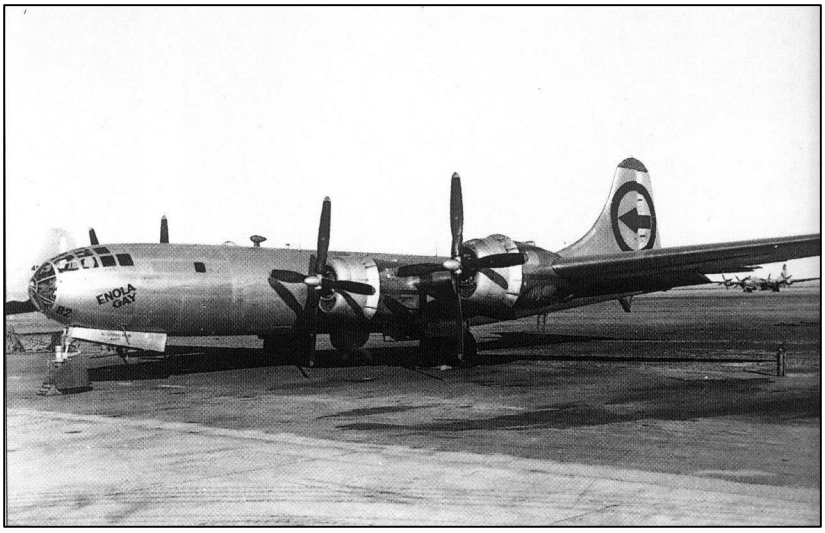
BY JAMES A. PARCELL—THE WASHINGTON POST

First Step Toward a New Home

The Enola Gay begins its trip from the National Air and Space Museum to a restoration center in Suitland. The B-29 Superfortress that dropped the atomic bomb on Hiroshima will be part of the Smithsonian's Udvar-Hazy Center near Dulles International Airport, opening in 2003.

Boeing B-29 Superfortress

The ultimate bomber of World War II, the Superfortress embodied all the principals of Long-range strategic air power as expounded by General Billy Mitchell and others since the end of World War I. It was the largest bomber to go into production during World War II, and it had the longest range. To air-power purists and to many historians, the B-29 not the two atomic bombs dropped by a B-29 was the weapon that defeated Japan and ended World War II.



On August 6, 1945, the Boeing B-29 bomber Enola Gay made history as it dropped the deadly uranium bomb called Little Boy on Hiroshima, Japan.

In January 1940, with the cloud of war already darkening Europe, the USAAF solicited top secret design proposals from aircraft builders for a bomber with a range of 5,333 miles – a bomber that could carry a full bomb load 2,000 miles from its base. Of the four companies approached, only Boeing and Consolidated took the challenge. Boeing's proposal took first honors, and a development contract was issued for an aircraft designated XB-29. Consolidated proceeded with their design – as a lower-priority backup-under the XB-32 designation.

Three prototype XB-29's were built in Seattle, and the first one was flown on September 21, 1942 with the great test pilot Edmund "Eddie" T. Allen at the controls. The plane was loosely based on Boeing's experience with the B-17, but there were so many entirely new features – all of them rushed to completion to meet tight deadlines - that there were many problems, especially with the new 2,200-horsepower Wright R-3350-13 engines. A major blow came on February 18, 1943, when an engine fire brought the second XB-29 down in flames over Seattle, killing Eddie Allen and everyone onboard.

Despite the crash and the nagging problems, the program pushed ahead briskly. The first production B-29 left the factory in September 1943. Meanwhile, both Martin and bell were brought on-line to build Superfortresses as B-29 A and B-29B, while Boeing continued to build B-29's and B-29A's. Together they built over 3,600 airplanes.

These three Superfortress types had a wingspan of 141 feet 3 inches and a length of 99 feet. They had various gross weights ranging from 110,000 pounds for the Bell-manufactured B-29B to 140,000 pounds for the Renton-built B-29A. they were all powered by variations of the 2,200-horsepower, air-cooled Wright R-3350. Top speeds for the various B-29's ranged from 360 to 380 miles per

hour depending on altitude. They had service ceilings above 30,000 feet, and the cabin was fully pressurized for long-range, high-altitude flying. They all had ranges in excess of the design spec of 5,333 miles, with the B-29B having a specified ferry range of 5,725.

