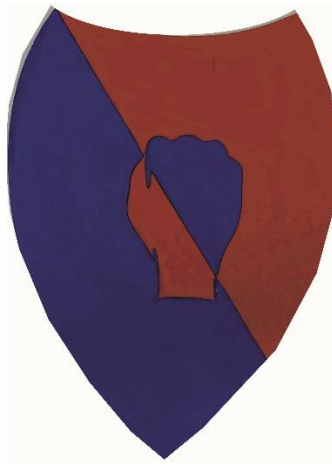


Organizational History of the 27th Bombardment Squadron (H) 1943-1945



30th Bombardment Group (H),
7th Army Air Corps
Central Pacific

Transcribed by the 30th Bomb Group Association
from records in the
Air Force Historical Research Agency
at Maxwell Air Force Base, Montgomery, AL

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ORGANIZATIONAL HISTORY
27th BOMBARDMENT SQUADRON (H), 30th Bombardment Group (H),
VII BOMBER COMMAND, SEVENTH ARMY AIR FORCE

Original Designation:

27th Bombardment Squadron (H), 30th Bombardment Group (H),
4th Bomber Command

Date of Activation:

January 15, 1941

Place of Activation:

March Field, California

Authority for Activation:

War Department Letter, A.G. 320.2 (10-17-40) dated 20
November 1940. (The above authority is not available
within Squadron files).

Sources From Which Personnel Were Obtained:

The original cadre of personnel for this organization was
obtained from personnel of the 32nd Bombardment Squadron (H),
19th Bombardment Group (E), 4th Bomber Command,
stationed at the time at March Field, California.
Subsequently assigned personnel were obtained from Basic
Training Stations after their entry into military service
by enlistment or draft.

FOREWARD

On May 20th, 1944, the writer of this History (so-called) was assigned the duty of writing same. Memorandum No. 35, Headquarters, A.P.O. #241 dated 12 May 1944, Seven A.F. Memo No. 44-24 dated 9 April 1944, and Memorandum No. 3, Headquarters, VII Bomber Command dated 4 April 1944 (that's all brother) were placed tenderly in his hands. Unfortunately for the writer he neglected to read said "poop" until May 21st and discovered then, to his amazement, par. 5 (a) in Memo No. 3, Headquarters VII Bomber Command dated 4 April 1944, which says as follows to-wit:-.

- 5 - a. Due on or before 1 June 1944: A resume or summary of the history of the unit or office from its activation or establishment to 1 April 1944.

The paragraph set out above will admit of no equivocation whatever and there was nothing to be done except to start to begin to cover 34 years and make the best effort possible to make such coverage within the 10 days time allotted.

The writer lays no claim of being even a mediocre manipulator of the english language. He offers no excuses and makes no apologies for any grammatical errors, comma faults or otherwise. The accounts of the missions flown by the 27th Bombardment Squadron (H), are accurate however, having been taken from the final intelligence mission reports after their evaluation by two echelons. The experiences recalled herein are not personal, the historian not having become a member of the Squadron until April 1st, 1944, but were gathered orally from enlisted men and officers

of the squadron who have been members of the Squadron for a much longer time.

The primary function of a heavy bombardment squadron being to keep the planes and combat crews flying on missions, the history of this squadron deals almost entirely with airplanes. Although the motivating force for this selection of a "lead" was because it would be the shortest approach to the subject it perhaps turned out to be the most interesting, because names are more intimate and interesting than numbers.

The individuals who flew or who are flying the airplanes should be treated in a writing of this sort in detail, and it is certainly not the fault of the writer that they are not so treated. Being what the men of the 27th consider to be a "little above the average" Squadron, the 27th has had and now has some men who deserve to have their names in writing somewhere, even though only filed away in the A.G.'s office. Perhaps that portion of the history can be added later however.

It is not at all likely that this account would be enjoyed by anyone not intimately associated with the 27th Bomb Sqdn, for it is tedious reading and written amateurishly. It is, however, an accurate account of the work of a typical, although "a little above the average" and excellent, heavy bomber squadron of the VII Air Force. The strategy and tactics of the VII Bomber Command with all the changes in same can be read between the lines and an understanding had of the fast pace of the war against the Japanese in the Central Pacific. The historian did not intend to go into

such detail when first organizing his thoughts but the duty proved more interesting than expected.

Another note: If there is a note of flippancy here and there, a breach of military manners, or something of like nature, in the following treatise, remember that the writer is a citizen soldier and has served only six months in grade as a 2nd Lt., Air Corps - THANK YOU!

GEORGE H. MCLEAN,
2nd Lt. Air Corps,
Squadron Historian

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CHAPTER I

In November of the year 1940, one year before the entrance of the United States into World War II on a combatant status, the Army Air Corps, along with other branches of the Armed Service, began a program of expansion and development which ultimately resulted in the creation of the Unit which is treated in the following History,

The above statement is made because although there had been many previous plans, those plans were solidified by War Department Letter, A.G. 320.2 (10-17-40) dated 20 November 1940, which is the authority for the expansion which resulted in the IV Bomber Command's acquisition of two new wings, namely: The First and the Twenty-first. The specific order activating these new Wings was a letter from the Adjutant General's Office in Washington dated 3 December 1940. On January 15, 1941, other orders created lower echelons, namely; the 30th Bombardment Group (H) and the 27th Bombardment Squadron (H).

To form the nucleus of the new Squadron, 2 Officers and 30 enlisted men were taken from the 32nd Bombardment Squadron (H) 19th Bombardment Group (H), 4th Bomber Command, stationed at the time at March Field, California. This cadre moved to another part of March Field and opened business as the 27TH BOMBARDMENT SQUADRON (H), 30TH BOMBARDMENT GROUP (H), FIRST BOMBARDMENT WING, IV BOMBER COMMAND: Plenty of echelon, and all brand-new except the last.

During the months of February, March and April, 1941,

the 27th Bomb Sqdn lost one of its original two Officers, but received 62 additional enlisted men, all of whom were experienced personnel from the 19th Bomb Group (H).

In May of 1941, orders came transferring the entire 30th Bomb Gp., including the 27th Bomb Sqdn, from March Field, California to New Orleans Army Air Base, Louisiana. The exact strength of the Squadron is unknown at the time of the move although a semiofficial figure has been given of 1 Officer and 102 enlisted men. They arrived at New Orleans on May 25, 1941.

The 27th Bomb Sqdn remained at New Orleans from May 25, 1941, until December 20, 1941 and during that time the number of enlisted men was increased to 250 and the number of Officers to 11. The new enlisted men were fresh recruits from basic training, some of them having entered the army through enlistment, the others by way of the draft. Cpl. James Smith of the Operations Section still likes to recall that the old members of the Squadron during that period were ordered "not to heckle the selectees".

At New Orleans the 27th had two (2) B-18 (Bolo) airplanes to play with and just before the change of station from New Orleans to Muroc two (2) A-29 (Hudson) airplanes were assigned to the Squadron. Technically, there was a "flight echelon" of the unit, but it's function at the time is obscure. The "ground echelon" was occupied mainly with additional basic training, consisting of drill and other pastimes dear to the soldier's heart.

The Nation having been declared in a State of War on December 7th, 1941, and the defensive arms being moved to

strategic parts of the U.S., the 27th Squadron, as part of the 30th Bomb Group, was ordered to a new Army Air Base under construction at Muroc, California, situated in the heart of the Mojave Desert. The trip was made by train, the outfit leaving New Orleans on December 20th and arriving at Muroc Field on December 25th, 1941.

During the six weeks that the 27th was stationed at Muroc it acquired 15 Officers, 2 enlisted men, 4 A-29 (Hudson) airplanes and an LB-30 (old Liberator) airplane. The stay cannot be said to have been a pleasant one, the main objection being the sand, the second objection being the living quarters, which were tents.

The Squadron left Muroc Field on February 7, 1942 under orders to return to it's original home and birth-place, March Field, California. A welcome move to all concerned.

When the Japs bombed Dutch Harbor, Alaska, on June 7th, 1942, the 30th Bomb Group was called upon by higher headquarters to furnish a Squadron of heavy bombers to be sent to the Aleutians to give the Japs what-for. That Squadron of planes which left for the Aleutians on the same day that the order was received (June 7th, 1942) was composed of airplanes and crews from the 38th, 21st, 392nd and 27th Bomb Sqdns, all of the 30th Bomb Group. Interesting to note is the fact that 2nd Lt. Groves C. Johnson was the Co-Pilot of one of those planes - you'll hear more of him later. The 27th Bomb Sqdn had furnished the ranking Officer (not "Johnnie") and more planes and crews than any of

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the four contributing Squadrons, therefore Captain Lampley was made Commanding Officer of the 27TH PROVISIONAL BOMBARDMENT SQUADRON (H) - destination, Aleutian Islands, Alaska.

When Captain Lampley left for the Aleutians, Captain Robert C. Whipple took over the reins of the 27th Bomb Sqdn. From June 12, 1942, until August, 1943, the 27th had definite functions other than the primary one of defending the West Coast. On August 15, 1942, the entire 21st Bombardment Squadron (H) of the 30th Bombardment Group (H), moved to Alaska, absorbing the original 27th Provisional Bombardment Squadron (H), and the 27th Bomb Sqdn. assumed the job, with other Squadrons, of training combat crews which would later be sent to the Aleutians. The principal work then was training. Also during this period the Squadron made many sea searches, photographic reconnaissance missions and did systematic patrol duty over Southern California. The war directly affected the Squadron, even at March Field, for not all of the personnel of the 27th who made the trip to Alaska came back: Too, there were operational losses in the United States. On December 30, 1942 1st Lt. Robert E. Johnson, Pilot, 2nd Lt. Renato Casini, Bombardier, and Sgt. Laymon L. Cash, Ass't Engineer were killed in a crash during a night navigational mission out of Muroc Field. On February 20, 1943, Captain Marvin J. Frum, Pilot, Lt. Marshall E. O'Berg, Co-Pilot, T/Sgt. Mede F. Draper, Engineer, S/Sgt. Fred Beford, Radio Operator and S/Sgt. Russell P. Boyd, Gunner, were killed while performing a daylight mission, the purpose of which was to give Lt. O'Berg transitional training.

Captain Whipple was replaced by Major Richard W. Fellows as Commanding Officer of the 27th during the month of August, 1942. Major Fellows had control until March 22, 1943, which Captain Elliott T. Pardee took over.

By the early part of 1943, some of the original 27th Provisional Bombardment Squadron had returned from the Aleutians to the 27th Bomb Sqdn at March Field. Among others, Majors Starkey, Lampley and Ford and Captain Groves C. Johnson received Air Medals for their work in the North Pacific. Captain "Johnny" Johnson was made Ass't Operations Officer of the 27th.

On July 9, 1943, the 27th moved en masse to the Palmdale Army Air Drome, Palmdale, California, to engage in a training program, commonly referred to as a "maneuver". The Squadron was equipped, while at Palmdale, with 15 operational B-24E airplanes and 12 complete combat crews. At this time the strength of the Squadron was 91 Officers and 391 enlisted men.

The Squadron returned to March Field on the 28th day of August, sooner than expected. Rumors were flying thick and fast to the effect that the Squadron would soon be moving "somewhere outside the continental limits of the United States." Something was brewing. Captain Earnest C. Eddy, then Operations Officer, replaced Major Pardee as Commanding Officer on August 29th, 1943, Major Pardee having been made Group Operations Officer and 1st Lt. "Johnny" Johnson took Captain Eddy's place as Operations Officers of the 27th. In addition to these changes, 12 brand-new B-24J planes were assigned the Squadron. Each plane

was named as soon as a crew was assigned to it. Inasmuch as those planes play the most important role in this History, their names, numbers, Pilots and the reason for the selection of their names is included here:

<u>Airplane No.</u>	<u>Assigned to</u>	<u>Name of Plane</u>	<u>Reason for Selection of Name</u>
42-72968	Lt. Thompson	"GINNY LYNN"	
			In honor of Lt. Thompson's daughter, who was born a few weeks before the crew received the plane.
42-72969	Lt. Garrett	"OUR BABY"	Selected by crew.
42-72978	Lt. Bonham	"MISS B HAVEN"	Selected by crew.
42-72979	Lt. Staininger	"AVAILABLE"	Selected by crew.
42-72980	Lt. Ellison	"RAUNCHY"	Selected by crew.
42-72983	Lt. McDowell	"KICKAPOO KID"	Selected by crew.
42-72986	Lt. Pullman	"DASHIN DAISY"	Selected by crew.
42-72987	Lt. Schollenberger	"SKY SCOW"	Selected by crew.
42-72993	Lt. Wilcox	"LEMON"	This plane did not operate smoothly when first assigned - the crew thought she was a "lemon" and so named her.
42-72994	Lt. Troutner	"BOLIVAR"	"THE GREAT LIBERATOR"
42-72996	Lt. Bergin	"FLAK HAPPY"	Selected by crew.
	Lt. Ferris*		
	Capt Eddy'		

*Lt. Ferris and crew were assigned a B-24J plane at the same time as the others of the Squadron but his plane crashed at San Diego while the Squadron was still at March Field and was never named or replaced in the States. Lt. Ferris & crew made the trip overseas by boat.

'Captain Eddy had a B-24E airplane at March Field which bore his wife's nick-name "PHIDDIS". The plane was left at March Field and was not taken into combat.

Special Orders at March Field soon made rumor a fact. The flight echelon of the Squadron was ordered to Hamilton Field, California by Special Order #268 and the ground echelon was ordered to permanently change its station from March Field to Camp Stoneman, California by par. 18, Special Order #269, both of these moving Orders being captioned "HEADQUARTERS, ARMY AIR BASE, MARCH FIELD, CALIFORNIA" and bearing date of 26 September 1943.

The ground echelon was at Camp Stoneman and the flight echelon was at Hamilton Field by October 1st, 1943.

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CHAPTER II

The first flight of 27th Squadron airplanes took off from Hamilton Field for Oahu, T.H., on or soon after October 1st, 1943. All the planes of the Squadron did not make the trip on the same day but made the trip in flights of two and three airplanes on different days. Lt. Ellison in "RAUCHY", with crew, Lt. Schollenberger & crew in "SKY SCOW", Lt. Garret & crew in "OUR EABY", Lt. Bonham & crew in "MISS B HAVEN", Lt. Pullman & crew in "DASHIN DAISY", Lt. Thompson & crew in "GINNY LYNN", Lt. Staininger & crew in "AVAILABLE", Lt. McDowell & crew in "KICKAPOO KID", Lt. Wilcox & crew in "LEMON", Lt. Bergin & crew in "FLAK HAPPY" and Lt. Troutner & crew in "BOLIVAR", all made the trip and were waiting for the ground echelon personnel, who arrived in the Islands some days later.

Of the ground echelon, 5 Officers and 105 enlisted men left Camp Stoneman, California on October 9th and were on board the Sommeljdek, a Danish vessel manned by a Dutch crew, by evening. The trip from Camp Stoneman to the embarking pier was made by ferry through San Francisco bay - an interesting but crowded and tiresome 40-mile trip. The Sommeljdek sailed from San Francisco during the afternoon of the 10th and the boys of the 27th began to wonder where they felt worse, in their throats or in their stomachs. Each of the former had a catch in it and as for the latter, suffice it to say that each man was glad he hadn't accepted that Navy Commission. Good sailors were hard to find and no one felt well enough to look very hard. The food was terrible on ship-board and

the living conditions were the old story of 5-decker bunks with plenty of seasickness and unwashed bodies to add to the generally bad odor: That's the bad part - the silver linings of the cloud were no K.P. to pull and a fast boat. According to present scuttlebutt the Sommeljdc averaged 18 knots on the trip, anyway it docked at Honolulu Harbor at 1035 on October 16th, a 5-day trip from the mainland. The troops debarked at 1725 the same day and made another trip, but this time by rail, overland. Even flat-cars running on a narrow gauge track are a welcome diversion after life on a troop ship so it wasn't exactly dispirited group that arrived at Hokuleia, Oahu, Territory of Hawaii at 2200 on October 16th.

The residue of the ground echelon, 10 Officers and 170 enlisted men departed Camp Stoneman on October 12th and were on board the President Tyler by 1930 that night. Engine trouble developed and Ransome (top-kick), who clocked the take-off, reports that he flashed under Golden Gate bridge at 1729, October 13th. This group had some things better and other things worse than the Sommeljdc's complement. The bad: Privates and Privates First Class, destined to be ship K.P.s., soon had trouble thinking about food, much less looking at it, and as for touching it or preparing it; perish the thought, or the Pvts, and Pfcs; The bottom of the roster-barrel was scraped and Ransome, who was under the barrel, pulled his first kitchen policy duty of his military career. The good: Allen Jenkins & company furnished entertainment, varying the poker-craps routine which is universal

pastime on troop-ships and there were boxing matches every other day. There was only one casualty reported during the trip despite the thoughts of every individual that he was going to die, then later being afraid that he wasn't going to: Pat Paddock sprained an ankle and was transferred from duty to hospital, excuse me, "sick bay". The President Tyler docked at Honolulu Harbor in the afternoon of October 20th and the Squadron became one again at Mokuleia that night.

CHAPTER III

At Mokuleia, after the first landing party had instructed the second landing party of the beach-heads established in Honolulu and various and sundry points, impressed them with strange sounding names, and swapped stories, and the second landing party had in turn indoctrinated the third landing party, things settled down.

The entire flight echelon of the Squadron attended Aerial Gunnery School at Hickam Field, Oahu, T.H., during the Squadron's stay at Mokuleia. The ground echelon rested from their trip over and beheld the wonders (how soon they fade!) of the Hawaiian Islands. General administrative duties were the only requirements so far as work was concerned and the most was made of all opportunities to see what was offered by the T.H. in the way of entertainment.

The flight echelon at Hickam Field could, for the first time perhaps, see what the Navy looks like, Pearl Harbor being close enough to spit on, and every one in the Squadron was able, if brave enough to defy the "gooks" and the Navy, to see the dubious beauties of Waikiki and Honolulu. The flight echelon discovered much to its surprise that Hickam Field matched and maybe surpassed any army airfield in the States in living conditions, food and landscaping and the ground echelon at Mokuleia could not complain. At Mokuleia 4 men were quartered in one hut, hot and cold water were always available, the food was excellent and morale high. Being on the leeward side of the

Island, the beach near Mokuleia provided excellent swimming, the mountains were interesting and many of the men were able to see the Volcanic Park on the Island of Hawaii. The cooperation of the Air Base personnel was excellent and, all in all, the stay was a pleasant one.

There were several changes in the Squadron while on Oahu: Both "AVAILABLE" and "GINNY LYNN" were damaged during the stay and had to undergo major repairs: Lt. Staininger & crew received "TROPIC KNIGHT" in exchange for "AVAILABLE" but Lt. Thompson refused to accept any substitute for "GINNY LYNN", which is another story: Two Officers were assigned to the Squadron, Lts. Miske and Alexander "The Swoose", to fill up co-pilot vacancies: Lt. Warren, formerly co-pilot of "SKY SCOW", was given the Pilot's seat and command of "TROPIC KNIGHT" and crew, leaving the Co-Pilot's chair of "SKY SCOW" empty: Lt. Nelson, co-Pilot of "BOLIVAR" in the States was left behind in the hospital when the Squadron went overseas and not having showed or written for some time, the second co-pilot vacancy was declared existent and requisition made: "The Swoose" entered Lt. Schollingerger's domain, "SKY SCOW" and Lt. Miske replaced Lt. Nelson in "BOLIVAR". Finally, Lt. Ferris & crew drew "DINAH MIGHT" and the Squadron was in full blossom and tactical strength; 12 operational B-24J airplanes with a complete combat crew complement: No, "GINNY LYNN" is still in the repair hanger.

CHAPTER IV

Captain Roberts and 91 enlisted men formed the first contingency of 27th Bomb Sqdn troops to make the journey "DOWN UNDER". They boarded the President Tyler (My God! do we have to ride that damn thing again?) at noon on November 1st, 1943, and sailed at 1600 for parts unknown. An account of this second trip on the President Tyler would be as tiresome and as heartbreaking as the first, and this time without Allen Jenkins to break the monotony but each man proudly bears a card for enduring the hazards and tortures of that trip similar in format to the inscription below:

DOMAIN OF NEPTUNUS REX

Know ye, that BLOW, Joe (NMI), Pfc., on the 18th day of November, 1943, aboard the USS LST 24, Latitude 00-00, appeared into OUR ROYAL DOMAIN and having been inspected and found worthy by My Royal Staff was initiated into the SOLEMN MYSTERIES OF THE ANCIENT ORDER OF THE DEEP. I command my subjects to honor and respect the bearer of this certificate as ONE OF OUR TRUSTY SHELLBACKS.

/s/ Wolfington
DAVY JONES
His Royal Scribe

/s/ Jackson
NEPTUNUS REX
Ruler of the Raging Main

The boys of the 27th became Shellbacks, and in the following manner: Having first been informed in no uncertain terms that the entire lot were mean, lowly, slimy "Pollywogs", the scum of the sea, subject to any and all indignities which the human, or otherwise, mind could devise, indignity was heaped on indignity with no exceptions. After an entire evening of such wholesome delights as K.P. duty for all Officers each man was hailed before NEPTUNUS

REX on the following morning and called upon to plead guilty or not guilty to the charge of being a "Pollywog". The plea being one of universal guilt each man was given the same sentence. The punishment consisted of kissing the appurtenances of two individuals representing various ages. Cpl. Stanley Liebowitz represented the more dreamed-of contour, aided and assisted by two oranges held in place on his manly chest, now breast, by an undershirt; Pfc. Armand Lamareaux represented the younger generation, a mustard-swabbed towel serving apparently as a not-too-efficient diaper. Following this solemn ritual, all men were given a haircut while comfortably or otherwise seated in a tub of water, Sgt. Fitz of the Orderly Room officiating cruelly with the shears. To complete the purge of their bodies as well as of their souls, each man was thoroughly cleansed of his sins, etc., by being required to drink a concoction of oils, castor, motor, gun and otherwise, and be sprayed externally by the saltwater fire-hose. These rites caused many a G.I. to wonder whether the privilege of being a noble "SHELLBACK" was worth the chance of an extended visit to the hospital, but everything came out all right in the end, the extended visit only being to the "heads" on board.

The President Tyler reached Funafuti, southern-most of the Ellice Group of Islands, on the 9th of November and the troops debarked and spent the night. The original plan was for this section of the Squadron to be transported by air immediately from Funafuti to Nanumuea, northern-most of the Ellice Group, but

the little yellow boys had had a little fun with the airstrip at Funafuti on the night of the 8th so the 27th boys did not take off until the afternoon of the 10th after the runway had been repaired. The trip was made in C-54s and LB-30s, they landed at Nanumea that night, and the trip was enjoyed by all. No one knows why the Japs have such consideration for the 27th Bomb Sqdn (H) - Funafuti was bombed on the nights of November 8th and 10th, 1943, the night before and the night after the 27th was there: Fortunate timing.

5 Officers, Mr. Dailey, and 150 enlisted men formed the second contingency of 27th troops to leave Mokuleia. They left Honolulu Harbor in LST #24 on November 9th and arrived at Nanumea on November 23rd, debarking at 0800 in the morning. This second landing party had had the longest trip by water to date experienced by the 27th and the most tiring. The only break in the monotony of their trip was a similar initiation into the Mysteries of the Ancient Order of the Deep as experienced by the complement of the President Tyler.

Nine (9) airplanes of the 27th took off from Mokuleia on November 11th. They stayed overnight at Canton Island, in the Phoenix Group, gassed up, took off again and landed at Nanumea at noon of the 12th. "GINNY LYNN" had not fully recovered from her operational damage and, Lt. Thompson refusing to accept any other plane, "LEMON" and "SKY SCOW" stayed behind to escort her down. These last three planes took off from Mokuleia on November 16th, stayed at Canton overnight and landed at Nanumuea on the 17th.

CHAPTER V

The first mission in which the planes of the 27th Bomb Sqdn (H) participated was a daylight bombing mission against Mille Island, Mille Atoll, in the Marshall Islands. The date was November 14th, 1943, the day after the "Central Pacific Area" is said to have been added to the list of World War II theatres.

It might be well to state here the then policy of the 7th Air Force at the opening of the Gilbert and Marshall Campaigns, and some of the problems which faced the combat crews flying the missions.

Although the 7th Air Force had attacked Japanese-held bases in both the Gilberts and the Marshalls before the "Central Pacific Area" was the scene of full battle action, the 7th Air Force began its intensive and systematic bombing in the Gilbert Campaign on November 13th. To quote General Hale:- "The mission of the 7th Air Force ----- was to deny the Japs the use of their air power and thereby remove the awful hazard faced by any invasion fleet that a determined attack by land-based enemy aircraft may seriously cripple major fleet units". In other words, the primary targets were Jap airfields and installations, and shipping: The strategy would be one of knocking out Japanese air power.

Some of the problems facing the combat crews in the Central Pacific: The round trip distance from Nanumea to Mille (the first target) is a little over 1700 statute miles. There are no check-points between the two places such as highways,

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rivers, mountains or railroads, and it was and is a simple matter to get lost over the Pacific: The navigation had to be perfect rather than merely good. A forced landing would mean a water landing with rescue exceedingly doubtful. Capture by the enemy was not considered. Mille Atoll is in the Marshall Islands where the Japs had been entrenching themselves for 20 years before World War II was declared: Anti aircraft fire and interception were almost a certainty: The target was "Mille Airfield and Installations", the runway of which was in the shape of a V, each runway being 1,500 yards long, the V covering the major part of the entire island - not a very large target area.

Only nine (9) planes of the Squadron participated in that first raid, "LEMON", "SKY SCOW" and "GINNY LYNN" not arriving at Nanumea until November 17th. Some of the planes carried a bomb load of 15 x 120 lb Frag. Clusters, the others carried 15 x 100 lb Demolition bombs. The story of the mission is an interesting one: After the planes had taken off and were on their way to the target higher headquarters for some reason decided to cancel the mission: Radio contact was made with the 38th Squadron (also scheduled for the strike) all the planes of which returned immediately to Nanumea: The nine (9) planes of the 27th however, not hearing (?) the order of cancellation, bombed Mille and dropped 90% of their bombs in the target area. A letter, or report, written by Arthur J. Walker, Lt. Col., Air Corps, Deputy Group Commander at the time and Air Commander for

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the mission, explains the raid fully and has some interesting sidelights: It is attached and made EXHIBIT A hereto. The 27th Bomb Sqdn was the first Squadron of the 30th Bomb Group to fly a mission over enemy-held territory in the Central Pacific Theatre.

See also EXHIBIT B hereof.

General Hale himself briefed the crews for their second mission, which was scheduled to be a daylight bombardment and reconnaissance mission over Roi Island, Kwajalein Atoll, Marshall Islands, the primary targets being airdrome and aircraft facilities on Roi Island. The date was November 16th. General Hale told the crews that the target was a rough one and that Roi was believed to be the headquarters of the entire Japanese stronghold in the Gilbert and Marshall Islands. Eight (8) airplanes of the 27th took off along with twelve (12) planes of the 38th Squadron. Extremely bad weather was encountered and seven (7) planes of the 27th and all twelve (12) planes of the 38th Squadron bombed the secondary targets of Jaluit, Makin and Tarawa. "BOLIVAR" was hit by both anti aircraft fire and by fire from an intercepting fighter over Jaluit. "FLAK HAPPY" had one of her bomb bay doors shot off and some of the glass knocked out of her nose over Makin. The intelligence reports state that "one aircraft reached the primary target, and nineteen turned back because of bad weather to bomb secondary targets" That "one aircraft" referred to was "MISS B HAVEN" with Major Eddy and Lt. Bonham & crew. The Major must have been mighty curious: He continued to Roi, dropped all his 15 x

120 lb frag clusters on the primary target, took some pictures and came on home. There were 3100 gallons of gasoline in "MISS B HAVEN" for the mission, of which 2804 gallons were burned on the trip: The distance flown was well over 2400 statute miles: The plane was in the air 14 hours. As a result of this mission the Major received an interesting letter from higher headquarters: In the first place he had violated two regulations on the mission; a single plane was not supposed to make an attack on any target and no personal cameras were supposed to be carried in planes. Higher headquarters went on to say, however, that since "MISS B HAVEN" had produced some pictures that were better than anything intelligence had of Roi Island at the time, the violations of the two regulations would be overlooked. A copy of the letter is attached as EXHIBIT hereto.

"LEMON", "SKY SCOW" and "GINNY LYNN" arrived at Nanumea on November 16th and on November 17th those three (3) planes and eight (8) others of the Squadron bombed Tarawa and Mille, Wotje was briefed as the primary target but could not be bombed because of weather. 100% of the bombs dropped by the Squadron hit in the secondary target areas. This was mission #3 for the Squadron and the baptism of fire for the new arrivals, flak over the targets being intense and accurate.

Butaritari Island, Makin Atoll, Gilbert Group, was the target for the fourth mission dated November 19th. Nine (9) of the 27th Squadron airplanes participated in the raid, some carrying 500 lb general purpose bombs with 6 hour delayed action fuses, others carrying 500 pounders with 2 hour delayed fuses, others

carrying 500 pounders with 8-11 second delay fuses, others carrying 500 pounders with instantaneous fuses and finally, some carrying 120 lb frag clusters.

Captain Rober R. Orr, Group Assistant Operations Officer, piloted "RAUNCHY" on the mission and Lt. George C. Wagner, 27th Bomb Sqdn Armament Officer at the time, was a passenger. It was night when the planes returned to Nanumea from the mission and in attempting to make a landing, "RAUNCHY" hit one of the 80-foot palms which flanked both sides of the runway, crashed, and burned. The following casualties and injuries to crew members resulted:

Rober R. Orr, Captain, Group Ass't Operations Officer	- Deceased -
Peter J. Fiore, 2nd Lt., Navigator of "RAUNCHY"	- Deceased -
George C. Wagner, 1st Lt., 27th Sqdn Armament Officer	- Deceased -
Heyt H. Bean, T/Sgt., Engineer of "RAUNCHY"	- Deceased -
James W. Smith, Sgt., Radio Operator of "RAUNCHY"	- Deceased -
Earl L. Overstreet, S/Sgt., Tail Gunner of "RAUNCHY"	- Deceased
Robert K. Ellison, 1st Lt., Pilot of "RAUNCHY"	- Slightly injured
Siegfried F. Benkman, 2nd Lt., Navigator of "RAUNCHY"	- Critically injured
Joe M. Whitehead, S/Sgt., Ass't Engineer of "RAUNCHY"	- Slightly injured
Robert J. Weber, Sgt., Ass't Radio Operator of "RAUNCHY"	- Critically injured

*Lt. Fiore, Navigator died at Canton after having been evacuated from Nanumea.

"RAUNCHY" was entirely demolished; The 27th Squadron's first operational loss of airplane and crew while overseas. In addition, in the crash, a tree had fallen over the tail of the "LEMON" putting her up for repairs for some time.

Taroa Island, Maloelap Atoll, Marshall Islands, was the primary target for mission #5 on November 24th and ten (10) planes of the 27th made the raid. Lt. Brusseau, who had been co-Pilot of "RAUNCHY" but who had not been in "RAUNCHY" when she crashed, Lt. Ellison acting as Co-Pilot rather than as Pilot on that mission, had replaced Lt. Miske as Co-Pilot of "BOLIVAR" under Lt. Troutner, had replaced Lt. Miske as Co-Pilot of "BOLIVAR" under Lt. Troutner,

and made the mission with his new associates. 95% of the bomb load of the planes hit in the target area and a 5,000 ton merchant ship believed to have been destroyed. Jap fighters intercepted on this mission but inflicted no damage.

Recall to mind that the Squadron's fifth mission bears the date of November 24th. Also bear in mind that the maintenance personnel and maintenance equipment of the 27th Squadron did not arrive at Nanumea until November 23rd. During the first five (5) missions flown, all of the maintenance was done by the flight echelon of the Squadron with the tools normally carried in the planes. The fact that the 27th continued to fly missions is something of which the Squadron will always be proud. In addition to the maintenance difficulties which had to be met and solved, there was no shelter whatsoever, the tents not having arrived; there was no transportation and the food was extremely poor. The combat crews found themselves in the unenviable position of having to sleep on the ground (it rained every night too), walk three miles to eat "spam" three times a day, fly missions almost every other day, and finally, service their airplanes after each raid. Other units in other combat areas have had rougher sledding but it cannot be said that the 27th Squadron has never lived under actual combat conditions.

CHAPTER VI

Nauru, a single Island West of the Gilbert Islands was the target for the mission on November 28th. Although "GINNY LYNN", "SKY SKOW" and "TROPIC KNIGHT" supplemented 9 planes from the 38th Bomb Sqdn on the raid it is counted herein as a raid for the 27th Squadron also. Each plane carried 30 x 100 lb general purpose bombs and dropped them all in the target area for the Squadron's sixth mission.

Mission #7 for the Squadron on November 30th was, as a whole, abortive, the primary target of Taroa Island, Maloelap Atoll, being completely closed in by weather, but "GINNY LYNN" and "FLAK HAPPY" used their bombs and some ammunition on a Jap patrol boat and a small cargo ship which were sighted.

Weather again caused an abortive mission on December 4th when ten (10) planes of the Squadron found both Mille Atoll, primary target, and Jaluit Atoll, secondary target, completely closed in.

Only ten (10) of the eleven (11) planes of the Squadron taking off on December 8th to bomb Emidj Island, Jaluit Atoll, Marshall Islands, dropped their bombs on the primary target. "MISS B HAVEN" went over Emidj Island but her bomb bay doors refused to open so Lt. Bonham took her over Pinglap Island, Pinglap Atoll, and this time the bombs went away, hitting the Island. 90% of the bombs of the other ten (10) planes hit on Emidj Island. This was mission #9.

For the tenth mission of the Squadron, shipping at

Jaluit Atoll was the target. Jaluit at that time was serving as a center for submarine operations by the enemy and the lagoon has been described as one of the best natural harbors in the South Sea Islands. Weather prevented all the other planes of the Squadron except "BOLIVAR", "DASHIN DAISY", "LEMON", "OUR BABY", and "SKY SCOW" from bombing the target. Flak was intense and accurate and "BOLIVAR" and "SKY SCOW" were damaged, but not seriously and there were no casualties. The date was December 12th.

From a review of the first ten missions flown by the 27th Squadron it is evident that the greatest hindrance to successful missions and bombing was weather. Dependable forecasts were rarely, if ever, available and a forecast would not have helped the situation a great deal anyway in most instances. The weather was treacherous and changing constantly and rapidly. In operations against the Marshalls, for example, combat crews at one time were faced with a "moving front" which sometimes reached an altitude too high to fly over and which often forced the planes to fly a few feet above the water in a driving storm.

The target for mission #11 of December 15th was Taroa Island, Maloelap Atoll, Marshall Islands. Eleven (11) planes took off, including "PHIDDIS II", a new addition to the outfit. "PHIDDIS II" came to the 27th by way of the 819th Bomb Sqdn (H). "PHIDDIS", named for Major Eddy's wife, had been left in the States when the Squadron moved overseas: "PHIDDIS II" was christened and the Major was happy again. Only nine (9) of the eleven (11) planes taking off returned to Nanumea. Ten miles before the target was reached, 15 enemy fighters intercepted. Aerial phosphorous bombs were dropped

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on the Squadron formation from 2,000 feet overhead by enemy aircraft then the fighters attacked by diving through the formation and firing. Sgt. William A. Henry, nose gunner of "GINNY LYNN", shot down one enemy aircraft and S/Sgt. Patrick J. Serratore, left waist gunner and T/Sgt. Henry T. Stull, top turret gunner of "DASHIN DAISY" accounted for another. "OUR BABY" was hit by fire from an interceptor and immediately flames developed.

"OUR BABY" hit the water approximately 15 miles northeast of the target and two or three enemy aircraft were seen to strafe the plane after it was in the water. The following casualties resulted:

Lt. Col. Arthur J. Walker, Deputy Commander, 30th Bomb Group
Maj. Thomas F. Harper Jr., Executive Officer, 30th Bomb Group
1st Lt. Fred F. Garrett, Pilot
2nd Lt. James J. Palladino, Co-Pilot
2nd Lt. Charles W. Holland, Navigator
2nd Lt. Donald E. Wright, Bombardier
T/Sgt. John B. Travers, Engineer
T/Sgt. Virgil F. Abbott, Radio Operator
S/Sgt. John R. Ormesher, Ass't. Engineer
S/Sgt. Lester G. Schwam, Ass't. Radio Operator
S/Sgt. George S. Lunsford, Tail Gunner

"FLAK HAPPY" was hit and set afire over the target and barely made it to Tarawa to land. There were no casualties of personnel of "FLAK HAPPY" but she never made another mission: The damage was so severe that it could not be repaired. "D-day" at Tarawa was November 20th: This was the first heavy airplane of the U.S. to land at Tarawa: The plane was salvaged. "PHIDDIS II", "GINNY LYNN", "DASHIN DAISY", "LEMON" and "BOLIVAR" all received doses of flak but none were seriously damaged.

The secondary target, Mille Island, Mille Atoll, was hit on December 19th, the primary target for the mission, Taroa, being closed in by weather. One Zeke intercepted the ten (10) planes of the Squadron making the mission and dropped aerial phosphorous bombs but did not press an attack. This was mission #12.

On it's thirteenth mission, dated December 21st, the 27th Squadron for the first time used a staging base for it's operation against the enemy. The primary task of the Squadron was to escort Navy photo planes over Kwajalein Atoll, Marshall Islands. The strip on Tarawa having been repaired and ready for big planes, the Squadron landed there first and refueled before taking off for the target. 15 x 100 lb G.P. bombs, fused instantaneously, were carried to be dropped on Roi Island. "GINNY LYNN", "BOLIVAR", "LEMON" and "PHIDDIS II" were the only planes from the 27th participating and it was to be their first time over Kwajalein. Fighters were seen gaining altitude to meet the planes as they approached the target. A total of nine enemy planes intercepted and stayed with the formation for approximately 20 minutes but there was no damage to the planes and none of the personnel were injured. All bombs were dropped on the target, and the navy took some pictures.

On December 23rd, eight (8) planes of the Squadron staged through Tarawa to bomb harbor shipping and shore installations at Kwajalein Island, Kwajalein Atoll. A new plane and a new crew had joined and Lt. Leffler & crew were on this mission in "TONDNLAYO". This was the Squadron's fourteenth mission. Five planes attacked

shipping in the lagoon and three bombed shore installations.

There was no damage to our planes and no interception.

The day after Christmas, December 26th, nine (9) planes of the Squadron took off for the Squadron's 15th mission. The assigned target was Wotje Island, Wotje Atoll, Marshall Islands, possibly the meanest target in the entire Gilbert and Marshall Campaigns. The Squadron was met by six Zekes about twenty-five miles before the target was reached and "DINAH MIGHT" was hit. She started burning immediately around her #2 (left inboard) engine and gradually began to lose altitude. She went into a dive and when she pulled out both wing tips folded; as she went into a second dive two (2) men were seen to jump. One (1) parachute was seen to become entangled with the rudder and did not open; the other parachute opened. "DINAH MIGHT" broke up on the second dive, both wings and rear turret fell off, the plane struck the water and no survivors were seen. The crew of "DINAH MIGHT" were:

1st Lt. James W. Ferris, Pilot
2nd Lt. Howard A. Van Wormer, Co-Pilot
2nd Lt. Arnold I. Mann, Navigator
2nd Lt. Burton J. Morton, Bombardier
T/Sgt. Clarence H. Hane, Engineer
T/Sgt. Walter Billyk, Radio Operator
S/Sgt. Charles L. Douglas, Ass't Engineer
S/Sgt. Jerry E. Hogan, Ass't. Radio Operator
Cpl. Gene D. Fosnough, Tail Gunner

The remaining planes bombed the target assigned and the anti aircraft fire was, as usual over that particular target, intense and accurate. The enemy interceptors continued to attack from the

time they were first sighted until a good time after the planes of the 27th had dropped their bombs and were on their way home. Eighty (80) miles out from the target on return "DASHIN DAISY" had the propellor on #1 engine (left inboard) feathered. Faint white smoke was seen coming out of her #2 engine (left inboard) and suddenly intense fire broke out all around the latter. "DASHIN DAISY" fell off several thousand feet and when she pulled out both Wing tips folded and she dived into the water. Several planes circled as low as 100 feet but could see no survivors. The crew of "DASHIN DAISY" were:

2nd Lt. Leroy L. Pullman, Pilot

2nd Lt. Edmund H. Roberts Jr., Co-Pilot

2nd Lt. Francis J. Griffin, Navigator

2nd Lt. William J. Juergins, Bombardier

T/Sgt. Henry T. Stull, Engineer

S/Sgt. Patrick J. Serratore, Radio Operator

S/Sgt. Frank M. Reb, Ass't. Engineer

S/Sgt. Russell B. Davis, Ass't. Radio Operator

S/Sgt. Vernon L. Handle, Tail Gunner.

"SKY SCOW" was authorized to have a zero painted on her after the mission, Sgt.

Richard N. Shields, nose gunner, having accounted for one of the intercepting enemy fighters. "MISS B HAVEN" had a flak hole in the top side of her fuselage and machine gun holes through both her wings besides getting a hit in her #2 engine but a safe landing was made at the staging base, Makin, then back to Nanumea.

