

20 BOMB SQUADRON



MISSION

LINEAGE¹

20 Aero Squadron organized, 26 Jun 1917
Redesignated 20 Squadron, 14 Mar 1921
Redesignated 20 Bombardment Squadron, 25 Jan 1923
Redesignated 20 Bombardment Squadron (Heavy), 6 Dec 1939
Redesignated 20 Bombardment Squadron, Heavy, 26 Mar 1943
Inactivated, 28 Feb 1946
Redesignated 20 Bombardment Squadron, Very Heavy, 5 Apr 1946
Activated, 1 Jul 1947
Redesignated 20 Bombardment Squadron, Medium, 28 May 1948
Redesignated 20 Bombardment Squadron, Heavy, 1 Apr 1963
Redesignated 20 Bomb Squadron, 1 Sep 1991

STATIONS

Camp Kelly, TX, 26 Jun 1917
Wilbur Wright Field, OH, 31 Jun 1917
Garden City, NY, 1 Nov–17 Dec 1917
Stamford, England, 7 Jan 1918
Delouze, France, 26 Aug 1918
Amanty, France, 7 Sep 1918

¹ Air Force Historical Research Agency. U.S. Air Force. Maxwell AFB, AL.

Maulan, France, 23 Sep 1918
Colombey-les-Belles, France, 17 Jan 1919
Guitres, France, 19 Jan 1919
St. Denis de Pile, France, 14 Feb 1919
Libourne (Bordeaux), France, 27 Feb–20 Apr 1919
Mitchel Field, NY, 2 May 1919
Ellington Field, TX, Jun 1919
Kelly Field, TX, 24 Sep 1919
Langley Field, VA, 30 Jun 1922 (Operated from Mitchel Field, NY, 8 Dec 1941–24 Jan 1942)
Ephrata, WA, 29 Oct 1942
Great Falls AAB, MT, 28 Nov 1942–13 Mar 1943
Navarin, Algeria, 25 Apr 1943
Chateau-dun-du-Rhumel, Algeria, 27 Apr 1943
Ain M'Lila, Algeria, 17 Jun 1943
Massicault, Tunisia, 31 Jul 1943
Amendola, Italy, 8 Dec 1943
Foggia, Italy, 10 Oct 1945–28 Feb 1946
Andrews Field, MD, 1 Jul 1947
Davis-Monthan Field (later, AFB), AZ, 24 Sep 1947
Chatham AFB, GA, 1 May 1949
Hunter AFB, GA, 29 Sep 1950
Barksdale AFB, LA, 1 Apr 1963
Carswell AFB, TX, 25 Jun 1965
Barksdale AFB, LA, 17 Dec 1992

DEPLOYED STATIONS

Lakenheath RAF Station, England, 6 Aug–16 Nov 1948
Wyton RAF Station, England, 4 May–7 Sep 1951
Upper Heyford RAF, England, 6 Sep–3 Dec 1952
Sidi Slimane AB, French Morocco, 5 Aug–30 Sep 1954, 3–7 Nov 1955, 8–18 Mar 1956, and 6
Jul–26 Aug 1956
RAF Lakenheath, England, 10–18 Mar 1958

ASSIGNMENTS

Unkn, 26 Jun 1917–9 Sep 1918
1 Day Bombardment Group, 10 Sep 1918
Unkn, Nov 1918–18 Sep 1919
1 Day Bombardment (later, 2 Bombardment) Group, 18 Sep 1919–28 Feb 1946
2 Bombardment Group, 1 Jul 1947
2 Bombardment Wing, 16 Jun 1952
7 Bombardment Wing, 25 Jun 1965
7 Operations Group, 1 Sep 1991
2 Operations Group, 18 Dec 1992

ATTACHMENTS

3 Air Division, 6 Aug–16 Nov 1948

2 Bombardment Wing, 10 Feb 1951–15 Jun 1952

WEAPON SYSTEMS

DH-4, 1918–1927

MB-2 (NBS-1), 1921–1927

O-400, 1921–unkn

XLB-1, 1927 (service test)

XLB-5, 1927 (service test)

LB-5, 1927–1929

LB-6, 1929

LB-7, 1929

B-3A, 1931

B-5, 1931

B-6A, 1932–1935

Y1B-9, 1932–1936

B-2, 1935

YB-10, 1936–1937

B-10B, 1936

YB-12, 1936–1937

YB-17, 1937–1941 (service test)