Initially, the Superfortress armament included four fuselage turrets directed by a General Electric fire control system and a single manned tail turret. Each had a pair of .50 caliber machine guns except the top front turret, which had four, and the tail turret, which also carried a 20mm cannon. Later in the war, as the threat from enemy interceptors diminished to practically nil, some or all of the turrets were deleted in the field in order to save weight and carry a bigger bomb load at higher altitude.

By the time that the Superfortresses were ready for combat, the USAAF had decided to concentrate the entire force against Japan rather than to use some against Germany. USAAF commander General Henry H. Arnold even set up an all-new Air Force, the 20th, to manage the B-29 armada.

In 1944, the only bases available to the 20th Air Force that were within range of Japan were at Chengdu, deep in China. It was at the end fo a long and difficult aerial supply line that crossed the Himalayas. The first B-29 mission was flown on June 5, 1944, against Japanese-occupied Bangkok from the 20th Air Force staging base in India. Similar operations continued through the summer and early autumn, but in October, the Mariana Islands – Guam, Saipan, and Tinian – were recaptured from the Japanese.

The 20th Air Force was promptly relocated to bases in the Marianas. They were closer to Japan, and they could be easily resupplied. Through the winter, the number of B-29's available grew rapidly and so did the intensity of the attacks on Japan.

In March 1945, General Curtis E. LeMay, commander of the 20th Air Force, decided to switch from high-altitude raids using high explosives to low-altitude raids using incendiary bombs. Because of the type of construction being used in Japanese cities, this tactic proved most effective. LeMay planned a series of raids against all the major Japanese industrial centers, and timed the missions so that at least 300 Superfortresses would be available for each. The raid on Tokyo on March 9, 1945, did more damage to the target than any other single air raid of the entire war.

Meanwhile, however, the United States had developed the atomic bomb, and President Harry Truman had decided to use it to force the Japanese into an unconditional surrender. Because the B-29 was the largest bomber in the USAAF, the two available atomic bombs were designed to be dropped by B-29's.

The first nuclear weapon used in wartime was a 9,700 pound uranium bomb nicknamed *Little Boy* and was dropped on Hiroshima by the B-29 *Enola Gay* on august 6, 1945. The second was a 10,000 pound plutonium bomb nicknamed *Fat Man* and was dropped on Nagasaki three days later by the B-29 *Bock's Car*. Implicit in the two attacks three days apart was that the United States had the capability to drop many more in rapid succession, but this was not actually the case, and the B-29 force resumed conventional missions. The Japanese, however saw that their misadventure that began at Pearl Harbor was now hopeless and agreed to an unconditional surrender on August 15.

After the war ended, B-29's were about the only wartime aircraft retained by the USAAF in Undiminished status. They were, for the next several years, the only aircraft that could deliver a nuclear weapon, and they constituted thee nucleus of the Strategic Air Command, formed in 1946.

By the time of the Korean War however, the mighty Superfortress was staring obsolescence in the eye. Three bomb groups were sent to Korea, but, while they were able to fly 21,000 effective missions – many of these reconnaissance flights – their vulnerability to Chinese and Soviet jet fighters made them less powerful a weapon than they were during World War II.

**Story taken from the book: Legends of Flight with the National Aviation Hall of Fame, pgs. 124-126.*

Public Glimpses Machines That Fueled First Atomic Bomb
By Duncan Mansfield:
Herald Citizen Newspaper, Cookeville, TN, Sunday, 19 June 2005

OAK RIDGE, Tenn. (AP) – The federal government offered a rare glimpse Monday at the massive machines used to enrich uranium for the "Little Boy" bomb – the first atomic weapon used in war, dropped 60 years ago in August on Hiroshima, Japan.

Inside the high-security Y-12 nuclear weapons plant remain the last of 1,152 calutrons that once filled nine buildings, separating fissile Uranium 235 for the bomb using huge magnets and vast quantities of electricity from the government-owned Tennessee Valley Authority.

It was part of the top-secret bomb-building Manhattan Project, which turned this rural countryside about 30 miles west of Knoxville into a "secret city" of 75,000 people between 1942 and 1945.

About 50 kilograms of highly enriched uranium were produced in Oak Ridge over a year's time for the Little Boy bomb – all carried in briefcases by plainclothes couriers to Los Alamos, N.M., where the bomb was partially assembled before

being moved to Tinian in the Northern Marianas Islands and loaded onto the B-29 Enola Gay for the bomb run over Hiroshima on August 6, 1945.