That was the 15th mission for the Squadron after having been in combat only six weeks. During that short six weeks the casualty list of the Squadron totaled 27 men; 4 combat crews; and "RAUNCHY", "OUR BABY", "DASHIN DAISY", "DINAH MIGHT" and "FLAK

HAPPY" were lost. 25% plus of the fighting strength of the Squadron was gone before the second breath was taken. A detailed account of each individual mission cannot be made here for apparent reasons but the general rule was that over half the planes sustained some damage either from anti aircraft fire or from enemy aircraft on nearly every mission. No mention was made of the 156 flak holes in "SKY SCOW" after the Jaluit mission of December 12th, nor of the fact that "SKY SCOW" had to hop over "BOLIVAR" on landing after the same mission, the latter being situated in the middle of the runway and not being able to move because her tires and hydraulic system had been shot away. Every target raided was, speaking conservatively, rough. After this 15th mission the morale of the 27th Squadron was low - mighty low. Besides the overwhelming loss of close personal friends, the difficult missions and the regularity of the latter the living conditions were still deplorable. With the ground echelon on November 23rd had come mosquito bars, tents and cots, alleviating to some extent the condition that existed for the first few days at Nanumea but things were still not as they should have been. Nanumea is a beautiful island but it's beauty proved to be only skin deep. The newness of the situation soon wore off and the high spirits which naturally follow a change of station turned into a hang-over. The rain fell constantly; there were no floors in the tents and no mattresses to sleep on. The lack of electric lights is a small thing until one has to do without them and the 27th did without. The mosquitoes and flies were maddening and of course mosquito nets were essential for any

sort of rest. The showers were gasoline drums with a nozzle and they washed and brushed their teeth and shaved in the M-1 bucket (helmet). Laundry had to be an every day occurrence and was done by the individual. Cleaniness is next to Godliness; there it was next to impossible. Christmas had been a farce, the Christmas tree being a piece of 2 x 4 with palm fronds attached and since the mail situation was one of the blackest things encountered; no packages from home. The 27th never experienced an air raid at Nanumea but the Japs were bombing Funafuti, to the South, constantly and Nanumea was alerted every time the yellow boys passed the island, therefore the threat of an attack by enemy bombers was imminent and entirely probable. What finally beat the combat crews down on their knees was the fact that the VII Air Force had set forth no policy regarding either rest leaves or replacements. For all they knew they were expected to remain in the Central Pacific Theatre for the duration of the war with no provision for a rest leave, either in the Hawaiian Islands or in the United States.

CHAPTER VII

The primary target for the 16th mission of the Squadron on December 30th was shipping at Kwajalein Atoll, using Tarawa as a staging base. The secondary target was Ebeye Island, same atoll. Eight (8) planes took part in this mission, the entire strength of the Squadron at that time. 3 planes bombed a small island just north of Ebeye Island, 3 bombed Ebeye Island and 2 bombed shipping in the lagoon. "PHIDDIS II" was damaged in the tail and left wing by flak from naval vessels but the damage to the Japs caused by our bombs much more than overweighed the balance. 85% of the bombs hit their targets and a near-miss was scored on a Jap cruiser. "PHIDDIS II" came back with 57 holes in her.

On January 1st, 1944, the morning report carried two new combat crews and two new additions to the ground echelon. Lt. Chapman & crew had brought in "KONTAGIOUS KATIE" and Lt. Nixon & crew contributed "KAY RASHUN". The fighting strength of the Squadron now totaled ten (10) operational airplanes and combat crews. Lt. Gooding and Lt. Green joined the Squadron on the same day as additions to the ground echelon.

"KONTAGIOUS KATIE" and "KAY RASHUN" were initiated on January 4th when the Squadron flew its 17th mission. Each plane carried 20 incendiary frag clusters. The planes staged through Tarawa and bombed Jaluit Atoll (Emidj Island specifically), a last resort target instead of the assigned target, Roi and Namur Islands, Kwajalein, because of bad weather. 90% of bombs dropped were reported as hitting in the target area.

A new type of tactics was used on mission no. eighteen. The first 17 missions were flown at a normal bombing altitude of 9,000 feet or above. On January 8th, nine (9) planes of the 27th carried 12 x 500 lb G.P. bombs each and dropped them from 1,300 to 2,000 feet altitude on shipping and shore installations at Wotje Atoll. "MISS B HAVEN" lost an engine 100 miles before the target was reached and had to head for home. "KONTAGICUS KATIE" accompanied her to Makin where "MISS B HAVEN" landed safely but "KONTAGIOUS KATIE" had to go to Apamama, in the center of the Gilbert Islands, to land. The residue of the Squadron landed at Tarawa as planned.

Namur Island, Kwajalein Atoll was the target for mission #19 of January 14th. Nine (9) planes of the Squadron again staged through Tarawa. "GINNY LYNN", "TROPIC KNIGHT" and "TONDELAYO" attacked Namur Island from 400 feet. This was a night mission but even at night 400 feet seems a suicidal bombing level for a B-24 airplane. "TONDELAYO" returned to base with a hole one foot square in her tail. 100% bombs in the target area and no casualties to personnel.

On January 15th the crews of Lts. Troutner and Bergin returned to the Hawaiian Islands on rest leave. On January 2nd the VII Air Force had stated a definite policy with regard to rest leaves. Each combat crew would periodically be given a chance to rest for 10 days on Oahu or Hawaii or anywhere in the Hawaiian Islands. The plan was a rotational one for the crews but it worked out so that approximately every two or three months each crew would

have a vacation. Two combat crews per Squadron were authorized to be absent on leave at the same time and provision was made for two crews to be assigned to the Squadron as replacements while the regular Squadron crews were on leave. At about the same time the crews were told that upon their completing 30 successful missions in this area they had three choices so far as their future military careers were concerned: First, they could go back to the United States and request reassignment, apparently meaning that after having a furlough in the States they would be sent into some other theatre of war; second, they could go back to the United States on furlough then return to the Central Pacific Theatre and be assigned as instructors in some training unit in the Hawaiian Islands; third, they could go back to the United States on furlough then return to the Central Pacific Theatre and be assigned to a combat crew again. Things were looking up!

On January 20th, 1944, something new was added. The entire flight echelon of the 27th flew to Makin to make that Island the base of its operations instead of staging through Tarawa. Lts. Jackson and Hill & crews had been attached to the Squadron from the 819th Bomb Sqdn at Wheeler Field, Oahu, T.H., as replacements for Lts. Troutner and Bergin & crews who were on leave therefore the Squadron strength was nine (9) operational B-24Js and nine (9) combat crews.

Mission #20 for the Squadron was a night bombing mission against Kwajalein, Namur and Roi Islands, Kwajalein Atoll on Jan. 21st, operating from Makin Island as a base. "KICKAPOO KID",

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"LEMON" and "KAY RASHUN" did the dirty work at Kwajalein Island, dropping 120 lb frag clusters from levels of 750, 600 and 500 feet. 95% of the bombs dropped hit the targets. "LEMON" received 8 bullet holes in her tail and left wing but it was only minor damage and all planes returned to Makin safely.

Eight (8) planes of the Squadron participated in a dusk bombing strike against Radio Installations, Enemy Aircraft on the Ground and Aircraft Installations on Wotje Island, Wotje Atoll, for the Squadron's 21st mission. 90% of the bombs hit in the target area. The crews flying the mission reported that the target was completely surprised and that apparently the scheduled time of the strike was an excellent one. It must have been a surprise to the Japs because the anti aircraft fire, though intense, was inaccurate.

Wotje Island was again the target on January 28th, the Squadron's twenty second mission. The planned attack was by individual planes, each attacking the target at a different time. Each plane carried 12 x 500 lb general purpose bombs and the attack was made at night. 85% of the total bomb load carried hit the target and only one (1) plane received fire from anti aircraft which were guns, meager and inaccurate.

Although Lt. Wilcox and Lt. McDowell in "LEMON" and "KICKAPOO KID" bombed Roi Island, Kwajalein Atoll on January 29th, the mission is not numbered as a Squadron mission because the two planes only went along to show the 38th Squadron and the 392nd Squadron what a good bombing job was like.

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Lt. Troutner was back to take charge of "BOLIVAR" on the Squadron's 24th mission and Lt. Bergin & crew had brought a new airplane back from their rest leave on Oahu, T.H. In honor of the original "FLAK HAPPY" which had been salvaged at Tarawa the crew of the new plane christened it "FLAK HAPPY TOO". The date was February 4th and the flight echelon is back at Nanumea after their 10-day stay at Lakin. The target assigned was Taroa Island, Maloelap Atoll with Lille as alternate target. Two of the planes taking off from Makin (staging base) bombed Mille because of engine trouble and late take-offs. 81 x 500 lb bombs hit the primary target and fires were started but specific damage could not be observed due to bad weather. "GINNY LYNN", one of the planes hitting Mille, dropped several of her bombs on a 200 foot cargo boat. Of interest, and enlightening as to the condition of the airstrip at Makin is the fact that two planes sustained damage to wings by hitting trees on the side of the taxi-way.

The 25th mission was made by eight (8) airplanes on Feb. 8th, staging through Makin to strike Taroa Island again. The mission was at night and was an attack by single airplanes. The raid was not an outstanding one - only 60% bomb hits in the target area but it is typical in that Lt. Troutner & crew in "BOLIVAR" had to make five (5) bomb runs over the target before they could see enough of the target to feel warranted in dropping their bombs. Weather continues to be bad.

The entire strength of the Squadron, eleven (11) planes, staged through Makin on February 14th to attack a brand-new target.

Ponape Island was to be hit and the Caroline Islands Campaign was to be opened so far as the 30th Bomb Group and the 27th Bomb Sqdn were concerned. The specific target was the Radio Station on the island and in addition to knocking the radio station out the purpose of the mission was also photographic reconnaissance. The cloud cover over the target was .9 cumulus but 85% of the bombs dropped hit in the target area. "GINNY LYNN" suffered a 6 inch cut in her right wing from anti aircraft but there were no casualties. The VII Bomber Command was out in force that day, three (3) Sqdns from the 30th Bomb Gp and two (2) Sqdns from the 11th Bomb Gp participating in the entire raid. Anti aircraft fire was reported as being meager and inaccurate. This was mission number 26.

On January 30th, when Lts. Troutner and Bergin returned to the Squadron from their rest leaves, Lts. Schollenberger and Bonham had their turns to renew acquaintances in Honolulu and Hilo. Lt. Schollenberger took "SKY SCOW" back to Oahu and when he returned to Nanumea he had skipped "SKY SCOW II" and had a new airplane to add to the Squadron strength - "SKY SCOW III" • "SKY SCOW" had been replaced by "SKY SCOW II" at Wheeler Field but on the trip from Oahu to Johnston Island an engine had failed. Lt. Schollenberger & crew picked up "SKY SCOW III" at Johnston Island and brought her back to Nanumea.

On February 19th, "SKY SCOW III" made her maiden voyage over enemy waters in a daylight bomb strike and photographic mission over Ponape Island. This was mission #27 for the Squadron. The eleven (11) planes assigned the mission put 80% of their bombs in the target area in spite of a ceiling of 200 feet and visibility

zero for the first hour out of Makin, though which the Squadron staged for the mission, and .9 cloud cover at the target. It is interesting to note that "SKY SCOW III" and "PHIDDIS II" landed at Roi Island, Kwajalein Atoll to refuel after this mission.

For its 28th mission the Squadron was briefed to bomb Kusaie Island in the Caroline Group of Inlands on February 23rd but weather made it impossible to strike the primary target so the secondary target, Emidj Island, Jaluit Atoll, was bombed. This mission was also staged through Makin from Nanumea.

On February 26th the flight echelon again took off in its entirety from Nanumea, this time it wouldn't come back. Again it's destination was Makin but this time it was to stay at that advance base until the ground echelon had moved to another Island and set up a new home base. The Japs having been neutralized and almost liquidated in both the Gilbert and Marshall Islands the new targets would be too far away for the planes to carry effective bomb loads. Rumors and scuttlebutt was flying thick and fast.

The Squadron's 29th mission was against Langar Island, Ponape Island and the date was February 27th. Eight (8) airplanes were assigned and 5 of those hit Langar as planned but the other 3 had to bomb the secondary target, Emidj Island, Jaluit Atoll because of weather. Anti aircraft fire from both targets was intense and accurate.

Mission no. 30 was scheduled on March 3rd against Ponape Island for the primary target and Kusaie Island as secondary target.

"KICKAPOO KID" and "KAY RASHUN" both aborted because of engine trouble. Six planes of the 27th bombed Ponape putting 100% of their bombs in the warehouse area and three planes bombed Kusaie putting 66% of their bombs in the target area. Anti aircraft fire was intense and accurate over Ponape and "KONTAGIOUS KATIE" had 43 holes in her right vertical stabilizer when she returned to Makin after the raid. This raid is interesting because it is the first time that any planes from the 27th bombed Kusaie Island.

Seven planes bombed the barracks area south of the airfield on Ponape Island and four planes bombed the dock area at Kusaie on March 8 on the Squadron's 31st mission. "MISS B HAVEN" and "FLAK HAPPY TOO" received minor damage from flak during the raid but 85% of bombs landed on the target area at Ponape and 70% landed in the target area at Kusaie. Cloud coverage at the targets was from .7 to full.

Several details make the 32nd mission of the Squadron an interesting one. "SKY SCOW III" and "PHIBDIS II" had landed at Roi Island, Kwajalein Atoll to refuel on February 19th; now Kwajalein Island, Kwajalein Atoll which had been taken from the Japs during the first week in February was to be used for the first time by the 27th Squadron as a staging base. The date was March 11th. The war in the Pacific was moving fast during this period and it is interesting to know that it was only one month after all the Japs (live) had been cleared from Kwajalein when B-24s began to use it for staging purposes. The most interesting aspect of this mission was its target however. For the first time, 27th Squadron planes

had a former United States possession to bomb. Peale Island, Wake, was the specific target and eleven (11) planes of the Squadron participated. The fires and smoke caused by their bombs was visible for 35 miles at 10,000 feet. The distance flown on this mission was 2496 statute miles.

Although it does not constitute a Squadron mission, the fact that "MISS B HAVEN" made a mission over Truk Atoll on March 14th is included herein because the raid of that date, which was made by the 38th Bomb Sqdn (H), was the first bombing of Truk Atoll by land-based aircraft of the United States. "MISS B HAVEN", with Lt. Bonham & crew, went along to fill out the 38th Bomb Sqdn's ranks, which fact entitles the 27th Bomb Sqdn to have some little crumb of credit for the mission at any rate. The mission was flown from Makin using Kwajalein Island, Kwajalein Atoll as a staging base.

On March 19th the Squadron used twelve (12) airplanes on its 33rd mission. The target was Wake Island and this was the first time that the entire Squadron fighting strength was "present for duty" to make a mission. "GINNY LYNN", "MISS B HAVEN", "KICKAPOO KID", "LEMON", "BOLIVAR", "TROPIC KNIGHT", "PHIDDIS II", "TONDELAYO" , "KAY RASHUN" , "KONTAGIOUS KATE" , "FLAK HAPPY TOO" , and "SKY SCOW III" all participated. The planes are listed in the order of their appearance into the Squadron therefore it can be seen that the Organization Equipment List had been filled on February 15th when Lt. Schollenberger brought "SKY SCOW III" back from Oahu, but due to the fact that crews used their planes for

transportation to and from rest leaves, the number of planes making the missions up until March 19th was always eleven planes or under.

AWARD OF AIR MEDAL AND OAK LEAF CLUSTER

Major Ernest C. Eddy, Commanding Officer

Captain Darrel L. Brady, Ass't Operations Officer

AWARD OF OAK LEAF CLUSTER

Awards listed on this and the following page were made Captain Grove C. Johnson, Operations Officer during the month of February at Nanumea.

AWARD OF AIR MEDAL

First Lieutenant James F. Boyle, Squadron Navigator, and Ass't Operations Officer

First Lieutenant Robert W. Denham, Jr, Squadron Bombardier, Ass't Operations Officer

Second Lieutenant Douglas J. Miske, Co-Pilot

AWARD OF AIR MEDAL AND OAK LEAF CLUSTER

First Lieutenant Arthur Bonham, Pilot

Second Lieutenant William J. Beecher, Co-Pilot

Second Lieutenant Robert T. McGinnis, Navigator

Plane #978

First Lieutenant Mart F. Ford, Bombardier

Miss B. Haven

Technical Sergeant Aubrey L. Foley, Engineer

Technical Sergeant Richard W. Brooking, Radio Operator

Staff Sergeant Clyde D. Durkee, Ass't Engineer

Staff Sergeant Garrett F. Mulvaney, Ass't Radio Operator

Staff Sergeant Carlton W. Hoobler, Gunner

Corporal Gordon W. Fox, Gunner

Lt. Julius B. Warren, Pilot

Lt. Russell E. Berlin, Co-Pilot

Lt. Fred H. Brown, Navigator

Plane #151

Lt. Robert L. Hansen, Bombardier

Tropic Knight

T/Sgt. William E. Green, Engineer

T/Sgt. Kenneth M. Logan, Radio Operator

Sgt. Kenneth E. Mangas, Ass't. Engineer

S/Sgt. Harry H. Simmons, Ass't. Radio Operator

S/Sgt. Edwin A. Borghoff, Tail Gunner

Lt. John E. Bergin, Jr., Pilot

Lt. Emil J. Romanak, Co-Pilot

Lt. Melvin R. Gangnes, Navigator

Plane #996

Lt. Eugene G. Henry, Bombardier

Flak Happy

T/Sgt. Claude A. Waldrop, Jr., Engineer

T/Sgt. William Senko, Radio Operator

S/Sgt. Charles O. Coutts, Ass't. Engineer

S/Sgt. John R. Onisko, Ass't. Radio Operator

S/Sgt. Howard L. Davis, Tail Gunner

Lt. Donald J. Trautner, Pilot

Lt. Paul A. Brusseau, Co-Pilot

Lt. John C. Try, Navigator

Plane #994

Lt. Maurice W. Enochs, Bombardier

Bolivar

T/Sgt. Allie B. Hunt, Engineer

S/Sgt. Herbert V. Sites, Radio Operator

Sgt. Forrest K. Foulke, Ass't. Engineer

Sgt. Joseph H. Trotter, Ass't. Radio Operator

S/Sgt. William A. Kozak, Tail Gunner

AWARD OF AIR MEDAL AND OAK LEAF CLUSTER

Lt. John P. McDowell, Pilot
Lt. Curtis W. Symonds, Co-Pilot
Lt. William C. Wade, Navigator
Lt. Paul M. King, Jr., Bombardier
T/Sgt. Charles W. Stephens, Engineer
S/Sgt. Edward B. Bauer, Radio Operator
S/Sgt. James W. Parker, Ass't. Engineer
S/Sgt. William R. Sloane, Ass't. Radio Operator
S/Sgt. Allen W. Shouse, Tail Gunner

Plane #983
Kickapoo Kid

Lt. Louis B. Thompson, Pilot
Lt. Russell M. Christiansen, Co-Pilot
Lt. Robert C. Gebauer, Navigator
Lt. Harold L. Rup^p, Bombardier
T/Sgt. Alfred M. Greer, Engineer
T/Sgt. Raymond E. Hebler, Radio Operator
Sgt. William A. Henry, Ass't. Engineer
S/Sgt. John E. Rose, Ass't. Radio Operator
S/Sgt. Truair Brenner, Tail Gunner

Plane #968
Ginny Lynn

Lt. James W. Scholleriberger, Pilot
Lt. Kirby W. Alexander, Co*Pilot
Lt. Raymond L. Leary, Navigator
Lt. Stephen E. Davidson, Bombardier
T/Sgt. Samael Pollach, Engineer
T/Sgt. Don C. Collier, Radio Operator
Sgt. Richard N. Shields, Ass't. Engineer
Sgt. Billie L. Wright, Ass't. Radio Operator
S/Sgt. John McLeod, Tail Gunner

Plane #987
Sky Scow

Lt. Harry A. Wilcox, Pilot
Lt. George F. Sheetz, Co-Pilot
Lt. John E. Hewitt, Navigator
Lt. Roy Girner, Bombardier
T/Sgt. Anton V. Thiel, Jr., Engineer
T/Sgt. George F. Brandt, Radio Operator
S/Sgt. Leonard Spiro, Ass't. Engineer
S/Sgt. Lancia R Shoup, Ass't Radio Operator
Sgt. George W. Murray, Tail Gunner

Plane #993
Lemon

The Ground Echelon of the 27th embarked on LST #128 at Nanumea, again for an unknown destination, on March 2nd. LST #128 had been designated by universal approval of the boys of the 27th as the oldest, most dilapidated and generally poor boat in existence. LST #128 pulled out from Nanumea on the morning of March 3rd with 8 Officers, Mr. Dailey and 214 Enlisted men of the 27th Squadron on board. Kwajalein Atoll was reached and entered on March 12th but the troops did not debark until March 15th. When coming through the pass into the lagoon of the Atoll in the convoy, some of the men had hold of the anchor and Sgt. Emerson C. "Buckshot" Robinson is attributed with having taken a nautical turn and having advised the men at the anchor to "lower away". "Buckshot" having a strong will besides an ever-present strong cigar, his orders, though not meant in the manner taken, were obeyed and the 27th watched the whole convoy pass them in review to be unloaded. The unloading and debarking process was done two-LSTs at a time therefore the 3~day period of sitting in the lagoon.

On March 15th the troops gladly said good-by to LST #128, debarked and set up their homes, tents, on the lagoon side of Kwajalein Island, near the airstrip.

On March 26th the Flight Echelon of the Squadron took off from Makin for Kwajalein and landed the same day at their new home. Their quarters, the Intelligence and Operations building were located on the Northern part of the Island and to the windward side. Tents had been set up with wooden floors, therefore the living conditions were not bad.

The 27th Squadron's new home (Kwajalein Island) is the largest island of the largest atoll in the world. The devastation caused by the naval bombardment and by the bombing by the Navy and VII Air Force on the island had

left little standing above the ground. There were only a few trees remaining and all of the leaves on those had been shorn off. Most of the enemy dead had been buried but the engineers who were clearing the island would occasionally open a pill-box or level a heap of rubbish and uncover dead bodies, the odor of which defies description.

With the move to Kwajalein the targets for the planes changed. Kwajalein is within 300 miles of Wotje, Maloelap, Mille and Jaluit Atolls, all of the Marshall Islands. Those Atolls and the islands in them were the Japanese strong-holds during the Gilbert and Marshall Campaigns and the targets over which interception at one time had almost been a certainty, anti aircraft fire intense and accurate and over which so many of the 27th Squadron's planes had been shot down, severely damaged or slightly damaged. All of the named targets had, at the time of the Squadron's move to Kwajalein, been neutralized and although they still contained enemy garrisons and their anti aircraft weapons had not been completely liquidated they now were milk runs over which new crews would be sent for orientation purposes; to get the taste of combat before they tackled rougher targets.

Living conditions for the entire Squadron were not bad; there was plenty of dust but nearly all of the combat crews had mattresses, and all personnel were able to take baths in the shower-houses that were built. "Chow" was complained of for a week or two, "spam" being the principal diet but the food was better than most of the other Squadrons ate due to T/Sgt. John L. Spires and his staff at the mess hall with Captain Stevens, who had mess as one of his "additional" duties, as advisor; Of course the "Nayvee" was eating steak and chicken but that was and will always be treated somewhat as a joke by the army in combat.

The first mission made from Kwajalein was on March 29th and constituted the Squadron's 34th mission. The target was Param Island airfield on Param Island, Truk Atoll, Caroline Islands. For the first time the 27th was attacking Truk in strength. Although before this time the Squadron had bombed two or three of the more Eastern islands of the Caroline Group this raid, factually, opens the Caroline Campaign for the Squadron. There was no staging base used on the mission and it was an uncoordinated night mission: In other words the planes bombed the target at different times in individual attacks. Eleven planes of the Squadron participated. "SKY SCOW III" and "TROPIC KNIGHT" did not drop their bombs at Truk because of mechanical malfunctions but the other nine (9) planes dropped their bombs on the primary target. The distance flown on the mission was 2366 statute miles and 18 searchlights in Truk Atoll were counted by the members of one crew. Also interesting is the fact that three planes landed at Eniwetok Island, Eniwetok Atoll after the mission although this landing was not in the plan of the mission. This was the first time that any of our planes had landed there.

SECRET

Air Commander - Lt. Col. Arthur J. Walker
Date - 14 November, 1943 (D-6)

TARGET - MILLE

The 27th and 38th Squadrons, 30th Bomb Group, departed Nanomea at 1130 CWT on D-6 on the first combat mission for both squadrons. Our target was Mille, a Jap-held air base in southern Marshalls.

Our ETA target was approximately 1645 and our course led us past and quite close to some of the longer enemy bases in the Gilberts. We passed within 35 miles of Tarawa at 1440 and again at 1517 we passed 30 miles east of Makin. There was no alternate course, other than a direct one available to us due to the distance between the two bases.

At 1527, slightly north of Little Makin, we turned on course to the target. Our cruising altitude had been at 8,000', just topping cumulus formations that covered approximately six-tenths of the sky. We, in the 27th, had not seen the 38th Squadron up to this time and were ignorant of the fact that higher headquarters had ordered both formations to return to base because of weather. The climb to attack altitude, 10,000', was completed shortly after four PM. The formation was closed in nicely. At four-thirty our target was sighted about 20 miles to our right; we turned toward the target and proceeded with our plan of attack, which called for the 1st element to pass over Mille airfield from south to north with the other two flights converging on 45 degree angles for their run.

The lead flight was unable to bomb as planned, because of cloud coverage, and so notified the other two flights who were able to strike as planned and recover south and west with but very little anti-aircraft fire. The first element proceeded over the target and executed the bombing run from north to south amid heavy intense and fairly accurate anti-aircraft fire. No damage was inflicted on "A" flight, possibly because of our evasive action, and we rendezvoused with "B" and "C" flights and took course for return to base over the same track.

There was considerable jubilant interphone chatter by all crew members concerning our bombing accuracy, lucky escape from AA, and the lack of interception.

The formation on return closed to defensive width without signal until well past the southernmost enemy island. Flight to base was uneventful and landing was successfully completed, after some difficulty caused by a strong cross wind and our unfamiliarity with our own base after dark, at approximately 2230.

/a/ Arthur J. Walker
ARTHUR J. WALKER,
Lt. Col., Air Corps,
Air Commander.

The original of this letter is on file in the office of the S-2 of the 30th Bomb Group (H), VII Bomber Command, VII Air Force.

EXHIBIT A

SECRET

FORWARD ECHELON
HEADQUARTERS VII BOBBER COMMAND
APO #240

15 November, 1944

SUBJECT: Commendation.

Lt. Col. EDWIN B. MILLER, JR., Commanding Officer,
30th Bombardment Group' (H), APO #240Y

The willing effort demonstrated by you, your officers and your men in making the several moves from mainland station to combat zone stations, and the efficiency with which you made those moves are worthy of praise. For that great effort and the efficiency already demonstrated, you and the members of your command are hereby commended. That efficiency was proven by the manner of performance of your unit's first combat mission, the bombing of the Japanese air base at Milli, on 14 November 1943. That mission was very successful. Thus you are carrying on the finest traditions of the service of which your unit is a valuable part.

/s/ T.H. Landon
T.H.LANDON
Brigadier General, U.S.A.,
Commanding

EXHIBIT B

Organizational History, 27th Bombardment Squadron (H), 30th Bombardment Group (H), VII Bomber Command, Seventh Air Force.

1 April 1, 1944 - April 30, 1944

1. Organization

Eight (8) crews completed missions and were reassigned
One (1) crew shot down - missing
Nine (9) crews newly assigned

2. Strength

71 Officers
370 listed Men

3. Date of arrival and departure from each station occupied in this theatre

Negative

4. Losses

One crew shot down

Narrative

The month of April, 1944 saw much happen in the life of the 27th Bombardment Squadron and its men:

All of our original crews that were still alive, finished their allotted missions.

O

Our night attacks on the Truk group were intensified and effective. We also continued the attack on Wake Island. We lost one plane and crew at Truk.

CO

We received nine new combat crews.

The entire squadron moved from its old area to the new area where there were barracks waiting us.

In the small hours of the morning of April 2, 1944, Lt. Trautner and his crew cut the engines of Bolivar and climbed out onto the hard-stand. They were a jubilant lot. They had just completed their thirtieth combat mission and fate had decreed they live. They were the first crew of the Seventh Air Force to finish their allotment of hell over enemy targets and this tractless sea.

As the month proceeded, the rest finished in this order: Lieutenants Bergin, Wilcox, Warren, Thompson, Bonham, McDowell, and finally on April 27, 1944, Lt. Schollenberger and his crew crossed the finish line. This completed our original crews. We figured all told in the time they had fought against the enemy, they had flown approximately 7,500,000 miles,

and dropped approximately 5,000 bombs for a total of 700 tons. We had bombed nineteen different Jap held islands covering an area of over 1,600,000 square miles. All told, we destroyed approximately 102 enemy aircraft, and about 25 enemy ships.

Others probably have done and will do more and better, but we did our best.

As the crews left, General Landon called them to Bomber Command and awarded them the remaining Oak Leaf Clusters to their Air Medals and D.F.C.'s.

Most of our attacks during April, 1944 were on Truk. We had the pleasure of seeing great explosions on Dublon Town, huge fires on supply areas, and photos showed bombs on Moen and Eten Airfields had hurt the Jap air power. The Japs had the pleasure of seeing Lt. Leffler and crew go down in flames, after they had successfully hit the target. They burst in flames and crashed to the sea where some of us saw them burning. We are not sure, but we believe a Jap fighter followed them out, closed in and got them.

Lt. Leffler had joined us at Nanumea on December 18, 1943 to replace Lt. Ellison's crew which had crashed.

Japanese search lights over Truk had been pretty good. They could usually spot us but we found that vigorous evasive tactics could lose them. They shot at us plenty with AA, in the main this was ineffective.

Sometimes they would search for us, then as soon as their spot was on us they would cut off, obviously to aid night fighters.

We saw Japanese planes airborne nearly every time we were over Truk. Sometimes they were reported as twin engine Japs. They would try to close on us from beneath and behind.

On April 2, 1944 our new replacement crews started to arrive. They came in this order: Lt. Patrick and crew, Lt. Cram and crew, Lt. Cox and crew, Lt. Waterous and crew, Lt. Peters and crew, and last, on April 26, 1944, Capt. Mehaffey and crew arrived.

They seemed to be good men. They got into the swing of things quickly and well. They were initiated over Truk and Wake and did some good flying and bombing.

Most pleasant to all of us was moving from our dirty temporary tent area on the north shore of the island to our new, clean, cool barracks by the lagoon, also we moved into our own mess. Sgt. Spires and his men did a beautiful job with what they had. Along toward the end of the month fresh meat started to come and some fresh vegetables and fruit. They tasted great. Also, during the month of April our first ration of ice started coming to the mess hall every other day. Also, the usual beer and coke ration, seven bottles of each per man per week; it was appreciated.

The transportation boys had dug up a wrecked Jap truck and put shape. They sport it pretty proudly.

The photo lab is well set up now and turning out some good work.

Mail from home has been coming pretty regularly and everybody likes that.

Except on 15 April 1944 we got most of our Christmas boxes from home and they were a sad mess; not a one of the hundreds of packages was undamaged.

Organizational History, 27th Bombardment Squadron (H), 30th Bombardment Group (H), VII Bomber Command, Seventh Air Force.

April 1, 1944 - April 30, 1944

4. Losses

Pilot	LEFFLER, Lowell E. F.	1st Lt	0-742488
Co Pilot	BAILEY, John H.	2nd Lt	0-684830
Navigator	CLARK, David S.	2nd Lt	0-683901
Bombardier	McDERMOTT, Edward V.	2nd Lt	0-679637
Engineer	KLOCK, Henry (NMI)	T/Sgt	32406344
^Radio Oper	SUMMERS, George C.	T/Sgt	13136909
Ass't Eng	TURNER, Earl B.	S/Sgt	12073542
Ass't Radio	KALTER, Dan J.	S/Sgt	12181275
Gunner	NAPOLITANO, Vernon F.	S/Sgt	39106247
Gunner	BERG, Gordon C.	S/Sgt	16046394

Unit, History of* 27th Bomb Sc», 30th Bomb Gp (H),

CITATIONS MADE DURING MONTH OF APRIL 1944

RANK	NAME	A.SJL	<u>3RD O.UC.</u>	<u>1ST O.L.C+</u>
			TO A.M.	TO D.F.%
1st Lt	Beecher, William J.	0-743225	X	X
1st Lt	Bergin Jr., John E.	0-743166		X
1st Lt	Berlin, Russell E.	0-743306	X	X
1st Lt	Bonham, Arthur (NMI)	0-739650	X	X
1st Lt	Brown, Fred H.	0-740629	X	X
1st Lt	Brusseau, Paul A.	0-743312	X	X
1st Lt	Christianson, Russell M.	0-743315	X	X
1st Lt	Davidson, Stephen E.	0-669212	X	X
1st Lt	Enochs, Maurice W.	0-734661		X
1st Lt	Gebauer, Robert C.	0-740642	X	X
1st Lt	Hansen, Robert L.	0-734677	X	X
1st Lt	Henry, Eugene G,	0-741342		
1st Lt	King, Paul M. Jr.,	0-684617	X	X
1st Lt	Leary, Raymond L.	0-741790	X	X
1st Lt	McDowell, John P.	0-452464	X	X
1st Lt	McGinnis, Robert T,	0-741850	X	X
1st Lt	Romanak, Emil J.	0-743376		X
1st Lt	Rupp, Harold L.	0-664824		X
1st Lt	Schollenberger, James W.	0-740946	X	X
1st Lt	Sheetz, George F.	0-748264	X	X
1st Lt	Symonds, Curtis W,	0-743537	X	X
1st Lt	Thompson, Louis B.	0-740980	X	X
1st Lt	Trautner, Donald W.	0-740982		X
1st Lt	Wade, William C,	0-736915	X	X
1st Lt	Warren, Julius B.	0-677359	X	X
1st Lt	Wilcox, Harry A.	0-677378	X	X
2nd Lt	Alexander, Kirby W.	0-804760	X	X
2nd Lt	Girner, Roy (NMI)	0-684649	X	X
2nd Lt	Hewitt, John E,	0-807210	X	X
2nd Lt	Try, John C.	0-807355		X
T/Sgt	Bauer, Edward B.	33327808	X	X
T/Sgt	Brandt, George F.	39608319	X	X
T/Sgt	Brooking, Richard W.	15114739		X
T/Sgt	Collier, Don C.	39252735	X	X
T/Sgt	Foley, Aubrey L.	18010789	X	X
T/Sgt	Green Jr., William E,	16041718	X	x
T/Sgt	Greer, Alfred M.	35382385		
T/Sgt	Hebler, Raymond E.	35317253		X
T/Sgt	Hunt, Allie B.	14120084		X
T/Sgt	Logan, Kenneth M.	19004810	X	X
T/Sgt	Pollach, Samuel (NMI)	11055471	x	X
T/Sgt	Senko, William (NMI)	32470691	x	
T/Sgt	Sites, Herbert V.	34243505		X
T/Sgt	Stephens, Charles W.	14158320	x	X
				X

Unit History of 27th Bomb Sq., 30th Bomb Op (H)
CITATIONS MADE DURING MONTH OF APRIL 1944 (CONT'D)

RANK		NAME	A.S.N. TO A^M,	" 3RD O.L«C«	TO
T/Sgt	Thiel Jr., Anton V.	31208263	X		
	T/Sgt Waldrop Jr. Claude A.	14047914			
S/Sgt	Brenner, Truair J.	39609131			
S/Sgt	Borghoff, Edwin A.	32466288	X		
S/Sgt	Coutts, Charles O.	37188603			
S/Sgt	Davis, Howard L.	37228243			
S/Sgt	Durkee, Clyde D.	39092373	X		
S/Sgt	Foulke, Forrest K.	19077881			
S/Sgt	Fox, Gordon W.	32379979	X		
S/Sgt	Henry, William A.	19003506			
S/Sgt	Heobler, Carlton W.	19004054			
S/Sgt	Kozak, William A.	32518455			
S/Sgt	Mangas, Kenneth E.	16098419	X		
S/Sgt	McLeod, John (NMI)	36147112	X		
S/Sgt	Mulvaney Jr., Garrett F.	12138231			
S/Sgt	Onisko, John R,	35319901			
S/Sgt	Parker, James W.	33214281	X		
S/Sgt	Rose, John E.	35436024			
S/Sgt	Shields, Richard N.	31191782	X		
S/Sgt	Shoup, Francis F.	37317255	X		
S/Sgt	Shouse, Allen W.	39080261	X		
S/Sgt	Simmons, Harry H.	33235833	X		
S/Sgt	Sloane, William R.	16133776	X		
S/Sgt	Spiro, Leonard (NMI)	12160030	X		
S/Sgt	Trotter, Joseph C.	34381171			
S/Sgt	Wright, Billie L.	37237399	X		
Sgt	Murray, George W.	18169047	X		

MMMMMMMMMMMMMMMMMMMM

CHAPTER X

The first monthly installment of the History of the 27th Bomb Squadron was due on 10 May 1944 and covered the period of the month of April, 1944. Captain Darrel L. Brady was Historical Officer of the Squadron up until May 18th, 1944 and forwarded to higher echelon such installment for the month of April but retained no copy for Squadron files. This page is included herein so that it will be known that any information concerning the 27th Bomb Squadron (H) for the month of April, 1944, should be included under CHAPTER X of the text.

ORGANIZATIONAL HISTORY
27TH BOMBARDMENT SQUADRON (H), 30TH BOMBARDMENT GROUP (H)
VII BOMBER COMMAND, SEVENTH ARMY AIR FORCE

Organization:

Negative

Strength:

69 Officers
370 Enlisted Men

Date of arrival and departure from each station occupied in this theatre:

Negative

In a night bombing mission against Moen, Eten and Param Airfields, Truk Atoll, Caroline Islands of 5 May 1944 GCT airplane #42-72993 did not return from the mission. Due to the fact that the mission was an attack by individual over the over the target at night the circumstances of the loss are not known. The following individuals comprised the crew of the airplane, who were declared MISSING IN ACTION as of 5 May 1944:

Major M. Messick, 2nd Lt., Air Corps, 0-677332	- Pilot
Ben E. Myrick Jr., 2nd Lt., Air Corps, 0-753339	- Co-Pilot
Lyndon V. Collins, 2nd Lt., Air Corps, 0-639594	- Navigator
Roger K. Eddy, 2nd Lt., Air Corps, 0-752610	- Bombardier
William E. Stotsenburg, S/Sgt., ASN 33344121	- Engineer
Frederick F. Metcalf Jr., S/Sgt., ASN 19124301	- Radio Operator
Thomas L. Devaughan, S/Sgt., ASN 14153913	- Ass't. Engineer
Vance Wong, S/Sgt., Asn 14170332	- Ass't. Engineer
Robert L. Burkholder, S/Sgt., ASN 35541274	- Gunner
Walter W. Mason, S/Sgt., ASN 36565554	- Gunner

On 14 May 1944 S/Sgt. Hilton J. Horton, ASN 20403129, Airplane Mechanic, while directing a plane out of its revetment onto the taxi-way, was struck by the propeller of another airplane which was taxiing down to the end of the runway to take off. Sgt. Horton was taken to the hospital but died only a few minutes after the accident.

Awards and Decorations:

3rd and 4th Oak Leaf Clusters to the Air Medal and 1st Oak Leaf Cluster to the Distinguished Flying Cross awarded Earnest C. Eddy, Major, Air Corps, 0-393674, Pilot, Air Corps, residence at enlistment: 1419 Seventh Avenue South, Fargo, North Dakota.

3rd and 4th Oak Leaf Clusters to the Air Medal and 1st Oak Leaf Cluster to the Distinguished Flying Cross awarded Darrel L. Brady, Captain, Air Corps, 0-724534, Pilot, Air Corps, residence at enlistment: Rancho Yucca Loma, Victorville, California.

2nd and 3rd Oak Leaf Clusters to the Air Medal and 1st Oak Leaf Cluster to the Distinguished Flying Cross awarded John (NMI) Sinawski, Sgt., Air Corps, ASN 33426650, Gunner, residence at enlistment: 615 5th Avenue, Ford City, Pennsylvania.

2nd and 3rd Oak Leaf Clusters to the Air Medal and 1st Oak Leaf Cluster to the Distinguished Flying Cross awarded Delbert (NMI) Chapman, 1st Lt., Air Corps, 0-677240, Pilot, residence at enlistment: 806 South Randolph St., Champaign, Illinois.

2nd and 3rd Oak Leaf Clusters to the Air Medal and 1st Oak Leaf Cluster to the Distinguished Flying Cross awarded Willie M. Holland, 2nd Lt., Air Corps, 0-684868, Co-Pilot, residence at enlistment: 10 Jeremy St., Salt Lake City, Utah.

2nd and 3rd Oak Leaf Clusters to the Air Medal and 1st Oak Leaf Cluster to the Distinguished Flying Cross awarded Robert F. Gavin, 2nd Lt., Air Corps, 0-685583, Navigator, residence at enlistment: 26 Charles St., Winthrop, Mass.

2nd and 3rd Oak Leaf Clusters to the Air Medal and 1st Oak Leaf Cluster to the Distinguished Flying Cross awarded Albert L. Kimmelman, 2nd Lt., Air Corps, 0-679626, Bombardier, residence at enlistment: 1975 Walton Ave., New York, New York.

2nd and 3rd Oak Leaf Clusters to the Air Medal and 1st Oak Leaf Cluster to the Distinguished Flying Cross awarded John A. Maseth, T/Sgt., ASN 33302056, Engineer, residence at enlistment: 44 Prospect St., Pittsburg, Pennsylvania.

2nd and 3rd Oak Leaf Clusters to the Air Medal and 1st Oak Leaf Cluster to the Distinguished Flying Cross awarded Orrell K. Kennedy, T/Sgt., ASN 39251520, Radio Operator, residence at enlistment: 2009 Bellevue Avenue, Los Angeles, California.

2nd and 3rd Oak Leaf Clusters to the Air Medal and 1st Oak Leaf Cluster to the Distinguished Flying Cross awarded Andrew E. Nahlen, S/Sgt., ASN 38236585, Engineer, residence at enlistment: Route #2, Conway, Arkansas.

2nd and 3rd Oak Leaf Clusters to the Air Medal and 1st Oak Leaf Cluster to the Distinguished Flying Cross awarded Robert E. Fortman, S/Sgt., ASN 15377428, Aerial Gunner, residence at enlistment: 116 Courtland St., Elyria, Ohio.