B-17, 1937

B-18, 1938–1942

BC-1, 1938

B-23, 1939

A-17, 1939–1940

A-20, 1940

B-34, 1941

B-25A, 1941–1942

B-29A, 1947–1950

B-50, 1949–1953

B-47, 1954–1963

B-52F, 1963

COMMANDERS

Cpt W. W. Wynne, 26 Jun 1917

1Lt Henry D. Lindsley, Aug 1917

Unkn, 7 Jan 1918

1Lt H. N. Lyndall, 1 May 1918

2Lt J. M. Fallon, 7 Aug 1918

1Lt Cecil G. Sellers, 17 Aug 1918

Unkn, May 1919

Cpt Donald P. Muse, 23 Jul 1919

Lt Gerald E. Brower, 29 Aug 1919
Unkn, 24 Sep 1919
2LT William R. Maynard, Dec 1920
Maj Walter R. Weaver, 23 Feb 1921
1LT Fred S. Borum, 1 Mar 1921
1LT Thomas L. Gilbert, 12 May 1921
Cpt Arthur B. McDaniel, 29 Aug 1921
Cpt George S. V. Little, 16 Sep 1921-Nov 1921
Ellis Willis, Apr 1922-20 Jun 1922
Cpt Walter R. Lawson, 30 Jun 1922
1LT James L. Grisham, 21 Apr 1923
1LT Ross F. Cole, 13 Oct 1923
Cpt Willis H. Hale, 1 Apr 1924
Cpt Cecil G. Sellers, 7 Jul 1927-1 Aug 1927
Cpt Asa N. Duncan, 1 Aug 1927
Cpt Ross F. Cole, 11 Jul 1928
1LT John R. Drumm, 28 Aug 1928
1LT James W. Hammond, 12 Nov 1928
Capt. George M. Palmer, 11 Dec 1928-1 Sep 1929
Cpt Robert T. Cronau,, Sep 1930
Cpt Frank D. Hackett, 1 Sep 1929
Maj Robert T. Kronau, 17 Jun 1931
1Lt Frederick E. Glantzberg, 26 Mar 1935
Maj Barney M. Giles, 31 May 1935
1Lt Frederick E. Glantzberg, 26 Jul 1936
Cpt Ward J. Davies, 13 Sep 1936
Maj Vincent J. Meloy, Oct 1936
Maj Theodore J. Koenig, 5 Aug 1939
Cpt Carl B. McDaniel, 1 Feb 1940
Maj William L. Ritchie, 25 Oct 1940
Maj Herbert K. Baisley, 15 Jan 1941
Maj. Dale O. Smith, Apr 1941-Jan 1942
Maj Charles A. Esau, 1942
Cpt Joseph L. Triggs, 29 Oct 1942
Cpt Harold L. Chrisman, 25 Jan 1944
Maj James G. Ellis, 20 Mar 1944
Cpt Charles W. Shepard, 25 Sep 1944
LTC Maurice A. Berry, 26 Dec 1944
Cpt William J. Horton, 10 May 1945
LTC Harry W. Robb, 2 Sep 1945
Cpt William J. Horton, 8 Sep 1945
Maj Marion H. Crum, 3 Oct 1945
Cpt Frank L. Voightman, 15 Nov 1945
None (not manned), 20-28 Feb 1946

None (not manned), 1 Jul 1947
Maj Jack O. Brown, Oct 1947
LTC Henry J. Lawrence, 22 Dec 1947
LTC Lyle C. Maritzen, 4 Oct 1948
Maj Hugh B. Vail, Jun 1949
LTC Julian A. Harvey, 1 Sep 1949
LTC Lyle C. Maritzen, Jul 1950
Maj Floyd H. Haywood, Jr., 25 Jun 1951
LTC Earle F. MacDonald, 5 Oct 1953
Maj Paul C. Watson, 24 Mar 1954
Maj John B. Boynton, 18 Jul 1956
Maj Jesse G. Morris, 28 Mar 1958
Maj Joseph Hojanacki, 5 Aug 1958
Maj George O. Bolen, 3 Jun 1959
Maj Kenneth A. Krig, 15 Jun 1959
LTC Thomas Glassburner, Aug 1960
Maj Harold B. Buckley, 18 Jun 1961
LTC Frederick C. Keish, 1 Apr 1963
LTC James D. Naler, 15 Jul 1963
LTC Joe B. Bruce, 15 Jun 1965
LTC Richard E. Fitzhugh, 15 Dec 1966
LTC Judson H. Ruth, 20 Apr 1969
LTC Allen Kempe Jr., 15 Sep 1971
LTC Vincent S. Fazio, 21 Aug 1972
Maj John Banta, 7 Feb 1973
LTC Vincent S. Fazio, 31 Jul 1973
LTC Billy S. Lyons, 7 Jun 1974
LTC Robert J. Mellody, 1 Sep 1975
LTC Ronnie W. Beezley, 31 May 1977
LTC Robert J. Issak, 30 May 1979
LTC George P. Cole Jr., 21 Mar 1980
LTC Kenneth L. Hagemann, 10 Apr 1981
LTC Gary R. Hinkle, 23 Jul 1982
LTC Edgar A. Ott, 30 Sep 1983
LTC Julian B. Hall, 1 Oct 1984
LTC Donald D. Karle, 24 Apr 1986
LTC Ronald Handley, 17 Feb 1987
LTC Gary A. Winterberger, 15 Apr 1987
LTC Jeffrey L. Wall, 27 Jun 1989
LTC John C. Moore, 5 Apr 1991
LTC Clifford L. Sjolund, 22 May 1992
LTC David A. Sarver, 20 Sep 1993
LTC Johnnie R. Madison, 3 May 1995
LTC James P. Stanton, 31 May 1996