“Don’t you know the people in Knoxville wondered what in the world was going on out here,” Department of Energy guide Ray Smith said Monday. “All this material was coming in, truckload after truckload, and nothing ever left.”

Many of those questions remain in this still highly classified environment, where today nuclear warhead parts are dismantled and refurbished and bomb-grade uranium is stockpiled.

For the first time, the public will be allowed to see the old calutron machines in tours this weekend as part of Oak Ridge’s annual Secret City Festival. The tours quickly filled in advance with more than 600 people signing up.

Even many who worked here didn’t know exactly what they were working on until the bomb was dropped on Hiroshima, killing more than 100,000 but leading to Japan’s surrender less than a month later.

“I wouldn’t have known what an atomic bomb was. I had never heard of it,” said Gladys Owens, 80, of Harlan, KY, who was among scores of young women hired to control electric current in the calutrons on orders from the engineers.

(Gladys Owens, known as the ‘Calutron Girl’ speaks about her role in the top-secret Manhattan Project. Photo Wade Payne)

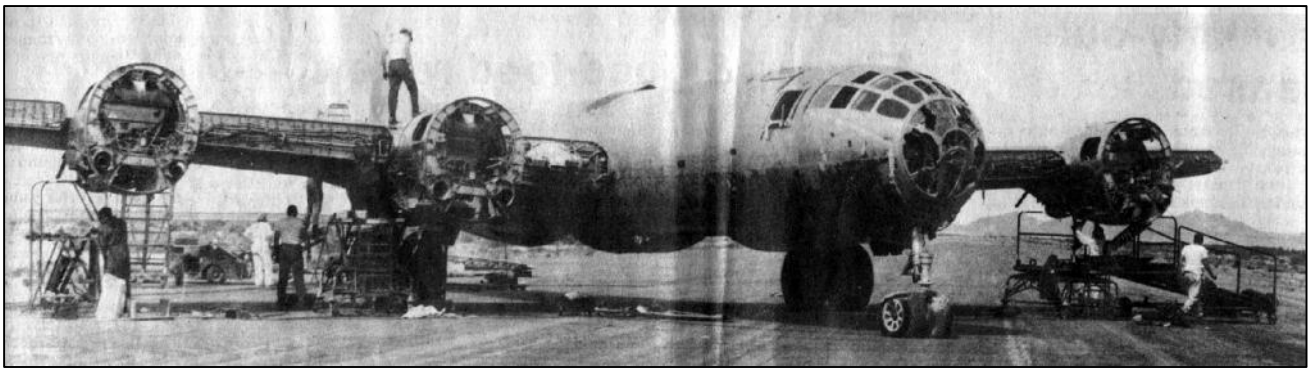
Owens, who was 19 and just out of high school when she worked here from January until August 1945, said she didn’t piece together her particular place in history until she attended the festival last year, saw her picture in the historical displays and was given a private tour.

Her reaction?

“Mostly, I thank God the state of Tennessee is still on the map,” she said, with a laugh. “Because I was right here at the controls. At 19 years old.”

“This is one of those incredibly successful American stories that’s tragic in a sense because people had to die in order for us to secure our freedom,” said U.S. Rep. Zach Wamp, R-Tenn., who represents Oak Ridge. “But in terms of what these World War II and Cold War warriors were called to do, they did it exceedingly well.”

Newspaper Article, Sampler - Dugway, Utah
Thursday, October 6, 1983
Article mentions General Paul Tibbetts – pilot of the Enola Gay.



Preparing for Departure…the hard way! Workers from the Hill based 2952 Combat Logistics Support Squadron (CLSS) are in the process of dismantling the B-29 bomber that has been a Dugway landmark for nearly 30 years. The plane is destined to be a static display alongside I-15 as part of the new Hill Air Force Base Museum.

GRAND OLD LADY OF THE DESERT TO GRACE HILL MUSEUM

By Dick Whitaker

Members of an Air Force Squardron from Hill Air Force Base began the tedious task of dismantling the old B-29 that for years sat in the desert just west of Michael Army Airfield.

The “Old Lady” will become one of the star attractions of the planned museum at Hill.