2nd and 3rd Oak Leaf Clusters to the Air Medal and 1st Oak Leaf Cluster to the Distinguished Flying Cross awarded Charles J. Raxter, S/Sgt., ASN 38272143, Aerial Gunner, residence at enlistment: 407 S. Fifth St., Clinton, Oklahoma.

2nd and 3rd Oak Leaf Clusters to the Air Medal and 1st Oak Leaf Cluster to the Distinguished Flying Cross awarded Bernette G. Barrilleaux, S/Sgt., ASN 18171316, Aerial Gunner, residence at enlistment: Route #1, Box 292-A, Jeanerette, Louisiana.

Recapitulation of missions flown by the Squadron during the month of May, 1944

<u>No. of planes participating</u>	<u>Target or mission</u>	<u>Date of mission</u>	<u>Number of mission</u>
9	Wotje	3 May 1944	H-239
12	Truk	5 May 1944	H-238
12	Truk	11 May 1944	H-243
12	Jaluit	14 May 1944	H-250
11	Wake	16 May 1944	H-251
12	Wotje	21 May 1944	H-254
9	Guam	29 May 1944	H-259
9	Ponape	31 May 1944	H-260

CHAPTER XI

In the new barracks, which had been built and moved into in the month of April, living conditions were cleaner and more convenient in many respects than the earlier arrangement but the privacy of tents was missed. Food had steadily improved since arriving on Kwajalein and this improvement culminated in fresh meat gracing the mess tables quite a few times during May. In addition to these "necessities" each man was rationed seven bottles of beer per week and in the latter part of the month seven coca-colas were added to the weekly ration list. Each week five picture shows were shown in the outdoor theatre and for the most part they were surprisingly good movies.

There was only one fly in the ointment: Things were getting too good and with the luxuries also came the attending responsibilities of clean areas, barracks and weapons. Along with the barracks, beer, the new Officer's club (one-half of the bottom floor of one of the Officer's barracks) and movies came Saturday morning inspections and police details. A sufficiently unclean weapon was good for a theme of 5,000 words on the subject; "Care, Use and Cleaning of Small Arms". Civilization was catching up much too fast for the 27th. To finally climax a series of events apparently placing Kwajalein on a par with an army garrison in the States, Nurses were on their way, along with more civilization. See exhibit C.

In a night bombing mission against Truk Atoll on May 4th, the attack being by single airplanes and Eniwetok used as a staging base, Lt. Messick & crew did not return. The only observation of other crews who returned from the mission which possibly might have had some bearing on the circumstances of the loss is included under the heading "OBSERVATIONS" in the final intelligence

mission report of 6 May 1944 on Mission No. H-23S. See also "NOTE" in the same mission report. This was the Squadron's 44th mission and was to have been Lt. Messick's 8th mission. Lt. Messick and crew had joined the Squadron on April 7th and had been assigned the "LEMON". The "LEMON" was the second of the 27th Squadron's planes to be shot down over Truk and as was true when Lt. Leffler and crew in "TONDELAYO" were shot down over the same target in April, the fact that the circumstances of the loss were a complete mystery was a pall on the minds of the men of the Squadron besides the loss of close personal friends. The "LEMON" was the 5th of the 11 original airplanes of the Squadron to be shot down in combat, her crew the 6th combat crew to go down, and the 7th operational plane loss by the Squadron.

A comment on the Jaluit mission of 14 May 1944 is included here because the largest number of planes participated in the raid than on any previous raid in the Central Pacific Theatre. 183 planes took part in the mission and dropped 240 tons of bombs on the atoll. The 27th Squadron was along in full strength, their specific target area being the Small Islands south of Aineman Island. The target area being only 100 to 150 feet wide in the largest part, the 27th planes had to make 2, 3 and 4 bomb runs over the target to get even fair bombing results: Even with that number of runs a lot of fish were killed. Captain Brady, popular Assistant Operations Officer completed his quota of 30 missions on this raid and was on his way back to the States in a few days.

After the Jaluit raid "GINNY LYNN", "MISS B HAVEN", "KICKAPOO KID" "BOLIVAR" and "TROPIC KNIGHT" had been in combat for six months. Cpl. John W. Quinn of the Base Public Relations Office made the mission in "BOLIVAR" and after the mission compiled the statistics which are included as Exhibit D hereto.

The total number of flying hours on "BOLIVAR" after the Jaluit mission was 714 hours: She had flown 41 combat missions and had covered a distance of 128,000 statute miles. The ground echelon of the 27th, whose diligent effort, real interest and affection for the plane kept it flying should get their fair share of credit for this record. The engineering department of the Squadron had an achievement record which might well be the envy and goal of other combat units in the war zones.

On May 16th a new combat crew were assigned and joined: Lt. Bratcher & crew were assigned "PHIDDIS II" and made their first mission with the 27th in a raid over Wotje on May 22nd. Lt. Bratcher, being from Texas, hit it lucky with regard to his assignment and must have thought it was "old home" when he saw the number of Texans already in the outfit.

Major Eddy completed his 30 missions on the Wotje raid of May 22nd. During the eight months that he had been C.O. of the 27th the Major had made a fine record for himself, both as a man and as a Pilot-soldier. He was gentle but firm in commanding and in making his 30 missions if his plane did not go over the specific target and drop its bombs it certainly was not the Major's fault: In all his work, both administrative and combat flying, he was as straight as a die. The Major was relieved of command of the 27th on the 31st of May: His friends are legion in the 27th.

On May 22nd, 1944, the Squadron suffered its first loss in the ranks of the ground echelon. The following article was written by Cpl. Quinn of the Base Public Relations office:-

"A SEVENTH AIR FORCE BASE IN THE MARSHALLS 22 May 44 Not all the glory in this Central Pacific War should go to the men who fight it. There are others who serve the needs of men in a

crisis such as this. They too can die, and often do, but their passing goes un-noticed.

On Mother's Day the giant Liberators were warming up along the airstrip. The mighty roar of engines and propellers cutting the morning air created those nerve racking sounds of war against which man must control mind. The Seventh Air Force was preparing to take off across the vast expanse of waters to drop its bombs on those unfortunate Japanese who still remained within the Marshall Group.

The TROPIC KNIGHT was warming up and soon would start down the strip to take her place and wait her signal from the tower before racing down the runway and taking to the sky.

He stood there as he had done so many times before waiting to guide the pilot from the revetment to the runway. He had worked hard and long to ready this plane for this moment. A ground crew man was never praised by those at home for his skill in keeping this plane flying countless hours so her crew could carry bombs and guns to win this war. They were never told about him. He didn't make a good copy. He didn't fly.

With arms akimbo he faced Tropic Knight listening to those four engines and their sounds which to his trained ears meant that they would bring his crew safely back from another mission. His job was done until the hours should bring her back again, and his work would start anew.

He didn't hear the plane slowly taxiing down the runway. And its pilot couldn't see the ground man. And as he thought of Tropic Knight and the song she sang to a ground man's ears, the fast revolving

blades of the slowly taxiing plane struck him to the ground.

They buried him that afternoon when the combat men returned from Jaluit. They bade him a last farewell in a crude mess hall which was his chapel. They didn't give him any medals. He didn't wear a pair of silver wings. He was a ground crew man.

As the sound of taps died away the coral strip and somewhere out to sea, we looked at Tropic Knight and saw some twenty bombs painted on her dull green nose. Those were the missions she had flown. Truk: Maloelap: Kwajalein: Wotje: Mille: Wake: Guam: Those were his medals: This was his tombstone: This was his gift to his Mother, and this her sacrifice on Mother's Day.'

On May 25 the combat crews of the Squadron were dealt a foul blow, even though foul blows, or tricks of fate, are not uncommon overseas. Col. Miller, Commanding Officer of the 30th Bomb Group (H), called a meeting of the Flight echelon and passed out the sad news: The announcement was that due to the fact that the States did not have enough personnel to replace the combat crews completing 30 missions under the policy as announced during the month of January, that although combat crews would still have the opportunity to have a 30 day furlough in the States after completing 30 missions they would be returned to the Central Pacific Theatre after such furlough and perhaps be sent back into combat. An interesting announcement was made at the same time that maybe, perhaps possibly, B-29s would be used in the Central Pacific and that opportunity would be given all combat crew members to apply for work in a B-29 unit if such turned out to be the case.

For their 30th and final mission, Lt. Chapman & crew went with the 38th

Squadron on a mission over Ponape Island on May 28. "Chappie" pulled an excellent buzz job after the mission - so good that the operator of a steam roller on the taxi strip left his machine to operate itself while he made tracks for parts unknown, fast.

On May 28th, nine (9) planes of the Squadron took off for Eniwetok for some hush-hush mission, and didn't return until May 31st. During their absence they had quite a bit of excitement and added two missions to the Squadron's record. After landing at Eniwetok they were briefed by the Navy: The mission was one of photographic reconnaissance over Guam Island in the Marianas Group. The Navy carried the cameras, the 27th carried 3 x 100 lb G.P. bombs in each plane and acted primarily as escorts. "FLAK HAPPY TOO" lost an engine over Guam through mechanical failure. It's bad to lose an engine in a B-24 airplane any time but when the engine is lost over enemy territory where the anti aircraft is intense and accurate and there are 20 plus interceptors in the sky - that comes mighty close to tragedy, Captain Mehaffey reported that the anti aircraft fire knocked them around enough to provide plenty of involuntary evasive action. The incident has a happy ending through no fault of the Navy. Captain Mehaffey and Captain Johnson were flying wing positions for a Navy photo plane when "FLAK HAPPY II" lost her engine and the Navy plane headed like a bat out of hell for home, leaving "FLAK HAPPY II" a straggler in trouble. The only reason the 27th can think of for the Navy pulling out is the fact that it was close to dinner-time. It's mighty hard sometimes to have to make "reasons" for our allies. A detailed account of the interception encountered over Guam is a part of the Final Intelligence Mission Report of Mission No. H-259 of May 29th, attached hereto.

The landings after the Guam mission was at Momote Airfield, Los Negros

Island, Admiralty Group, in the Southwest Pacific Area. The boys spent the day of May 30th with the 13th Air Force at Momote Field, then took off on the morning of the 31st for Kwajalein with 10 x 100 lb G.Ps. in each plane which they dropped on Ponape on the way home. The Ponape bombing constituted the Squadron's 48th mission.

Inasmuch as the Squadron's six-month anniversary occurred in the month of May it might be well to list the planes of the Squadron, their crews, and summarize the Squadron's losses. See pages 51 and 52 for such list and summary.

A/P #	NAME	PILOTS	DATE FLAME CAME INTO SQUADRON	DATE PLANE LOST	CIRCmSTAHGES OF LOSS
151	TROPIC KNIGHT	Lt. Warren Lt. Cram	Original plane		
154	DINAH MIGHT	Lt. Ferris	Original plane	26 December 1943	Shot down by enemy aircraft oVer Wot je Island, Wotje Atoll: 9 persons killed*
283	PHIDDIS II	Major Eddy Lt. Bratcher	8 December 1943		
289	TONDELAYO	Lt. Leffler	21 December 1943	10 April 1944	Lost in mission over Truk under unknown circumstances: 10 persons missing*
236	KAY RASHUN	Lt. Nixon	2 January 1944		
493	KONTAGIOUS KATIE	Lt. Chapman	2 January 1944		
279	FLAK HAPPY TOO	Lt. Schollebberger Captain Mehaffey	31 January 1944		
473	SKY SCOW III	Lt. Schollenberger Lt. Jackson	16 February 1944		
935	TAIL END CHARLIE	Lt. Siegismund	20 April 1944		
979	AVAILABLE	Lt. Waterous	20 April 1944		

A/P #	NAME	PILOTS	DATE PLANE CAME INTO SQUADRON	DATE PLANE LOST	CIRCUMSTANCES OF LOSS
968	GINNY LYNN	Lt. Thompson Lt. Cox	Original plane		- *
969	OUR BABY	Lt. Garrett	Original plane	15 December 1943	Shot down by enemy aircraft over Taroa Island, Maloelap Atoll
978	MISS B HAVEN	Lt. Bonham Lt. Peters	Original plane		
979	AVAILABLE	Lt. Staininger	Original plane	1 November 1943	Damaged at Mokuleia and left there when Squadron came "Down Under".
930	RAUNCHY	Lt. Ellison ^	Original plane	19 November 1943	Hit tree and crashed while attempting to land after mission at Nanumea: 6 persons killed.
933	KICKAPOO KID	Lt. McDowell Lt. Hendrix	Original plane		-
936	DASHIN DAISY	Lt. Pullman	Original plane	26 December 1943	Shot down by enemy aircraft over Wot je Island, Wotje Atoll: 9 persons killed
987	SKY SCOW	Lt. Schollenberger	Original plane	1 February 1944	Taken back to Oahu, T.H. when pilot went on rest leave and was not brought back into combat.
993	LEMON	Lt. Wilcox Lt. Messick	Original plane	5 May 1944	Lost in mission over Truk under unknown circumstances: 9 persons missing in action.
994	BOLIVAR	Lt. Troutner Lt. Patrick	Original plane		
996	FLAK HAPPY	Lt. Bergin	Original plane	15 December 1943	Shot down by enemy aircraft 'over Taroa Island, Maloelap Atoll and burned after landing at Tarawa: No 'casualties;

27TH BOMBARDMENT SQUADRON
OFFICE OF THE COMMANDING OFFICER
APO #241

25 May 1944

MEMORANDUM:

TO : All Concerned

1. A base memorandum, directs that all personnel will discontinue the practice of urinating on the beach and other places other than a regular established latrine. These latrines will in the near future be closed in, and until such time as they are, all personnel will use them as they are.

2. A suitable garment or covering will be used going to and from the shower.

3. No one will go in swimming or sun bathing in the nude. Swimming trunks will be used.

4. The above will be strictly adhered to. Anyone, Officers or Enlisted Men, disobeying the above will be punished accordingly.

5. This is being done as a group of Nurses are expected to arrive at this station between now and the first of the month.

STANDLEE D. ROBERTS,
Major, Air Corps,
Executive Officer.

FLIGHT HISTORY OF BOLIVAR.

<u>DATS</u>	<u>FLYING TIME</u>	<u>TOTAL Fa TIME</u>	<u>REMARKS</u>
8/26	2.36	2.36	Released for flight in civilian capacity by Consolidated Aircraft, builders.
8/29	2.06	4.42	Flown from San Diego, Calif, to Tucson, Ariz. Consolidated plant for modification.
	4.42. . .		, Total flying time for August 1943 under civilian jurisdiction.
9/18	1.00	5.42	
9/21	2.24	8.06	Plane released by Consolidated to 6th Ferry Group A.T.C. and flown from Tucson, Ariz. to Long Beach, Calif.
9/22	11.00	19.06	Plane flown from Long Beach to March Field, Calif. Now officially belongs to AAF assigned to 4th AF. Given "shakedown".
9/26	3.00	22.06	Plane flown from March Field to Hamilton Field , Calif, for staging and further modification prior to overseas duty.
9/28	0.24	22.30	
	17.48. . .		Total flying time for September, 1943.
10/1	10.24	32.54	"Shakedown" flight.
10/6	4.30	37.24	
10/7	4.30	41.54	
10/9	2.24	44.18. . .	Total flying time for September, 1943.
10/10	13.30	57.48	Plane flown from Hamilton Field to Mokuleia, T.H. and transferred to 7th AAF.
10/14	.30	58.18	
10/15	4.48	63.06	Plane now being used for gunnery practice.
10/18	6.18	69.24	
10/20	16.06	85.30	
10/21	6.00	91.30	
10/28	.30	92.00	
	69.30. . .		Total flying time for October 1943.
11/2	7.00	99.00	
11/4	2.00	101.00	Plane's use for gunnery practice ceases.
11/6	1.42	102.42	
11/7	1.42	104.24	
11/8	1.12	105.36	
11/11	11.30	117.06	Plane leaves Mokuleia for Canton, Phoenix Is.
11/12	7.00	124.06	Plane flown from Canton to Nanomea, Ellice Is. Nanomea becoming plane's home base.
11/14	10.48	134.54	1st Combat Mission Mlle, Bomb load 6 x 500.
11/16	13.00	147.54	2nd CM to Roi. Bomb load 15 x 100 lb.
11/18	11.30	159.24	3rd CM to Wotje. Bomb load. 4 x 500
11/19	8.48	168.12	4th CM to Makin, Bomb load. 9 x 500.
11/24	14.24	182.36	5th CM to Taroa. Bomb load. 15 x 100.
11/30	12.00	194.36	6th CM to Taroa. Bomb load. 15 x 100.
	102.36. . . .		Total flying time for November 1943.

FLIGHT HISTORY OF BOLIVAR (continued)

<u>DATE</u>	<u>FLYING TIME</u>	<u>TOTAL F. TIME</u>	<u>REMARKS.</u>
		194.36	Total flying time brought forward.
12/4	11.00	205.36	7th Combat Mission to Mille. Bomb load. 6 x 500.
12/8	12.00	217.36	8th CM to Jaluit. Bomb load. 8x500.
12/12	11.49	229.25	9th CM to Jaluit. Bomb load. 30x100.
12/15	14.00	243.25	10th CM to Taroa. Bomb load. 30x100.
12/17	1.00	244.25	
12/19	11.00	255.25	11th CM to Taroa. Bomb load. 27x100.
12/22	4.00	259.25	
12/23	11.15	270.40	12th CM to Kwajalein. Bomb load. 15x100.
12/29	4.35	275.15	
12/30	11.10	286.25	13th CM to Kwajalein. Bomb load. 12x500.
	<u>91.49. . .</u>		•Total flying time for December 1943.
1/2	1.00	287.25	
1/3	4.10	291.35	
1/4	10.10	301.45	14th Combat Mission to Roi. Bomb load. 40x60
1/7	4.00	305.45	
1/8	13.50	319.35	15th CM to Wotje, bomb load. 9x500.
1/9	3.15	322.50	
1/12	4.00	326.50	
1/14	11.30	338.20	16th Combat Mission to Namur. Bomb load. 20x100.
1/20	5.00	343.20	
1/21	7.15	350.35	17th Combat Mission to Roi. Bomb load. 40x100.
1/23	7.10	357.45	18th CM to Wotjo. Bomb load. 12x500.
1/24	4.10	361.55	
1/25	5.20	367.15	
1/26	2.15	369.30	
1/28	7.30	377.00	19th CM to Wotje. Bomb load. 12x500.
1/30	6.30	383.30	20th CM to Wotje. Bomb load. 12x500.
1/31	<u>4.25</u>	387.55	
	<u>101.30. . .</u>		•Total flying time for January 1944.
	1.00	338.55	
^{2/3}	13.30	402.25	21st Combat Mission Taroa. Bomb load. 12x500.
2/4 2/7	4.00	406.25	
2/8	14.45	421.10	22nd Combat Mission Taroa. Bomb load. 12x500.
2/13	4.00	425.10	
2/14	12.15	437.25	23rd Combat Mission Ponape. Bomb load. 30x100.
2A5	4.00	441.25	
2/18	4.20	445.45	
2/19	14.15	460.00	24th Combat Mission Ponape. Bomb load. 30x100.
2/20	3.30	463.30	
2/22	4.15	467.45	
2/23	11.10	473.55	25th Combat Mission Kusaie. Bomb load. 30x100.
2/24	3.30	432.25	Number three engine changed.
2/26	5.00	437.25	Plane leaves Nqnomea home base for new home base at Makin.
2/2?	<u>12.00</u>	499.25	26th Combat Mission Ponape. Bomb load. 6x500.
	<u>111.30. . .</u>		•Total flying time for February 1944.

FLIGHT HISTORY OF BOLIVAR (continued)

DATE	FLYING TIME	TOTAL F. TIME	REMARKS
		499.25	Total flying time brought forward, *27th Combat Mission
3/3	9.50	509.15	Ponape. Bomb load, 7x500,
3/8	12.00	521.15	28th CM Kusaie, Bomb load, 30x100,
3/11	1.10	522.25	
3/15	1.10	523.35	
3/18	3.35	527.10	
3/19	9.15	536.25	29th Combat Mission Wake, bomb load 5x1000.
3/20	3.30	539.55	
3/22	3.40	543.35	
3/23	8.45	552.20	30th Combat Mission Wake, bomb load 6x1000, Plane again changes home base from Makin to Kwajalein,
3/24	3.15	555.35	
3/25	3.20	558.55	
3/27	3.15	562.10	
3/29	13.00	575.10	31st Combat Mission to Truk with new combat crew. Bomb load 30x100,
	75745. . ,		• Total flying time for March 1944.
4/1	12.00	587.16	32nd Combat Mission Truk, bomb load 6x500.
4/5	10.30	597.40	33rd Combat Mission Truk, bomb load 9x500,
4/6	5.30	603.10	
4/7	1.00	604.10	
4/9	3.05	607.15	
4/10	12.00	619.15	34th Combat Mission Truk, bomb load 10x500,
4/15	1.40	620.55	
4/17	3.05	624.00	
4/18	9.40	633.40	35th Combat Mission Truk, bomb load 40x100, Engines #2 & 4 changed.
4/21	1.25	635.05	
4/25	4.40	639.45	36th Combat Mission Taroa, bomb load 12x500.
4/26	6.15	646.00	37th Combat Mission Truk, bomb load, 10x500,
4/27	8.15	654.15	
4/30	10.00	664.15	38th Combat Mission Wake, bomb load 9x500,
	89.05. .		• Total flying time for April 1944,
5/4	3.25	667.40	
5/5	11.35	679.15	39th Combat Mission Truk, bomb load 6x1000.
5/8	1.50	681.05	
5 Ao	6.40	687.45	40th Combat Mission Truk, bomb load 6x1000.
5/11	7.30	695.15	
5/14	4.20	699.35	41st Combat Mission Jaluit, bomb load 12x500.
5A6	8.45	708.20	42nd Combat Mission Wake, bomb load 11x500.
5/21	1.10	709.30	
5/22		713.05	43 rd Combat Mission Wot jo, bomb load 8x1000,
	2^50. .		• Total flying time to May 22nd incl, for month.
*On 3rd March, Number 1 engine was changed.			

The foregoing constitutes every minutes flying time the Bolivar has in the air. The variance in hours on combat missions to the same point can be explained due to staging. For instance 4/26 shows a mission to Truk in 6-hrs 15 mins. The following day, 4/27 shows a flight of 8 hrs 15 mins. This was part of the same

FLIGHT HISTORY OF BOLIVAR (continued)

Mission. The Bolivar left Kwajalein for the staging on 4/26 at Eniwetok a distance of 6 hrs 15 mins round trip from Kwajalein. It took off for Truk some time after midnight 4/26 which then became 4/27 and flew the round trip from Eniwetok to Truk, a total time of 8 hrs 15 mins. There are several instances, throughout the time in flight record, where the same thing occurs due to staging.

In other instances shorter periods in flight are explained by the Bolivar being used to bring in supplies when not on missions. This happened frequently while at Nanomea, supplies being picked up at Funafuti.

Other periods of time, especially the shorter ones, can be explained as flight checks.

No records are kept whereby the reason for a plane taking off on each and every occasion is explained. However records are kept on all flying time, and these were used to compile the foregoing.

ORGANIZATIONAL HISTORY
27TH BOMBARDMENT SQUADRON (H), 30TH BOMBARDMENT GROUP (H)
VII BOMBER COMMAND, SEVENTH ARMY AIR FORCE

Organization:

Negative

Strength:

68 Officers

370 Enlisted Men

Date of arrival and departure from each station occupied in this theatre:

Negative

Losses:

In a night bombing mission against enemy installations in Truk Atoll, Caroline Islands of 12 June 1944 (GCT), airplane #42-72979 was hit by five (5) rounds from the 20 mm cannon of an intercepting Japanese night fighter, the fragments of two of which rounds hit Austin J. Helms, 2nd Lt., Air Corps, 0-756802, Co-Pilot of the airplane, killing him instantly. Lt. Helms' residence at enlistment was Route #6, Charlotte, North Carolina.

Awards and Decorations:

The Air Medal and a special award of the 1st Oak Leaf Cluster to the Air Medal having been awarded previously, the 2nd Oak Leaf Cluster to the Air Medal, the Distinguished Flying Cross, the 3rd and 4th Oak Leaf Clusters to the Air Medal were awarded James F. Boyle, 1st Lt., Air Corps, 0-740627, Squadron Navigator; residence at enlistment: 627 ½ E. Okmulgee, Muskogee, Oklahoma. ^

The Air Medal, the 1st Oak Leaf Cluster to the Air Medal, the Distinguished Flying Cross and the 2nd Oak Leaf Cluster to the Air Medal having been awarded previously, the 3rd and 4th Oak Leaf Clusters to the Air Medal were awarded Grove C. Johnson, Captain, Air Corps, 0-724434, Commanding Officer of the Squadron, residence at enlistment: 668 North 59th Street, Omaha, Nebraska.

The Air Medal, the 1st Oak Leaf Cluster to the Air Medal and the Distinguished Flying Cross having been awarded previously, the 2nd and 3rd Oak Leaf Clusters to the Air Medal were awarded Robert W. Denham, Jr., Captain, Air Corps, 0-667261, Squadron Bombardier, residence at enlistment: 5703 South Flores Street, San Antonio, Texas.

The Air Medal, the 1st Oak Leaf Cluster to the Air Medal and the Distinguished Flying Cross awarded Ivy G. Edmunds, T/Sgt, ASN 18007214, Squadron Photographer; residence at enlistment: C.C.C. Co. 2896, Dallas, Texas.

Awards and Presentations: (Continued)

the Air Medal and the 1st Oak Leaf Cluster to the Air Medal having been awarded previously, the 2nd Oak Leaf Cluster to the Air Medal, the Distinguished Flying Cross, the 3rd and 4th Oak Leaf Clusters to the Air Medal and the 1st Oak Leaf Cluster to the Distinguished Flying Cross were awarded Eugene C. Jackson, 1st Lt., Air Corps, Pilot, 0-414359, residence at enlistment: Box 26, Anderson, South Carolina.

The Air Medal and the 1st Oak Leaf Cluster to the Air Medal having been awarded previously, the 2nd Oak Leaf Cluster to the Air Medal, the Distinguished Flying Cross, the 3rd and 4th Oak Leaf Clusters to the Air Medal and the 1st Oak Leaf Cluster to the Distinguished Flying Cross were awarded Richard L. Drager, 1st Lt., Air Corps, Co-Pilot, 0-740770, residence at enlistment: Monroe Center, Illinois.

The Air Medal and the 1st Oak Leaf Cluster to the Air Medal having been awarded previously, the 2nd Oak Leaf Cluster to the Air Medal, the Distinguished Flying Cross, the 3rd and 4th Oak Leaf Clusters to the Air Medal and the 1st Oak Leaf Cluster to the Distinguished Flying Cross were awarded Morris I.C. Katz, 2nd Lt. Air Corps, Navigator, 0-685639, residence at enlistment: 1270 Teller Ave., Bronx, New York.

The Air Medal and the 1st Oak Leaf Cluster to the Air Medal having been awarded previously, the 2nd Oak Leaf Cluster to the Air Medal, the Distinguished Flying Cross, the 3rd and 4th Oak Leaf Clusters to the Air Medal and the 1st Oak Leaf Cluster to the Distinguished Flying Cross were awarded Luther E. Allen, 2nd Lt., Air Corps, Bombardier, 0-727291, residence at enlistment: 41 Lynmouth Road, Malvern, New York.

The Air Medal and the 1st Oak Leaf Cluster to the Air Medal having been awarded previously, the 2nd Oak Leaf Cluster to the Air Medal, the Distinguished Flying Cross, the 3rd and 4th Oak Leaf Clusters to the Air Medal and the 1st Oak Leaf Cluster to the Distinguished Flying Cross were awarded Buford L. Tidwell, S/Sgt, ASN 34394639, residence at enlistment: 3819 39th Court, North, Birmingham, Alabama.

The Air Medal and the 1st Oak Leaf Cluster to the Air Medal having been awarded previously, the 2nd Oak Leaf Cluster to the Air Medal, the Distinguished Flying Cross, the 3rd and 4th Oak Leaf Clusters to the Air Medal and the 1st Oak Leaf Cluster to the Distinguished Flying Cross were awarded John H. Flynt, S/Sgt, ASN 38211236, residence at enlistment: Prairie Grove, Arkansas.

The Air Medal and the 1st Oak Leaf Cluster to the Air Medal having been awarded previously, the 2nd Oak Leaf Cluster to the Air Medal, the Distinguished Flying Cross, the 3rd and 4th Oak Leaf Clusters to the Air Medal and the 1st Oak Leaf Cluster to the Distinguished Flying Cross were awarded Francis E. Howe, S/Sgt, ASN 39833015, residence at enlistment: 857 West 5th North, Provo, Utah.

The Air Medal and the 1st and 2nd Oak Leaf Clusters to the Air Medal having been awarded previously, the 3rd and 4th Oak Leaf Clusters to the Air Medal, the Distinguished Flying Cross, the 5th and 6th Oak Leaf Clusters to the Air Medal and the 1st Oak Leaf Cluster to the Distinguished Flying Cross were awarded George A. Mendel, S/Sgt, ASN 14027179 Floral Drive, Orlando, Florida.

Awards and Presentations: (Continued)

The Air Medal and the 1st, 2nd, 3rd and 4th Oak Leaf Clusters to the Air Medal having been awarded previously, the Distinguished Flying Cross, the 5th and 6th Oak Leaf Clusters to the Air Medal and the 1st Oak Leaf Cluster to the Distinguished Flying cross were awarded Peter J. Palumbo, T/Sgt, ASN 6979802, residence at enlistment: 1368 Purdy St., Bronx, New York.

The Air Medal and the 1st and 2nd Oak Leaf Clusters to the Air Medal having been awarded previously, the 3rd Oak Leaf Cluster to the Air Medal, the Distinguished Flying Cross, the 4th and 5th Oak Leaf Clusters to the Air Medal and the 1st Oak Leaf Cluster to the Distinguished Flying Cross were awarded David T. Owens, T/Sgt, ASN 14033179, residence at enlistment: 214 Church Street, Union City, Tennessee,

The Air Medal and the 1st Oak Leaf Cluster to the Air Medal having been previously awarded, the Distinguished Flying Cross, the 2nd and 3rd Oak Leaf Clusters to the Air Medal and the 1st Oak Leaf Cluster to Distinguished Flying Cross were awarded Seymour L. Weininger, 1st Lt., Air Corps, 0-678800, Navigator, residence at enlistment: 2765 Ocean Avenue, Brooklyn, New York.

The Air Medal having been awarded previously, the 1st and 2nd Oak Leaf Clusters to the Air Medal and the Distinguished Flying Cross were awarded Andrew (NMI) Patrick, 2nd Lt., Air Corps, 0-525486, Pilot, residence at enlistment: Westline, Pennsylvania.

The Air Medal having been awarded previously, the 1st and 2nd Oak Leaf Clusters to the Air Medal and the Distinguished Flying Cross were awarded Alvin W. Kersten, 2nd Lt., Air Corps, 0-668965, Bombardier, residence at enlistment: 213 Delaware Street, Tonawanda, New York.

The Air Medal, the 1st Oak Leaf Cluster to the Air Medal and the Distinguished Flying Cross awarded James W. Watson, 2nd Lt., Air Corps, 0-755805, Co-Pilot, residence at enlistment: 1680 Vesey Ave., Memphis, Tennessee.

The Air Medal, the 1st Oak Leaf Cluster to the Air Medal and the Distinguished Flying Cross awarded Howard M. Ascough Jr., 2nd Lt., Air Corps, 0-801086, Navigator, residence at enlistment: 114 W. Mt. Pleasant Ave., Philadelphia, Pennsylvania.

The Air Medal, the 1st Oak Leaf Cluster to the Air Medal and the Distinguished Flying Cross awarded Ambrose W. Bachner, T/Sgt, ASN 33283661, residence at enlistment: 125 Burr St., Pittsburgh (10), Pennsylvania.

The Air Medal, the 1st Oak Leaf Cluster to the Air Medal and the Distinguished Flying Cross awarded Richard 3. Bartlett, Sgt, ASN 12158716, residence at enlistment: 37-05 64th St., Woodside, New York.

The Air Medal, the 1st Oak Leaf Cluster to the Air Medal and the Distinguished Flying Cross awarded Carmine (NMI) Biondi, Sgt, ASN 12141014, residence at enlistments 1260 55th St., Brooklyn, New York.

The Air Medal, the 1st Oak Leaf Cluster to the Air Medal and the Distinguished Flying Cross awarded Samuel J. Davis, Sgt., ASN 31202240, residence at enlistment: 19 Neptune St., Lynn, Massachusetts,

Awards and Presentations: (continued)

The Air Medal, the 1st Oak Leaf Cluster to the Air Medal and the Distinguished Flying Cross awarded Richard M. Herriott III, S/Sgt, ASN 18104373, residence at enlistment: 418 W. Fifth St., Pecos, Texas.

The Air Medal, the 1st Oak Leaf Cluster to the Air Medal and the Distinguished Flying Cross awarded Francis H. Martin, S/Sgt, ASN 17091901, residence at enlistment: Farmington, New Mexico,

The Air Medal, the 1st Oak Leaf Cluster to the Air Medal and the Distinguished Flying Cross awarded Gilbert E. Cox, 1st Lt., Air Corps, 0-725685, Pilot, residence at enlistment: 223 North Adams, San Angelo, Texas,

The Air Medal and the 1st Oak Leaf Cluster to the Air Medal awarded James J. Cooper, 2nd Lt., Air Corps, 0-745868, Co-Pilot, residence at enlistment: 13328 Trumbull Avenue, Highland Park, Michigan.

The Air Medal and the 1st Oak Leaf Cluster to the Air Medal awarded Wilfred O, Roehrig, 2nd Lt., Air Corps, 0-682239, Navigator, residence at enlistment: 2114 N.W. 27th Street, Miami, Florida.

The Air Medal and the 1st Oak Leaf Cluster to the Air Medal Awarded Frank (NMI) Plotnik, 2nd Lt., Air Corps, 0-682718, Bombardier, residence at enlistment: 102 Washington Street, Hoboken, New Jersey.

The Air Medal and the 1st Oak Leaf Cluster to the Air Medal awarded Bernard S. Collins, S/Sgt, ASN 15339350, residence at enlistment: 221 Poplar Street, Bluefield, West Virginia.

The Air Medal and the 1st Oak Leaf Cluster to the Air Medal awarded John J, Curley, Sgt, ASN 11117997, residence at enlistment: 86 Water Street, Wakefield, Massachusetts.

The Air Medal and the 1st Oak Leaf Cluster to the Air Medal awarded Claude D. Riddle, S/Sgt, ASN 18124917, residence at enlistment: 1123 East Lamer Street, Sherman, Texas.

The Air Medal and the 1st Oak Leaf Cluster to the Air Medal awarded Fred R, Stroud, Sgt, ASN 18066540, residence at enlistment: 124 East 6th Street, St. Angelo, Texas.

The Air Medal and the 1st Oak Leaf Cluster to the Air Medal awarded Henry J. Joncas, S/Sgt, ASN 323^6652, residence at enlistment: 543 Tennyson Avenue, Syracuse, New York,

The Air Medal having been awarded previously, the 1st and 2nd Oak Leaf Clusters to the Air Medal were awarded Peter B. Waren, T/Sgt, ASN 16034661, residence at enlistment: 208 W. Benton Avenue, Naperville, Illinois.

Awards and Presentations: (continued)

The following Officers and Enlisted Men, members of the same combat crew, with residence at enlistment stated, were awarded the Air Medal and the 1st Oak Leaf Cluster to the Air Medal.

Ferdinand J. Peters, 2nd Lt., 0-806527, Pilot: Gold Spring, Minnesota.
Elmer (NMI) Buige, 2nd Lt., 0-813 46 8, Co-Pilot: 403 Main St., Gallitzin, Pa.
Frederick C. Neidert, 2nd Lt., 0-696966, Navigator: 204 W. Hull St., Denison, Tex.
Arthur F. Barker, 1st Lt., 0-461468, Bombardier: Wrightstown, N.H.
Harold I. Albertson, S/Sgt, ASN 35625079, 1609 Orchard St, Coshocton, Ohio
Elwood P. Landerfield, S/Sgt, ASN 35597725, R.F.D. #2, Pomeroy, Ohio.
Harold E. Collins, s/Sgt, ASN 39199596: R.F.D. #1, Box 380, Gig Harbor, Wash.
Paul B. Cheavens, T/Sgt, ASN17161891: R.F.D. #1, McBaine, Missouri.
Robert E. Mattusoh, Sgt, ASN39090950: 132 E. San Salvador, San Jose, Cal.
Ernest D. Messerly, Sgt, ASN39909553: Box 295, Glenns Ferry, Idaho.
John D. Pennington, Sgt, ASN15336282: 2108 St, James Ave., Cincinnati, Ohio.

The following Officers and Enlisted Men, members of the same combat crew, with residence at enlistment stated, were awarded the Air Medal and the 1st Oak Leaf Cluster to the Air Medal:

Wilford F. Cram, 2nd Lt., 0-445340, Pilot, 1325 College Ave., Fort Collins, Col.
Richard L. Dorman, 2nd Lt., 0-760803, Co-Pilot: 1210 W. 11th Place, Los Angeles, Cal.
John I. Toomey, 2nd Lt., 0-698794, Navigator: 58 Oak Ave., Belmont, Mass.
Norris J. Sauls Jr., 2nd Lt., 0-696519, Bombardier: 602 15th St., Bradenton, Fla.
Arthur (NMI) Fisch, Sgt., ASN 32441935: 967 Glenmore Ave., Brooklyn (8), N.Y.
Garet M. Guynn, S/Sgt., ASN 38258506: 410 E. Liberty St., Opelousas, La.
William R. Isenberg, Sgt*, ASN 34503966: 506 Watauga Ave., Elizabethton, Tenn.
Samuel L. Poulton, Sgt., ASN 39325465: Box #300, Oakley, Idaho.
Rudolph R. Sternat Jr., S/Sgt, ASN 16156062: Rte #3, Mayville, Wisconsin.
James E. Wheeler, Sgt, ASN 35577902: Rte #8, Box 530, Indianapolis, Indiana.

The following Officers and Enlisted Men, members of the same combat crew, with residence at enlistment stated, were awarded the Air Medal and the 1st Oak Leaf Cluster to the Air Medal:

George T. Hendrix, 1st Lt., 0-535009, Pilot: 1202 Mill St., Camden, S.C.
Robert J. Harrigan, 1st Lt., 0-734907, Navigator: 5122 Parkview Ave., Cincinnati, Ohio
Michael E. Faunce, 2nd Lt., 0-808245, Co-Pilot: 411 7th St., Riverton, N.J.
Glen A. LaRoe, T/Sgt, ASN 14027037: P.O, Box #1111, Eustis, Florida.
Emory V. Wall, S/Sgt, ASN 6391146: 2225 Boone St., Walnut Hills, Cincinnati, Ohio.
Ernest H. Nelson, S/Sgt, ASN 32409239: 5415 8th Ave., Brooklyn, N.Y.
Everett J. Oliver, S/Sgt, ASN 6907141: 115 Roosevelt Ave., Groton, New York.
Sam (NMI) Abravnel, S/Sgt, ASN 32423350: 266 E. 169th St., Bronx, New York.
James R. Jarnagin, Pfc, ASN 15048410: 427 E, 18th St., Owensboro, Kentucky.

The Air Medal having been awarded previously, the 1st and 2nd Oak Leaf Clusters to the Air Medal were awarded William J. Brehm, 1st Lt., Air Corps, 0-669178, Bombardier, residence at enlistment: 1204 Boynton Ave., Bronx, New York.

Awards and Presentations: (continued)

The following Officers and Misted Men, members of the same combat crew, with residence at enlistment stated, were awarded the Air Medal and the 1st Oak Leaf Cluster to the Air Medals
Nathan G, Mahaffey, Captain, 0-423949, Pilot: Gorman, Texas.
Frank R, Grymonprez, 2nd Lt*, 0-816470, Co-Pilot: Terre Haute, Indiana.
Robert W. Forker, 2nd Lt*, 0-690797, Bombardier: Zaynesville, Ohio.
Thomas N. Tierney, T/Sgt, ASN 32299117s 44 St, Marks Ave., Brooklyn (17), N.Y.
Charles (NMI) Nicholas, T/Sgt, ASN 35164622s 228 Trowbridge St., Indianapolis, Ind.
Earle H. Colburn, S/Sgt, ASN 32836824s 67 Grand Ave., Johnson City, N.Y.
Edmond J. LaCroix Jr., S/Sgt, ASN 11094915 s Box 46, Glasgo, Connecticut.
Robert H, Tipton, T/Sgt, ASN 36179948s 3718 E. Michigan Ave., Kalamazoo, Mich.
Donald W. Reisigl, S/Sgt, ASN 32492608s 46 Guy Park Ave., Amsterdam, N.Y.
Theodore T. John, S/Sgt, ASN 11098208s 17 Elm St., Marlboro, Massachusetts.

The following Officers and Enlisted Men, members of the same combat crew, with residence at enlistment stated, were awarded the Air Medal:

Robert W. Siegismund, 1st Lt., 0-724836, Pilots 3338 S. Troost, Tulsa, Oklahoma.
Odie R. Green, 2nd Lt., 0-687748, Co-Pilots Jacksonville, Arkansas; Rte #2.
Robert D. McCallum, 2nd Lt., 0-700028, Navigators 1001 Walnut St., Newport, Ark.
Porter L. Powers, 1st Lt., 0-725475, Bombardiers 162 Graham Ave., Lexington, Ky.
John P, Reed, S/Sgt, ASN 12124510: 6525 Avenue N. Brooklyn, New York.
Samuel B. Wood, S/Sgt, ASN 35584988: 406 Washington Street, Gary, Indiana.
James H. Cassidy, S/Sgt, ASN 18192458: Hunnewell, Kansas, Rte #1
John E. Smith, S/Sgt, ASN 15354770s 1018 S. Barr Street, Fort Wayne, Indiana.
Benjamin F. Thompson, Sgt, ASN 34185739s Rte #2, Dickson, Tennessee.
Alex W. Lowther, Cpl, ASN 38463297: General Delivery, Tulsa, Oklahoma,

The Air Medal, the 1st Oak Leaf Cluster to the Air Medal and the Order of the Purple Heart awarded Woodrow W. Waterous, 2nd Lt., 0-746489, Pilot, residence at enlistment: 5166 Hurlbot Ave., Detroit, Michigan,

The Air Medal, the 1st Oak Leaf Cluster to the Air Medal and the Order of the Purple Heart awarded Alex (NMI) Peck, 2nd Lt., 0-688461, Navigator, residence at enlistment: Milton, Vermont.