LTC David A. Crockett, 27 May 1998
LTC William P. Rushing III, 19 Jul 1999
LTC Paul G. Bell, 20 Nov 2000
LTC John W. Robinson Jr., 3 May 2002
LTC Edwin F. Donaldson III, 25 Jul 2003
LTC Stephen M. Matson, 8 Sep 2004 (temporary)
LTC Edwin F. Donaldson III, 14 Jan 2005
LTC Mark S. Maryak, 22 Jul 2005

HONORS

Service Streamers

Campaign Streamers

World War I

St. Mihiel

Lorraine

Meuse-Argonne

World War II

Antisubmarine, American Theater

Air Offensive, Europe

Tunisia

Sicily

Naples-Foggia

Anzio

Rome-Arno

Normandy

Northern France

Southern France

North Apennines

Rhineland

Central Europe

Po Valley

Air Combat, EAME Theater

Armed Forces Expeditionary Streamers

Decorations

Distinguished Unit Citations

Steyr, Austria, 24 Feb 1944

Germany, 25 Feb 1944

Air Force Outstanding Unit Award with Combat "V" Device

1 Sep 1969–28 Mar 1970

Air Force Outstanding Unit Awards

1 Nov 1956–1 Apr 1957

21 Jun–1 Dec 1965

1 Jul 1976–30 Jun 1977

1 Jul 1984–30 Jun 1986

1 Oct 1993–31 May 1995

1 Jun 1995–31 May 1996

1 Jun 1996–31 May 1997

1 Jun 1998–31 May 2000

1 Jun 2000–31 May 2002

Republic of Vietnam Gallantry Cross with Palm

1 Sep 1969–28 Mar 1970

EMBLEM





On a White disc, edged Black, a pirate running habited with a Black cape, a Brown blouse, collared Black; a White sash, trimmed Black; trousers and leggings, Black with White laces; on his head a cap of Red and White; the right foot resting on a horizontal aerial bomb, Red, thereon a White strip marked with eleven Maltese crosses Black, and hurling a hand grenade Black, fired proper. (Approved, 12 Jun 1924, slightly modified in Jun 1994.)

MOTTO

OPERATIONS²

² The Institute of Heraldry. U.S. Army. Fort Belvoir, VA.
Air Force News. Air Force Public Affairs Agency.
USAF Accident Investigation Board Reports.

The Squadron moved to the Aerodrome at Amanty, Meuse, to join the First Day Bombardment Group, September 7th, 1918. With the beginning of the St. Mihiel Offensive several planes were detached for special service. At this time it was believed that the squadron was to be used as a biplane pursuit organization, and no bombs were on hand for the use of it or the other Liberty squadrons on the field.

On the evening of September 13th, 1918, orders were issued for the Liberty Squadrons to bomb Conflans the following day. All that night the Squadron's trucks hauled bombs from the depot at Colombey-les-Belles. In the early hours of the morning the armorers were bombing the planes. By daylight the 20 Squadron had been transformed into a bombing squadron, and was ready to carry out orders issued to it less than 12 hours before. That morning the squadron made its maiden raid.

The conditions under which the squadron began operations were far from ideal. With the exception of the Commanding Officer, none of the Pilots or Observers had ever been over the lines. Some of them had never flown in Liberty Planes, and none of them had any opportunity of learning what effect bombs had on the handling of the ships. As a result, 1st Lieut. C. G. Stephens, (Pilot) sacrificed his life in taking off on one of the first raids. As he was leaving the field on his first flight, his plane went into a stall, side-slipped and crashed. His Observer, 1st Lieut. J. J. Louis was severely injured. In spite of these adverse conditions the squadron made eight raids during the first three days of operations. Its Commanding Officer, Capt. C. G. Sellers, led seven of these eight raids in person.