According to some of the old timers on Dugway, the Superfort was flown into the Superfort was flown into the airstrip near Granite Peak in 1953, and was subjected to a number of tests, most involving chemicals. A few years later the huge bomber was towed to the area bear Michael where it sat till now.

A number of organizations, museums and individuals have expressed an interest in obtaining the B-29, but up to now the cost of hauling the huge bomber from Dugway has been a deterrent.

The fact that it had been the subject of a number of chemical tests, and was rated triple X, also hindered those interested. The Air Force has paid for the complete check of the ship to verify that no chemical residue remained, hence the methodical dismantling.

The 12-man crew sent from Hill AFB, are member of the 2952 Combat Logistics Support Squadron (CLSS). Their chiefs, M/Sgts. Robert L. Johnson and Ed Williams say it is quite an experience for their men. None of them have any

experience working on an aircraft as old as this World War II model. Normally they are predisposed with the likes of F-16's and F-104's. Technical manuals abound in the area, and are often referred to by these modern day technicians.

The wings, engines, horizontal and vertical stabilizers will be removed and shipped separately by truck. Then the fuselage will be cut into three sections for the trip. Williams estimates the entire process will take about three weeks to complete. He said it will take considerable more time to reassemble the bomber.

One of the most difficult tasks facing the crew is removing all the various pieces without damaging them. He said their instructions were to do as little damage as possible.

Hill AFB officials say they have no time schedule when the ship will be ready for display.

Twice in recent years the Confederate Air Force inquired about the plane, with the idea of rebuilding it for flight. When it was inspected it was determined to be too deteriorated to rebuild.

One of those who visited Dugway a couple of years ago to inspect the B-29 was **General Paul Tibbetts**. He was the pilot of the Enola Gay that dropped the nuclear bomb on Hiroshima that brought an end to WWII.

In an interview with the Sampler at the time of his visit, General Tibbetts said that the Dugway B-29 had rolled off the assembly line shortly after the Enola Gay. That was determined by the serial number painted on the plane. He said the main structure of the aircraft had deteriorated to the point that he feared it could not even be towed away. However, the crew presently involved in the dismantling inflated the tires on the main landing gear prior to towing it to the auxiliary runway where the work is being performed. When they attempted to inflate the tires on the front landing gear, they both blew out. The front of the aircraft had to be raised off the ground before it was towed to the auxiliary runway.

The old ship has long been the focus of interest to visitors. On several occasions newspapers and television stations have done feature stories. The latest was a report on KSL-TV Channel 5 by Richard Bingham, and feature stories in the Provo Daily Herald newspaper.

Visitors have stripped every instrument and everything else that could be removed over the years. Even one of the huge four-bladed props was taken, returned and taken again. Another has been placed over the entrance to the terminal at Michael, AAF. Superchargers were taken from the two of the engines, and graffiti had been spray painted over the exterior.

For those who remember the B-29 as the grand and glorious Superfort that did so much to bring a speedy end to the conflict against Japan and Germany, it is gratifying to see that this wonderful relic of the past will not continue to disintegrate in the desert, but will instead be one of the focal points of interest to visitors at the Air Museum.

Oak Ridge:

A complete city built during World War II for workers of the Clinton Engineer Works (CEW), Oak Ridge is important for its part in the Manhattan Project, which resulted in the production of the first atomic bomb and the invention of the nuclear reactor. Until March 1949 access to the area was restricted, and some installations are still closed to the public. The city is the site of continued energy research, development and private industry.

The Oak Ridge National Laboratory (ORNL), successor to CEW, is one of the nation's largest federal multipurpose research and development centers. It is involved in such programs as coal technology, nuclear fission and fusion, genetics and energy conservation. The laboratory's Graphite Rector the world's oldest nuclear reactor, is 10 miles southwest on Bethel Valley Road. After being active for 20 years, the reactor was decommissioned in 1963.

The East Tennessee Technology Park on SR 58 provides a view of the former Oak Ridge Gaseous Diffusion Plant, where uranium was enriched for use as fuel in nuclear reactors and nuclear weapons 1943-85. The plant now serves as a base of operations for the Oak Ridge Environmental Management Program.

The International Friendship Bell, a tribute to Manhattan Project workers and a token of peace from Oak Ridge citizens to Hiroshima victims, stand off Badger Avenue in Bissell Park.