The Air Medal and the Order of the Purple Heart awarded Donald L. Lavender, 2nd Lt., 0-749852, Bombardier, residence at enlistment: 3017 Sullivan St., Bellaire, Ohio,

The Air Medal and the 1st Oak Leaf Cluster to the Air Medal awarded Austin S, Helms, 2nd Lt., 0-756802, Co-Pilot, residence at enlistments Rte #6, Charlotte, North Carolina,

The Air Medal awarded Robert T. Irizarry, 2nd Lt., 0-685404, Navigator, residence at enlistment: 5166 Hurlbut Ave., Detroit, Michigan.

The Air Medal and the 1st Oak Leaf Cluster to the Air Medal awarded William P. Shelton, T/Sgt, ASN 13014103, residence at enlistment: Rte #1, Lancaster, Pa,

The Air Medal, the 1st Oak Leaf Cluster to the Air Medal and the Order of the Purple Heart awarded Paul S. Ragusa, S/Sgt, ASN 12190319, residence at enlistment: 1566 First Ave., New York, New York.

Awards and Presentations: (continued)

The Air Medal and the 1st Oak Leaf Cluster to the Air Medal awarded William C. Terwilliger, Sgt. ASM 12215258, residence at enlistment: 408 Locust St, Elmira, New York.

The Air Medal and the 1st Oak Leaf Cluster to the Air Medal awarded Jack H. Young, Sgt, ASM 14162065, residence at enlistment: 907 E. Hillerest Drive, Johnson City, Tennessee.

The Air Medal and the 1st Oak Leaf Cluster to the Air Medal awarded Philip W, Wagner, S/Sgt, ASM 32302346, residence at enlistment: 249 Marcellus Road, Mineola, New York.

The Air Medal and the 1st Oak Leaf Cluster to the Air Medal awarded Arthur L. Christopherson, Sgt, ASN 36514216, residence at enlistment: 2541 Thomas Street, Flint, Michigan.

Recapitulation of missions flown by the Squadron during the month of June, 1944

<u>No. of planes participating</u>	<u>Target or mission</u>	<u>Date of mission</u>	<u>Official no. of mission</u>	<u>Squadron no. of mission</u>
9	Truk	3 June 1944	H-261	49
9	Truk	8 June 1944	H-264	50
8	Truk	12 June 1944	H-267	51
8	Truk	14 June 1944	H-269	52
3	Ponape	18 June 1944	H-273	53
9	Truk	21 June 1944	H-272	54
9	Truk	23 June 1944	H-277	55
3	Ponape	24 June 1944	H-2 81	56
4	Wotje	25 June 1944	H-282	57
1	Ponape	28 June 1944	Special	53

HEADQUARTERS
30TH BOMBARDMENT GROUP (H)
A.P.O. #241

21 March 1944

SUBJECT; Authorization to Wear the Asiatic Pacific Theatre Service Ribbon and.
Bronze Star.

TO : Commanding Officer, 27th Bomb So (H),
38th Bomb Sq (H),
392nd. Bomb Sq (H), APO 241.

1. In order that members of your organization may have evidence that they are authorized to wear the Asiatic Pacific Theatre Service Ribbon and Bronze Star, a letter similiar to the attached sample should be mimeographed and a copy given to each member of your organization.

2. Entries should be made in the officers W.D. A.G.O. Form #66-1 and the enlisted men's Service Record as follows; "Authorized to wear the Asiatic Pacific Theatre Service Ribbon and Bronze Star per WD Cir #1, 43, as amended, and WDAGO #75, 43".

By order of Colonel MILLER;

/s/ Hylon T. Plumb Jr.
HYLON T. PLUMB, JR.,
Captain, Air Corps,
Adjutant.

Incl

Sample Ltr.

CHAPTER XII

The Squadron began operations in June with some notable changes in the Operations Staff; Major Eddy having completed his 30 missions was soon on his way back to Oahu and home and Captain Johnson was named Commanding Officer temporarily until the Major returned from the States. Captain Nathan G. Mehaffey was appointed Squadron Operations Officer and Lt. Gilbert E. Cox was made Assistant Operations Officer.

A note should be included here that the Central Pacific Area was no longer the exclusive province of the Seventh Air Force when the neutralization of Truk Atoll in the Caroline Islands was in full force. The strategy during the months of April, May and June was the wholesale slaughter of the Islands in Truk Atoll; the 13th Air Force striking by day and the 7th Air Force striking by night. The 13th AAF was, of course, engaged in knocking out the Jap-held islands in the Carolines to the West of Truk at the same time and the 7th AAF was taking care of the Eastern Carolines. <

The arm-chair strategists had long since designated either Guam, Saipan or Tinian of the Marianas Islands as the future home of the 27th Squadron, from either of which islands the medium bombers would be able to keep Truk, Palau, Yap and other erst-while strong Jap bases in the Carolines on their knees. These same strategists (so-called) did not believe that Truk would actually be occupied by American troops, first because of the "island hopping" strategy in effect, second, because Truk is completely enclosed in a circular reef and would hold tremendous difficulties for a landing force. These conjectures were proven true during the month of June for the strategy of the 7th Air Force was admittedly one of knocking out Jap airfields in the Carolines so that the convoys of troops on their way to

the Marianas would not have too much trouble with Caroline-based enemy aircraft.

The general plan of attacks on Truk at night by the 27th Bomb Sqdn (H) was as follows: The planes participating in the mission took off from Eniwetok, the staging base, at 5 minute intervals and proceeded to the IP (Initial Point - the point at which an airplane turns in to the target (not to be confused with the start of the bomb run)) individually. The IP for the great majority of the night missions was a point near the North East Pass of Truk Atoll, The planes in most instances were alone over the target so far as they knew and dropped their bombs from a mean altitude of 10,000 feet, which is medium altitude bombing, A target sketch of Truk Atoll is attached here and made "EXHIBIT E" hereto which shows the relative shapes, sizes and positions of the islands of Truk, both in the atoll and on the reef and which also shows North East Pass, the IP referred to above. The psychological effect of these night raids upon the combat crews was best described by them as being the same fear that a 10 year old boy has while running alone through a big cemetery at night.

While a dissertation upon the technicalities of bombs and bombing is probably not the most interesting reading matter still it is relevant and material to a writing of this sort in order to understand with some thoroughness the strategy of an airforce; The three general types of bombs used in the Central Pacific area extensively (not exclusively) during the Gilberts, Marshalls and Caroline Campaigns were (1) demolition or general purpose bombs, (2) incendiary clusters and (3) fragmentation (frag) clusters: The demolition or general purpose bombs (hereinafter referred to as G.Ps.) are 100, 500 and 1000 pound bombs which have to be dropped on, in or very close to any installation to produce the desired result. While their characteristics may be radically changed by different

fusing, suffice it to say that basically the 100 lb G.P. is most efficiently used against such targets as airplanes on the ground, vehicles, personnel, light wood and sheet metal buildings, dug-outs and fox-holes, the 500 lb G.P. against medium buildings of brick or stone, airfields, ports and industrial installations and the 1000 lb G.P. against steel reinforced concrete buildings, factories, bomb shelters, pill-boxes and airfields. Incendiary clusters cover a wide area and are most effectively used against densely built up area where fire will do the primary damage. The frag cluster is a group of 6 x 20 lb bombs which are attached together so that the individual bombs fall apart in the air after being dropped: Obviously this type bomb, although not having the devastating effect of a larger single bomb upon a specific installation, covers a much larger area than the G.P. bomb and it is readily seen that it is most efficiently used against parked airplanes, gun emplacements and personnel: This type bomb is quoted as perforating the wings and tanks at 200 feet radius and damaging the motors of airplanes at 60 feet.

The planes of the 27th Squadron staged through Eniwetok to strike North Moen airfield and dispersal area, Moen Island, Truk Atoll on June 3rd. 5 of the planes carried 5 X 1000 lb G.Ps., one of which bombs had a 2 hr. delay fuse and four of which had air burst nose fuses: The air-burst fuse detonates the bomb a few feet above the ground and the blast of the detonation is effective against personnel and parked aircraft: This "air burst bomb" is somewhat similar to the Jap "Daisy Cutter": The remaining 4 planes carried 40 frag clusters each.

On June 5th, 9 planes of the Squadron took off for Eniwetok from Kwajalein. The purpose of the mission was to strike a Jap convoy which had been sighted by a Navy search plane between Guam and Truk. On the way to Eniwetok it was evident that some new operation was in progress because friendly convoys were sighted all during the trip. At Eniwetok it was learned that the Jap convoy had

turned back to Guam and was out of range. The Squadron remained at the staging base to make a scheduled mission against Truk on the night of June 8th.

A brief note of Eniwetok Island, Eniwetok Atoll, the northernmost of Marshall Atolls and the most advanced base of the Central Pacific area during the months of April, May and June is not out of order here because the combat crews of the 27th Squadron spent quite a bit of their time there. As were the other Central Pacific Bases, Eniwetok was operated by the Navy; the transient combat crews ate in a Navy "Ward Room", slept in quonset huts, the officers were served at meals by colored boys with a "Steward", also colored, officiating, and heeded nature's calls in a "head". The food was always much better than the food at Kwajalein, eggs being served almost every morning for breakfast and fresh meat being on the tables for most of the other meals. There were no showers and the water supply for the transients (two barrels) was enough to wash the hands of only about half of the men. The crews enjoyed the food but the general opinion was a preference for Kwajalein rather than Eniwetok.

The mission of June 8th was against North Moen airfield and installations, the bomb load being 30 x 100 lb G.Ps. in each plane. The bomb load was smaller than usual because it was planned for most of the planes to land at Kwajalein after the mission instead of returning to Eniwetok after the strike. The weather was bad over Truk on the mission therefore the specific damage by the bombs could not be observed but it was estimated that 117 of the 100 lb G.Ps. hit in the target area.

On June 11th, 8 planes of the Squadron flew to Eniwetok and remained there until two missions against Truk were completed. The first mission was flown on the night of June 12th with each plane carrying 6 x 1000 lb G.Ps. with air burst nose fuses. The mission was a successful one, the Squadron dropping

a total of 30 of their bombs on Eten Island airfield and installations, starting a large fire on the top of the hill on the island among other damage caused. The Cram-Sauls combination in "TROPIC KNIGHT" tried to get their bombs on Eten but the Japs objected: After two dry runs over the primary target during which the searchlights made it impossible for "Bomb Aimer" Sauls to line up any target through his bombsight, they decided to bomb Param, did so, and hit the jack pot, starting a large fire, apparently a fuel dump, just north of the airfield on the island.

Lt. "Woody" Waterous & crew in "AVAILABLE" bombed Fefan Island at 0345 from 10,000 feet altitude and after bombs away Lt. Waterous made a steep dive while fish-tailing and making a 270 degree turn for evasive action. At 0346, at approximately 6,000 feet altitude the right waist gunner saw an intercepting Zeke which came in from 4:30 on the clock, fast, and fired several bursts at "AVAILABLE". These bursts of the enemy fighter made five (5) direct hits on "AVAILABLE" and were apparently from a 20 mm cannon. The co-pilot of "AVAILABLE", Lt. Austin J. Helms, was hit by fragments of two of the rounds and killed instantly, his body falling forward on the controls. "Woody" received a piece of glass in his right eye but never lost control of the plane. The weight of Helm's body being on the controls, "AVAILABLE" could not be leveled off from her dive until 3,000 feet. Lt. Peck, Navigator, had been hit by a shell fragment in the right leg and T/Sgt. Ragusa, Radio Operator, was wounded in the left forearm. Three rounds of the interceptor hit "AVAILABLE" at the join of the bomb bay and front fuselage on the light side and about mid-fuselage; one round hit the bracing of the greenhouse just to the right and above the co-pilot's seat and the last round entered the fuselage approximately mid-way between the two places just named. The hits named above knocked out the entire electrical system of "AVAILABLE", the co-pilot's junction box, all trim-tab controls and that portion of the greenhouse protecting the co-

pilot. The interphone and radio systems were also completely knocked out.

Inasmuch as Lt. Peck was unable to navigate, "Woody" had to estimate the course back to Eniwetok and not being at all certain that his guess would be correct, all ammunition, flak suits, removable guns, the belly turret and all other movable objects in the plane were ditched for the purpose of conserving gas. Through the Grace of God and the ability of Lt. Waterous "AVAILABLE" landed at Eniwetok at 0900.

Captain Mehaffey planned the mission on the night of June 14th so that the Squadron would have two IPs: This plan might keep the Japs guessing as to where the planes would make their appearance over the target. "A" and "C" flights were to have their IP near the North Pass of Truk Atoll and "B" flight was to have an IP near the South end of the Atoll, just South of Messegon Island. (See "EXHIBIT E" hereto).

Lt. Bratcher & crew in "PHIDDIS II" did not make the mission of June 14th because of a broken cylinder rocker box of #1 engine on take-off and engine trouble caused Lt. Jackson & crew in "KONTAGIOUS KATIE" to bomb Ponape, the secondary target but the other planes of the Squadron laid their bombs on Param, Moen and Fefan Islands in the Truk Atoll.

When the combat crews returned to Kwajalein after the mission of June

14th two new combat crews had arrived with two new airplanes. Lt. Hooven & crew in ? and Lt. Wear & crew in ?. were welcomed into the ranks and the morning report carried the following names:

Clinton A. Hooven, Lt., Pilot, 5171 First St., Marshalltown, Iowa
John R. Handley, , 2nd co-pilot, 8222 St. Lawrence Ave., Chicago, Ill.
Hobart W. Ely, 2nd Lt., Navigator, 4542 NE 60th Ave., Portland (3) Oregon
Melville F. Sackmann, 2nd Lt., Bombardier, 2541 Eudora St., Denver (7) Colorado

Marion L. Cassell, S/Sgt., Radio Operator, 811 Kearney St., Manhattan, Kansas
Neil C. Perry Jr., Sgt., Ass't Engineer, W Franklin Ave., Ext., Gastonia, N.C.
Williard O. Hirsch, Sgt., Engineer, 3028 W Beach, Gulfport, Mississippi
Joseph Winnell, S/Sgt., Gunner, 1612 Clay Ave., Charleston, West Virginia

T

Maurice L. Dube, S/Sgt., Engineer, 460 Madison Ave., Berlin, New Hampshire
Harry W. Metz, Cpl., Engineer, 604 14th St., Worthington, Minnesota
Thomas O. Wear, 1st Lt., Pilot, Box #167, Clinton, Oklahoma
John M. Herbert, 2nd Lt., Co-Pilot, 653 6th St., Lake Charles, La
Edward J. Ochs, 2nd Lt., Navigator, 126 North Oak St., Owatonna, Minnesota
William J. Keswick, 2nd Lt., Bombardier, 65 W. Willetta, Phoenix, Arizona
Seymour W. Albrecht, S/Sgt., Engineer, 2144 Bronx Park East, Bronx, New York
Virgil E. Boles, T/Sgt., Radio Operator, 2624 Meredian St., Anderson Indiana
Forrest D. Walker, Sgt., Ass't Engineer, Patoka, Ill.
Wilfrid J. Martin, Sgt., Ass't Radio Operator, 6624 South Halsted St., Chicago, Ill.
Leonard J. Martin, S/Sgt., Gunner, Monroeville, Indiana, Route #1
Eugene W. Kinlen, S/Sgt., Radar, 5603 Mascher St., Philadelphia, Pennsylvania

In addition to the above, two new Navigators and one new pilot had joined and were assigned to the Squadron though their permanent positions as crew members of specific planes would have to wait for a few missions: Robert W. Wake, 2nd Lt., Pilot, 469 Park Ave., Sheridan, Wyoming, Marvin L. Fox, 1st Lt., Navigator, Route #1, Waynesville, Ohio and Sherman E. Keller, 1st Lt., Navigator, 340 Prospect Ave., Highland Park, Illinois, were the additional new names and addresses.

On June 18th the two new planes and crews were given their first taste of combat flying: The mission was a daylight strike against anti aircraft positions on Jokaj Island, Ponape, a secondary target and one used more or less for the orientation of new combat crews. Lt. Jackson & crew in "KAY RASHUN" instead of their regular plane "KONTAGIOUS KATIE" lead the two initiates over the target and two planes of the 38th Squadron were attached, making a total of five planes to make the mission.

"Warhorse" Jackson & crew completed their 30 missions on the Ponape strike of June 18th and it was with a great deal of regret that the Squadron realized that they would be leaving: Lt. Jackson had won himself many friends while in the Squadron mainly because of his perpetual friendliness and good humor and his quiet and reserved manner.

On June 13th the 11th Bombardment Group (H) struck the airfields in Truk Atoll during the daytime for the first daylight bombing of Truk by the 7th Air Force: On June 21st the 30th Bombardment Group (H), including the 27th Bombardment Squadron (H), saw Truk for the first time in daylight.

"Neutralization" of an enemy position is nothing more or less than a relative term: Although Truk had been bombed by land-based aircraft for a period of exactly three months before the 11th Group daylight raid of June 13th (the first bombing of Truk Atoll by land-based aircraft was on March 14th, 1944: See page 38 hereof), the Atoll was known to contain operational enemy aircraft and plenty of operational anti aircraft guns still. Although there had been some expressions of opinion to the contrary, Truk remained a "boogey" target for the entire three months of its bombing at night by the 27th Squadron. It must have been with a mingled sense of fear and relief that the crews viewed that first daylight raid over Truk and the fact that they would no longer be raiding that target in the dark.

The raid was a 30th Group mission, 9 planes of the 27th Squadron and 7 planes of the 38th Squadron participating: The primary target for 27th bombs was the airfield and installations at the South end of Moen Island and the 38th was to hit the airfield and installations at the North end of Moen. The 27th took off from Eniwetok at about 0700 and were over the target at approximately 1110: The mission had been planned at high altitude and each plane carried 10 x 500 lb G.Ps., 87% of which were dropped on the primary target from altitudes of 17,000 to 20,200 feet by the Squadron in a vee of vee formation, 5 single engine enemy fighters intercepted the 27th formation almost immediately after the bombs were away, the enemy planes staying at higher altitude most of the time during interception and making their passes from such higher altitudes. The general

rule was non-aggressiveness on the part of the enemy pilots, from which the 27th crews naturally assumed that they were inexperienced.

The 27th Squadron did not have fighter escort on a single mission in the Gilbert, Marshall or Caroline Campaigns: This daylight Truk raid, as all previous daylight raids by the 27th over enemy targets, was planned as a raid by the Squadron in formation: A close Squadron formation and the firing of long bursts at the enemy plane while it was still out of range with the hope of driving it off were about the only defensive tactics available to a B-24 Squadron due to the fact that the B-24 was too big and heavy an airplane and too lightly armored to be maneuverable enough and have fire-power enough to do any good against a fast enemy fighter plane having a 20 mm cannon in addition to other, lighter guns. "Pinpoint" bombing was accomplished in the Central Pacific Area by single airplane attacks on a specific target, such as the night raids on Truk herein before described: The bombs dropped by a Squadron in formation necessarily formed the same pattern on the ground as the planes in the sky because the planes dropped their bombs simultaneously. It necessarily follows that in most cases, the targets being very small, formation bombing was not as effective as an attack by single airplanes, however, there being no fighter escort, the Squadron has forced, to go over the tough targets in formation because of the defensive value of the formation.

T/Sgt. Paul B. Chavens, top turret gunner of "MISS B HAVEN" and Sgt. Earnest D. Messerly, tail gunner of the same plane, saw the tracers from their machine guns go into two enemy fighters, immediately after which the enemy planes dived downward, smoking. These same fighters came back up later to make attacks on the 27th formation so the only claim was for "damaged" enemy aircraft. Both of these claims were confirmed by the crews of other airplanes. "KICKAPOO KID" was hit several times by the bursts of the 20 mm cannon of an interceptor: There was

1 hole in the left aileron approximately 1 foot in diameter; 5 holes in the right stabilizer and elevator, the largest one being approximately 6" x 8", and many small holes in the fuselage from shell fragments. When "KICKAPOO KID" landed at Eniwetok after the mission, "Mike" Faunce had to brace his feet on the instrument panel and pull like hell on the controls to help George Hendrix level off and stall the plane in order to land, the rounds from the interceptor which hit the right stabilizer and elevator having jammed the controls to some extent: Maybe that taste for raw meat didn't do Mike any harm after all! The only casualty in "KICKAPOO KID" was a scalp wound sustained by S/Sgt. Everett V. Oliver, tail gunner, received from a caroming fragment of a 20 mm cannon burst.

Although the going had been somewhat rough over Truk on that first daylight mission, the consensus of opinion among the combat crews was relief that the night missions had been discontinued. Nearly every man stated his preference for daylight raids on Truk, the reason being that they could see what, when and where the enemy would intercept or shoot.

On June 23rd the 30th Group again raided Truk in the daytime: The 27th had for its target on this raid the North airfield and installations on Moen Island and the bomb load for each plane was 10 x 500 lb G.Ps. The percentage of bombs which hit the target area on the raid was and is a black mark for the Squadron, the figure being only 9%. The figure sounds even worse when realizing the fact that there was no interception by enemy aircraft: "TARFU" is the only expression which covered the situation. Formation bombing from high altitude was new to the combat crews but that was no excuse and was not claimed as such.

Lt. Cox & crew in "KAY RASHUN" led Lts. Hooven & Wear and crews over Ponape on the night of June 24th on another orientation mission for the two new crews while the other planes

The Bombardiers of the Flight Leaders were taken over Wotje on 25 June for a practice mission, the purpose of which was to make them familiar with formation and mainly, high altitude bombing. The planes participating in the mission "flubbed the dub" at 19,000 feet and above for over two hours at - 8° centigrade temperature while making 2 runs over the target area. The 100 lb G.Ps. dropped on the target only stirred ashes and dust but the mission, so far as training was concerned, was a success.

On 28 June, Lt. Wear & crew in ? made a single airplane attack on Ponape. ? was a unique airplane in the Central Pacific Area, being radar equipped, with Sgt. Kinlen as the radar expert on the crew. The 13th Air Force, in the South-West Pacific, had been using radar-equipped heavy bombers for some months effectively for the finding and bombing of enemy shipping and ground installations. It was understood during the month of June that each heavy bombardment Squadron in the Central Pacific area would be assigned a radar-equipped B-24. At any rate the 27th Bomb Sqdn (H) had one and the narrative report of its "test mission" is annexed hereto as EXHIBIT I.

Whether or not ? was foretelling new tactics and strategy only time would tell. Briefly, radar is of value in heavy bombardment (1) in locating a specific target should the exact location of that specific target be unknown and (2) in locating a specific installation, the geographical coordinates of which were known but which was obscured either by darkness or cloud coverage at the time the bombs were dropped. The Final Mission Report of the above "radar mission" and the Narrative report thereof (EXHIBIT I), taken together, are a good, practical description of what could and can be expected of radar in heavy bombardment warfare. This "radar mission" was the Squadron's 58th

combat mission.

On June 29th the Squadron was assigned one new crew and one new crew was attached: The attached crew was a familiar one. Captain Hill & crew having been attached to the 27th from the 819th Bomb Sqdn (H), on Oahu, during the months of January, February and March, 1944, and having completed 13 missions with the Squadron during that time. The roster of Captain Hill's crew was as follows:

Alvin J. Hill, Captain, 0-789166, Pilot: 272 Hollywood Ave., Bronx, New York.
Robert V. Ward, 1st Lt., 0-796469, Co-Pilot: 261 Remsen St., Cohoes, New York.
Daniel F. O'Connor, 1st Lt., 0-735913, Navigator: 1043 Virginia Ave., Bronx, N.Y.
Stanley S. Tikotsky, 1st Lt., 0-668833, Bombardier: 31 Summer St., Haverhill, Mass.
George N * Biggerstaff, T/Sgt, ASN 15067866, Engineer: Rte #4, Richmond, Kentucky.
Merle A. Goldsmith, T/Sgt, ASN 20349477, Radio Op.: 7550 Holabird Ave., Dundalk (22) Md
Carmi P. Bertino, S/Sgt, ASN 33073021, Ass't Eng.: 2043 Snyder Ave., Philadelphia, Pa.
Charles J. Van Meerbeke, S/Sgt, ASN 12049859, Ass't RO: 323 Elm Ave., Philadelphia, Pa.
Byron B. Florence Jr., Sgt, ASN 34442768, Gunner: Wrens, Jefferson County, Georgia.
James A. Drake, S/Sgt, ASN 14027097, Gunner: 11 Pineda Ave., Cocoa, Florida.

Since most of the crews of the 27th Squadron had at one time or another been attached in some capacity to the 819th Bomb Sqdn which was more or less a training Squadron, the assigned crew that came into the Squadron on June 29th were not complete strangers. The names, positions on the crew and addresses of the new crew were:

Benjamin M. Genad, 2nd Lt., 0-757378, Pilot: 957 Fox St., Bronx,
Stephen B. Ellis, 2nd Lt., 0-761059, Co-Pilot: Rte #2, Box #265, El Paso, Texas.
Alton L. Smith, 2nd Lt., 0-700601, Navigator: R.R Abbott, Texas.
Donald Lt. Lonchar, 2nd Lt., 0-701614, Bombardier: 7114 SE End Ave., Chicago, Ill.
Arthur L. Petersen, S/Sgt, ASN 36811259, Engineer: 6001 Tower Ave., Superior, Wis.
Theodore H. Hachler, Sgt, ASN 39460486, Ass't Eng: 300 W. 14th St., The Dalles, Ore.
Stanley P. Stanski, Sgt, ASN 32271995, Ass't Eng: 2714 Harrison Ave., Camden, N.J.
Erland M. Bjork, S/Sgt, ASN 17063469, Radio Op: Poplar, Wisconsin.
Stanley J. Korba, Cpl, ASN 35580963, Ass't RO: 3726 Block Ave., East Chicago, Ind.
Pierre J. Vanhoye, Sgt, ASN 36652577, Gunner: Box #274, Buckner, Illinois.

During the month of June the entire Squadron personnel was authorized to wear a bronze star on the Central Pacific Theatre (Asiatic Pacific) Campaign ribbon. The letter of authorization is attached hereto as EXHIBIT J. This was authorized to wear a bronze star on the Central Pacific Theatre (Asiatic Pacific) Campaign ribbon. This was the second bronze star to be authorized since the squadron had been in combat.

ORGANIZATIONAL HISTORY

27TH BOMBARDMENT SQUADRON (H), 30TH BOMBARDMENT GROUP (H) VII BOMBER COMMAND,
SEVENTH ARMY AIR FORCE

Organization:

Negative

Strength:

67 Officers

1 Warrant Officer

371 Enlisted Men

Date of Arrival and Departure from Each Station Occupied in this Theatre:

27 July 1944, Ground Echelon, consisting of 7 Officers and 160 Enlisted Men, departed Kwajalein Island, Kwajalein Atoll, Marshall Islands, for Saipan Island, Marianas Islands.

On 7 July 1944, after executing a daylight bombing mission against enemy installations in Truk Atoll, Caroline Islands, A/P #42-72978 was forced to make a water landing near Eniwetok Island, Eniwetok Atoll, Marshall Islands, staging base for the mission. The plane had been hit by antiaircraft fire in the #1 and #2 gas tanks over Dublon Island and as a result there was not enough fuel to bring the plane back to the staging base. There were numerous injuries to crew members and the following casualty:

Arthur L. Peterson, S/Sgt., ASN 36811259, Engineer, address: 6001 Tower Avenue, Superior, Wisconsin.

On 14 July 1944, in attempting to transfer several 100 lb bombs from bomb bay racks which had failed to operate over the target to other bomb racks which might possibly operate, the Bombardier of A/P #42-100398 stood on the bomb bay doors while handling the bombs: While standing on the bomb bay doors, two of the 100 lb bombs fell from their rack and knocked the bomb bay doors open. The Bombardier fell through the bomb bay doors and although a 30 minute search was made of the area, no trace of him was observed: He was wearing neither a parachute nor a life vest. The Bombardier's name and address are as follows:

Melville F. Sackmann, 2nd Lt., A.C., Bombardier, 2541 Eudora St., Denver (7), Colorado.

Awards and Decorations:

1st Oak Leaf Cluster to the Distinguished Flying Cross awarded Grove C. Johnson, Captain, Air Corps, 0-724434, Commanding Officer of the Squadron, residence at enlistment: 668 North 59th Street, Omaha, Nebraska.

1st Oak Leaf Cluster to the Distinguished Flying Cross awarded Robert W. Denham Jr., Captain, Air Corps, 0-667261, Squadron Bombardier, residence at enlistment: 5703 South Flores Street, San Antonio, Texas.

Awards and Decorations: (continued)

1st Oak Leaf Cluster to the Distinguished Flying Cross awarded James F. Boyle, 1st Lt., Air Corps, 0-740627, Squadron Navigator; residence at enlistment: 627 1/2 E. Okmulgee, Muskogee, Oklahoma.

2nd and 3rd Oak Leaf Clusters to the Air Medal awarded Ivy G. Edmunds, T/Sgt., ASN 18007214, Squadron Photographer; residence at enlistment: CCC Co. 2896, Dallas, Texas.

Air Medal awarded Sherman E. Keller, 1st Lt., Air Corps, Navigator, 0-664320; residence at enlistment: 340 Prospect Ave., Highland Park, Illinois.

Air Medal and 1st Oak Leaf Cluster to the Air Medal awarded Marvin L. Fox, 1st Lt., Air Corps, Navigator, 0-724305; residence at enlistment: Route #1, Waynesville, Ohio.

Distinguished Flying Cross and 2nd Oak Leaf Cluster to the Air Medal awarded Nathan G. Mehaffey, Captain, Air Corps, 0-423949, Pilot, Squadron Operations / Officer; residence at enlistment: Gorman, Texas.

Distinguished Flying Cross awarded Alvin J. Hill, Captain, Air Corps, 0-789166 Pilot; residence at enlistment: 272 Hollywood Ave., Bronx, New York.

Distinguished Flying Cross awarded Carl B. Bertino, S/Sgt, ASN 33073021, Ass't Engineer; residence at enlistment: 2043 Snyder Avenue, Philadelphia, Pennsylvania.

2nd Oak Leaf Cluster to the Air Medal awarded James A. Drake, S/Sgt, ASN 14027097, Gunner; residence at enlistment: 11 Pineda Avenue, Coco Cola, Florida.

2nd Oak Leaf Cluster to the Air Medal awarded Charles J. VanMeerbeke, S/Sgt, ASN 12049859, Ass't Radio Operator; residence at enlistment: 323 Elm Avenue, Burlington, New Jersey.

2nd Oak Leaf Cluster to the Air Medal awarded Byron B. Florence Jr., Sgt, ASN 32442768, Gunner; residence at enlistment: Wrens, Jefferson County, Georgia.

Order of the Purple Heart awarded Benjamin M. Genad, 2nd Lt., Air Corps, 0-757378, Pilot; address at enlistment: 957 Fox St., Bronx, New York.

Order of the Purple Heart awarded Stephen B. Ellis, 2nd Lt., Air Corps, Co-Pilot, 0-761059; residence at enlistment: Route #2, Box #265, El Paso, Texas.

Order of the Purple Heart awarded Donald M. Lonchar, 2nd Lt., Air Corps, 0-701614, Bombardier; residence at enlistment: 7114 SE End Avenue, Chicago, Illinois.

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* ^ " ^" ^

East Lamor St., Sherman, Texas.
 St. Angelo, Texas.
 543 Tennyson Ave., Syracuse, New York.
 Ave., Naperville, Ill.

Awards and Decorations; (continued)

Order of the Purple Heart awarded Stanley J. Korba, Dpi., ASN 35560963, Ass't Radio Operator; residence at enlistment: 3726 Block Ave., East Chicago, Indiana.

Order of the Purple Heart awarded Pierre J. Vanhoye, Sgt., ASN 36652577, Gunner; residence at enlistment: Box #274, Buckner, Illinois.

Order of the Purple Heart awarded Erland M. Bjork, S/Sgt, ASN 17063469, Radio Operator; residence at enlistment; Poplar, Wisconsin.

2nd Oak Leaf Cluster to the Air Medal awarded Gilbert E. Cox, 1st Lt., Air Corps, 0-725665, Pilot; residence at enlistment: 223 North Adams, San Angelo, Texas.

Distinguished Flying Cross and 2nd Oak Leaf Cluster to the Air Medal awarded the following Officers and Enlisted Men, members of the same combat crew: residences at enlistment stated:

James J. Cooper, 2nd Lt., 0-745668, Co-Pilot: 13328 Trumbull Avenue,
 Highland Park, Michigan.
 Wilfred O. Roehrig, 2nd Lt., 0-682239, Navigator: 2114 N.W. 27th Street,
 Miami, Florida.
 Frank (NMI) Plotnik, 2nd Lt., 0-682716, Bombardier: 102 Washington Street
 Hoboken, New Jersey.

Bernard S. Collins, S/Sgt, ASN 15339350: 221 Poplar St., Bluefield, W.Va.
 John J. Guriev, Sgt, ASN 11117997: 86 Water St., Wakefield, Massachusetts.
 Claude D. Riddle, S/Sgt, ASN 18124917: 1123 East Lamor St. Sherman, Texas.
 Fred R. Stroud, Sgt, ASN 18066540: 124 East 6th St., St. Angelo, Texas.
 Henry J. Joncas, S/Sgt, ASN 32376652: 543 Tennyson Ave., Syracuse, New York.
 Peter B. Waren, T/Sgt, ASN 16034661: 208 W. Benton Ave., Naperville, Ill.

Distinguished Flying Cross and 2nd Oak Leaf Cluster to the Air Medal awarded the following Officers and Enlisted Men, members of the same combat crew: Residences at enlistment stated:

Wilford F. Cram, 1st Lt., 0-445340, Pilot: 1325 College Ave., Fort Collins, Colorado.
 Richard L. Dorman, 2nd Lt., 0-760803, Co-Pilot: 1210 W. 11th Place, Los Angeles,
 California.
 John I. Toomey, 2nd Lt., 0-696794, Navigator: 56 Oak Ave., Belmont, Mass.
 Norris J. Sauls Jr., 2nd Lt., 0-696519, Bombardier: 602 15th St., Bradenton, Florida.
 Arthur (NMI) Fisch, S/Sgt, ASN 32441933: 967 Glenmore Ave., Brooklyn (8), N.Y.
 Garet M. Guynn, S/Sgt, ASN 36258506: 410 S. Liberty St., Opelousas, La.
 William R. Isenberg, Sgt, ASN 34503966: 506 Watuga Ave., Elizabethton, Tenn.
 Samuel L. Poulton, Sgt, ASN 39325465s Box #300, Oakley, Idaho.
 Rudolph R. Sternat Jr, S/Sgt, ASN 16156062: Rte #3, Mayville, Wisconsin.
 James E. Wheeler, Sgt, ASN 3 5 577902: Rte #8, Box 530, Indianapolis, Indiana.

Awards and Decorations: (continued)

1st Oak Leaf Cluster to the Air Medal, the Distinguished Flying Cross and the 2nd Oak Leaf Cluster to the Air Medal awarded the following Officers and Enlisted Men, members of the same combat crew: Residences at enlistment as stated:

Robert W. Siegismund, 1st Lt., 0-724836, Pilot: 3338 S. Troost, Tulsa, Okla.
Odie R. Green, 2nd Lt., 0-687748, Co-Pilot: Rte #2, Jacksonville, Arkansas.
Robert D. McCallum, 2nd Lt., 0-700028, Navigator: 1001 Walnut St., Newport, Ark.
Porter L. Powers, 1st Lt. 0-725475, Bombardier: 162 Graham Ave., Lexington, Ky.
John P. Reed, S/Sgt, ASN 12124510: 6525 Avenue N, Brooklyn, New York.
Samuel B. Wood, S/Sgt, ASN 35584988: 406 Washington Street, Gary, Indiana.
James H Cassidy, S/Sgt, ASN 18192458: Rte #1, Hunnewell, Kansas.
John E. Smith, S/Sgt ASN 15354770: 1018 S. Barr Street, Fort Wayne, Indiana.
Benjamin F. Thompson, Sgt, ASN 34185739: Rte #2, Dickson, Tennessee.
Alex W. Lowther, Cpl., ASN 38463297: General Delivery, Tulsa, Oklahoma.

Distinguished Flying Cross awarded the following Officers and Enlisted Men, Members of the same combat crew: Residences at enlistment as stated:

George T. Hendrix, 1st Lt., 0-535009, Pilot: 1202 Mill St., Camden, S.C.
Robert J. Harrigan, 1st Lt., 0-734907, Navigator: 3122 Parkview Ave, Cincinnati, Ohio.
Michael E. Faunce, 2nd Lt., 0-808245, Co-Pilot: 411 7th St., Riverton, N.J.
Glen A. LaRoe, T/Sgt, ASN 14027037: P.O. Box #1111, Eustis, Florida.
Emory V. Wall, S/Sgt, ASN 6391146: 2225 Boone St., Walnut Hills, Cincinnati, Ohio.
Ernest H. Nelson, S/Sgt, ASN 32409239: 5415 8th Ave., Brooklyn, N.Y.
Everett J. Oliver, S/Sgt, ASN 6907141: 115 Roosevelt Ave., Groton, New York.
Sam (NMI) Abravnel, S/Sgt, ASN 32423350: 266 E. 169th St., Bronx, New York.
James R. Jarnagin, Pfc, ASN 15048410: 427 E. 18th St., Owensboro, Kentucky.
William J. Brehm, 1st Lt., 0-669178, Bombardier: 1204 Boynton Ave., Bronx, N.Y.

Distinguished Flying Cross awarded the following Officers and Enlisted Men, members of the same combat crew: Residences at enlistment as stated:

Ferdinand J. Peters, 1st Lt., 0-806327, Pilot: Gold Spring, Minnesota.
Elmer (NMI) Buige, 2nd Lt., 0-813468, Co-Pilot: 403 Main St., Gallitzin, Pa.
Frederick C. Neidert, 2nd Lt., 0-695956, Navigator; 204 W. Hull St., Denison, Texas.
Arthur F. Barker, 1st Lt., 0-451468, Bombardier: Wringtstown, New Jersey.
Harold I. Albertson, S/Sgt, ASN 35625079: 1609 Orchard St., Coshocton, Ohio.
Harold E. Collins, S/Sgt, ASN 39199596: R.F.D. #1, Box #380, Gig Harbor, Wash.
Paul B. Cheavens, T/Sgt, ASN 17161891: R.F.D. #1, McBaine, Missouri.
Robert E. Mattusch, Sgt, ASN 39090950: 132 E. San Salvador, San Jose, Cal.
Ernest D. Messerly, Sgt, ASN 39909553: Box #295, Glenns Ferry, Idaho.
John D. Pennington, Sgt, ASN 15336282: 2108 St. James Ave., Cincinnati, Ohio.

Distinguished Flying Cross awarded the following Officers and Enlisted Men, members of the same combat crew: Residences at enlistment as stated:

Frank R. Grymonprez, 2nd Lt., 0-816470, Co-Pilot: Terre Haute, Indiana.
Robert Forker, 2nd Lt., 0-690797: Zaynesville, Ohio.
Thomas N. Tierney, T/Sgt ASN 32299117: 44 St. Marks Ave., Brooklyn (17), N.Y.
Charles (NMI) Nicholas, T/Sgt, ASN 35164622: 228 Trowbridge St., Indianapolis, Ind.

Awards and Decorations: (continued)

Earle H. Colburn, S/Sgt, ASN 32836824: 6? Grand Ave., Johnson City, N.Y.
Edmond J. LaCroix Jr., S/Sgt, ASN 11094915: Box 46, Glasgo, Connecticut.
Robert H. Tipton, T/Sgt, ASN 36179943: 3713 E. Michigan Ave., Kalamazoo, Michigan.
Donald W. Reisigl, S/Sgt, ASN 32492608: 46 Guy Park Ave., Amsterdam, N.Y.
Theodore T. John, S/Sgt, ASN 11093208: 17 Elm St., Marlboro, Massachusetts.

The Air Medal and the 1st Oak Leaf Cluster to the Air Medal awarded the following Officers and Enlisted Men, members of the same combat crew: Residences at enlistment as stated:

Douglas H. Bratcher, 1st Lt., 0-422068, Pilot: C/o Mrs. E.C. Hall, Box #1, Monroe City, Texas.
Hugh W. Fosburgh, 2nd Lt., 0-816450, Co-Pilot: Cherry Plain, New York.
Leonard T. Kerns, 2nd Lt., 0-699191, Navigator: Ellsworth, Kansas.
LOUIS J. Sellers, 2nd Lt., 0-696252, Bombardier: 204 12th St., Lorain, Ohio.
Donald A. Nason, S/Sgt, ASN 11110986, Engineer: Rte #7, Box 79, Gardiner, Me.
Joseph M. Perantoni, S/Sgt, ASN 11102104, Radio Operator: Barlow St., Canaan, Connecticut.
Perry E. Haslett, S/Sgt, ASN 16129772; Ass't Engineer: 507 Quincy St., Maywood, Illinois.
Max (NMI) Strolovitz, Cpl, ASN 12039390, Gunner; 2338 63rd St., Brooklyn, N.Y.
Grover W. Smith, Sgt, ASN 19095248, Gunner; 4052 Pasadena Place, Seattle, Wash.
John R. Schomber, S/Sgt, ASN 16054467; Gunner: 125 Carlyle Rd., Belleville, Ill.