It was during this period of the Squadron's history that Capt. Sellers performed a deed of courage which confirmed the wisdom of the men who made him Commanding Officer and which served to inspire his men during later days when the squadron's mounting casualty list gave them no hope of surviving the winter.

On September 15th he left with a formation of six planes to bomb the Railroad Yards of Conflans. Motor trouble due largely to the excessive strain put upon the planes in the earlier days of the offensive caused all but Captain Sellers to drop out and turn back before the lines were reached. When he reached enemy territory he found himself alone. Although he and his observer, 1st Lieut. K. C. Payne, knew from experience that the bombing plane which crosses the lines alone faces almost insuperable odds, he elected to try for the Objective without support and his observer smiled assent. The story of this raid by a lone plane is now a tradition of which the Squadron is proud. Four Fokkers were met and driven off in the dash for the important railroad center. The bombs were dropped on the objective. Three more enemy planes were met and driven off on the return to our lines, and the lone plane, riddled with enemy shots, finally reached its field. For this exploit, Captain Sellers and Lieut. Payne were awarded the Distinguished Service Cross.

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Such utter disregard for personal danger proved to be contagious. The following day Lieut. John Y. Stokes, Jr., performed a deed of such distinguished gallantry that when he was recommended for the Distinguished Service Cross, his recommendation was returned by special courier with the suggestion that his action probably qualified him for the Medal of Honor and that he should be recommended for that coveted decoration.

Lieut. Stokes was teamed as Observer with Lieut. A. F. Seaver and they flew a formation, which had Etain as its objective. As on the day before various mishaps caused all but one plane to retire before the lines were reached. This one plane was that of Lieut. Seaver and Lieut. Stokes. Instead of turning back they joined a formation of the 11th squadron and crossed into enemy territory. Before the objective was reached their plane was struck by anti-aircraft explosives, thrown out of control and into a vrille. Although out of control and with a badly missing engine which was forcing them to fall away from the protection of the squadron, they proceeded to the objective and dropped their bombs. By this time their motor had stopped entirely. They were then attacked by an enemy combat plane, but by diving with a dead propeller and with the continuous firing on the enemy plane, Lieut. Stokes crashed in the tree tops of a forest within Allied lines.

This squadron suffered 25 casualties, consisting of 13 killed, 3 wounded, 8 prisoners and 1 missing.

Conducted bombing tests on obsolete warships off Chesapeake Bay 5 September 1923.

21 April 1923 Capt. Walter Ralls Lawson, Sr. is killed along with four other crew when his Martin MB-2 bomber, 64205, of the 20 Bombardment Squadron, 2d Bombardment Group, crashes into the Great Miami River in high winds shortly after takeoff from McCook Field, Dayton, Ohio, the same aircraft he piloted with the 1st Provisional Air Brigade during bomb tests out of Langley Field that sank the former German battleship SMS Ostfriesland. The Army named the balloon landing facility at Fort Benning, in his home state of Georgia, Lawson Field in his honor in August 1931. At the time of his death, the Lawson was commanding officer of the 20

Bombardment Squadron.

On Sept. 5, 1923, operating from an improvised airdrome on the sands near Cape Hatteras, N.C., the group's Curtiss NBS-1 aircraft from the 11th, 20 and 96th Bombardment Squadrons sank the ex-U.S. Navy battleships *Virginia* (BB-13) and *New Jersey* (BB-16) off Cape Hatteras in further bombing tests.

Flew relief missions connected with the floods in central Pennsylvania 20-22 March 1936. Participated in the "Goodwill Flights" to Columbia 3-12 August 1938 and Brazil 10-26 November 1939. Redesignated as the 20 Bombardment Squadron (Heavy) on 6 December 1939.

B-52H, T/N 60-053 30 NM NORTHWEST OF GUAM 21 JULY 2008 On July 21, 2008, at approximately 0955 local time (L), a B-52H aircraft, tail number 60-053, crashed into the ocean 30 nautical miles (NM) northwest of Guam. This aircraft was assigned to the 20 Bomb Squadron, 2d Bomb Wing, Barksdale Air Force Base (AFB), Louisiana, and deployed to the 20 Expeditionary Bomb Squadron, 36th Wing, Andersen AFB, Guam. The aircraft was destroyed. All six aircrew members are presumed to have died instantly as a result of the mishap. The aircraft had no weapons on board. RAIDER 21, the mishap aircraft (MA), departed Andersen AFB, Guam, at 0859L to accomplish a local training mission that included performing a flyby in support of the Guam Liberation Day celebration. The flyby was to occur at 1000L in downtown Agana, Guam, near the World War II Park and the Governor's Complex, at 1,000 feet. A 2-ship flight of F-15Es, COLT 11 flight, was also scheduled to perform in the flyby, one minute after the MA. After the MA was airborne, it proceeded to and entered the pre-planned holding orbit at 14,000 feet, 30 NM northwest of Guam. At 0930L, COLT 11 flight departed Andersen AFB, proceeded to the flyby holding orbit and established holding 1,000 feet above and approximately 4 to 6 miles behind the MA. At approximately 0953L, the mishap crew (MC) informed the Air Traffic Control (ATC) authority they were about to leave the holding orbit and confirmed the approach corridor from the holding orbit to Guam was clear. COLT 11 flight turned away from the MA to gain the desired one minute spacing and last saw the MA in a left turn toward the coast of Guam. The MA continued its left hand turn toward the flyby inbound leg and began a descent. After approximately one minute, ATC radar returns no longer tracked the MA, and it is assumed the MA impacted the surface of the ocean at approximately 0955L, 30 NM northwest of Guam. The Accident Investigation Board President found by clear and convincing evidence that the cause of this mishap was a mis-positioning of the stabilizer trim (stab trim) mechanism. With no eyewitness account, surviving aircrew members, emergency radio calls or "black box" recordings and with minimal recovered aircraft control systems/instruments, the specific reason the stab trim was in an improper position cannot be determined. The Accident Board President found two factors which contributed substantially to the mishap: 1) the combination of low altitude with a descending left turn of the MA; and 2) late recognition of the serious nature of the situation by the MC. However, even an experienced aircrew could have found it difficult to recognize, assess, and recover from the very rapidly developing situation involving the stab trim setting.

More than 300 airmen of Barksdale's 20 Expeditionary Bomb Squadron honed their expertise while on Guam, where the United States has maintained a continuous presence of bombers since 2003 by rotating units in from stateside bases for months at a time. "While here, we integrated with the USS Stennis Navy carrier strike group, trained with joint terminal air controllers from Australia, flew multiple missions in Red Flag-Alaska, and engaged with regional partners in Australia, Japan, and [South] Korea," said Lt. Col. Mike Miller, who led the 20 EBS, in describing some of the unit's activities during the 176 sorties of their deployment. 2011

Andersen AFB, Guam-A B-52 bomber deployed here from Barksdale AFB, La., as part of the Air Force's continuous bomber presence mission will drop the base's last M117 general-purpose bomb in June, said officials during a recent visit. Lt. Col. Scott Maytan, commander of the 20 Expeditionary Bomb Squadron said there were some "31,000 M117s in the bomb depot" during the first CBP rotation in 2004. Since then, each bomber rotation has dropped an average of 700 of the bombs. "That signals a lot of good training over a decade for a lot of good weapons," said Lt. Col. Sean Walker, deputy commander of the 36th Operations Group. "It's 40 to 50 years in the making, this last drop," he added. The M117 is a 750-pound general purpose bomb that the United States used extensively during the Korean War, Vietnam War, and against Iraq in 1991. "It is uncertain as to when M117s were first present at [Andersen], although through word of mouth, it's been said that many were dropped during Operation Linebacker II missions over North Vietnam," said 36th Wing spokeswoman 1st Lt. Jessica Clark. The bombs became the weapon of choice on CBP sorties because they provided valuable training to bomber crews and their use prevented officials from having to spend a "significant amount of money to ship the munitions" to the continental US for demilitarization, she said. 2015

Airmen and B-52s from the 20 Bomb Squadron at Barksdale AFB, La., returned to home station earlier this week from a six-month deployment to Andersen AFB, Guam. Now in its 11th year, the continuous bomber presence mission taps USAF bombers to rotate to Andersen to participate in a wide range of joint and allied training activities as well as conduct assurance and deterrence tasks in the Asia-Pacific region. Maj. Joe Foster, the 20 BS assistant director of operations, said Barksdale's airmen worked closely with all the agencies comprising Andersen's 36th Wing, as well as international militaries and other US services. The deployment was a "total joint international effort to support the [CBP] mission in the region," Foster said. With Barksdale's 20 BS now back home, the 23rd BS from Minot AFB, N.D., will take its place in the rotation. 2015