1st Oak Leaf Cluster to the Air Medal awarded Robert T. Irizarry, 2nd Lt., 0-685404, Bombardier: Residence at enlistment: 5166 Harlbut Ave., Detroit, Michigan.

The Air Medal and the 1st Oak Leaf Cluster to the Air Medal awarded the following Officers and Enlisted Men, members of the same combat crew: Residences at enlistment as stated:
Clinton A. Hooven, 2nd Lt., Pilot: 517g First St., Marshalltown, Iowa.
John R. Handley, 2nd Lt., Co-Pilot, 0-761087: 8222 St. Lawrence Ave., Chicago, Illinois.
Hobart W. Ely, 2nd Lt., 0-420241, Navigator: 4542 NE 60th Ave., Portland Oregon.
Marion L. Cassell, S/Sgt, ASN 18191959, Radio Operator: 311 Kearney St., Manhattan, Kansas.
Neil C. Perry Jr., Sgt, ASN 34607101, Ass't Engineer: W. Franklin Ave., Ext., Gastonia, North Carolina.
Williard O. Hirsch, Sgt, ASN 37471350, Ass't Engineer: 3028 W. Beach, Gulfport, Mississippi.
Joseph Winnell, S/Sgt, ASN 15017898, Gunner: 1612 Clay Ave., Charleston, West Virginia.
Harry W. Metz, Sgt, ASN 37556828, Gunner: 604 14th St., Worthington, Minnesota.

Air Medal awarded Melville F. Sackmann, 2nd Lt., 0-699533, Bombardier: Residence at enlistment: 2541 Eudora St., Denver (7), Colorado.

Awards and Decorations: (continued)

Special award of the 2nd Oak Leaf Cluster to the Air Medal to Maurice L. Dube, S/Sgt, ASN 31175090, Engineer: Residence at enlistment: 460 Madison Ave., Berlin, New Hampshire. (Award made for shooting down enemy airplane).

Air Medal and the 1st Oak Leaf Cluster to the Air Medal awarded the following Officers and Enlisted Men, Members of the same combat crew. Residences at enlistment as stated:

Thomas O. Hear, 1st Lt., 0-67914\$, Pilot: Box #167, Clinton, Oklahoma.

John M. Hebert, 2nd Lt., 0-808260, Co-Pilot: 653 6th St., Lake Charles, La.

Edward J. Ochs, 2nd Lt., 0-682225, Navigator: 126 North Oak St., Owatonna, Minnesota.

William J. Keswick, 2nd Lt., 0-678419, Bombardier: 65 W. Valletta, Phoenix, Arizona.

Seymour W. Albrecht, S/Sgt, ASN 32625312, Engineer: 2144 Bronx Park East, Bronx, New York.

Virgil E. Boles, T/Sgt, ASN 15053714, Radio Operator: 2624 Meredian St., Anderson, Indiana.

Forrest D. Walker, Sgt, ASN 16142473, Ass't Engineer: Patoka, Illinois.

Wilfrid J. Martin, Sgt, ASN 16080364, Ass't Radio Operator: 6624 South Halsted St., Chicago, Illinois.

Leonard J. Martin, S/Sgt, ASN 15334308, Gunnar: Route #1, Monroeville, Indiana.

Eugene W. Kivlen, S/Sgt, ASN 33330373, Radar Operator: 5603 Mascher St., Philadelphia, Pennsylvania.

Recapitulation of missions flown by the Squadron during the month of July, 1944:

<u>No# of planes participating</u>	<u>Target or mission</u>	<u>Date of mission</u>	<u>Official no# <u>of</u> mission</u>	<u>Squadron no# <u>of</u> mission</u>
11	Truk	1 July 1944	H-283	59
10	Truk	6 July 1944	H-288	60
9	Truk	10 July 1944	H-292	61
9	Truk	13 July 1944	H-295	62
9	Truk	22 July 1944	H-298	63
8	Truk	26 July 1944	H-301	64
9	Truk	29 July 1944	H-303	65

CHAPTER XIII

At the turn of the month, Lt. Robert W. Siegismund replaced Lt. Cox as Assistant Operations Officer and Lt. Cox was made Flight Leader of "A" Flight. So far as combat crew personnel were concerned, Lt. Fox replaced Lt. Winninger as Navigator on Captain Mehaffey's crew, Lt. Winninger having completed his 30 missions and departed for the States.

On July 1st, eleven (11) planes of the 27th staged through Eniwetok to bomb installations at Truk for the Squadron's 59th combat mission. The mission was scheduled as a NIGHT BOMBING AND HARRASSING MISSION, its purpose being twofold; (1) to destroy enemy installations and (2) to keep the Japs awake all night so that resistance during the mission which was to be flown on the following day by the 38th and 392nd Squadrons might possibly be lessened. The planes of the 27th took off from Eniwetok at 46 and 60 minute intervals during the night and made individual attacks against the primary target - anti aircraft gun positions on the northeast tip of Moen Island. The bombing results were good, 106 of the total 132 x 500 lb G.Ps. having landed in the target area; Enemy fighters were in the air to meet the planes and three crews saw tracer streams come close by their planes but the enemy aircraft were never seen. There was no damage nor injury to the 27th.

During the first half of the month of July the strategy as outlined in the preceding paragraph was used exclusively in attacking Truk: One Squadron would make the "night bombing and harrassing mission" on the night preceding a daylight bombing mission by the other two Squadrons of the Group.

Under the strategy as outlined above, nine (9) planes of the 27th Squadron and as many planes of the 392nd Squadron participated in a daylight

bombing mission against the Submarine and Naval Base on the western shore of Dublon Island, Truk, on July 6th. The altitude from which the bombs were dropped was 17,000 to 18,000 feet and the planes of the 27th dropped 48 of the total bomb load of 90 x 500 lb G.Ps. on the target. Nine (9) enemy planes intercepted and the enemy pilots were more aggressive than usual but the final score was all in our favor. S/Sgt Maurice L. Dube, Top Turret Gunner of Lt. Hooven's crew and S/Sgt Emory V. Wall, Ball Gunner of "KICKAPOO KID", each shot down and destroyed an interceptor and were later given official credit for such enemy planes destroyed.

Lt. Genad and crew were assigned "MISS B HAVEN" for the above mission, Lt. Peters & crew being on rest leave in Oahu. Flak from Dublon Island was intense and accurate over the target and "MISS B HAVEN" caught some of it in her #1 and #2 gas tanks. Although she would fly, the gas remaining was not sufficient to bring the plane back to Eniwetok and Lt. Genad was forced to make a water landing about 1500 yards from the eastern end of the airstrip on Eniwetok. The Engineer of Lt. Genad's crew, S/Sgt. Arthur L. Peterson, was killed, and nearly every other member of the crew sustained some injuries. "MISS B HAVEN" remained above water about 20 minutes but finally went to the bottom. A detailed account of the circumstances and details of the water landing are contained in the NARRATIVE REPORT OF WATER LANDING which is included after the Final Mission Report of the above mission.

The mission of July 7th marked "30" for "Johnny", and the only tie holding him to Kwajalein was the fact that Major Eddy had not returned from the States.

On July 10th Major Roberts solidified a current rumor and headed for Oahu. The Major had been having trouble with his health, and while his plans were not definitely stated, it was thought that he would be hospitalized in Oahu for a while, have a minor operation, then return to the States for another

assignment of duty.

The mission of July 10th was planned so that the Squadron would make a diverging attack on the primary targets. The fault of the bombing on previous high altitude missions was believed to be, in part, that the lead Bombardier did not select an aiming point which was so situated in the target area that the bombs of the other planes of the Squadron or Flight would land in the target area. In formation bombing, the Bombardier of the lead airplane has the responsibility of sighting for range and deflection and the wing airplanes sight only for range. It is elementary that the success of formation bombing lies with the ability of the lead Bombardier* To obviate the human element, the primary target for "A" and "B" Flights was briefed to be the Submarine and Naval Base on Dublon Island and the primary target for "C" Flight was scheduled to be anti aircraft gun installations on the northeast tip of Dublon* This diverging attack proved successful for this mission at least, 89% of the bombs having landed on the assigned targets*

Captain Denham, Squadron Bombardier, finished his quota of combat missions with the raid of July 10th, and left for home on July 12th. His future plans could not be forecast with any degree of accuracy. None of the combat personnel who completed their 30 missions could foretell what would happen to them after their furlough in the States. As a member of the Operations Staff of the Squadron, "Dingam" believed that he would return to the 27th at some future date but there was no certainty to this opinions The Squadron hoped for his return for he was an excellent bombardier.

Anti-aircraft gun positions on Param Island, Truk, was the primary target for the mission of July 13th in which nine (9) planes of the 27th Sqdn participated. The weather prevented an attack on the assigned target:

plane bombed Param Island and the other 8 bombed Moen Island. Results of the raid could not be given because of the extremely rough weather and cloud coverage over the targets.

The bomb load of each plane of the above mission was 40 x 100 lb G.Ps. In carrying a pay load of 100 lb bombs, the double suspension method had to be used and there were always a great number of bomb release malfunctions. "?" dropped her bombs on Moen Island and according to the indicator lights in the Bombardier's compartment all the bombs were away. After the plane was on its way home from the target, one of the crew noticed 9 bombs still hanging in their racks. Lt. Sackmann, Bombardier, was notified, and tried to salvo the bombs after opening the bomb bay doors. Failing this, he tried to release the bombs manually with a screw driver. This could not be done so the bomb bay doors were closed and Lt. Sackmann set about transferring the bombs to other racks in the hope that such other racks would operate. In order to perform the transfer, Lt. Sackmann had to stand on the bomb bay doors. Three of the bombs had been transferred and Lt. Sackmann was standing on one of the bomb bay doors with a bomb under each arm when another bomb fell from its rack, hitting the bomb bay door and knocking it open. Lt. Sackmann fell through with the bombs. S/Sgt. Winnell, Armorer-Gunner of the plane, was on the cat-walk of the bomb bay with a bomb in his arms at the time so was unable to do anything. The plane was at 13,000 feet altitude and Lt. Sackmann had on neither a parachute nor a life vest. Lt. Hooven and Captain Mehaffey searched the area for 30 minutes, going down to 500 feet and under, but there was nothing to be seen.

"Seek" was a good fellow and had made many friends in the Squadron by his perpetual friendliness and good disposition. His death was a tremendous shock, not only to his own crew, but to the entire Squadron.

On July 16th the Officers Club of the 27th was formally opened for

the thousandth time. For the brilliant occasion the entire corps of "Hell's Angels", the Kwajalein Nurse Brigade, were invited. The local ground rules provided for a 7:00 P.M. assembly at the party and a 9:30 P.M. retreat. For the sake of charity and discretion if not for the sake of history it might be the best idea to state the fact of the party only and not the details. Suffice it to say that the entire assembly had a good time that night and regretted it for days afterwards and that according to reliable rumors the 27th was thenceforth off-limits so far as the Nurses were concerned.

At a Squadron meeting of Officers on July 17th "Johnny" introduced Captain Charles L. Bailey, erst-while 30th Bomb Group Statistical Officer, as Executive Officer pro tem until Major Roberts' status in the Squadron was settled.

On July 18th a new crew was assigned to the Squadron: Below is a roster of the crew, their duties on the plane, and their addresses:

Frederick M. Schneider, 2nd Lt, 0-758489, Pilot: 608 North 11th, Albuquerque, N.M.
 George W.C. Spoerke Jr., 2nd Lt, 0-764818, Co-Pilot: 17602 Sedalia Ave., Cleveland (11), Ohio.
 William P. Drynan Jr., 2nd Lt, 0-707246, Navigator: General Delivery, Fort Huachuca, Arizona.
 Alfred A. Skinner, 2nd Lt, 0-743854, Bombardier: 612 East Howell St., Seattle, Wash.
 Robert J. Converse, S/Sgt, ASN 39461929, Engineer: 2328 West Sinto, Spokane (12), Washington.
 Clinton H. Serby, Sgt, ASN 36647160, Radio Operator: Box #52, Cortland, Illinois.
 Carl L. Day, S/Sgt, ASN 18116045, Ass't Engineer: 3817 Wilmer St., Houston, Texas.
 Charles E. Miller, Sgt, ASN 39575246, Gunner: 187 East Las Flores Drive, Altadena, California.
 Robert S. Tibbetts, Cpl, ASN 6154006, Gunner: 37 Berwick St., Berwick, Maine.
 Carl A. Grimmeissen, Cpl, ASN 15108700, Gunner: 619 East Chandler Ave., Evansville (13), Indiana.

On July 22nd the three (3) Squadrons of the 30th Group which were situated in the combat area at the time executed a 3-Squadron (Group) raid on Truk. Group Officers briefed the crews and Col. Pardee was Mission Commander. The strike was originally scheduled for the 21st with the 27th leading the Group over the target and Col. Pardee acting as pilot of "KONTAGIOUS KATIE" with Captain

Mehaffey acting as Co-Pilot. The three Squadrons took off for and arrived at Eniwetok on July 20th but a weather forecast having predicted several tropical fronts between Eniwetok and Truk, the mission was postponed until the 22nd. In spite of a predicted continuation of the bad weather over the target the Group took off for Truk on the morning of the 22nd.

The planes had to disband formation after a short distance out of Eniwetok because of weather but all planes continued to the target. All of the planes participating in the mission dropped their bombs somewhere, but some of the crews reported some strange and original targets. Most of the planes flew over Truk Atoll but few of them saw it: The attack was by individual planes and the most imminent danger was from weather and from possible collision with a friendly B-24.

The 27th followed with a great deal of interest the invasion of the southern Marianas Islands. "D" day on Saipan was June 15th and the Squadron was anticipating a move west and a change of scenery during all of July. Landings were made on July 21st and 22nd on Guam and Tinian, respectively, and the boys were getting restless. Moving orders were received during the week of July 16 - 23 and it was learned that the ground echelon would move to Saipan by water, set up a Squadron area, then the air echelon would follow in two or three weeks.

Dublon Island was the primary target for the mission of July 26th in which the 27th, 38th and 392nd Squadrons all participated. The primary target for the bombs of the 27th was the Submarine and Naval base on the West shore of Dublon. On the night before the mission Lt. Wear & crew in "SNOOPER" went over Truk to scout the weather and also to scout and harrass the Japs, using their radar to find their way and to drop their bombs.

The mission was a successful one for the 27th. 92% of the bombs

dropped hit in the target area and one large explosion was observed with resulting smoke and fire. From 4 to 6 enemy fighters intercepted and knocked several holes in "KAY RASHUN" but there were no casualties and no injuries to personnel.

On the night of July 27th, the Ground Echelon was packed, numbered, and put on board the U.S. Livingston. The Squadron equipment had already been moved aboard the U.S. Victory and the boys were anxious to pull out. Their departure, however, was based on the old army idea of "hurry and wait" and the Livingston did not pull out of Kwajalein until noon of July 29th. 7 Officers and 160 Enlisted Men of the 27th were on the Livingston.

On July 29th the Squadron again participated in a Group raid on installations at Truk. The target area designated to receive the 27th's bombs was that portion of the southern shore of Dublon Island which was known as area "D-10" and which contained boat repair facilities.

Each of the nine (9) planes participating in the mission carried 12 x 500 lb G.Ps. and dropped them from 20,000 feet altitude over the target. Not one bomb of the 27th landed in the primary target area, and quite a few of them landed in the water. Most of the bombs hit Dublon Island, which is of considerable size, but the only result was to ruin a small part of the Japs' landscaping. The paramount thought in the minds of all combat personnel was, of course, to complete 30 missions and return to the States and home: The majority of the combat crew members also had just as strong a desire to do a good job and execute successful bombing missions. The prevalent opinion was that, inasmuch as much money and many lives were involved in a mission, a raid which showed no better results than this one was a terrible waste.

As after every mission during June and July, when the bombing results had been poor, there were many bitter recriminations and the morale of the Squadron was low, comparatively. Nearly everyone in the Squadron had a little blame

heaped on him before the feeling died down, and some had more blame than others. At any rate, it can safely be said that the Squadron had no reason whatsoever to boast, and that went for the majority of the raids during July and quite a few during the month of June.

"SNOOPER" was authorized to have a Zero painted on her nose after the above mission, S/Sgt. Leonard J. Martin, Nose Gunner, and S/Sgt. Seymour W. Albrecht, Top Turret Gunner, both of "SNOOPER'S" crew, having jointly shot down and destroyed an intercepting enemy fighter.

Lt. Cox was scheduled to go on the mission of July 29th, but his plane developed engine trouble and he did not take off from Eniwetok with the rest of the Squadron but he and his crew made a single plane attack on Eten Island, Truk on the same night.

Lt. Boyle completed his 30 missions on July 29th, the last of the original Flight Echelon of the Squadron overseas to finish. Being on the Operations Staff had its compensations, rank being not by any means the least, but it also had its drawbacks. Lt. Boyle and Captain Johnson found that they were still in the combat area four (4) months after the crews with whom they had come overseas had finished their missions and headed for the States. Group Headquarters would not allow the Operations Staff of a Squadron to participate in every mission flown - a necessary policy since a Squadron had to retain some experienced hands to lead - but that fact in no sense relieved the feelings of those who wanted to go home.

After Captain Denham left the Squadron Lt. Arthur F. Barker took over the role of Squadron Bombardier and after Lt. Boyle's 30th mission Lt. Marvin L. Fox began to do the Squadron's navigating.

27th BOMBARDMENT SQUADRON (H)
OFFICE OF THE INTELLIGENCE OFFICER
A.P.O. #241

11 July 1944

NARRATIVE REPORT OF WATER LANDING

On 6 July 194 (T), seven 97) B-24J airplanes of the 392nd Bombardment Squadron (H) and nine (9) B-24J Airplanes of the 27th Bombardment Squadron (H), both Squadrons of the 30th Bombardment Group (H), executed a daylight bombing mission against the Submarine Base, Area D-6, DUBLON ISLAND, TRUK, dropping their bombs from a squadron vee of vee formation.

At 062315Z, six (6) enemy aircraft intercepted the formation of the 27th Bombardment Squadron (H) when the Squadron was over the reef of Truk on its way into the target. The Squadron was in a vee of vee formation at an altitude of 17,500 feet and on a heading of 245° true. At about 062319Z, B-24J #42-72978, flying position #2 (left wing), of "A" Flight, the heading still being 245° true and the altitude being 17,000 feet, was hit by anti-aircraft fire in the left wing. The crew of A/P #978 saw gas streaming off the left wing of the plane from several flak holes around the #1 engine. The #1 propeller was feathered to determine specifically which fuel tank or which fuel line had been injured by the flak. Immediately after #1 propeller was feathered and #1 engine cut out the gas ceased to come off the wing which showed that the #1 tank was one of the tanks which had been losing fuel. The gauges then showed no fuel either in #1 or #2 tanks, therefore fuel from #3 and #4 tanks was cross-fed into #2 engine.

A/P #978 dropped its bombs on the submarine and Naval Base, Area D-6, Dublon Island, at 062320Z, from 17,000 feet altitude.

After the bomb run had been completed by "A" Flight, B-24J #43-73473, piloted by Lt. Col. Elliott T. Pardee with Captain Alvin J. Hill acting as Co-Pilot for this mission and B-24J #42-109952, piloted by Lt. Thomas O. Wear, formed on the wings of A/P #978 for protection against the intercepting enemy aircraft: Col. Pardee and Lt. Wear continued to fly on the wings of A/P #978 until the latter plane made its water landing near Eniwetok.

Because of the interception, which did not break off until 062340Z, the jettisoning of items from A/P #978 had to be postponed until after that time. After the Pilot, Lt. Benjamin M. Genad, was certain that the danger from interception was past, he ordered the crew to jettison equipment.

The crew was on an interphone and the Co-Pilot, Lt. Stephen B. Ellis, gave directions for the jettisoning of equipment, using as a guide therefore a copy of Memorandum 68-8, Headquarters, 30th Bombardment Group (H), A.P.O. #241, dated 12 May 1944, which memorandum is "a guide to be used when it becomes necessary to jettison equipment during an emergency" and a copy of which is placed in a prominent position in all planes of the 30th Bombardment Group (H), operating in this theater.

According to the dictates of the memorandum mentioned, the following items, with

their weight, as shown by the memorandum, also set out, were thrown out of the plane. As will be seen there were certain difficulties met and the items were not thrown out in order of their appearance on the list which follows, but the exceptions will be noted below the list:

<u>ITEM</u>	<u>WEIGHT</u>
Flak Suits	225 lbs
All ammunition except Sperry Turret ¹	1100
Waist Guns	134
Tail Guns	140
30 cal Guns	70
Armor Plate ²	350
Nose Guns	140
Tail Guns	140
Upper Guns	140
Sperry Turret ³	1500
Ammunition Chutes	

ADDITIONAL ITEMS NOT INCLUDED IN MEMO 62-8

All hatch covers except the camera hatch cover

Extra clothing, blankets, etc.

Oxygen bottles and "bail-out" oxygen bottles.

1 - Not much ammunition had been used during interception because the crew thought that their fire might ignite the gas from their plane. Luckily, the enemy aircraft pressed no attacks against this plane during the interception.

2 - It was impossible to remove the armor plate from the stinger in the tail of this plane and the armor plate behind the Co-Pilot could not be removed because the nuts had rusted on the bolts attaching it to the plane.

3 - The Sperry Turret could not be jettisoned until approximately 070100Z (approximately one hour after the crew began to jettison equipment), due to the fact that the nuts had rusted on the bolts attaching it to the plane.

During the process of jettisoning equipment the Pilot had reduced the altitude of #978 to 8,000 feet and maintained such altitude until approximately one hour out from Eniwetok (approximately 140 miles from Eniwetok). Until the Sperry Turret was

Jettisoned the Pilot maintained 1800 RPM and 36 inches manifold pressure with a speed of 145 I.A.S. After the Sperry Turret was jettisoned 1650 RPM and 36 inches manifold pressure was maintained with the same altitude and airspeed as before.

At about 070320Z, all the equipment mentioned above having been jettisoned, Lt. Genad ordered the crew to prepare to ditch. All of the crew except the Pilot, Co-Pilot, and Engineer took positions in the waist aft of the ball turret. The Navigator placed a life raft on the floor against station #7 (step in the plane just aft of the ball turret) and sat on the floor of the plane with his back braced against the life raft facing the tail of the plane and wearing a G.I. helmet. The Radio Operator sat on the floor between the Navigator's legs with two parachute

Radio Operator sat on the floor between the Navigator's legs with two parachute Packs between their bodies. The Radio Operator had on a turret flak helmet and was sitting so that his head was on the Navigator's chest in order that their heads would not knock together on impact. The Top Turret Gunner was sitting between the Radio Operator's legs with a pair of sheepskin flying pants between their bodies and with his head on the Radio Operator's chest. The Nose Gunner was sitting between the Top Turret Gunner's legs with flying pants as padding between his and the Top Turret Gunner's body and with his feet braced against a bulkhead at the side of the plane. The Top Turret Gunner had on a G.I. helmet and the Nose Gunner had on only a helmet liner. These four men were on the right side of the airplane.

The Ass't Engineer packed a parachute pack, life raft and flotation kit box at station #7 on the left side of the airplane and braced his back up against this padding. The Bombardier sat on the floor between the Ass't Engineer's legs and the Ball Gunner was between the Bombardier's legs. These last three named men used mosquito nets, parachute packs and electric flying suits for padding between their bodies and sat so that their heads would be on the chest of the man in back of them. The Ass't Engineer wore a flak helmet, the Bombardier wore a turret helmet and the Ball Gunner wore no helmet.

As is evident, the above procedure is almost exactly similar to the ditching procedure used by Lt. L.F. Smisson of the 392nd Bombardment Squadron (H), 30th Bombardment Group (H), on 17 April 1944. The exception is that in this case that although the seven crew members in the waist of the airplane sat in two rows, one row of four men and the other of three men, bobsled style, huddled close together and bracing themselves backward, they all faced the tail of the airplane instead of the front, as was true in Lt. Smisson's case. The crew stated that as far practiceable, they used "Lt. Smisson's ditching procedure!"

The Pilot and Co-Pilot put on their flak helmets and had an axe handy with which to chop out the windshield in case a water landing had to be made. The Engineer was on the flight deck to assist in checking the instruments and to keep in close contact with the Pilot in any event and to pull the life-raft release handle in case of a water landing.

Approximately 140 miles (about one hour) out of Eniwetok, Lt. Genad began to lose altitude in order to make an approach to the airstrip. It was the opinion of the crew at this time that although it would be a close call they would be able to land at Eniwetok. During the loss of altitude in order to make an approach to the airstrip. It was the opinion of the crew at this time that although it would be a close call they would be able to land at Eniwetok. During the loss of altitude from 8,000 to 1,200 feet the air speed increased to 150 miles per hour.

At 1,200 feet altitude Lt. Genad levelled off the plane and stayed at such altitude approximately 5 minutes. It was while the plane was at this altitude that the remaining fuel gave out and the three engines cut out entirely. Lt. Genad then made a slight dive in order to gain airspeed and was able to bring the speed up to 140 miles per hour, then levelled off at about 200 feet.

Lt. Genad stated that according to everything that he had ever read or been told, the main idea in a water landing is to put the airplane in such a position that the tail will hit the water first. That was his intention, and he maneuvered the plane into such a position. A high wave must have hit the plane sooner than expected, but

the tail of the plane hit the water first.

The members of the crew state that they of course knew that there would be a terrific shock but that the force of the one experienced was greater than they expected. The Pilot and Co-Pilot had their safety belts buckled and the shock tore out both their seats completely and both of them were thrown, with their seats still attached to their bodies by the safety belts, through the windshield of the plane. They had not had time to chop out the glass before the water landing. In the process of going through the windshield both of their life-vests were out and only one compartment would inflate for them after they hit the water. Both of them were able to instinctively unbuckle their safety-belts and drop their seats.

The Engineer was killed in the crash but the circumstances of his death are unknown. The theory was advanced that the top turret fell on him. It is [also] entirely possible that the force of the crash threw him up against the partition behind the Pilot and Co-Pilot hard enough to cause his death. He was only able to brace himself with his hands and feet and it is entirely possible that he was braced in no way because of the fact that he was able to release the life rafts from the plane sometime before his death.

The seven (7) members of the crew in the waist of the plane can give no explanation of what happened to them except that the #7 station must have been torn away by the combined forces of the weight of their bodies and the shock of the water-landing. At any rate all of them were thrown towards the bomb-bay. The Navigator, Ass't Engineer, Turret Gunner, Ball Gunner and Nose Gunner and Tail Gunner all fell out through the opening left by the ball turret, into the water. The Bombardier was thrown up against station #6 (bomb-bay partition), picked himself up and got out of the plane through one of the waist hatches. The Tail Gunner, after falling through the same opening and get out of the plane through the right waist hatch.

The Ball Gunner's and the Navigator's life-vests had been cut in the crash and were useless to them. The Tail Gunner pulled the cord to his life-vest and jerked the entire cylinder assembly off, after which only one side of the vest inflated. The Radio Operator's cylinder cord had become twisted in the cylinder assembly and he was unable to get his life-vest to function. One or two stationary oxygen tanks had been jarred loose by the impact and they were invaluable in keeping the Ass't Engineer and the Radio Operator afloat.

Two life-rafts were upside down on either side of the nose of the plane in front of the wings. Although attempts were made, neither of the rafts could be righted. The crew did not know how to right a capsized life-raft I the first place and in the second place they are of the opinion that they could not have done it even if they had known how because of their injuries. The majority of the crew state that they would not know how to, and do not believe that they could have gotten into the life-rafts even if they had been right side up.

There was quite a tow away from the airplane, caused by the current, or the wind, and several members of the crew stated that because of the drag in the water caused

by their heavy shoes and the clothing that they wore, and their injuries, they do not believe they could have made it into the life-raft on their own.

The plane hit the water about 1500 yards from the eastern end of the airstrip at Eniwetok Inland, Eniwetok Atoll, at approximately 070413Z. A naval surface vessel had seen that the plane was going into the water and was heading for the plane. The surface vessel was about 700 yards away from the plane when it hit the water. It is interesting to note that the plane remained afloat 15 to 20 minutes after the landing was made.

The crew members (all but the Engineer) were taken from the water by the Navy and taken aboard a hospital ship in the lagoon where they received treatment for their injuries. The casualties to the crew are as follows:

Benjamin M. Genad, 2nd Lt., 0-757378 Pilot - Dislocated right shoulder, broken right collar bone and multiple lacerations on face and body.

Stephen B. Ellis, 2nd Lt., 0-761095, Co-Pilot, Right arm broken, multiple lacerations and contusions.

Donald M. Lonchar, 2nd Lt. 0-701614, Bombardier - Two ribs broken, multiple lacerations and contusions.

Stanley J. Korba, Cpl., ASN 35580963, Ass't Radio Operator - Multiple minor lacerations and contusions.

Pierre J. Van Hoyer, Sgt., ASN 36652577, Gunner - Multiple abrasions and perforated ear drum.

Erland M. Bjork, S/Sgt., ASN 17063469, Radio Operator, lacerations and contusions.

Arthur L. Peterson, S/Sgt., ASN 36811259, Engineer - Deceased.

NOTES

A-2 jackets and gloves Should be worn for ditching and crash landings so that the arms and body will have some protection from cuts and scratches.

It is not advised that shoes be removed at any time, but this crew advises that they be unlaced just a trifle so that if someone in the water will drown with them on, he can take them off without too much trouble.

All clothing should be completely buttoned for ditching because loose clothing is a tremendous hindrance to swimming.

A ratchet wrench, extension and socket is necessary to release the Sperry turret, also an end wrench to hold the nut fast while the bolt is being removed. All tools to the Sperry turret should be painted yellow and should be anchored in some way to the turret.

Engineer should have position in waist in ditching. This suggestion is obvious. The Engineer in this case stayed on the flight deck to operate the life-raft lever. The release mechanism for the life-rafts should be in a position where the Pilot or Co-Pilot can operate same without getting out of their seats.

This plane had no ditching belts in the waist but the crew states that they do not believe that the anchors for same would have been sufficient to do any good in this case anyway. There should be more secure anchors for ditching belts.

This crew is of the opinion that had it not taken them so long to get rid of the Sperry turret the plane could it have landed at Eniwetok. In this case the nuts and bolts had rusted to such an extent that the turret could not be disposed of until the crew had worked with it for about an hour. The crew suggests that at every 100 hour inspection the nuts be removed and the threads be oiled or greased.

The armor plate behind the Co-Pilot could have been removed with the aid of a chisel but that would have been the only way because the nuts and bolts anchoring it to the plane had rusted. No chisel was on the plane so the armor plate had to remain. This crew advises that two chisels be put in tool kits on airplanes, one for the tool-kit on the flight deck and one chisel for the tool-kit in the waist.

While it is true that the crew of this plane had a bad shaking up and all of them werew weak, it is problematical whether or not they could have righted the life-raft, and even if they could have righted them, most of the them are of the opinion that they couldn't have gotten in them anyway. With regard to future training of combat crews operating in this theater, the crew of A/P 978 had definite suggestions:

1. Crews should be required to learn how to right a capsized life-raft and how to get in the life-raft after it has been righted.
2. The Pilot and Co-Pilot should have practical experience in taking off and landing on the water in a sea-plane or, if such training is not practiceable, then they should have competent instruction as to the theory and practical characteristics of a landing upon water by a sea-plane.

GEORGE H. MCLEAN
2nd Lt., Air Corps
Ass't S-2

ORGANIZATIONAL HISTORY
27TH BOMBARDMENT SQUADRON (H), 30th BOMBARDMENT GROUP (H)
VII BOMBER COMMAND, SEVENTH ARMY AIR FORCE

Organization: Negative

Strength:

78 Officers
1 Warrant officer
389 Enlisted Men

Date of arrival and departure from each station occupied in this theatre:

4 August 1944, Ground Echelon, consisting of 7 Officers and 160 Enlisted Men, arrives Saipan, Mariana Islands, having departed Kwajalein Island, Kwajalein Atoll, Marshall Islands on 27 July 1944. 9 August 1944, Flight echelon consisting of 43 officers and 116 Enlisted Men, departed Kwajalein island, Kwajalein Atoll, Marshall Islands, for Saipan Island, Mariana Islands at 0900 hours, arriving new station 1530 (Saipan time). Remainder of personnel made the move by Air Transport command during the interval between 27 July and 9 August, 1944.

Losses:

Negative

Awards and Decorations:

The 1st Oak Leaf Cluster to the Distinguished Flying Cross awarded Nathan G. Mehaffey, Captain, Air Corp, 0-423949, Pilot, Commanding Officer of the Squadron; residence at Gowan, Texas.

3rd Oak leaf cluster to the Air Medal awarded Robert W. Siegmund, 1st Lt., 0-724836, Pilot, operations officer, residence at enlistment: 3338 S. Troost, Tulsa, Oklahoma.

3rd Oak Leaf Cluster to the Air Medal and 2nd Oak Leaf Cluster to the Distinguished Flying cross awarded Gilbert E. Cox, 1st Lt., 0-725685, Pilot, Ass't operations officer; residence at enlistment: 223 North Adams, San Angelo, Texas,

Distinguished Flying Cross awarded Marvin L. Fox, 1st Lt., 0-724305 Squadron Navigator; residence at enlistment: Route #1, Waynesville, Ohio.

4th Oak Leaf Cluster to the Air Medal and 1st Oak Leaf Cluster to the Distinguished Flying Cross awarded Ivy G. Edmunds, T/Sgt, ASN 16007214, Squadron Photographer residence at enlistment CCC Co. 2896, Dallas, Texas,

Awards and Decorations(continued):

The Distinguished Flying Cross awarded the following officers and Enlisted Men, members of the same combat crew; residences at enlist as stated:

Douglas H. Bratcher, 1st Lt., 0-422068, Pilot: C/O Mrs. E.C. Hall, Box #1, Monroe City, Texas.
 Hugh W. Fosburgh, 2nd Lt., 0-816450, Co-Pilot; Cherry Plain, New York.
 Leonard T. Kerns, 2nd Lt., 0-699191, Navigator; Ellsworth, Kansas.
 Louis J. Sellers, 2nd Lt., 0-696252, Bombardier; 204 12th St., Lorain, Ohio.
 Donald A. Nason, S/Sgt, ASN 11110986, Engineer,: Route #7, Box 79, Gardiner, Maine.
 Joseph M. Perantoni, S/Sgt, ASN 16129772, Ass't Engineer: 507 Quincy St., Maywood, Illinois.
 Max (NMI) Strolovitz, Cpl, ASN 12039390, Gunner: 2338 63rd St., Brooklyn, N.Y.
 Grover W. Smith, Sgt., ASN 19095248, Gunner: 4052 Paadena Place, Seattle, Washington.
 John R. Schomber, S/Sgt, ASN 16054467, Gunner: Carlyle Rd., Belleville, Illinois.

3rd Oak Leaf Cluster to the Air Medal awarded the following Officers and Enlisted Men, members of the same combat crew; Residences at enlistment as stated:

Wilfred O. Roehrig, 2nd Lt., 0-682239, Navigator: 2114 N.W. Street, Miami, Florida.
 Frank (NMI) Plotnik, 2nd Lt., 0-682718, Bombardier: 102 Washington Street, Hoboken, New Jersey.
 Bernard S. Collins, S/Sgt, ASN 15339350: 221 Poplar St., Bluefield, West Virginia.
 John J. Curley, Sgt, ASN 11117997: 86 Water St., Wakefield, Massachusetts.
 Claude D. Riddle, S/Sgt, ASN 18124917: 1123 East Lamor St., Sherman, Texas.
 Fred R. Stroud, Sgt. ASN 180666540: 124 East 6th St., St. Angelo, Texas.
 Henry J. Joncas, S/Sgt, ASN 32376652: 543 Tennyson Ave., Syracuse, New York.
 Peter B. Waren, T/Sgt, ASN 16034661: 208 W. Benton Ave., Naperville, Illinois.

3rd Oak Leaf Cluster to the Air Medal and the 2nd Oak Leaf Cluster to the Distinguished Flying Cross awarded James J. Cooper, 2nd Lt., 0-745868, Co-Pilot, residence at enlistment: 13328 Trumbull Avenue, Highland Park, Michigan.

Awards and Decorations: (continued):

3rd Oak Leaf Cluster to the Air Medal awarded the following
Officers and Enlisted Men, members of the same combat crew;
Residences at enlistment as stated:
Wilfred F Cram, 1st Lt., 0-445340, Pilot: 1325 College Ave.,
Fort Collins, Colorado.
Richard L. Dorman, 2nd Lt., 0-760803, Co-Pilot: 1210 W. 11th
Place, Los Angeles, California.
Morris J. Sauls Jr., 2nd Lt., 0-696519, Bombardier: 602 15th
St., Bradenton, Florida.
John I. Toomsy, 2nd Lt., 0-698794, Navigator: 58 Oak Ave.
Belmont, Mass.
Garet M. Guynn, S/Sgt, ASN 38258506: 410 S. Liberty St.,
Opelousas, Louisiana.
William R. Isenberg, Sgt. ASN 34503966: 506 Watuga Ave.,
Elizabethton, Tennessee.
Samuel L. Poulton, Sgt. ASN 39325465: Route #8, Box 530,
Indianapolis, Indiana.

2nd and 3rd Oak Leaf Clusters to the Air Medal awarded the
Following Officers and Enlisted Men, members of the same
Combat crew; residences at enlistment as stated:
George Hendrix, 1st Lt., 0-535009, Pilot: 1202 Mill St.,
Camden, South Carolina.
Micheal E. Faunce, 2nd Lt., 0-808245, Co-pilot: 411 7th St.,
Riverton, New Jersey.
William J. Brehm, 1st Lt., 0-669178, Bombardier: 1204
Boynton Ave., Bronx, New York.
Glen A. Laroe, T/Sgt, ASN 14027037: P.O. Box #1111, Eustis,
Florida.
Emory V. Wall, S/Sgt, ASN 6391146: 2225 Boone St., Walnut
Hills, Cincinnati, Ohio.
Ernest M. Nelson, S/Sgt, ASN 32409239: 5415 8th Ave.,
Brooklyn, New York.
Everett J. Oliver, S/Sgt, ASN 6907141: 115 Roosevelt Ave.,
Groton, New York.
Sam (NMI) Abravnel, S/Sgt, ASN 32423350: 266 E. 169th St.,
Bronx, New York.
James R. Jarnagin, Pfc, ASN 15048410: 427 E. 18th St.,
Owensbord, Kentucky.

Awards and Decorations: (continued)

Air Medal awarded the following Officers and Enlisted Men, members of the same combat crew; residences at enlistment as stated:

Kenneth D. Kossinger, 2nd Lt., 0-758706, Pilot: Rte #1, Box 249 La Habra, California.

Harry A. Peterson, 2nd Lt., 0-712660, Navigator: 2838 5 ½ Ave., Rock Island, Illinois.

Raymond E. Costello, 2nd Lt., 0-765230, Co-Pilot: 1320 Yucaipa Blvd., Route #1, Yucaipa, California.

Kenneth L. Tanke, 2nd Lt., 0-703156, Bombardier: Crystal, North Dakota.

John Zozula, S/Sgt, ASN 6950000, Engineer: 506 Scottsdale Ave., Scottsdale, Pennsylvania.

Paul C. Baer, S/Sgt, ASN 17079605, Radio Operator: 623 North Jefferson, New Ulm, Minnesota.

Alder P. Betti, Sgt, ASN 7020878, Ass't Engineer: Route #15, Kittanning, Pennsylvania.

Steven M. Berti, Sgt, ASN 13108135, Gunner: 211 Forrest St., Ganonsburg, Pennsylvania.

Ira Lipshutz, Cpl, ASN 16030523, Gunner: 3750 North Lake Shore Drive, Chicago, Illinois.

Maurice J. Cochran, Cpl, ASN 37004533, Gunner: Box #1162, Weweka, Oklahoma.

2nd and 3rd Oak Leaf Cluster to the Air Medal awarded the Following Officers and Enlisted Men, members of the same combat Crew; residences at enlistment as stated:

Frank K. Grymonprez, 2nd Lt., 0-816470, Co-Pilot: Terre Haute, Indiana.

Robert W. Forker, 2nd Lt., 0-690797: Zaynesville, Ohio.

Thomas N. Tierney, T/Sgt, ASN 32299117: 44 St. Marks Ave., Brooklyn (17), New York.

Charles (NMI) Nicholas, T/Sgt, ASN 35164622: 228 Trowbridge St., Indianapolis, Indiana.

Earle H. Colburn, S/Sgt, ASN 32836824: 67 Grand Ave., Johnson City, New York.

Edmond J. LaCroix Jr., S/Sgt, ASN 11094915: Box 46, Glasgo, Connecticut.

Donald W. Reisigl, S/Sgt, ASN 32492608: 46 Guy Park Ave., Amsterdam, New York.

Theodore T. John, Sgt, ASN 11098208: 17 Elm St., Marlboro, Massachusetts.

2nd Oak leaf Cluster to the Air medal awarded Robert H. Tipton, T/Sgt, ASN 36179948: 3718 E. Michigan Ave., Kalamazoo, Michigan.

Awards and Decorations: (continued):

3rd oak leaf Cluster to the Air Medal and the 1st Oak leaf Cluster to the Distinguished Flying Cross awarded the Following Officers and Enlisted Men, members of the same Combat crew; residences at enlistment are as stated:
Andrew (NMI) Patrick, 2nd Lt., 0-525486; Pilot: Westline, Penn.
James W. Watson, 2nd Lt., 0-755805, Co-Pilot: 1680 Vesey Ave., Memphis, Tennessee.
Howard M. Ascough Jr., 2nd Lt., 0-801086, Navigator: 114 W. Mt. Pleasant Ave., Philadelphia, Pennsylvania.
Alvin W. Marsten, 2nd Lt., 0-668965, Bombardier: 213 Delaware St., Tonawanda, New York.
Ambrose W. Bachner, T/Sgt, ASN 33283861: 125 Burr St., Pittsburgh (10), Pennsylvania.
Richard G. Bartlett, Sgt, ASN 12158716: 3705 64th St., Woodside, New York.
Carmine (NMI) Biondi, Sgt, ASN 12141014: 1260 55th St., Brooklyn, New York.
Samuel J. Davis, Sgt, ASN 31202240: 19 Neptune St., Lynn, Massachusetts.
Richard M. Harriett III, S/Sgt, ASN 18104373: 418 W. Fifth St., Pecos, Texas.
Francis H. Martin, S/Sgt, ASN 17091901: Farmington, New Mexico.

2nd and 3rd Oak Leaf Cluster to the Air Medal awarded the following Officers and Enlisted Men, members of the same crew; residence at enlistment as stated:

Ferdinand J. Peters, 1st Lt., 0-806327, Pilot: Cold Spring, Minnesota.
Elmer (NMI) Buige, 2nd Lt., 0-813468, Co-Pilot: 403 Main St., Gallitzin, Pennsylvania.
Frederick C. Neidert, 2nd Lt., 0-695956, Navigator: 204 West Hull St., Denison, Texas.
Arthur F. Barker, 1st Lt., 0-451468, Bombardier: Wrightson, New Jersey.
Harold I. Albertson, S/Sgt, ASN 35625079: 1609 Orchard St., Coshocton, Ohio.
Harold E. Collins, S/Sgt, ASN 39199596: R.F.D. #1, Box #380, Gig Harbor, Washington.
Paul B. Cheavers, T/Sgt, ASN 17161891: R.F.D. #1, McBaine, Mo.
Robert E. Mattusch, Sgt, ASN 39890950: 132 E. San Salvador, San Jose, California.
John D. Pennington, Sgt, ASN 15336282: 2108 St. James Ave., Cincinnati, Ohio.

2nd Oak leaf Cluster to the Air Medal awarded Ernest D. Messerly, S/Sgt, ASN 39909553; residence at enlistment: Box #295, Glenss Ferry, Idaho.

Awards and Decorations (continued):

Air Medal awarded the following Officers and Enlisted Men,
Members of the same combat crew; residences at enlistment
As stated:

Frederick Schneider, 2nd Lt., 0-758489, Pilot: 608 North
11th, Albuquerque, New Mexico.
George W. C. Sperke Jr., 2nd Lt., 0-764818, Co-Pilot: 17602
Sedalia Ave., Cleveland (11), Ohio.
William P. Drynan Jr., 2nd Lt., 0-707246, Navigator: General
Delivery, Fort Huachuca, Arizona.
Alfred A. Skinner, 2nd Lt., 0-743854, Bombardier: 612 East
Howell St., Seattle, Washington.
Robert J. Converse, S/Sgt, ASN 39461929, Engineer: 2328 West
Sinto, Spokane (12), Washington.
Clinton H. Serby, Sgt, ASN 36647160, Radio Operator: Box #52,
Cortland, Illinois.
Carl L. Day, S/Sgt, ASN 18116045, Ass't Engineer: 3817 Wilmer
St. Houston, Texas.
Charles E. Miller, Sgt, ASN 39575246, Gunner, 187 East Las
Flores Drive, Altadena, California.
Robert S. Tibbetts, Cpl, ASN 6154006, Gunner: 37 Berwick St.,
Berwick, Maine.
Carl A. Grimmeisson, Cpl, ASN 15108700, Gunner: 619 East
Chandler Ave., Evansville (13), Indiana.

3rd Oak Leaf Cluster to the Air Medal awarded the following
Officers and Enlisted Men, members of the same combat crew:
Residences at enlistment as stated:

Odie R. Green, 2nd Lt., 0-687748, Pilot: Rte #2, Jacksonville,
Arkansas.
Robert D. McCallum, 2nd Lt., 0-700027, Navigator: 1011 Walnut
St., Newport, Arkansas.
Porter L. Powers, 1st Lt., 0-725475, Bombardier: 162 Graham
Ave., Lexington, Kentucky.
John P. Reed, S/Sgt, ASN 12124510: 6525 Avenue N, Brooklyn, N.Y.
Samuel B. Wood, S/Sgt, ASN 35584988: 406 Washington Street,
Gary, Indiana.
James H. Cassidy, S/Sgt, ASN 18192458: Rte #1, Hunnewell,
Kansas.
John K. Smith, S/Sgt, ASN 15354770: 1018 S. Barr Street, Fort
Wayne, Indiana.
Benjamin F. Thompson, Sgt, ASN 34185739: Rte #2, Dickson, Tenn.
Alex W. Lowther, Cpl, ASN 38463297: General Delivery, Tulsa,
Oklahoma.

Awards and Decorations (continued):

Distinguished Flying Cross awarded the following Officers
And Enlisted Men, members of the same combat crew; residences
At enlistment as stated:

John M. Hebert, 2nd Lt., 0-808260, Co-Pilot: 653 6th St.,
Lake Charles, La.
Edward J. Ochs, 2nd Lt., 0-682225, Navigator: 126 North Oak
St., Owatonna, Minnesota.
William J. Keswik, 2nd Lt., 0-678419, Bombardier: 65 W.
Willetta, Phoenix, Arizona.
Seymour W. Albrecht, S/Sgt, ASN 32625312, Engineer: 2144
Bronx Park East, Bronx, New York.
Virgil B. Boles, T/Sgt, ASN 15058714: Radio Operator: 2624
Meridian St., Anderson, Indiana.
Forrest D. Walker, Sgt, ASN 16142478: Ass't Engineer: Patoka,
Illinois.
Wilfred J. Martin, Sgt. ASN 16080364, Ass't Radio Operator:
6624 South Halsted St., Chicago, Illinois.
Leonard J. Martin, S/Sgt, ASN 33330373, Radar Operator:
5603 Masoher St., Philadelphia, Pennsylvania.

Distinguished Flying Cross and the 2nd Oak leaf Cluster to
The Air Medal awarded Woodrow W. Waterous, 2nd Lt., 0-746489,
Pilot, residence at enlistment: 5166 Hurlbot Ave., Detroit,
Michigan.

Air Medal awarded Donald A. Taylor, 2nd Lt., 0-770121, Co-
Pilot, residence at enlistment: 3780 T St., San Diego, Cal.

Air Medal awarded Carl F. Pagel, Captain, 0-435524, Navigator:
1122 W. Mistletoe, San Antonio, Texas.

1st Oak Leaf Cluster to the Air Medal and the Distinguished
Flying Cross awarded Robert T. Irizarry, 2nd Lt., 0-685404,
Bombardier, residence at enlistment: 249 West 109th St.,
New York, New York.

Distinguished Flying Cross awarded William P. Shelton, T/Sgt,
ASN 13014103, Engineer; residence at enlistment: Route #1,
Lancaster, Tennessee.

Distinguished Flying Cross and the 2nd Oak leaf Cluster to the
Air Medal awarded Paul S. Ragusa, T/Sgt, ASN 12190319, Radio
Operator, residence at enlistment; 1566 First Ave., New York,
New York.

Distinguished Flying Cross and the 2nd Oak Leaf Cluster to
The Air Medal awarded Philip W. Wagner, S/Sgt, ASN 32802346,
Gunner, residence at enlistment; 249 Marcellus Road, Mineola,
New York.

Awards and Decorations (continued)

Distinguished Flying Cross and the 2nd Oak Leaf Cluster to the Air Medal awarded William C. Terwilliger, S/Sgt, ASN 12215258, Gunner: 408 Locust St., Elmira, New York.

Distinguished Flying Cross awarded Jack H. Young, S/Sgt, ASN 14162065, Ass't Engineer: 907 East Hillerest Drive, Johnson City, Tennessee.

Distinguished Flying Cross and the 2nd Oak leaf Cluster to The Air medal awarded Arthur L. Christopherson, Sgt, ASN 36514216, Gunner: 2541 Thomas St., Flint, Michigan.

Air Medal awarded Robert W. Wake, 2nd Lt., O-684086, Pilot; Residence at enlistment: 469 Park Ave., Sheridan, Wyoming.

1st Oak leaf Cluster to the Air Medal awarded Robert B. McKenna, Sgt, ASN 37440430, residence at enlistment: 3718 E. Michigan Ave., Kalamazoo, Michigan.

Recapitulation of the missions flown by the squadron during the
Month of August 1944:

<u>No. of Planes</u> <u>Participating</u>	<u>Target/</u> <u>mission</u>	<u>Date of</u> <u>mission</u>	<u>Official no.</u> <u>of mission</u>	<u>Squadron no.</u> <u>of mission</u>
10	Truk	4 Aug '44	H-206	66
10	Chichi Jima	12 Aug '44	H-311	67
10	Chichi Jima	16 Aug '44	H-313	69
10	Yap	20 Aug '44	K-315	69
4	shipping	22 Aug '44	Special	70
9	Yap	22 Aug '44	H-316	71
10	Iwo Jima	25 Aug '44	H-310	72
1	Yap	25 Aug '44	special	73
1	Iwo Jim	27 Aug '44	special	74
1	Iwo Jim	28 Aug '44	special	75
10	Iwo Jima	28 Aug '44	H-323	76
1	Yap	29 Aug '44	Special	77

One of the biggest bones of contention between the [??] of command was, as has been said before, the fact that Group Headquarters assumed the responsibility of the detailed planning of missions to be flown by the squadrons. The situation involved much more than merely the morale factor of elasticity of command: The fact was that the squadron officers were more able to plan the details of a mission than any other Headquarters. The Operations staff of a squadron knows its planes and their capabilities intimately; Such Staff is vitally aware of each and every detail concerning the best time or day to strike, the most efficient bomb run course over the target, the most logical bomb run speed, how long it will take a squadron to climb to bombing altitude from cruising altitude and finally whether a diverging or full-squadron attack should be made. In addition to all the above reasons, the junior officers of a squadron should be trained to use their own minds in the planning of missions.

The Field Order for the mission of August 4th was an "open" one and for the most part left the detailed planning of the mission to the Operations Staff of the Squadron. Whether or not the final success of the attack was a result of the squadron's planning is problematical of course but at any rate the results of the mission were an argument in favor of the "open" field order.

As planned by the squadron the attack was a diverging one, the three (3) flights of the squadron striking different targets. The submarine and naval base and the barracks area, all

on the west shore of Dublon inland, Truk, were the target areas and 76% of the bombs carried by the squadron landed in the specific areas designated. "Johnny" led the attack and the mission was his 31st.

On August 1st "Woody" Waterous came back to the squadron: Although the personnel of his crew was intact for the most part, the Roster is set out below so as to include the new members:

Woodrow W. Waterous, 2nd Lt., 0-746489, Pilot: 5166 Hurlbot Ave., Detroit, Michigan.

Donald A. Taylor, 2nd Lt., 0-770121, Co-Pilot: 3780 T St., San Diego, California.

Carl F. Pagel, Captain, 0-435524, Navigator: 1122 W. Mistletoe, San Antonio, Texas.

Robert T. Irizarry, 2nd Lt., 0-685404, Bombardier: 249 West 109th St., New York, New York.

William P. Shelton, T/Sgt, ASN 13014103, Engineer: Route #1, Lancaster, Tennessee.

Paul S. Ragusa, T/Sgt, ASN 12190319, Radio Operator, 1566 First Ave., New York, New York.

Jack H. Young, S/Sgt, ASN 14162065, Ass't Engineer: 907 East Hillcrest Drive, Johnson City, Tennessee.

Philip W. Wagner, S/Sgt, ASN 32802346, Gunner: 408 Locust St., Elmira, New York.

William C. Terwilliger, S/Sgt, ASN 12215258, Gunner: 408 Locust St., Elmira, New York.

Arthur L. Christopherson, Sgt, ASN 36514216, Gunner: 2541 Thomas St., Flint, Michigan.

It was learnt that Lt. Peck had returned to the States on furlough, the main reason being that he had a new daughter and his injuries (see page 57 hereof) being a contributory factor.

Having departed from Kwajalein on July 29th, the Ground Echelon sighted Saipan on August 4th and debarked on the same day. The first impression of the new home was of mountains and something green, a welcome change from the dreary atolls of the Marshalls. Once on the ground it was a different story however and the dry coral of Kwajalein was remembered with a great deal of pleasure. Every-

thing was muddy, especially vehicles and men. The squadron area was located approximately three miles north of Isley Field, the airstrip at the southern end of Saipan and all personnel spent the first two or three days transporting squadron equipment from the docks to the area. The first two or three nights were spent near the "line" in erst-while enemy installations. The squadron area was a sugar cane field. Pyramidal tents were erected in one fashion or another and some of the cane out down, especially that growing inside the tents.

On August 8TH everyone in the Flight Echelon at Kwajalein turned out to clean up the airplanes and pack all of the equipment other than personal baggage in the planes to which it had been assigned. At 0900 on the 9th, the twelve planes of tbs squadron took off from Kwajalein and landed at Isley Field, Saipan at 1530 (Saipan time, one hour later than Kwajalein time). The Flight Echelon was taken to the squadron area immediately and most of them were able to cut the sugar cane out of their tents and set up cots and mosquito bars before dark.

There were fourteen (14) B-24J airplanes assigned to the Squadron when the change of station was made from Kwajalein to Saipan (two airplanes had been flown to Saipan before August 9th). To keep abreast of the fighting equipment of the squadron it might be well to set out again the names of the airplanes and the pilots in command.

A/P#	NAME	PILOT
#983	KICKAPOO KID	Lt. Hendrix
994	BOLIVAR	Lt. Patrick
151	TROPIC KNIGHT	Lt. Cram

A/P#	NAME	PILOT
#283	MCLDDEs XI	Captain Johnson
236	KAT RASHUN	Lt. Kessinger*
493	KONTAGIOUS KATIE	Captain Meheffey
473	SKY SKOW III	Lt. Schneider
935	TAIL END CHARLIE	Lt. Siegismund
398		Lt. Hooven
952	SNOOPER	Lt. Wear
633	RITA	Lt. Bratcher
677	BIRD OF PARADISE	Lt. Peters
946		Lt. Cox**

*Although Lt. Kessinger was not assigned to the squadron until the latter part of the month of August his name is included above since he was the first pilot to fly KAY RASHUN during the month of August, due to the fact that the plane was under repairs.

**946 we never named. See page 85 hereof.

The Marianas, of which Saipan was the Capital, form a chain of 14 islands and one group of three small islands. All are of volcanic origin. They constitute together with the Marshall, Caroline and Gilbert islands, the insular area of the Pacific known as Micronesia. The four principal islands of the Marianas are Saipan, Gum, Tinian and Rota. It is believed that the Marianas were originally peopled by the migration wave from Indonesia which settled in the rest of Micronesia, namely the Caroline, Marshall and Gilbert Islands. There are many resemblances between the Micronesians and the Polynesians. The latter settled in the remote parts of the Pacific and differ in language and culture. In the Marianas, the Chamorros, of all the various Micronesian peoples strongly resemble in physique, culture and language, the inhabitants of the Philliplnes and the Dutch East Indies.

In December 1520, Magellan with three ships sailed into the Pacific, and on March 6, 1521 discovered the islands of Guam, Rota,

Saipan, and Tinian. Eltano, Magellan's subaltern, revisited Rota in 1524. The Spanish explorer, Louisa, reached Guam in 1526. Admiral Legaspi landed on Saipan in 1564 and proclaimed sovereignty over the Marianas. Quires, another Spanish explorer, reached Saipan in 1596. In 1668, Spain dispatched soldiers and missionaries to bring the Marianas under Spanish control. The islands were then named the Marianas in honor of queen Maria Ana, widow of Philip IV of Spain, by the Jesuit missionary Diego Luis de Sanvitores, who arrived in Guam from the Phillipines. The Spaniards ruled until 1898 when the American cruiser Charleston, commanded by Captain Henry Glass, steamed into the harbor at Guam and opened fire upon Fort Santa Cruz. Through its capture, Guam was separated from the rest of the Marianas. In 1899, the Germans purchased the Marianas from the Spanish for \$4,500,000 and ruled them, Guam exempted, until 1914. In October 1914, a Japanese naval squadron took possession of the German Marianas Islands. The principal objective of the Spanish administration was religious proselytism; the Germans wanted commercial expansion, the primary ends of Japanese policy were political, and military. Great Britain, by secret agreement in March 1917, recognized the claims of Japan to all former German possessions in the Pacific north of the equator. The approval of France and Russia was obtained by Japan. At Versailles, American pressure was appeased by the origin of the Class C Mandate which differed from outright annexation only by imposing on the mandatory power a number of obligations. The Marianas attracted little attention until 1932 when rumors gained currency that Japan was fortifying Truk and several other Islands. Japan denied this when she withdrew from the

League of Nations in March, 1935, most American jurists opined that she had forfeited her mandate and the islands revert to the League. Japan, however, kept the mandated territory, defining it as "an integral part of the Japanese Empire". After 1932, when Japan discontinued the submission of an annual report to the League, all pretense of international supervision vanished, and the islands were increasingly treated as a closed military area.

The native Chamorros at one time were skilled navigators and canoe builders; when inter-island commerce was suppressed by the Spaniards, the Chamorros lost their skill and never regained it. The Carolinians were expert navigators and when they were allowed to settle on Saipan during the nineteenth century, the Spanish Government, which had practically no means of transportation at its disposal, stipulated that the Carolinian settlers should make an annual voyage to Guam via Tinian carrying the produce of the region.

Saipan was colonized by Captain Brown, an American, between 1810 and 1815. Brown brought along several Americans and a few families of Hawaiians intending to set up a colony to trade with the whalers. The Spaniards snuffed out this enterprise in 1815. In 1869 an Irishman named Johnson leased Tinian and did a prolific business in cattle and pigs until 1875. Whalers visited the Marianas from 1823 until 1850, but their appearance had little effect upon the economy of the Marianas.

The native Chamorros who numbered between 70,000 and 100,000 in the 1650 period have decreased through war, famine and disease to a little over 5,000 in the entire Marianas today. An infusion of Filipino and Spanish blood helped to save the Chamorros from exter-

mination. Even the mixed group, which is now dominant, when added to the full-blooded Chamorro population does not exceed the 5,000 total. The trend created by the Spanish conquest virtually depopulated the natives of the Marianas. Severe epidemics of smallpox, measles, looping cough, and scarlet fever, introduced mainly by visiting whalers, ran rampant through the Marianas, and served to offset the natural population increases.

At Saipan, so far as the 27th squadron was concerned, the newness of the situation took its toll on health and happiness. On August 8th S/Sgt Fisch, gunner on Lt. Cram's crew was wounded in the left leg by a round of accidentally fired ammunition from the pistol of S/Sgt Wheeler, a gunner of the same crew. On the same day Pfc Suppa of the Armament section tripped on a vine and perforated his kneecap, perhaps incurring a permanent partial disability.

After the entire squadron was together again in an assigned squadron area, work continued in policing the area, fixing tents so that they would be liveable. Side-arms were supposed to be worn when outside the immediate area and quite a few of the boys took their pieces down to the bay to have some target practice. Even though it was the meagerest sip, the 27th Squadron was stationed at a place where the actual effects of warfare could be seen. Garrapan and Charan Konoa both had been bombed and shelled heavily and the damage to those two towns was quite interesting to see. A civilian internment camp and a prisoner of war camp had been established on the eastern side of the island and in addition the Marines were still busy hunting down the many Japs who were hiding in the hills. There was much "rubber-necking" by all personnel

Of course living conditions were poor to say the least. There were no bathing facilities except for the rain which fell constantly and one just hoped that the rain didn't stop until all the soap was washed off. The Pacific was only 25 yards to the east of the squadron area but was bordered by a steep cliff and orders had appeared stating that no one was to swim in Magicienne Bay.

The first squadron mission flown from Saipan was against Chichi Jima, of the Bonin Islands, within 600 miles of Tokyo. The ten (10) planes of the squadron participating took off at 0700 and were over the target at approximately 1150. The distance to the target required bomb-bay gas tanks to be carried and only 6 x 500 lb bombs comprised the bomb load of each plane. Although the seaplane base at Chichi Jima was the briefed primary target, VII Bomber command had ordered that should any enemy shipping be sighted such shipping would take priority as a target for bombing. The two lead flights were assigned land targets, and the two trailing flights were briefed to attack shipping in Futami Ko Fleet Anchorage at Chichi Jima if such was to be found and if not, to attack the seaplane base. The attack altitude was 11,000 feet and the bombing results poor. Lt. Green & crew in "TAIL END CHARLIE" bombed Pagan Island airfield and installations, having developed a runaway prop on the way to the target. "Woody" Waterous & crew in "VERA LYNN" also bombed Pagan after the #4 engine started running high temperature and the oil pressure dropped. Contrary to all expectations there was no interception over the target and although planes were seen both on the airstrip and at the seaplane base at Chichi Jima, none of them came into the air.

The distance flown on the above mission was 1724 statute miles, not quite as far the mission flown by the squadron when it first entered the central Pacific theatre, but far enough to make it a mighty long haul.

The electric generators were available for squadron use by August 12th on that night the first picture show was shown. The generator ran down before the show was over and no one was angry because the show was lousy but improvements were coming. By August 13th lights had been fixed in all office tents and by August 14th light fixtures were in all tents of the squadron.

On August 14th an announcement was made that the quota of missions to be flown by the individual in order to earn a furlough in the states had been increased by five. In other words, 35 missions would be the goal instead of 30. Much, much cursing.

On August 14th Lt. Roy Girner, Bombardier of Lt. Wilcox' crew which had finished their original 30 missions in this theatre with the Wake Island raid of April 19th was assigned to the 27th. Roy's exact status in the squadron was at first unknown, i.e., whether he would be made a crew member, or what, but his welcome back was sincere and undoubted. When Major Roberts returned on August 16th it was as if the squadron were becoming whole again.

Lt. Kessinger & crew arrived on August 16th and the following is a roster of the crew:

Kenneth D. Kessinger, 2nd Lt., 0-758706, Pilot: Route #1, Box 249
La Habra, California.

Harry A. Peterson, 2nd Lt., 0-712660, Navigator: 2838 5 ½ Ave.,
Rock Illinois.

Raymond E. Costello, 2nd Lt., 0-765230, Co-Pilot: 1320 Yucaipa
Blvd., Route #1, Yucaipa, California.

Kenneth L. Tanke, 2nd Lt., 0-703156, Bombardier: Crystal, North Dakota.

John Zozola, S/Sgt, ASN 6950000, Engineer: 506 Scottsdale Ave., Scottsdale, Pennsylvania.

Paul G. Baer, S/Sgt, ASN 17079605, Radio Operator: 623 North Jefferson, New Ulm, Minnesota.

Alder P. Betti, Sgt, ASN 7020878, Ass't Engineer: Route #5, Kittanning, Pennsylvania.

Steven E. Berti, Sgt, ASN 13108135, Gunner: 211 Forrest St., Canonsburg, Pennsylvania.

Ira Lipshutz, Cpl, ASN 16080523, Gunner: 3750 North Lake Shore Drive, Chicago, Illinois.

Maurice J. Cochran, Cpl, ASN 37004533, Gunner: Box #1162, Wewko, Oklahoma.

The installations and facilities at the seaplane Base, Chichi Jima Island, Bonin Islands, was again the target for the 27th on August 16th. Lt. Siegismund with Col. Rutledge of Bomber Command in "TAIL END CHARLIE" led the squadron formation over the Target. The bombing altitude was 13,500 feet and Lt. Barker, Squadron Bombardier, saw that his bombs were going to land in the Water so saved his bomb load and dropped them on Pagan Island, the Assigned secondary target for the mission. The mission was a flop so far as total results rare concerned, but "Barber" Sauls blew up a building on the seaplane ramp and probably destroyed some of the float planes nearby. Frankie Plotnik and Willie Brown, Bombardiers of #946 and "KICKAPOO KID" respectively, got some hits but all the rest of the bombs of the squadron went into the drink. The bomb load on this mission was 6 x 500 lb general purpose bombs.

On August 17th it was learned that Captain Bailey would replace George Barrette as Squadron Adjutant and that George would be transferred to Group headquarters for duty. On the same day Lt. Roy M. Keller, Cryptographic Security Officer of the Squadron left for Oahu to attend Radar School, planning to return to the Squadron after his term of school.

On August 20th Major Eddy returned from the states and was assigned to Group Headquarters as Deputy Commander. This was "Johnny's" cue to go home and he pulled out on August 23rd.

On August 23rd a separate mess was completed for Officers, in which there were tables and built in benches. Two days afterwards the enlisted men were also outing on tables in their mess hall.

Much has been written of Yap, of the Caroline group of Islands because of the fact that it is the nerve center of the central Pacific weather. During the month of August it was announced that each day a plane would make a strike against Yap and get weather information. There being 4 squadrons in the 30th Group, that meant that one plane from the 27th would make a reconnaissance mission over Yap and bomb the airfield thereon every fourth day, "BOLIVAR" the first such mission for the 27th Squadron and the first of such r Marians, on August 15th, w August 25th the squadron raided Iwo Mas for the first reconnaissance missions, on August 25th.

On August 25th the squadron raided Iwo Jima for the first time. Iwo Jima was reputed to be, and was, the roughest target in the Marianas, Bonins area, inasmuch as it contained two operational airfields and a good number of enemy airplanes. The bomb load for each airplane of the squadron, on this mission was 40 x 100 lb G.P.'s which the ten (10) planes participating dropped from high altitudes (18,000 - 19,000 feet) on the Island. The bombs did not land in the assigned target area (Building area north of airfield no. 1) but see EXHIBIT 4 attached hereto, six (6) enemy interceptors worried the

boys for 30 - 40 minutes after bombs were away and did some damage to "BIRD OF PARADISE" also wounding Lt. Peters in the face and hand. Two of the interceptors would worry B-24Js no more however, Sgt. Ernest D. Messerly, Tail Gunner of "BIRD OF PARADISE" having accounted for one and S/Sgt Neil C. Perry Jr., Tail Gunner of [another plane] having accounted for another.

After "Johnny" left the squadron for home, Captain "Doc" Mahaffey became Commanding Officer, Lt. Robert W. Siegismund the Operations Officer, Lt. Gilbert E. Cox the Assistant Operations Officer, "Roy" Girner the squadron Bombardier, while Lt. Fox refined Squadron Navigator. "Doc" Mahaffey received. his training in military discipline and courtesy from both ends, having both a cadet and also in command of cadets in training outfit. Immediately after assuming command "Doc" unmoved certain policies which were at variance with the policies of past C.O.'s, at least in the combat area. In the first place both officers and enlisted men would salute the C.O. when "bearding him in his den" on business. Although this was the only specific manifestation of stateside discipline and courtesy announced, "Doc's" attitude was that he was going to have some semblance of order and discipline in the squadron. The specific announcement was not at all welcomed at the time but as time passed, all personnel were convinced that "Doc" had handled the matter in the only way that it could be handled and that he had used the only means available to establish a reasonable footing between himself and the personnel of the squadron with whom he had been so closely and intimately associated the day before the leadership of the squadron fell

into his hands.

On the night of August 27th Lt. Cram & crew in "TROPIC KNIGHT" made a single airplane night attack on Iwo Jima. There was cloud cover over the target and for that reason the crew could not be certain that they were over Iwo Jima when they dropped their bombs but there must have been land, for bomb explosions were seen.

"Herky" Kimmelman, Bombardier of Lt. Chapman's crew which had finished their quota of 30 missions while the squadron was based on Kwajalein was assigned to the squadron during the latter part of the month of August. Herky had been about to go back to the states as a part of a training unit on Oahu when he had been ordered back "down under", apparently for another tour of duty. As was true in the case of Roy Girner, "Herky's" status in the squadron was unknown.

On August 28th ten (10) planes of the squadron were again dispatched to bomb the Building area north of #1 airfield, Iwo Jima. "SNOOPER" was unable to take off on the mission because her #4 engine refused to operate. "BOLIVAR" had to take off late because cowl flap #2 would not close, then, being unable to catch up with the squadron formation, bombed the secondary target, Pagun Island. #946 (Lt. Cox) developed prop governor trouble about an hour and a half after take off and returned immediately to base. The brakes of #946 would not operate on landing and the plane went into the soft ground at the end of the runway and knocked off the nose wheel, after which #946 was consigned to the dump heap. One of the crew of [blank] was taken very ill on the way to the target and Lt. Hooven had to turn back from the primary target, but bombed Pagan Island on his return trip. The six (6) planes of the

squadron which were able to make the primary target dropped the 240 x 120 lb Frag Clusters from 19,000 to 20,000 feet altitudes, an estimated 50% of which fell in the target area, doing some damage to airplanes parked on the #1 airfield, Iwo Jima. Contrary to all expectations there was no interception.

On the night of August 28, Lt. Wear & crew took "SNOOPER" out to see if they could find Iwo Jima with their radar equipment. They did, and dropped their bomb load on the #2 airfield from 13,500 feet. The radar screen picked up two enemy aircraft in the air but there was no visual observation.

On August 29th Lt. Cram & crew in "TROPIC KNIGHT" the routine reconnaissance and bombing mission over Yap, and also took quite a few pictures of both Yap and Woleai.

At the close of the month it should be noted here that the morale of the outfit was very poor as a general rule. Contributing to low spirits were the living conditions, the mud which covered everything, and extremely poor food, or variety of food. Besides the above items, consider the fact that the ground personnel of the squadron had been in combat "down under" for 9 1/2 months and for 7 1/2 months had lived in tents in which there were no floors. The month of August was a month of rumors, one of which has it that the 27th would be going back to the states soon, but there were stronger ones to the effect that Palau (to be taken) would be our next base and that the 27th would help McArthur retake the Philippines. Another rumor put the 27th in China sometime during 1944. Squadron equipment was showing fair wear and tear and so was squadron ground

personnel. The combat personnel knew that they would go home after 35 missions and although the first named factors lowering the morale of the ground troops had much the same effect on the combat personnel and the additional 5 missions added to the fire, their low morale was not as deep seated as that of the ground personnel.

ORGANIZATIONAL HISTORY
27TH BOMBARDMENT SQUADRON (H), 30TH BOMBARDMENT GROUP (H)
VII BOMBER COMMAND, SEVENTH ARMY AIR FORCE

Organization:
Negative

Strength:
89 Officers
1 Flight Officer
1 Warrant Officer
406 Enlisted Men

Losses:
In a daylight bombing mission over Iwo Jima of 25 September 1944, four (4) single engine enemy aircraft intercepted the 27th Bombardment Squadron (H) before the bomb run over the target. One of the interceptors attacked plane no. 44-40533 (Lt. Waterous, Pilot) and one round of the 20 mm fire from the enemy plane hit Lt. Waterous' plane on top of the fuselage and about 1 foot behind and between the Pilot and Co-Pilot, Instantly Killing Carl F. Pagel, Captain, 0-435524, Navigator of the crew. Captain Pagel's residence at enlistment was 1122 W. Mistletoe, San Antonio, Texas.

Awards and Decorations:
The 1st Oak Leaf Cluster to the Distinguished Flying Cross awarded Robert W. Siegismund, 1st Lt., 0-724836, Pilot, Operations Officer of the Squadron, residence at enlistment: 3338 S. Treest, Tulsa, Oklahoma.

The 3rd Oak Leaf Cluster to the Air Medal awarded Marvin L. Fex, 1st Lt., 0-724305, Squadron Navigator; residence at enlistment Route #1, Waynesville, Ohio.

The 4th Oak Leaf Cluster to the Air Medal awarded Gilbert E. Cox, 1st Lt., 0-725685, Pilot, Ass't Operations Officer; residence at enlistment: 223 North Adams, San Angelo, Texas.

The 4th Oak Leaf Cluster to the Air Medal awarded Roy (NMI) Girner, 1st Lt., 0-634649, Squadron Bombardier; residence at enlistment: Sardis, Mississippi.

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Awards and Decorations:

The 4th Oak Leaf Cluster to the Air Medal and the 1st Cluster to the Distinguished Flying Cross awarded the following Officers and Enlisted Men, members of the same combat crew; residences at enlistment as stated:

Wilfred O. Rochrig, 2nd Lt., 0-682239, Navigator: 2114 N.W. 27th Street, Miami, Florida.

Frank (NMI) Peltnik, 2nd Lt., 682718, Bombardier: 102 Washington Street, Hoboken, N.J.

Bernard S. Collins, S/Sgt, ASN 15339350: 221 Poplar St., Bluefield, West Virginia.

John J. Curley, Sgt, ASN 11117997: 86 Water St., Wakefield, Massachusetts.

Fred H. Stroud, Sgt, ASN 18066540: 124 East 6th St., St. Angelo, Texas.

Henry J. Joncas, S/Sgt, ASN 32376652: 543 Tonnysen Ave., Syracuse, New York.

The 4th Oak Leaf Cluster to the Air Medal to the 5th Oak Leaf Cluster to the Air Medal and the 1st Cluster to the Distinguished Flying Cross awarded Claude D. Riddle, S/Sgt, ASN 18124917: 1123 East Lamor St., Sherman, Texas.

The 4th and 5th Oak Leaf Cluster to the Air Medal and the 1st Oak Leaf Cluster to the Distinguished Flying Cross awarded Peter B. Waren, T/Sgt, ASN 16034661: 208 W. Benton Ave., Naperville, Illinois.

The 4th Oak Leaf Cluster to the Air Medal awarded James J. Cooper# 2nd Lt., 0*745868# Co-Pilot# residence at enlistment: 13328 Trumbull Ave., Highland Park, Mich.

The 4th Oak Leaf Cluster to the Air Medal and the 1st Oak Leaf Cluster to the Distinguished Flying Cross awarded the following Officers and Enlisted Men, members of the same combat crew; residences at enlistment as stated:

Wilford F. Cram, 1st Lt., 0-445340, Pilot: 1325 College Ave., Fort Collins, Colorado.

Richard L. Dorman, 2nd Lt., 0-760803, Co-Pilot: 1210 W. 11th Place, Los Angeles, Cal.

Norris J. Sauls Jr., 2nd Lt., 0-696519, Bombardier: 602 15th St., Bradenton, Florida.

John I. Toomey, 2nd Lt., 0-698794, Navigator: 58 Oak Ave., Belmont, Mass.

Garet M. Guyan, S/Sgt, ASN 38258506: 410 S. Liberty St., Opelousas, Louisiana.

William H. Isenberg, Sgt, ASN 34503966: 506 Watuga Ave., Elizabethton, Tenn.

Samuel L. Poulton, Sgt, ASN 39325465: Box #300, Oakley, Idaho.

Rudolph R. Sternat Jr., S/Sgt, ASN 16156062: Route #3, Mayville, Wisconsin.

James E. Wheeler, Sgt, ASN 35577902: Route #8, Box #530, Indianapolis, Indiana.

Awards and Decorations:

1st Oak Leaf Cluster to the Distinguished Flying Cross and the 4th Oak Leaf Cluster to the Air Medal awarded the following Officers and Enlisted Men, members of same combat crew, residences at enlistment as stated:

George T. Hendrix, 1st Lt., 0-535009, Pilot: 1202 Mill St., Camden, S.C.

Michael S. Faunce, 2nd Lt., 0-808245, Co-Pilot: 411 7th St., Riverton, N.J.

Robert J. Harrigan, 1st Lt., 0-734907, Navigator: 3122 Parkview, Ave., Cincinnati, Ohio.

Glen A. La Roe, T/Sgt, ASN 14027037: P.O. Box #1111, Eustis, Florida.

Ernest J. Oliver, S/Sgt, ASN 6907141: 115 Roosevelt Ave., Groton, N.Y.

Sam (NMI) Abravnel, S/Sgt, ASN 32423350: 266 E. 169th St., Bronx, N.Y.

James H. Jarnagin, Pfc, ASN 15048410: 427 E. 18th St., Owensbord, Ky.

1st Oak Leaf Cluster to the DFC and the 4th and 5th Oak Leaf Clusters to the Air Medal awarded the following Officers and Enlisted Men, residences at enlistment as stated:

William J. Brehm, 1st Lt., 0-669173, Bombardier: 1204 Boynton Ave., Bronx, N.Y.

Emery V. Wall, S/Sgt, ASN 6391146: 2225 Boone St., Walnut Hills, Cincinnati, Ohio.

4th Oak Leaf Cluster to the Air Medal and the 1st Oak leaf Cluster to the DFC awarded the following Officers and Enlisted Men, members of the same combat crew, residences at enlistment as stated:

Hebert W. Forker, 2nd Lt., 0-6907971 Zaynesville, Ohio.

Thomas N. Tierney, T/Sgt, ASN 32299117: 44 St. Marks Ave., Brooklyn (17), N.Y.

Charles (NMI) Nicholas, T/Sgt, ASN 35164622: 228 Trowbridge St., Indianapolis, Indiana.

Earle H. Colburn, S/Sgt, ASN 32836824: 67 Grand Ave., Johnson City, New York.

Edmond J. LaCroix Jr., S/Sgt, ASN 11094915: Box 46, Glasgo, Connecticut.

Donald W. Reisigl, S/Sgt, ASN 32492608: 46 Guy Park Ave., Amsterdam, N.Y.

Theodore T. John, Sgt, ASN 11098208: 17 Elm St., Marlboro, Mass.

1st Oak Leaf Cluster to the DFC awarded Frank H. Grymonprez, 2nd Lt., 0-816470, Co-Pilot: Terre Haute, Indiana.

Awards and Decorations:

3rd and 4th Oak Leaf Clusters to the Air Medal and the 1st Oak Clusters to the DFC awarded Robert H. Tipton, T/Sgt, ASN 36179948: 3718 E. Michigan Ave., Kalamazoo, Michigan.

Distinguished Flying Cross awarded Ernest D. Messerly, S/Sgt, ASN 39909553; residence at enlistment Box #295, Glens Ferry, Idaho.

4th Oak Leaf Cluster to the Air Medal and the 1st Oak Leaf Cluster to the Distinguished Flying Cross awarded Peter L. Powers, 1st Lt., O-725475, Bombardier: 162 Graham Ave., Lexington, Kentucky.

Bronze Star Medal awarded Samuel M. White, Sgt., ASN 35665393; residence at enlistment: 37 South View St., St. Thomas, Ky.

Bronze Star Medal awarded Jeffree J. Sharpe, M/Sgt, ASN 14052972; residence at enlistment: Haw River, North Carolina.

No plane	Target	Date	Official MISSION #	Mission No.
1	Yap			
10	Iwo Jima	1 Sept	Special	
		3 Sept	H-328	78
1	Marcus	3 Sept	Special	80
8	Iwo Jima	3 Sept	Special	81
			H-329	81
1	Iwo Jima	5 Sept	Special	82
3	Marcus	7 Sept	Special	83
9	Iwo Jima	7 Sept	H-332	84
3	Chichi Jima	11 Sept	Special	85
7	Iwo Jima	11 Sept	H-335-9	86
2	Marcus	12 Sept	Special	87
10	Iwo Jima	13 Sept	H-336	88
3	Shipping	15 Sept	Special	89
6	Iwo Jima	15 Sept	Special	90
1	Iwo Jima	17 Sept	Special	91
2	Marcus	17 Sept	Special	92
16	Chichi Jima	18 Sept	H-337	93
3	Marcus	20 Sept	Special	94
2	Pagan	21 Sept	Special	95
8	Chichi Jima	22 Sept	U-340-B	96
2	Marcus	25 Sept	Special	97
7	Iwo Jima	25 Sept	H-343	98

3	Marcus	28 Sept	Special	99
1	Iwo Jima	29 Sept	Special	100
1	Pagan	30 Sept	Special	101

CHAPTER XV

During the latter part of August Lt. W.G. Myllenbeck, Pilot, joined the 27th. Lt. Myllenbeck had completed 30 missions with the 392nd Bomb Sqdn (H) and after a 30-day furlough in the States had been sent back into the Central Pacific Theatre and "down under", presumably to accomplish another 35 missions. Also during the latter part of August the following crew was assigned and joined:

Guerdon L. Outland, 2nd Lt., 0-689339, Pilot: Route #1, Graytown, Ohio.
William J. Fitzgerald, 2nd Lt., 0-816447, Co-Pilot: 370 Breveort Read, Columbus, Ohio.
Kenneth P. Inwood, 2nd Lt., 0-702438, Navigator: 1316 Marquette Blvd., South Bend. Indiana.
David G. Smith, 2nd Lt., 0-696523, Bombardier: Mountain Spring Road, Farmington, Connecticut.
George D. Abernathy, S/Sgt., ASN 38307736: P.O. Box 367, Baytown Texas.
Jesse H. Poole, S/Sgt., ASN 34526533: 4813 Alabama Ave., Nashville, Tennessee.
Eugene A. Wilson, Sgt., ASN 37493864: Route #1, Savannah, Missouri.
Leonard A. Merz, Sgt, ASN 36808807: 4125 North Larkin St., Milwaukee, Wisconsin.
Delos E. Selix, Sgt. ASN 39855167: Hampton, Iowa.
Leon W. Parker, Sgt., ASN 14061599: 7307 Bruthe St., New Orleans, La.

On 2 September Lt. Cox & crew made the reconnaissance mission over Yap Island in the Carolines. As on all other missions of this type over Yap Island the primary target for bombing was ground installations on Yap but shipping to have priority as a target should any be sighted. The distance flown on the mission was 1610 statute miles.

On 3 September ten (10) planes of the squadron bombed the building area north of the South airfield on Iwo Jima. 94% of the 25 tons of bombs landed in the assigned target area and black,

billowing smoke was observed rising from the target area as a result of the bombing. The mean bombing altitude was 18,500 feet. There was no interception and no casualties.

On 4 September Captain Mahaffey & crew in "KONTAGIOUS KATIE" with a plane from the 819th Bomb Sqdn executed an "armed reconnaissance mission" over Marcus Island. The primary purpose of this mission, and all similar missions in the future, was to discover any enemy shipping at or in the vicinity of Marcus Island and any new activity on the island itself. If any shipping were sighted it would have priority, otherwise the ground installations on Marcus would be bombed. "KATIE'S" bombs caused a large explosion and smoke cloud which was thought to be an ammunition dump. The crew agreed that the antiaircraft from Marcus had better fire control of any they had encountered.

Lt. Siegismund & crew led eight (8) planes over Iwo Jima on 5 September to bomb the building area north of the North airfield. 75% of the bombs landed in the target area and three (3) enemy aircraft were destroyed on the ground. On the same night Lt. Wear & crew in "SNOOPER" found and bombed Iwo Jima with the use of radar. Two (2) enemy aircraft were picked up on the radar screen but caused "SNOOPER" no trouble.

On 8 September Lts. Wear, Bratcher and Hooven executed an "armed reconnaissance mission" over Marcus but due to weather none of the planes were able to bomb the island. On the same day nine (9) planes of the Squadron bombed Iwo Jima dropping their bombs on the building area north of the South Airfield. 4 - 6 single engine enemy aircraft intercepted, one of which was listed as a "probable".

"BOLIVAR" was hit by antiaircraft fire but there were no injuries or casualties. 6 - 8 operational enemy aircraft observed along the runways with trucks and other signs of activity near them were bombed and claimed damaged. Other aircraft were seen in revetments on the airfield and along the strips of the north airfield.

The above raid constituted Lt. Cram's 35th mission. His entire crew was one of the favorites of the Squadron during the time that they were members of the 27th. The anticipated pleasure of a furlough at home in the states was lessened for Lts. Dorman, Sauls and Toomey because of the fact that they were to return as 2nd Lts. No one seemed to know the reason for the lack of promotions in the 7th Air Force but the ears of the person responsible must have burned, there having been no promotions either on the first of August or the first of September.

This Squadron PX had beer for the Squadron by the 10th of the month, the first on Saipan, and the morale of the out-fit had a temporary lift.

On 11 September Lts. Bratcher, Grymonprez and Wear were detailed to bomb a convey of two (2) DDs and one (1) AK in the vicinity of Chichi Jima and although the convoy was sighted and the bombs dropped thereon, there was no damage done to any of the enemy vessels. The DDs put up meager and inaccurate fire from guns and intense and inaccurate fire from A/As. The distance on this mission was 1695 statute miles. On the same day Lt. Siegismund led seven (7) planes of the Squadron over Iwo Jima. The planes bombed at dusk from an altitude of 10,500 - 11,600 feet but none of the

bombs hit the target due to the fact that the 819th Squadron crowded them off course. Four (4) enemy planes intercepted and did some damage to A/C #398 ("RETRIEVER"). "Vera L" received some holes in her from flak, but there were no injuries or casualties.

On 13 Sept. Lts. Hendrix and Greene made the armed reconnaissance mission on Marcus Island with shipping as the primary target. Seeing no shipping the two planes dropped their bombs on Marcus from 20,500 - 21,800 feet altitude. distance flown was 1730 statute miles.

Ten (10) planes of the Squadron, led by Captain Mahaffey, bombed the building area north of the south airfield on Iwo Jima from 17,250 feet altitude on September 14th. 91% of the bombs dropped landed in the assigned target area, "SKY SCOW III" (Lt. Outland) lost an engine on the way to the target and "TROPIC KNIGHT" (Lt. Grymonprez) was detailed to accompany her back to home base, therefore only eight (8) planes made the mission.

On 15 September Lt. Outland and Lt. Waterous were detailed to attack shipping which had been sighted in the vicinity of Iwo Jima. The shipping was not seen and the planes returned their bombs to base.

By the middle of the month the Squadron PX had a stock of merchandise and was doing a land-office business. Other improvements were also evident. It was rumored that Colonel Miller had threatened to suspend operations unless the road from the Squadron areas to the "line" were improved. Whatever the moving cause, by the 15th of the month the road was in good repair and a joy to travel by travel by comparison with the old road. A coating of asphalt was being laid on one side of the airstrip, presumably to accommodate the

B-29s when and if they ever came. Another item of interest was the different parking arrangement for the planes. An elaborate taxiway extending to the north of the strip had been hard-surfaced and "hard-stands" constructed on either side of the taxiway. This was just another advantage of being on a sizeable island. On the previous bases in the Central Pacific, the planes had to be parked almost side by side, parallel to the runway; now for the first time a definite dispersal plan could be formulated and executed.

On 16 September six (6) planes attacked the building area north of the south airfield on Iwo Jima. Lt. Green in "TAIL END CHARLIE" took off 30 minutes late and was unable to catch up with the other planes, then had to jettison two bombs in order to make home base. Lt. Hendrix & crew in "BOLIVAR" was unable to maintain formation with her bomb load so had to jettison two (2) of her 500 lb G.Ps. in order to keep up. 13 of the 44 bombs dropped on the target landed in the assigned target area. Three (3) single engine enemy A/C intercepted but were not aggressive. Phosphorous bombs were dropped, all of which exploded wide of the squadron formation.

Headquarters, 30th Bombardment Group (H), decreed themselves to be the "ATOLL BUSTERS" on September 16th, the name having been suggested by someone in the Group who, besides the honor of having named the out-fit, carried off \$10.00 as a prize. The idea behind this naming was to have a popular name for the Group which could be used in public relations work.

"SNOOPER" made another night mission on September 17th and dropped 30 x 120 lb frag clusters on the south airfield at Iwo Jima from 10,800 feet altitude, starting a fire which burned brightly for a short time believed to have been an airplane on the ground.

A stationary surface vessel was located by radar about 1 mile off shore and south-east of Haha Jima but it could not be positively identified. Lts. Bratcher and Waterous attempted to bomb Marcus Island on the "armed reconnaissance mission of September 17th but were unable to find the target due to weather and had to jettison their bombs.

Lt. Bird & crew joined the outfit during the middle of the month of September. The following is a roster of the crew:

Paul J. Bird, 2nd Lt., 0-693967, Pilot: Marcus, Iowa.

Roy D. Morris, 2nd Lt., 0-761161, Co-Pilot: 499 So. 7th St.,
Corvallis, Oregon.

John N. Stengel, 2nd Lt., 0-700675, Navigator: 3445 N. Damen Avenue,
Chicago, Illinois.

Chris Stamatelos, 2nd Lt., 0-701658, Bombardier: 701 - 11th St.,
Place West, Des Moines, Iowa.

Gordon C. Ebert Jr., S/Sgt, Radio Operator, ASN 35631112: 78 Ewing
St., Chillicothe, Ohio.

Richard C. Carter, Sgt, Engineer, ASN 39461943: Nine Mile Falls,
Washington.

Ora F. Weeks Jr., Sgt, Ball Turret Gunner, ASN 36576747: Route #1,
Box #184, Washington, Michigan.

Morris Eleen, Sgt, Tail Gunner, ASN 39127250: 1320 Fairfax Ave.,
San Francisco, California.

Louis E. Volpe, Cpl, ASN 13099699: Ass't Radio Operator: 1111
Morris St., Philadelphia, Pennsylvania.

Leonard C. Haire, Cpl, ASN 34113888: Spindale, North Carolina.

On September 18th another new crew was assigned to the Squadron and brought with them a new airplane, #810. The names of the members of the crew are as follows:

Simon R. Gordon, 2nd Lt., 0-551573, Pilot: 3500 Dupont Ave., So.,
Minneapolis, Minnesota.

David M. Price, 2nd Lt., 0-764442, Co-Pilot: 2730 River Drive,
Columbia, 37, South Carolina.

Daniel O. Owen, 2nd Lt., 0-707973, Navigator: 3692 East 76th St.,
Cleveland, Ohio.

Wayne R. Wyatt, 2nd Lt., 0-704254, Bombardier: 808 South 3rd St.,
Mayfield, Kentucky.

Ernest G. Marshall, S/Sgt, Engineer, ASN 15047805: Route #4, Salem,
Indiana.

Ronald W. Cook, S/Sgt, Radio Operator, ASN 31319648: 3 Stevens Ave.,
Westport, Maine.

William E. Hinton, Cpl, Gunner, A3N 13063393: St. Andrews St.,
Petersburg, Virginia.
John J. Dulkowski, S/Sgt, ASN 33104526, Ass't Engineer: 2242
Yelland St., Philadelphia, Pennsylvania.
Sidney Champagne, Cpl, ASN 38497405, Gunner: Killona, Louisiana.
Bernard H. Desautels, S/Sgt, ASN 11027242, Gunner: 8 Niquette
Court, Winooski, Vermont.

On September 19th eleven (11) planes of the squadron bombed small shipping and shore installations at Chichi Jima. Ten (10) lighters were destroyed, others damaged, 1 fire was seen on shore giving off heavy black smoke visible for 10 minutes after the planes had left the target. The airfield and seaplane base were reported operational and containing aircraft. Lt. Hooven's plane "RETRIEVER" sustained minor damage but there were no injuries or casualties. 1735 statute miles were covered on the mission.

The above mission was no. 1 for Lts. Bird and Gordon and no. 35 for Lt. Cox and crew. One of the many rumors prevalent on Saipan was to the effect that crews completing their quota of missions in the Central Pacific Theatre would definitely be eligible for reassignment in the states. Even a rumor was quite an incentive to finish 35 missions and go home.

Lt. Grymonprez, Lt. Hendrix and Lt. Kessinger and crews executed the "armed reconnaissance" mission on Marcus of September 21st and dropped 18 x 500 lb G.Ps. on the antiaircraft guns on the west tip of Marcus Island, 33% of which landed in the target area. On the same day Lt. Gordon and Lt. Bird and crews bombed Pagan Island, new crews being allowed credit for a mission on Pagan if it constitutes one of their first five raids.

All of Captain Mahaffey's original crew completed their 35 missions with the Marcus raid of September 21st. Of course Captain Mahaffey did not finish because, being Commanding Officer of the

Squadron, he could fly only on every other mission, taking turns with Lt. Siegismund, the Operations Officer, in leading the Squadron on missions. Lt. Hendrix & crew also finished their 35th mission on the same raid.

Shore installations at Chichi Jima were the target for the eight (8) planes of the Squadron participating in the mission of 23 September. Weather made it impossible for the Squadron to maintain formation and was so bad that there was some uncertainty on the part of all crews as to exactly what island they bombed. It was decided that 4 planes bombed Chichi Jima, 2 bombed Ani Jima and 2 bombed Haha Jima but no results could be observed due to cloud cover over all the targets named.

On 25 September Lt. Hooven and Lt. Gordon made the "armed reconnaissance mission" over Marcus. On the same day seven (7) planes of the Squadron bombed the north-south runway on the south airfield on Iwo Jima putting 60% of their bombs close enough to the runway to damage any airplanes which might be there. 4-6 single engine enemy aircraft intercepted and were aggressive and able. Before bombs were away an enemy aircraft made a pass from 12:30 high and one (1) round of 20 mm fire entered A/C #533 "VERA L" (Lt. Waterous) on top of the fuselage and about 1 foot behind the Pilot and CoPilot. This round instantly killed Captain Pagel, Navigator. The Squadron felt its loss deeply. Captain Pagel was a fine fellow and had a friendly disposition. "Woody" and the other members of his crew had taken their third bad beating from the Japs and probably no other single crew had so many well-wishers. In the Squadron as they.

In the raid on the Iwo Jima of Sept. 25th William C. Terwilliger, Nose Gunner of "VERA L" shot down one of the interceptors. The score was not all in their favor.

Lt. Reitz & crew joined the 27th on Sept. 27th, the third combat crew to be assigned to the outfit during the month. The morning report carried the following new names and addresses.

Philip Reitz Jr., 2nd Lt., Pilot, 0-696596: 1411 Perrett St.,
Evansville, Indiana.
Alexander T. Matheson, F/O, Co-Pilot, W-3230: Woodenville, Washington.
Richard L. Friedman, 2nd Lt., Navigator, 0-707780: 24 ½ West Spring
St., Chippewa Falls, Wisconsin.
John P. Trentzsch, 2nd Lt., Bombardier, 0-704332: Highland, Wisconsin.
Eugene E. Clery Jr., Cpl., ASN 39040983, Radio Operator, 1346 Hyde
St., San Francisco, California.
Maurice H. Harbin, Sgt., ASN 34572715, Engineer: 554 Peoples St.,
S.W. Apt. #7, Atlanta, Georgia.
Chester E. Severson, Cpl., ASN 36834004, Gunner: R.F.D. #1, Box 52,
Taylor, Wisconsin.
William J. Teague, Sgt, ASN 34607359, Gunner: Rhodhiss St., Granite
Falls, North Carolina.
Jess V. Shingleton, Cpl., ASN 35235856, Gunner: 1146 Sixth Ave.,
Warren, Ohio.

"TAIL END CHARLIE", "BOLIVAR", and "BIRD OF PARADISE" made the routine mission over Marcus Island on September 29th. "Routine" Because the 27th Squadron performed the mission once every four (4) days. The antiaircraft fire control on Marcus was not at all "routine" however. Lts. Siegismund, Patrick and Peters all agreed that the Marcus gunners knew their business.

"SNOOPER" executed another night radar bombing mission on September 29th and dropped 20 x 120 lb frag clusters on airfield installations at Iwo Jima. Three blue-beam searchlights tried to pick out the plane over Iwo Jima but were ineffective.

On September 30th Lt. Reitz & crew in "KICKAPOO KID" raided Pagan Island. Pagan had been as completely neutralized as

any enemy island could be without actual occupation by ground troops and there were no "pay" targets on the place but as a training measure VII Bomber Command still gave all new crews in the theatre credit for a completed mission over Pagan provided the raid was one of their first five.

During the latter part of the month Robert W. Kleinhelter, 1st Lt., Navigator, 0-740702, was assigned and joined the 27th. Lt. Kleinhelter was one of the unfortunate combat men who finished their original 30 missions in the Central Pacific and were reassigned to combat duty after a furlough in the states. Lt. Kleinhelter's address at enlistment was Route #15, Box #678B, Indianapolis, Indiana.

To be near the airplanes, the "line" tents, (Tech Supply, Engineering and Armament, besides others) were moved from the South to the Earth side of the airstrip.

During the month of September the morale of the Squadron was low. A few breakfasts of fresh eggs and a few dinners of ham, this Manna having been flown from Oahu on "PHIDDIS II" during the latter part of the month, temporarily relieved the situation, but not for long. The frequent abortive air raid alerts had a tendency to raise, rather than lower, the morale. A good quartermaster laundry, good mail service, and nightly picture shows can never give men appetites for "C" rations or make them forget that they have been away from home a year.

ORGANIZATIONAL HISTORY
27TH BOMBARDMENT SQUADRON (H), 30TH BOMBARDMENT GROUP (H),
VII BOMBER COMMAND, SBEVENTH ARMY AIR FORCE,
ARMY AIR FORCES, PACIFIC OCEAN AREA,
A.P.O. #244

Date of arrival and departure from each station in the theatre:

Negative.

Losses in Action:

On 1 October 1944 the 27th Bomb Sqdn executed a mission which involved a search for enemy shipping in the Volcano and southern Bonin Islands. Should no enemy shipping be sighted the Squadron was briefed to drop its bombs on Iwo Jima.

One leg of the sea search carried the Squadron to within 30 miles of Iwo Jima, from which enemy base approximately eight (8) enemy aircraft intercepted the squadron formation. Shipping was not sighted and the squadron discontinued the sea search and turned to bomb Iwo Jima. Before the planes reached Iwo Jima airplane #42-73473 was hit by enemy aircraft fire and fall behind and below the formation. Apparently several attempts were made to pull the planes nose up while it was sideslipping from side to side but eventually it went into a tail spin. No parachutes were observed and the plane exploded when it hit the water. The crew members of airplane #42-73473 were declared to be "deceased": Their names and addresses are as follows:

Frederick M. Schneider, 2nd Lt., 0-758489, Pilot: 608 North 11th, Albuquerque, New Mexico.

George W.C. Sporke Jr., 2nd Lt., 0-764818, Co-Pilot: 17602 Sedalia Ave., Cleveland, Ohio.

William P. Drynan Jr., 2nd Lt., 0-707246, Navigator: General Delivery, Fort Huachuca, Arizona.

Alfred A. Skinner, 2nd Lt., 0-743854, Bombardier: 612 East Howell Street, Seattle, Washington.

Robert J. Converse, S/Sgt, ASN 39461929, Engineer: 2328 West Sinto, Spokane, (12), Washington.

Clinton H. Serby, Sgt, ASN 36647160, Radio Operator: Box #52, Cortland, Ill.

Carl L. Day, S/Sgt., ASN 18116045, Ass't Engineer: 3817 Wilmer St., Houston, Texas.

Charles S. Miller, Sgt., ASN 39575246, Gunner: 187 East Las Flores Drive, Altadena, California.

Robert S. Tibbets, Cpl., ASN 6154006, Gunner: 37 Barwick St., Barwick, Maine.

Carl A. Grimmisson, Cpl., ASN 15108700, Gunner: 619 East Chandler Ave., Evansville, Indiana.

On the same mission as described above, before the squadron formation reached Iwo Jima, airplane no. 42-72994 was hit by the 7.7 mm fire from enemy interceptor. the following casualties resulted:

Alvin W. Kersten, 2nd Lt., 0-668965, Bombardier: 213 Delaware Street, Towanda, New York. -----killed instantly.

James W. Watson, 2nd Lt., 0-755805, Co-Pilot: 1680 Vesey Ave., Memphis, Tennessee. -----minor superficial wounds.

Francis H. Martin, S/Sgt, ASN 17091901, Gunner:

Farmington, New Mexico. -----minor superficial wounds.

Awards and Decorations:

The 4th and 5th Oak Leaf Cluster to the Air Medal awarded the following Officer and Enlisted Men, members of the same combat crew; residences at enlistment as stated:

Andrew (NMI) Patrick, 1st 0-525486, Pilot: Westline, Pennsylvania.
James W. Watson, 2nd Lt., 0-755805, Co-Pilot: 1680 Vesey Ave., Memphis, Tenn.
Howard M. Ascough Jr., 2nd Lt., 0-801086, Navigator: 114 W. Mt. Pleasant Ave. Philadelphia, Pennsylvania.
Ambrose W. Bachner, T/Sgt, ASN 33283661: 125 Burr St., Pittsburg (10), Penn.
Richard G. Bartlett, S/Sgt, ASN 12158716: 3705 64th St., Woodside, New York.
Carmine (NMI) Biondi, S/Sgt, ASN 12141015: 1260 55th St., Brooklyn, New York.
Samuel J. Davis, Sgt, ASN 31202240: 19 Neptune St., Lynn, Massachusetts.
Richard M. Herriott III, T/Sgt, ASN 18104373: 418 W. Fifth St., Pecos, Texas.
Francis H. Martin, S/Sgt, ASN 17091901: Farmington, New Mexico.

Order of the Purple Heart awarded James W. Watson, 2nd Lt., Residence at Enlistment: 1680 Vesey Ave., Memphis, Tennessee.

Order of the Purple Heart awarded Francis H. Martin, S/Sgt, ASN 17091901: Residence at enlistment: Farmington, New Mexico.

The 4th and 5th Oak Leaf Clusters to the Air Medal and the 1st Oak Leaf Cluster to the Distinguished Flying Cross awarded the following Officers and Enlisted Men, members of the same combat crew with residences at enlistment as stated:

Odie R. Green, 2nd Lt., 0-687748, Pilot: Rte #2, Jacksonville, Arkansas.
Robert D. McCallum, 2nd Lt., 0-700027, Navigator: 1001 Walnut St., Newport, Ark.
John P. Reed, S/Sgt, ASN 12124510: 6525 Avenue N, Brooklyn, N.Y.
Samuel B. Wood, S/Sgt, ASN 35584988: 406 Washington St., Gay, Indiana.
James H. Cassidy, S/Sgt, ASN 18192458: Rte #1, Hunnewell, Kansas.
John E. Smith, S/Sgt, ASN 15354770: 1018 S. Barr Street, Fort Wayne, Indiana.
Benjamin F. Thompson, S/Sgt, ASN 34185739: Rte #2, Dickson, Tennessee.
Alex W. Lowther, S/Sgt, ASN 38463297: General Delivery, Tulsa, Oklahoma.

The 5th Oak Leaf Cluster to the Air Medal awarded Robert W. Kleinhalter, 0-740702, 1st Lt., residence at enlistment: Route #15, Box #6785, Indianapolis, Indiana.

Organization:

Negative.

Strength:

Personnel:

<u>1 October 1944</u>	<u>31 October 1944</u>
89 Officers	97 Officers
1 Flight Officer	2 Flight Officers
1 Warrant Officer	1 Warrant Officer
406 Enlisted Men	435 Enlisted Men

AIRCRAFT:

<u>1 October 1944</u>	<u>31 October 1944</u>
9 Flyable and operational	10 Flyable and operational
0 Flyable but not operational	10 Flyable but not operational
3 Grounded	1 Grounded

Airplane losses:

1 October 1944 airplane no. 42-73473 was shot down by single engine enemy aircraft approximately 40 miles northwest of Iwo Jima, Volcano Islands.

Mo. of planes participating	Target	Date	Official Mission #	Mission #
11	Iwo Jima	1 October	30-1	102
10	Iwo Jima	4 October	30-7	103
1	Pagan	4 October	30-9	104
1	Pagan	5 October	30-10	105
3	Marcus	7 October	30-13	104
10	Iwo Jima	10 October	30-16	107
3	Marcus	12 October	30-20	109
3	Pagan	12 October	Special	109
2	Yap	13 October	30-23	no
3	Marcus	14 October	30-24	in
1	Iwo Jima	14 October	30-25	3X2
11	Haha Jima	18 October	30-31	133
3	Yap	19 October	30-32	114
2	Pagan	20 October	30-34	115
9	Iwo Jima	21 October	30-35	116
10	Iwo Jima	25 October	30-40	117
10	Chichi Jima	29 October	30-46	118

CHAPTER XVI

On 1 October eleven (11) planes of the squadron took off from Iseley Field to search for shipping in the Volcano and Southern Bonin Island. A Navy search plane had sighted an enemy convoy northwest of Iwo Jima and the 27th was briefed to find such shipping and bomb it. Should no shipping be found to attack, the planes were briefed to bomb enemy ground installations at Iwo Jima. Lt. Heitz and crew in KICKAPOO KID had to turn back due to engine trouble but the other ten planes continued on the mission as planned.

One leg of the search carried the squadron to within 30 miles of Iwo Jima. As should have been expected, eight (d) single engine enemy aircraft intercepted the squadron 50 miles northwest of Iwo Jima at 9,000 feet altitude. Sea search procedure called for a line-abreast formation so that more territory would be under observation. The squadron was able to form a loose vee of vees formation before the actual attack was started which undoubtedly saved some lives. The first pass was made at 1310, 50 minutes before bombs were away over Iwo Jima. While under fighter attack the squadron ended the sea search, turned to approach Iwo Jima, and climbed to bombing altitude, 15,000 feet. The enemy pilots were aggressive and able and took advantage of the fact that only one squadron of ten (10) B-24s composed the formation.

Before the target was reached, SKY SCOW III fell behind and below the formation. Apparently several attempts were made to pull the nose of the plane up while it made both side-slipping to both sides but eventually it went into a tight spin. No one bailed out and the plane exploded when it hit the water. The mission was to have been #12 for Lt. Schneider and crew. The following is a roster of the combat crew of SKY SCOW III, all of whom were declared "Deceased" after the mission.

Frederick M. Schneider, 2nd Lt., 0-758489, Pilot: 608 North 11th, Albuquerque, New Mexico.
George W.C. Spoerke Jr., 2nd Lt., 0-764818, Co-Pilot: 17602 Sedalia Ave., Cleveland (11), Ohio.
William P. Drynan Jr., 2nd Lt., 0-707246, Navigator: General Delivery, Fort Huachuca, Arizona.
Alfred A. Skinner, 2nd Lt., 0-743854, Bombardier: 612 East Howell Street, Seattle, Washington.
Robert J. Converse, S/Sgt, ASN 39461929, Engineer, 2328 West Sinto, Spokane, (12), Washington.
Clinton H. Serby, Sgt, ASN 36647160, Radio Operator: Box #52, Cortland, Ill.
Carl L. Day, S/Sgt, ASN 18116045, Ass't Engineer: 3817 Wilmer St., Houston, Texas.
Charles S. Miller, Sgt, ASN 39575246, Gunner: 187 East Las Flores Drive, Altadena, California.
Robert S. Tibbetts, Cpl, ASN 6154006, Gunner: 37 Barwick St., Barwick, Maine.
Carl A. Grimmeisson, Cpl, ASN 15108700, Gunner: 619 East Chandler Ave., Evansville (13), Indiana.
Lt. Patrick & crew flew BIRD OF PARADISE on the mission instead of BOLIVAR. A

few minutes after SKY SCOW III was shot down a round of 7.7 mm fire from an enemy interceptor entered the nose of BIRD OF PARADISE and instantly killed Al Kersten, Bombardier of the crew. Other rounds of enemy aircraft fire resulted in minor wounds to Jim Watson, Co-Pilot and Francis Martin, Gunner, of the same crew.

Every plane participating in the mission sustained damage from enemy aircraft fire and the mission was the roughest flown by the squadron since the first two or three months in combat. Interception continued for one and one-half hours and for over half that time the only defense possible was gunnery because the planes were using all their power to climb to bombing altitude. The combat crews landed after the mission with low morale and in a bad nerves condition. The boys had all been through an extremely trying experience and some fine men had been lost.

Lt. Barker, Bombardier of Lt. Peters' crew, completed his 35th mission with the Iwo Jima raid of October 1st. Art would be an asset to any organization and the squadron, although happy that he was to go home, was sorry to lose him:

He was an unusual soldier: Besides being exceptionally conscientious in his work Art conducted himself always as a gentleman which is probably as high praise as anyone can get in a combat theater.

The new combat crews joined the squadron on 2 October: They were as follows:

Clair S. Adams, 2nd Lt., 0-696303, Pilot: St. George, Utah.
Nick Digiglio, 2nd Lt., 0-772313, Co-Pilot: 7007 West Melrose St., Chicago (34), Illinois.
Marshall H. Siddall, 2nd Lt., 0-712735, Navigator: 7379 Fay Ave., LaJolla, California.
Johnnie B. Bridwell, 2nd Lt., 0-762902, Bombardier: 2004½ Halliday St., Santa Ana, California.
Kenneth G. Kolb, Cpl, ASN 357228442, Engineer and Top Turret Gunner: 117 East Virginia St., Evansville, Indiana.
Donald R. Huber, Cpl, ASN 35547443, Radio Operator and Right waist Gunner: 508 East Jefferson St., Fort Wayne (2), Indiana.
John E. Harmann, Cpl, ASN 375688280, Ball Turret Gunner: 1018 North Franklin St., New Bern, Minnesota.
Robert P. Curl, Cpl, ASN 35236434, Left Waist Gunner: Anderson Court, Bldg. #40, Apt. #408, Riverside, California.
Ben F. Griffin, Cpl, ASN 34813999, Nose Gunner: 1830 Arlington Ave., Bessemer, Alabama.
John K. Anderson, Cpl, ASN 37553597, Tail Gunner: Box #892, Two Harbors, Minnesota.

Fred B. Marvel, 2nd Lt., 0-695759, Pilot: Georgetown, Delaware.
William T. Shelton, 2nd Lt., 0-764805, Co-Pilot: R.F.D. #1, Yanceyville, N.C.
Benjamin R. Goldberg, 2nd Lt., 0-709345, Navigator: 2038 North Spaulding, Chicago, Illinois.
John H. Cone, 2nd Lt., 0-695017, Bombardier: 3 Bethell Road, Scarsdale, N.Y.
George N. Simmons, S/Sgt, ASN 32752193, Engineer and left Waist Gunner: 2114 Bowers St., Wilmington, Delaware.
Martin S. Goldberg, S/Sgt, ASN 12147675, radio Operator and Top Turret Gunner: Lasky Drive, Beverly Hills, California.
Eston B. Treadway, Cpl, ASN 34725180, Nose Gunner: Rte #1, Elizabethton, Tenn.
Audly J. Roddy, Cpl, ASN 17084421, Tail Gunner: 315 2nd St., NE, Puyallup, Wash.
Lee G. Ellyson, Cpl, ASN 38396569, Right Waist Gunner: 411 W. Main St., McLeansboro, Illinois.

On 4 October, seven (7) planes of the squadron took off to bomb Iwo Jima. The schedule for reveille, breakfast, and line trucks did not allow Sufficient latrine time in the squadron area and quite a few men arrived at the

line in dire need of a place to commune quietly with nature. Lt. Peters, among others, moved away from the beaten path and proceeded to take care of his then pressing need in primitive fashion. After arranging his clothing in an appropriate and amusing a position suitable to the end in mind, business proceeded. An interruption under such circumstances is annoying to say the least and Pete was irritated when he felt a light tap on his shoulder and something breathing down the back of his neck. When he turned to investigate he faced into the malevolent eye of a bull caribou. Pete did his noble best to hie himself thither but his clothing impeded his progress. In western novels would be classified as being "pants hobbled". At any rate there was considerable argument after the episode as to whether he was able to take $1/2$ or $1/4$ step before he fell on his face. The bull walked all over Pete and tried to execute a few gores but onlookers say that Pete dug himself a quick foxhole before serious damage could be done to his person. Nothing, however, could be done about the injury to Pete's morale and soul - he had been christened "Ferdinand" by his unsuspecting family many years before.

"Sig" took over Pete's place and the squadron took off, but the bad beginning seemed to be a prediction. "SNOOPER", "VERA L", "KONTAGIOUS KATIE" and A/P #810 (un-named) all turned back before reaching the target because of mechanical difficulties and "RITA" dropped no bombs because her bomb bay doors refused to open over the target. Four (4) planes did find 1 enemy destroyer and 1 cargo vessel and dropped 30 x 500 lb G.Ps. on them but did no damage. There wasn't much chance of either hits or near misses anyway since the bombing altitude was 18,500 to 19,150 feet.

Lts. Wear, Waterous, and Patrick & crews executed the "armed reconnaissance mission" to Marcus 7 October. Radar windows were carried on

This mission and seemed to be effective in confusing the enemy fire control facilities. "Radar windows" are thin strips of tin foil material which are thrown out of an airplane in an attempt to make enemy fire control inaccurate. Any metal is picked up on a radar screen and in the case of radar controlled guns, the gunners are apt to find themselves tracking a falling radar window rather than an airplane. At least the radar windows are fully capable of creating a blur on the radar screen and thus cause confusion. Whatever the reason, the fire from guns on Marcus was meager and inaccurate whereas theretofore It had been intense and accurate. Lts. Waterous and Patrick attacked two small enemy cargo vessels near Marcus but did no damage. Lt. Wear attacked ground installations on Marcus.

Lt. Rhodes & crew joined the squadron on October 7th. The following is a list of the members of the crew:

John R. Rhodes, 2nd Lt., 0-696658, Pilot: 118 North Washington St., Winchester, Virginia.

John H. Adams, 2nd Lt., 0-772245, Co-Pilot: Box #253, Tooele, Utah.

John W. Brabeny, 2nd Lt., 0-811530, Navigator: 230 Begier Ave., San Leandro, Cal.

William D. leary, 2nd Lt. 0-667310, Bombardier: 1104 Lake Ave., Wilmette, Ill.

Laurence G. Murray Jr., Sgt., ASN 14076944, Engineer and Top Turret Gunner: 218 Bowles St., Neptune Beach, Florida.

Bill A. Black, Cpl., ASN 39213708, Radio Operator and Left Waist Gunner: 678 1st Ave., East, Swift Current, Saskatchewan, Canada.

Phillip Taldone, Sgt., ASN 31293242, Right Waist Gunner: 33 Windmill St., Providence, Rhode Island.

Paul bailey, Cpl., ASN 3523 5670, Nose Gunner: 495 East Flora Ave., Akron (14), Ohio.

Karl Schlott, Cpl., ASN 20227159, Tail Gunner: 140 Washington Ave., Miami, Fla.

John J. Semaki Jur., Cpl., ASN 12166398, Ball Turret Gunner: 715 Harper St., Elmira, New York.

On October 9th a notice appeared on the squadron bulletin board to the Effect that the quota of missions for combat crews would be 40 in the future instead of 35. It would be impossible to fully describe the feelings, comments, And criticisms of the combat crews when the news became known. Quite a few of The boys were mutinous. By far the most favored comment was that no objection

would be voiced If th "pineapple soldiers: on Oahu responsible for the increase in the number of missions would come to Saipan and take part la actual combat. As A result of the announcement two or three of the combat personnel refused to fly any more combat missions. Many more threatened to quit flying but their pride changed their minds for them. During the two weeks following the announcement there was a definite slump in the morale of the combat crews: All the old curse words were used from morning until night and some new ones were invented.

On October 10th ten (10) planes of the squadron took off from Iseley Field for Iwo Jima to bomb the dispersal area north of the #1 , or south, airfield. KAY RASHUN was forced to turn back from the target because of engine trouble. One flight of the squadron was given shipping as a priority target end loaded with 500 lb G.Ps. The other planes of the squadron carried 100 lb G.Ps. to drop on ground installations. Two medium sized cargo vessels were sighted but SNAFU. The flights exchanged targets evidently and most of the bombs dropped on the enemy shipping wore 100 lb G.Ps., and met of the 500 lb G.Ps. were dropped on Iwo Jima. Seven (7) single engine enemy aircraft intercepted the squadron over Iwo Jima but concentrated their efforts on aerial air-to-air bombing rather than on shooting passes. This may have been due to the cloud cover over the target.

And vicinity, which was about 500 feet above the bombing altitude, but it also might have been an indication of future emphasis on air-to-air bombing.

On 12 October Lts. Bird, Peters, and Hooven, and crews, executed the "armed reconnaissance mission" on Marcus Island. They found no shipping and dropped their bombs on the island, only two of which hit land.

On October 11th, at 1310 hours, the first B-29 Superfortress flew over Saipan. It had been thought of the squadron, and its hope, that the ultimate fate of the 30th Bomb Gp (H) in the Central Pacific area depended on the B-29s.

Admiral Nimitz had stated that Saipan would be primarily a superfortress base and the 27th Squadron was in high hopes that as soon as the B-29s began operating in strength from Saipan there would be no room for B-24s.

On October 13th Lts. Patrick and Green, with their crews, executed a bombing mission on Yap Island. The target areas assigned were the towns of Runa and Gillifitz, on the strength of the statement of a Jap prisoner of war in an intelligence publication that those two areas contained headquarters of the Japanese Garrison Forces on Yap. Neither of the assigned areas was hit due to adverse cloud conditions over the island therefore targets of opportunity had to be bombed.

On October 14th the squadron celebrated its first year's anniversary overseas. The actual anniversary date was October 12th but the party was scheduled two days later for convenience.

Several of the figures quoted by Captain Stevens in his resume of the squadron history are included herein as being of interest: The squadron flew its 100 mission over enemy bases on September 15th, 1944. In that first 100 raids the squadron flew 1,456,307 miles and dropped 1,557.3 tons of bombs on the Jap. 724 planes had dropped bombs on 18 enemy bases. 27 of the first 100 raids were executed at night. 41 airplanes were seriously damaged. Of the total of 53 abortive aircraft, 23 were due to weather, the rest were due to mechanical difficulties.

On October 14th Lts. Bratcher, Outland and Adams executed the "armed reconnaissance mission" to Marcus Island. The anti-aircraft defense of the island was meager and the bombing results were good. No new enemy activity was sighted.

Lt. Peters & crew took SNOOPER over Iwo Jima on the night of October 14th and dropped 25 x 125 lb frag clusters on the dispersal area north of the

#1

airfield with undetermined results.

Chichi Jima was the target for 11 planes and crews on October 18th. The specific target was small shipping and shipping facilities in Futami Ko, the main anchorage of the island. The mission plan called for a reconnaissance of Haha Jima the way to Chichi Jima and the bombing of shipping at the latter place if any was sighted. Two (2) enemy surface vessels were sighted in Higashi Minato (Haha Jima anchorage) which were identified as a destroyer escort and a tanker. The planes bombed the two ships from 12,000 to 13,000 feet altitude and got some hits and near misses although neither of the ships were claimed to have been sunk or probably sunk.

Lts. Patrick, Green, and Peters raided Yap on October 19th and dropped their bombs on the bridge between Yap and Rumung Islands.

Lt. Linn & crew joined the squadron on October 19th: The following is a list of the members of the combat crew:

William K. Linn, 2nd Lt., 0-764046, Pilot: R.F.D. #2, Brookings, South Dakota.

Donald M. Hopper, 2nd Lt., 0-772379, Co-Pilot: 1601 High St., Alameda, Cal.

Joseph Evans, 2nd Lt., 0-700717, Navigator: Box #44, Arnold, Pennsylvania.

Francis E. Belt, 2nd Lt., 0-768926, Bombardier: 117 Central Ave., Glyndon, Md.

Samuel C. Holcombe, Sgt, ASN 34269571, Engineer and Top Turret Gunner: Route #2, Rome, Georgia.

Frank L. White, Cpl, ASN 34729179, Radio Operator and Tail Gunner: 699 North Sixth St., Memphis, Tennessee.

Roy R. Smith, Cpl, ASN 35692817, Right Waist Gunner: Fisherville, Kentucky.

Robert G. Fairfield, Cpl, ASN 39209941, Left Waist Gunner: 8608 South Thompson, Tacoma, Washington.

Paul R. Stephens, Col, ASN 35773936, Nose Gunner: 1819 Hoods Creek Road, #162, El Paso, Texas.

Lts. Green and Linn raided Pagan Island on October 20th.

Ever since coming to Saipan the combat crews of the 30th Group had dressed of a mission over Iwo Jima escorted by friendly fighters. Enemy fighters intercepted B-24s on every mission over Iwo Jima and the boys longed to see some

of the starch taken out of the Jap pilots who were having such an easy and free time with B-24s. Captain Mehaffey was practical enough to try to do something about the situation and spent a great tool of time and effort trying to work out a way whereby the Jap pilots at Iwo Jima could be met by some P-47s.

Without going into detail as to the problem that had to be solved such as the fact that on paper the P-47 can only escort for three (3) hours and the fact that they cannot navigate for themselves, a plan was finally evolved by which some P-47s of the 318th Fighter Group based on East Field, Saipan, would have a fair chance to get some shots at enemy fighters. The credit for the planning and execution of this escort mission is due for the most part to Captain Mehaffey.

Thirty two (32) B-24s took off from Isley Field between 0550 and 0622 hours on the 21st of October. The 27th, 392nd, and 819th Squadrons were the ones participating. Three (3) B-24s, with Captain Mehaffey flying lead plane took off from Isley between 0820 and 0823 and were followed by 20 P-47s between 0829 and 0831. The three B-24s had been stripped of all unnecessary equipment and carried no bombs because they had to fly at an indicated airspeed of at least 168 because a P-47 can fly no slower than that without stalling. The P-47s carried an extra gas tank under each wing and a belly tank and actually used more runway on take-off than the B-24s. The B-24s served as navigational escort for the P-47s and three were used so that if any P-47 developed mechanical trouble it would not have to return to base alone and without navigational aids.

It was not possible for the P-47s to go all the way over Iwo Jima with the bombers but Captain Mehaffey and the fighter boys took into consideration the fact that the enemy fighters at Iwo Jima usually followed the B-24s quite a distance from the island. The escort problem therefore was one of rendezvous and timing. The mission was so planned that the B-24s would bomb Iwo Jima, pick up

the enemy fighters, and head for home, but to be at the rendezvous position, a point about 70 miles south of Iwo Jima at exactly 1148, at which time the P-47s would also be there to take care of the Jap interceptors.

The timing was good and the strike and escort forces met within two minutes of the planned rendezvous time, however the enemy interceptors were a little off schedule and turned back for home earlier than usual. It had been thought that the interceptors followed B-24s out from Iwo Jima for a certain time from the island; that should the bombers retire from the target faster than usual the fighters could be drawn farther away from the target. Evidently the fighters did not turn back after a certain time interval but instead they turned back after a certain distance. That small error in the estimation of Japanese interception tactics may have been the reason why the interceptors turned back before the B-24s and the P-47e rendezvous but on the other hand the Japs might have seen the P-47s and cried "wolf". One twin engine enemy aircraft however was unfortunate enough to come within striking distance of the fighter boys - he probably never knew what hit him.

The P-47 pilots had their first taste of air to air combat on this mission. They were eager to execute the mission and were eager to execute another after the completion of the first one. So far as the personnel of the 27th Squadron was concerned the P-47 pilots received a mental vote of confidence and praise for their work. To recapitulate the performance of the fighters: They were in the air for 6 hours and 40 minutes and flew a round-trip distance of 1311 statute miles, the longest distance ever flown by that type P-47 (D) on a mission. The average gas load for returning P-47s which completed the mission on was approximately 150 gallons except for one which could not use its belly tank and dropped it full of gas five minutes prior to contact with the enemy. That first test made an excellent prediction of future escorted missions.

On October 25th ten (10) planes of the squadron dropped 100% of their total bomb load of 72 x 500 lb G.P.s. in the dispersal area earth of the #1 air-field on Iwo Jima. Only three (3) enemy planes were sighted by the combat crews and the only shooting passes made were against the planes of the other squadrons participating in the mission. Aerial phosphorous bombs were dropped on the 27th formation but none of them were accurate.

On October 29th, ten (10) planes of the squadron took off to bomb shipping in the Bonin Islands. An innovation in standard operating procedure was for a radar-equipped plane to take off two (2) hours before the strike force to make reconnaissance of Haha Jima and Chichi Jima, the idea being to scout for shipping, to select the most profitable target for bombing, and to radio back to the strike force the description and location of the selected target. A radar plane of the 38th Squadron made the reconnaissance for this mission and found about ten (10) enemy surface vessels in Futami Ko, Chichi Jima. The strike force was notified and the shipping was bombed but the results were very poor. The 27th didn't even come close to hitting the enemy ships.

Lt. Fourney & crew joined the Squadron during the latter part of the month. The names and addresses of the members are as follows:

Paul J. Forney, 2nd Lt., 0-697347, Pilot: Box #133, Blue Jay, West Virginia.
Robert G. Anderson, 2nd Lt., 0-767425, Co-Pilot: 214 ½ So. 4th St., Clinton, New York.
C.H. Gross, F/O, T-124506, Navigator: 7595 Davidson Avenue, Bronx, New York.
William M. Kersin, 2nd Lt., 0-765809, Bombardier: 22325 Military, Dearborn, Mich.
John C. Ernest, Sgt, ASN 16084913, Engineer and Right Waist Gunner: 974 Aurora Ave., Muskegon, Michigan.
John R. Warren, Sgt., ASN 12087971, Radio Operator and Left Waist Gunner: 19 Len Court, Kingston, New York.
Cloyd Sanders, Sgt., ASN 37536100, Tail Gunner: Altonville, Missouri.
Leo Tabarelli, Sgt., ASN 37703956, Top Turret Gunner: Palisade, Colorado.
Ray A. Lindauer, Sgt., ASN 36450111, Nose Gunner: Box #3, Homer, Michigan.
Marvin M. Temple, Sgt., ASN 35226192, Ball Turret Gunner: 436 N. High St., Chillicothe, Ohio.

During the last week in October the mess hall drew fresh meat and vegetables from the Quartermaster on Saipan for the first time. Morale rose considerably.

ORGANIZATIONAL HISTORY
27th BOMBARDMENT SQUADRON (H), 30th BOMBARDMENT GROUP (H),
VII BOMBER COMMAND, SEVENTH ARMY AIR FORCE,
ARMY AIR FORCES, PACIFIC OCEAN AREA,
A.P.O. #244

Date of arrival at and departure from each station occupied in this theatre:
Negative.

Losses in Action:
Negative.

Awards and Decorations:

The Air Medal and the 1st Oak Leaf Cluster to the Air Medal awarded the following Officers and Enlisted Men, members of the same combat crew; residences at enlistment as stated:

Paul J. Bird Jr., 2nd Lt., 0-693969, Pilot: Marcus, Iowa.

Roy D. Morris, 2nd Lt., 0-761161, Co-Pilot: 429 South 7th St., Corvallis, Oregon.

John Stengel, 2nd Lt., 0-700675, Navigator: 3445 North Damen Ave., Chicago, Illinois.

Chris Stamatelo, 2nd Lt., 0-701658, Bombardier: 701 11th St., Place West, Des Moines, Iowa.

Richard C. Carter, Sgt., ASN 39461943, Engineer and Right Waist Gunner: Nine Mile Falls, Washington.

Gordon C. Ebert Jr., S/Sgt., ASN 35631112, Radio Operator And Nose Gunner: 78 Ewing St., Chillicothe, Ohio.

Ora F. Weeks Jr., Sgt., ASN 36576747, Ball Turret Gunner: Route #1, Box #184, Washington, Michigan.

Morris Eleen, Sgt. ASN 39127250, Tail Gunner: 1320 Fairfax, Ave., San Francisco, California.

Louis E. Volpe, Sgt., ASN 13099699, Left Waist Gunner: 1111 Morris St., Philadelphia, Pennsylvania.

Leonard C. Haire, Sgt., ASN 34113888, Top Turret Gunner: Spindale, North Carolina.

The Distinguished Flying Cross, the 2nd and 3rd Oak leaf Cluster to The Air Medal awarded the following Officers and Enlisted Men, Members of the same combat crew; residences at enlistment as stated:

Douglas H. Bratcher, 1st Lt., 0-422068, Pilot: C/O Mrs. E.C. Hall, Box #1, Monroe City, Texas.

Hugh W. Fosburgh, 2nd Lt., 0-816450, Co-Pilot: Cherry Plains, N.Y.

Leonard T. Kerns, 2nd Lt., 0-699191, Navigator: Ellsworth, Kansas.

Louis J. Sellars, 2nd Lt., 0-696252, Bombardier: 204 12th St., Lorain, Ohio.

Donald A. Nason, T/Sgt., ASN 11110986, Engineer and Left Waist Gunner: Route #7, Box #79, Gardner, Maine.

Joseph M. Perantoni, T/Sgt., ASN 11102104, Radio Operator and Right Waist Gunner: Barlow Street, Canaan, Connecticut.

John R. Schomber, S/Sgt., ASN 16054467, Ball Turret Gunner: 125 Carlyle Road, Bellville, Illinois.

Perry E. Haslett, S/Sgt., ASN 16129772, Top Turret Gunner: 507 Quincy St., Maywood, Illinois.

Max Strolovitz, S/Sgt., ASN 12039390, Nose Gunner: 2338 63rd Street; Brooklyn, New York.

Grover W. Smith, S/Sgt., ASN 19095248; Tail Gunner: 4052
Pasadena Pl., Seattle, Washington.

The Air Medal and the 1st and 2nd Oak Leaf Clusters to the Air Medal awarded the following Officers and Enlisted Men, members of The same combat crew; residences at enlistment as stated:

Guerdon L. Outland, 2nd Lt., 0-689339, Pilot: Route #1,
Graytown, Ohio.
William J. Fitzgerald, 2nd Lt., 0-816447, Co-Pilot: 370 Breveer
Road, Columbus, Ohio.
Kenneth P. Inwood, 2nd Lt., 0-702438, Navigator: 1316 Marquette
Blvd., South Bend, Indiana.
David G. Smith, 2nd Lt., 0-696523, Bombardier: Mountain Spring
Road, Farmington, Connecticut.
George D. Abernathy, T/Sgt., ASN 38307736, Engineer and Top
Turret Gunner: P.O. Box #367, Baytown, Texas.
Jessie H. Poole, T/Sgt., ASN 34526533, Radio Operator and Left
Waist Gunner: 4813 Alabama Ave., Nashville, Tennessee.
Eugene A. Wilson, Sgt., ASN 37493864, Nose Gunner: Route #1,
Savannah, Missouri.
Leonard A. Merz, Sgt., ASN 36808807, Ball Gunner: 4125 Larkin
St., Milwaukee, Wisconsin.
Delos E. Selix, Sgt., ASN 39855167, Right Waist Gunner: Hampton,
Iowa.
Leon W. Parker, Sgt., ASN 14061599, Tail Gunner: 7307 Bruth
Street, New Louisiana.

The 2nd and 3rd Oak Leaf Clusters to the Air medal and the Distinguished Flying Cross awarded the following Officers and Enlisted Men, members of the same combat crew; residence at enlistment as stated:

Thomas O. Wear, 1st Lt., 0-679148, Pilot: Box #167, Clinton, Okla.
John M. Hebert, 2nd Lt., 0-808260, Co-Pilot: 653 6th St., Lake
Charles, Louisiana.
Edward J. Ochs, 2nd Lt., 0-682225, Navigator: 126 N. Oak St.,
Owatonna, Minnesota.
William J. Keswick, 2nd Lt., 0-678919, Bombardier: 65 W.
Willetta, Phoenix, Arizona.
Seymour W. Albrecht, S/Sgt., ASN 32625312, Engineer and Top Turret
Gunner: 2144 Bronx Park East, Bronx, New York.
Virgil E. Boles, T/Sgt., ASN 15058714, Radio Operator and Left
Waist Gunner: 2625 Meridian St., Anderson, Indiana.
Forrest D. Walker, Sgt., ASN 16142473, Ball Turret Gunner:
Patoka, Illinois.
Wilfred J. Martin, S/Sgt., ASN 16080364, Tail Gunner: 6624 S.
Halsted Street, Chicago, Illinois.
Leonard J. Martin, S/Sgt., ASN 15334808, Nose Turret Gunner:
Route #1, Monroeville, Indiana.
Eugene W. Kivlen, S/Sgt., ASN 33330373, Radio Operator and Right
Waist Gunner: 5603 Mascher St., Philadelphia, Pennsylvania.

The 2nd, 3rd, and 4th Oak leaf Clusters to the Air Medal and the 1st Oak Leaf Cluster to the Distinguishes Flying Cross awarded the following Officers and Enlisted Men, members of the same combat crew; residences at enlistment as stated:
Ferdinand J. Peters, 1st Lt., 0-806327, Pilot: Cold Spring, Minn.
Elmer Buige, 2nd Lt., 0-813468, Co-Pilot: 403 Main St.,
Gallitsin, Pennsylvania.

Frederick C. Neidert, 2nd Lt., 0-695956, Navigator: 204 West
Hull St., Denison, Texas.
Harold I. Albertson, S/Sgt., ASN 35625079, Engineer and Left
Waist Gunner: 1609 Orchard St., Coshocton, Ohio.
Paul B. Cheavens, T/Sgt., ASN 17161891, Radio Operator and
Top Turret Gunner: RFD #1, McBaine, Missouri.
Harold E. Collins, S/Sgt., ASN 39199596, Ball Turret Gunner:
RFD #1, Box #380, Gig Harbor, Washington.
Robert E. Mattusch, Sgt., ASN 39090950, Nose Gunner: 132 E.
San Salvador, San Jose, California.
John D. pennington, Sgt., ASN 15336282, Right Waist Gunner:
2108 St. James Ave., Cincinnati, Ohio.

2nd, 3rd, 4th, and 5th Oak Leaf Clusters to the Air Medal and the 1st Oak leaf Cluster to the Distinguished Flying Cross awarded
Ernest D. Messerly, S/Sgt., ASN 39909553, Tail Gunner of Lt.
Peter's crew, residence at enlistment: Box #295, Glenns Ferry,
Idaho.

2nd, 3rd, and 4th Oak leaf Clusters to the Air Medal and the
Distinguished Flying Cross awarded Robert T. Irizarry, 2nd Lt.,
0-685404, Bombardier pf Lt. Peters' crew; residence at enlistment:
249 West 109th St., New York, New York.

The 2nd and 3rd Oak Leaf Clusters to the Air Medal and the
Distinguished Flying Cross awarded Marvin L. Fox, 1st. Lt.,
0-724305, Squadron Navigator; residence at enlistment; Route #1,
Waynesville, Ohio.

The 2nd and 3rd Oak Leaf Clusters to the Air Medal and the 1st
Oak leaf Cluster to the Distinguished Flying Cross awarded the
Following Officers and Enlisted Men, membersd of the same combat crew;
residences at enlistment as stated:

Woodrow W. Waterous, 1st Lt., 0-746489, Pilot: 5166 Hurlbot Ave.,
Detroit, Michigan.
William P. Shelton, T/Sgt., ASN 13014103, Engineer: Route #1,
Lancaster, Tennessee.
Paul S. Ragusa, T/Sgt., ASN 12190319, Radio Operator: 1566 First
Avenue, New York, N.Y.
Jack H. Young, S/Sgt., ASN 1416 2065, Ass't Engineer: 907 East
Hillcrest Drive, Johnson City, Tennessee.
Philip W. Wagner, S/Sgt., ASN 32802346, Gunner: 249 Marcellus
Road, Mineola, new York.
Arthur L. Christopherson, Sgt., ASN 36514216, Gunner: 2541
Thomas St., Flint, Michigan.

The 2nd, 3rd, and 4th Oak leaf Clusters to the Air Medal and the 1st Oak Leaf Cluster to the Distinguished Flying Cross awarded William C. Terwilliger, S/Sgt., ASN 12215258, Gunner of Lt. Waterous' crew; residence at enlistment: 408 Locust St., Elmira, New York.

The 1st Oak leaf Cluster to the Air Medal and the Distinguished Flying Cross awarded the following Officers and Enlisted Men, members of the same combat crew; residences at enlistment as stated: Kenneth D. Kissinger, 1st Lt., O-758706, Pilot: Box #249, Rte #1,

La Habra, California.

Harry A Peterson, 2nd Lt., O-712660., Co-Pilot: 2838 5 ½ Ave., Rock Island, Illinois.

Raymond E. Costello, 2nd Lt., O-765230, Navigator: 1320 Yucaipa Blvd., Route #1, Yucaipa, California.

Kenneth L. Tanke, 2nd Lt., O-703156, Bombardier: Crystal, North Dakota.

John Zozula, S/Sgt., ASN 6950000, Engineer and Top Turret Gunner: 506 Scottsdale Ave., Scottsdale, Pennsylvania.

Alder P. Betti, S/Sgt., ASN 7020878, Right Waist Gunner: Route #5, Kittanning, Pennsylvania.

Steven E. Berti, S/Sgt., ASN 13108135, Tail Gunner: 211 Forrest St., Cannonsburg, Pennsylvania.

Ira Lipshultz, S/Sgt., ASN 16080523, Ball Turret Gunner: 3750 N. Lake Shore Drive, Chicago, Illinois.

Maurice L. Cochran, S/Sgt, ASN 37004533, Nose Gunner: Box 1162, Wowaka, Oklahoma.

The 1st Oak leaf Cluster to the Air Medal awarded Paul G. Baer, S/Sgt., ASN 17079605, Radio Operator and Left Waist Gunner of Lt. Kissinger's crew; residences at enlistment: 624 North Jefferson, New Ulm, Minnesota.

The 1st Oak leaf Cluster to the Air Medal awarded Robert W. Wake, 2nd Lt., O-684086, Pilot: residence at enlistment; 469 Park Ave., Sheridan, Wyoming.

The Air Medal, the 1st Oak leaf Cluster to the Air Medal, and the Distinguished Flying Cross awarded Robert E. McKenna, S/Sgt., ASN 37440430; residence at enlistment: 3718 East Michigan Avenue, Kalamazoo, Michigan.

The Air Medal awarded Clifton E. Olson, Sgt., ASN 38494171; residence at enlistment: 1804 Avenue "F", Bogalusa, Louisiana.

The Air Medal and the 1st Oak leaf Cluster to the Air Medal awarded William C. Forkner Jr., Cpl., ASN 19126067; residence at enlistment: 605 ½ west 61st Street, Los Angeles, California.

The Air Medal awarded Paul D. Pelko, Cpl., ASN 39289681; residence at enlistment: Box 86, Rancho, Santa Fe, California.

Organization:
Negative

Strength:

PERSONNEL:

1 November 1944

97 Officers
2 Flight Officers
1 Warrant Officer
435 Enlisted Men

30 November 1944

104 Officers
6 Flight Officers
1 Warrant Officer
461 Enlisted Men

AIRCRAFT:

1 November 1944

10 Flyable and Operational
1 Flyable but not Operational
1 Grounded

30 November 1944

11 Flyable and Operational
0 Flyable but not Operational
2 Grounded

Airplane losses:

On 23 October 1944 airplane no. 42-72994, "BOLIVAR" left the Squadron to return to United States on war Bond Tour. During the month of November this airplane was salvaged after landing at Consolidated Vultee Field, California. The brakes would not work on landing and the plane was damaged beyond repair.

On November 11 1944 airplane no. 42-73283 sustained damaged landing gear on landing at Guam and at the end of the month was still in the hands of the 57th Service Group, A.P.O. #246.

On 27 November 1944 airplane no. 42-72983 was declared "war weary" airplane and was returned to AAFPOA, Oahu, T.H., for disposition.

On 28 November 1944 airplane no. 42-73236 was declared a "war weary" airplane and was returned to AAFPOA, Oahu, T.H., for disposition.

Recapitulation of missions flown by the Squadron during November 1944:

<u>No. of planes</u> <u>Participating</u>	<u>Target or</u> <u>mission</u>	<u>Date</u> <u>mission</u>	<u>Official no.</u> <u>of mission</u>	<u>Squadron no.</u> <u>of mission</u>
10	Haha Jima	4 November	30-52	119
10	Chichi Jima	8 November	30-54	120
9	Iwo Jima	12 November	30-58	121
1	Shipping	14 November	30-60	122
8	Chichi Jima	16 November	30-64	123
1	Shipping	16 November	30-65	124
13	Truk	22 November	30-70	125

3	Marcus	28 November	30-74	126
10	Iwo Jima	28 November	30-72	127

CHAPTER XVII

A history of an organization should of course set out and clarify the purpose of the unit and its job in relation to the overall strategy of the Theater of War. In some instances a unit of low echelon can only guess as to the part it plays in a campaign. Of course the obvious objective of hitting the enemy as often, as hard, and in as many places as possible, is always apparent.

Just exactly what part the 27th Bomb Sqdn (H) was playing in the war being waged in the Central Pacific Theater was the subject of much debate among the personnel of the Squadron. These men proved the rule that every man in the army should know what part he is playing in the war: He can do his job much better if he knows the reason behind that job, no matter whether he agrees with that reason or not. The role of the 7th AAF was rather disappointing to some in that its duty was neutralization rather than offensive bombing of enemy, for the most part. There were certain exceptions of course, but primarily the 30th Bomb Gp (H) and the entire VII Bomber Command bombed those enemy bases in the Gilberts, Marshalls, and Carolines which were bypassed by landing forces in their "island-hopping" strategy. In the Bonins and Volcano Islands campaign the primary duties were to disrupt enemy supply lines (shipping) to the enemy bases there, and to neutralize Iwo Jima, possibly the only enemy air base to the North of Saipan by means of which the Japanese could instigate their own air offensive on the Marianas. Therefore the VII Bomber Command was almost exclusively a holding action and a neutralization factor.

On 1 November 1944 the following combat crew was assigned and joined the Squadron:

Robert L. Stimming, 2nd Lt., 0-764101, Pilot: Newark Valley, New York.

Charles D. McGuigan, 2nd Lt., 0-772456, Co-Pilot: 700 Victoria Ave.,
San Leandro, California.

Aloysius D. Wojciechowski, 2nd Lt., 0-712978, Navigator: 3059 South
9th Place, Milwaukee, Wisconsin.

Edward C. Cooper, 2nd Lt., 0-768938, Bombardier: 126 Carlton Avenue,
East Rutherford, New Jersey.

Ervin P. Grabowski, Sgt., ASN 36654712, Engineer and Top Turret Gunner:
1847 S. Union St., Blue Island, Illinois.

Jessie S. Vasquez, Sgt., ASN 3985929, Radio Operator and Right Waist
Gunner: 1074 West 2nd St., Santa Ana, California.

Russell E. Sherman Jr., Sgt., ASN 39199831, Ball Turret Gunner: 101
West 2nd st., Cle Elum, Washington.

Alex Dorochoovich, Sgt., ASN 36544640, Nose Gunner: 8228 Ford Ave.,
Van Dyke, Michigan.

Albert H. Edwards, Sgt., ASN 33735777, Tail Gunner: 5217 Ready Ave.,
Baltimore, Maryland.

John J. Dwyer, Sgt., ASN 33611023, Left Waist Gunner: 57 Walnut St.,
Plymouth, Pennsylvania.

On the night of Nov. 2nd Saipan experienced an enemy air raid. Guns and automatic weapons lit up the sky and there were several interesting explosions on the ground. The true story was not known until the following morning, when it was learned that several Bettys (twin engine Jap bombers) made a bombing and strafing attack on the island. The attack was against Isley airfield primarily. Several C-47s were damaged on Isley #2 and a string of bombs was laid down the middle of Isley #1 but did not detonate. Three (3) of the enemy planes were shot down and one of them crashed into a tent, killing 2 men of an outfit of Engineers. The next morning one of the Jap bombs exploded while some men from Base Ordnance were removing them from Isley #1 and injured two or three men seriously: That was the extent of the damage done to Saipan in spite of Radio Tokyo's newscast that 15 large fires had been started and that all planes

had returned safely to their base. The Jap bombs had not detonated because the bombing altitude had been too low for the bombs to arm themselves.

On 3 November the following combat crew joined the Squadron:
Peter J. Donahoe, 2nd Lt., 0-440705, Pilot: Greenhill Rd, Pittsburgh, Pa.
Donald C. Avise, 2nd Lt., 0-759161, Go-Pilot: 2218 Brighton Ave., Kansas City, Missouri.
Paul Siegfried, 2nd Lt., 0-708005, Navigator: 234 North 13th St., Reading, Pennsylvania.
William D. Taggart, 2nd Lt., 0-704528, Bombardier: 955 East 24th St., Ashtabula, Ohio.
Lawren D. Kreider, Sgt., ASN 37667466, Engineer and Top Turret Gunner: Rockwell, Iowa.
Harry Finleman, Sgt., ASN 12111000, Radio Operator and Left Waist Gunner: 1215 Wheeler Ave., Bronx, New York.
John Spanko, Sgt., ASN 3205886, Tail Gunner: 811 Lindegar St., Linden, New Jersey.
Wallace Wilkins, Sgt., ASN 34685538, Nose Gunner: 206 West Mary St., Valdosta, Georgia.
Paul K. Stevens, Sgt., ASN 35916649, Right Waist Gunner: Box #303, Hartville, Ohio.
Stanley E. Crabtree, Sgt., ASN 35226575, Ball Turret Gunner: box #595, Jackson, Ohio.

On November 4th ten (10) planes of the squadron executed a mission to Iwo Jima. Two (2) snoopers took off 2 hours ahead of the main strike force to scout the enemy. They reported bad weather and no profitable shipping targets at either Chichi Jima or Haha Jima so the strike force bombed Iwo Jima. Eight to ten enemy fighters intercepted the squadron and were moderately aggressive, in spite of which the bombing results were excellent. The specific target for bombing was the airfield, i.e., the south strip, probably because of the fact that the Bettys which bombed Saipan on November 2nd had taken off from the fields on Iwo Jima. Only 7 planes dropped bombs on Iwo Jima. The two snoopers dropped their bombs on Haha Jima and "KICKAPOO KID", one of the strike force, was forced to turn back from the target when only 20 miles away because of engine trouble. The planes over Iwo Jima saw

more operational enemy aircraft than usual on the ground, which predicted another enemy raid by the enemy on Saipan unless the planes were destroyed beforehand.

A C-47 was the target for antiaircraft fire from Saipan on the night of the 4th. Evidently the unfortunate fellow had forgotten his identification and approach procedure, which, coupled with the fact that the gunners' trigger fingers were itchy from the raid of the night of the 2nd, almost caused some casualties due to mistaken identity. Fortunately the situation had a happy ending although the C-47 boys probably were psychologically unfit for duty for sometime thereafter.

On the night of the 5th of November, at 0047, 5 enemy A/C were spotted by radar headed for Saipan: 2 of those were destroyed by A/A and all-clear sounded at 0119. At 0330 (this would be the 6th of November) 6 enemy A/C came over the island on a bombing and strafing mission with negative result: 1 EAC destroyed by A/A: All-clear sounded at 0440. No damage or casualties from either raid.

On the morning of November 6th there was an order on all the bulletin boards of the squadron for personnel of the 27th squadron to have fox-holes ready for inspection during the next four days: Very little urging was needed and the dirt began to fly immediately. Excavating was a problem because of the coral under the thin layer of top soil but it was merely a hindrance and not at all a bottle-neck.

Ten (10) planes of the squadron participated in a mission against enemy shipping in the Bonins on November 8th. Two snoopers

of the 38th squadron took off earlier than the main strike force to scout for shipping and directed the planes of the strike force to Futami Ko, Chichi Jima. Two (2) destroyer escorts and four (4) cargo vessels were in the anchorage and were the targets for bombing but the squadron was unsuccessful in hits. The squadron had been briefed to toggle their bombs out on the lead element and Lt. Brather's (#633) bombs would not release properly and were away a few seconds late, thereby throwing all the bombs of the squadron past the target. The A/A fire from guns on Chichi Jima was, for the most part meager and inaccurate but "Vera L" (Lt. Linn & crew) was the exception to the general rule of inaccuracy of enemy gunfire and was hit almost immediately after bombs away. The hit was in the left wing of the plane just behind the #2 supercharger and knocked out the gas tank of the #1 engine. The hole extended through the wing: There were no casualties and all planes returned safely to Saipan.

Lt. Woody Waterous was ordered to the rear area for reassignment on November 5th. Woody's combat experience was extraordinary in the Central Pacific in that his plane had been hit so many times by the enemy. His first unfortunate experience was over Wake Island on April 30th when his plane had two engines knocked out by A/A. Woody flew the plane on only two engines for 595 statute miles to Roi Island, Kwajalein Atoll, without any injuries to personnel. Over Guam on May 29th two fragments of an aerial phosphorous bomb hit his plane in the horizontal stabilizer. On the night of June 12th over Truk Atoll, Woody's plane received 5 direct hits from the 20 mm fire of an enemy night fighter: Those hits killed his co-pilot, Lt. Helms, severely wounded his Navigator, Lt. Peck, and Sgt. Ragusa, his

radio operator, received severe wounds. Woody was hit in the eye by flying glass but flew his plane 770 statute miles back to Eniwetok, the staging base for the mission and landed successfully. On Sept. 11th his plane was hit by flak over Iwo Jima and his windshield and the top-turret glass were shattered. Over Iwo Jima on September 25th a round of 20 mm fire from an interceptor killed his navigator, Capt. Pagel, and although no other crew member was injured, Woody's cap was full of holes when he looked at it after landing: In addition there were 7.7 mm holes in the left wing and right horizontal stabilizer of his plane. Over Iwo Jima on October 1st his plane was hit by enemy fire in the right rudder, right elevator, and left front bomb bay door.

With that record of close calls, everyone was glad to see Woody get a break and be reassigned. His entire combat record was one of close calls.

Up until November 10th the awards and decorations to members of combat air crews was standardized: The following table sets out the Requirements for each award

5 Missions	- Air Medal
10 missions	- 1 st Oak Leaf Cluster to Air Medal
If missions	- 2 nd Oak Leaf Cluster to Air Medal
20 missions	- 3 rd Oak Leaf Cluster to Air Medal
25 missions	- Distinguished Flying Cross
30 missions	- 4 th Oak Leaf Cluster to Air Medal
35 missions	- 5 th Oak Leaf Cluster to Air Medal
40 missions	* 6 th Oak Leaf Cluster to Air Medal

The eligibility for the appropriate decoration was simultaneous with the completion of the required number of missions. All combat crew members received the same award when authorized. For sinking an enemy vessel of certain tonnage, all members of the crew received

the Air Medal or an Oak Leaf Cluster in lieu thereof. Upon being officially credited with shooting down an enemy aircraft the responsible gunner was authorized an Air Medal or an Oak Leaf Cluster in lieu thereof.

On November 10th a notice appeared on the squadron bulletin boards that "effective 1 November 1944, the Distinguished Flying Cross and the Air Medal will no longer be awarded solely for hours flown or missions performed until further notice". This was patently a new regulation from AAFPOA but what it Meant no one knew.

On 12 November, nine (9) planes of the 27th squadron, with the planes of two other squadrons, executed a Group mission over Iwo Jima. The target area assigned was the area between the #1 and #2 airfields. The mission was a success, all three squadrons putting their bombs in their target areas. Each plane carried 40 x 125 lb frag clusters, which scattered over the entire area assigned. There were three enemy aircraft in the air but they made no shooting passes at the 27th and only dropped four (4) inaccurate phosphorous bombs.

For the first time in 71 Missions, "TROPIC KNIGHT" turned back before reaching the target on the above mission. M/Sgt Edward H. "Eddy" Cox, of Sapalpa, Oklahoma, crew chief of the plane during her entire combat career, was the man most responsible for that enviable record: It was no mechanical difficulty which forced her back on this mission: She only needed someone at the controls who knew what she could do: The pilot in this case was not at fault because he did not know her eccentricities and foibles.

On the night of 14 November Lt. Wear & crew in "SNOOPER"

executed a night radar mission solely against any possible Jap shipping in an area designated only by longitudes and latitudes in the vicinity of the Bonins. The effectiveness of radar was and is an old story, yet each success brings it more to mind: Shipping was found at 26°40'N-141°58'E consisting of one merchant vessel and one destroyer escort. The merchant vessel was attacked and the claimed results were two possible direct hits and two positive near misses. The merchant vessel was small (about 100 feet long). The A/A fire was moderate and inaccurate from the destroyer escort: Two bomb runs were made, the first at 2,100 feet, the second at 1,570 feet: The A/A fire from both ships was intense but inaccurate.

The snooper planes of the mission of 16 November radioed the information back to the main strike force that shipping was present in Futami Ko, Chichi Jima. Captain Mehaffey and Lt. Outland's crew in KONTAGIOUS KATIE led the strike force of seven (7) planes over Futami Ko at 18,000 feet and sank two (2) 200' cargo vessels. For one of the few times, the 27th could boast of excellent bombing against shipping.

After the above mission the planes of the 30th Bomb Gp (H) landed on Isley #2 strip: The Engineers had lengthened the strip to 7,000 feet and had finished an asphalt surface on a part. The process of moving the maintenance departments to the new locations would take several days but the move was begun on the 16th. Howie West and the "line" boys had been shuttled back and forth by the B-29 influx and it would be a relief to gain even a semi-permanent position.

The mission of 16 November was #40 for Lt. Peters* & crew.

On the night of 16 November Lt. Wear & crew took "SNOOPER" on another night radar hunt for enemy shipping to the North. Four (4) enemy cargo vessels were found and attacked at 26°30'N-141°50'E. One vessel was believed hit but visibility was so poor that no definite claim could be made.

On November 18th Captain Mehaffey took a mixed crew to Iwo Jima to finish his 40 mission quota. Four (4) B-24s flew navigational escort for some F-5s and P-38s, the mission being one of photographic reconnaissance only: The P-38s did not even try to destroy any of the three or four unaggressive interceptors or attempt any strafing of ground installations. Lt. Bratcher & crew also participated in this mission: The other two planes were from other squadrons.

On 19 November Lt. Genad & crew joined the Squadron. After his water landing off Eniwetok Island in the Marshalls (see page 66), Lt. Genad and his crew were evacuated to the rear echelon in the Hawaiian Islands for hospitalization. After being put in physical shape for flying again, the boys had put in more training on Oahu and the crew had been increased to regular strength by new members. The roster of the crew is as follows:

Benjamin M. Genad, 2nd Lt., 0-757378, Pilot: 880 Bryant Ave.,
Bronx, New York.
Eugene C. Lee, 2nd Lt., 0-806703, Co-Pilot: 28 west 6th Ave.,
Helena, Montana.
Alton L. Smith, 2nd Lt., 0-706671, Navigator: c/o M. Colville,
Abott, Texas.
Donald M. Lonchar, 2nd Lt., 0-701614; Bombardier: 7714 Bast End
Avenue, Chicago, Illinois.
Theodore Hachier, Sgt., ASN 39460486, Engineer and Right Waist
Gunner: 300 West 14th St., The Dales, Oregon.
Erland M. Bjork, S/Sgt, ASN 17063469: Radio Operator and Top
Turret Gunner: Poplar, Wisconsin.
Stanley P. Stanski, Sgt., ASN 32271995, Left Waist Gunner: 2714
Harrison Ave., Camden, New Jersey.

Monroe M. Gitelson, Sgt., ASN 16142373, Nose Gunner: 1226 Pratt Blvd.,
Chicago, Illinois.

Pierre J. Vanhoye, Sgt., ASN 36652577, Ball Turret Gunner: Box
#274, Buckner, Illinois.

On the morning of 21 November several boys formed an impromptu patrol to investigate the theft of several items of G*I. equipment and personal items on the night of November 20th. They were of the opinion that some stray Japs were responsible and made their search in a wooded area about 500 yards south of the squadron area. S/Sgt Hudson H. Paddock, Sgt Glendon R. Burrowes, Cpl Patsy R, Deleretta, Pfc Desmond L. Walker, and Pvt Richard M. Richards, all of the transportation section, began the patrol in an orderly fashion but soon became separated. Sgt Burrowes and Pvt Richards remained together and were able to find a Jap bivouac area through quite a bit of stealth aided by the noise caused by some pigs in the area. Three Japs were in the camp, two lying down and one sitting up. The fellows didn't want to shoot them in cold blood so, for lack of a better warning, shouted "halt". The Japs started to run and the two hunters were able to kill two and wound the third. The camp contained enough rice to last the Japs for a month at least, some Marine equipment such as mess kits, canteens, etc. The Japs had a rifle, a pistol, and some knives. A Marine patrol and 2 german shepard dogs of the K-9 Corps patrolled the area in the afternoon but could not find the wounded Jap, nor any other Japs.

A subordinate of Napoleon once violated an order and as a result won a major victory for France. After conferring France's greatest military award to the subordinate, Napoleon ordered him

executed for disobeying an order. The situation in that case was somewhat similar to the situation confronting the C.O. of the sqdn in this case: The boys constituting that impromptu patrol violated a standing squadron order against Jap hunting, but got results when they violated the order: Napoleon's procedure was reversed in this case however, the men being first reprimanded, then decorated.

On 22 November, thirteen (13) planes of the squadron took off for Truk. The mission is interesting for two reasons: (1) the number of planes participating was the largest ever sent out on a single strike by the 27th squadron, and (2) 24 P-38s were to escort the B-24s during the entire mission; the first time in the history of the 27th squadron that escorts would fly the entire mission with the bombers. The 27th laid 99% of its total bomb load on the North Moen Airfield and the P-38s shot down 3 enemy fighters and damaged another. Not one single pass was made against the B-24s of the 27th.

On 24 November the following combat crew joined the squadron:

James H. Graham Jr., F/O, T-2377, Pilot: Apt #405, Buena Vista,
San Francisco, California.
Harold H. Ray, F/O, T-3239, Co-Pilot: Bargersville, Indiana.
Frank E. Davidson, F/O, T-125054, Navigator: 1715 South 7th, East
Salt Lake City, Utah.
Robert H. Graham, F/O, T-2847, Bombardier: 306 Gidney St., Shelby,
North Carolina.
Clifford W. Tappe, Sgt., ASN 17026363, Engineer: Box 191,
Keewatin, Minnesota.
Richard G. Willits, Cpl., ASN 19086304, Radio Operator: 2039 34th
Avenue, Oakland, California.
Donald E. Weaver, Cpl., ASN 39396946, Gunner: Apt #111-1, 505 North
10th, Richmond, California.
Robert C. Sheldon, Pvt., ASN 13113714, Gunner: 94 North Laurel St.,
Bridgeton, New Jersey.
Dominic A. Fedeli, Cpl., ASN 33734955, Tail Gunner: 804 Stiles St.,
Baltimore, Maryland.

27 November Major (notice the promotion) Mehaffey and a mixed crew, acted as navigational escort for 22 P-38s to Iwo Jima. The mission of the P-38s was to strafe ground installations, which they did.

On 27 November Saipan experienced a daylight strafing attack by 15 Jap fighter planes. Apparently their approach to the island was too low to be picked up by radar and the first indication of an air raid heard by the 27th squadron was the sound of automatic weapon fire. The attack lasted for three (3) hours and during that time some mighty interesting sights were observed. The attack was against the airstrips and airplanes of Isley field with the B-29s obviously being the primary target. The personnel in the squadron area saw plenty, including two enemy planes and one P-47 shot down: The boys on the line found themselves in active warfare when Jap bullets kicked up a line of dust by them and they saw quite a few Japs knocked out of the sky. The final score of the raid was: 3 B-29s, 1 C-47, and 1 P-47 destroyed, and 3 B-29s damaged; 7 enemy A/C destroyed by A/A fire, 6 by fighters. Immediately following the raid the Combat Air Patrol (fighters) ran a mission to Pagan where 1 Betty and 1 Judy were destroyed. The enemy planes evidently had taken off from Iwo Jima and were to land at Pagan Island following the mission for refueling. That raid was exciting: The cheering when an enemy went down was strongly reminiscent of a foot-ball game.

On 28 November Lts. Adams, Stimming, and Donahoe executed an "armed reconnaissance mission" over Marcus Island. Sightings of enemy activity were negative. The A/A fire from Marcus was moderate and accurate, in spite of which 76% of the bombs landed on the island.

On the same day as the above raid, Captain (again notice the

promotion) Sieglismund in "COMPLETE MISS" led nine (9) planes of the squadron over Iwo Jima to bomb the south, or #1 airfield. The bombing was excellent. Flak was moderate and accurate and 3 of the planes received minor damage but only one (1) unaggressive fighter dropped two phosphorous bombs and made no shooting passes. On this mission, 35% of the total bomb load of 98 x 500 lb GPs dropped on the island had 2, 4, and 6 hour delay fuses.

At 2350 hours on the 28th of November, 6-8 Jap bombers approached Saipan from North and Southwest. They made their bomb run at 18,000 feet. The dropping of radar windows distracted the A/A gunners and only 1 EAC was destroyed. 6-8 bombs hit off East end of Isley #1 but did no damage. The 27th squadron was interested in the effectiveness of our searchlights and the wall of A/W fire which went up from the base of Mt. Tapotchau, but otherwise it was a nervous night for all concerned. Pieces of friendly flak falling in the area caused some consternation but fortunately there were no injuries of 27th personnel from it.

During the month of November the 27th lost four old friends; "BOLIVAR" was flown back to the states by Lt. Patrick & crew on a war bond tour on 23 October: About the middle of the month of November it was learned in the squadron that the plane was salvaged after landing at Consolidated Vultee field, California: The brakes would not work on landing and the plane was damaged beyond repair. On 11 November, "PHIDDIS II" sustained damaged landing gear on landing at Guam and at the end of the month was still in the hands of a Service Group on Guam. On 27 November "KICKAPOO KID" was declared a "war weary" airplane and was returned to AAFPOA, Oahu,

T.H., presumably for retirement. On 28 November "KAY RASHUN" followed in the foot-steps of "KICKAPOO KID". "TROPIC KNIGHT" was the only remaining airplane in the squadron which had come into combat at the same time as the squadron.

ORGANIZATIONAL HISTORY

27th BOMBARDMENT SQUADRON (H), 30th BOMBARDMENT GROUP (H),
VII BOMBER COMMAND, SEVENTH ARMY AIR FORCE,
ARMY AIR FORCES, PACIFIC OCEAN AREA,
A.P.O. #244

Date of arrival at and departure from each station
occupied in this theatre:

Negative.

Losses in Action:

Negative.

Awards and Decorations:

The 4th and 5th Oak Leaf Clusters to the Air Medal
awarded Roy (NMI) Girner, 1st Lt., 0-684649, Squadron
Bombardier: residence at enlistment; Sardis, Mississippi.

The 4th Oak Leaf Cluster awarded the following Officers and
Enlisted Men, members of the same combat crew; residences at
enlistment as stated:

Douglas H. Bratcher, 1st Lt., 0-422068, Pilot: c/o Mrs. E.C.
Hall, Box #1, Monroe City, Texas.
Hugh W. Fosburgh, 1st Lt., 0-816450, Co-Pilot: Cherry Plains,
New York.
Leonard T. Kerns, 1st Lt., 0-699191, Navigator: Ellsworth,
Kansas.
Louis J. Sellars, 1st Lt., 0-696252, Bombardier: 204 12th St.,
Dorain, Ohio.
Joseph M. Perantoni, T/Sgt, ASN 11102104, Radio Operator and
Right Waist Gunner: Barlow St., Cannan, Connecticut.
John H. Schomber, S/Sgt., ASN 16054467, Ball Turret Gunner: 125
Carlyle Road, Bellville, Illinois.
Perry Haslett, S/Sgt., ASN 16129772, Top Turret Gunner: 507
Quincy St., Maywood, Illinois.
Max Strolovitz, S/Sgt., ASN 12039390, Nose Gunner: 2338 63rd
St., Brooklyn, New York.
Grover W. Smith, S/Sgt., ASN 19095248, Tail Gunner: 4052
Pasadena Pl., Seattle, Washington.

ORGANIZATION:

Negative

STRENGTH:

PERSONNEL

1 December 1944	31 December 1944
104 Officers	96 Officers
6 Flight Officers	5 Flight Officers
1 Warrant Officer	1 Warrant Officer
461 Enlisted Men	435 Enlisted Men

AIRCRAFT

1 December 1944	31 December 1944
11 Flyable/Operable	10 Flyable/Operable
0 Flyable/not Oper	0 Flyable/not Oper
2 Grounded	2 Grounded

AIRPLANE LOSSES:

On December 1944 airplane no. 42-73283 was declared a "war weary" aircraft and was returned to AAFPOA, Oahu, T.H., for disposition.

RECAPITULATION OF MISSIONS FLOWN BY THE SQUADRON DURING DECEMBER, 1944.

<u>A/C</u>	<u>Target</u>	<u>Date</u>	<u>Mission</u>	<u>Squad no.</u>
12	Iwo Jima	2 December 1944	30-78	128
1	Iwo Jima	3 December 1944	30-77	129
1	Iwo Jima	4 December 1944	30-81	130
13	Iwo Jima	8 December 1944	30-80	131
13	Iwo Jima	10 December 1944	30-82	132
1	Iwo Jima	11 December 1944	30-85	133
2	Iwo Jima	12 December 1944	30-88	134
3	Iwo Jima	13 December 1944	30-92	135
3	Marcus	13 December 1944	30-87	136
1	Pagan	13 December 1944	Special	137
12	Iwo Jima	14 December 1944	30-90	138
1	Iwo Jima	16 December 1944	30-93	139
3	Woleia	17 December 1944	30-96	140
1	Iwo Jima	17 December 1944	30-95	141
13	Iwo Jima	19 December 1944	30-97	142
2	Iwo Jima	20 December 1944	30-101	143
12	Iwo Jima	23 December 1944	30-103	144
1	Iwo Jima	24 December 1944	30-108	145
12	Iwo Jima	25 December 1944	30-110	146
1	Iwo Jima	26 December 1944	30-114	147
13	Iwo Jima	28 December 1944	30-117	148
4	Iwo Jima	30 December 1944	30-119	149

CHAPTER XVII
DECEMBER, 1944

PERSONNEL:

On 20 December Major Nathan G. Mehaffey, Commanding Officer of the Squadron, after having completed 45 combat missions in the Central Pacific Theater while a member of the Squadron, departed the Squadron to return to the States on furlough. Captain Robert W. Sigismund, former Operations Officer, was appointed Commanding Officer during Major Mehaffey's absence and Lt. Warren G. Myllenbeck was appointed Operations Officer.

On 30 December Lt. Roy (NMI) Girner, acting Squadron Bombardier, departed the Squadron to return to the States for reassignment. Lt. Stephen E. Davidson was appointed acting Squadron Bombardier.

On 31 December Lt. Marvin L. Fox, acting Squadron Navigator, departed the Squadron to return to the States for reassignment. Lt. Harry A. Peterson was appointed acting Squadron Navigator.

Captain Douglas H. Bratcher's crew completed their quota of 40 missions during the month and left for the States for reassignment.

Two Enlisted Men of the ground personnel of the Squadron were authorized furloughs and returned to the States during the month: T/Sgt Edmund S. Bobson of the photographic section whose home address was box #161, Gypsum, Colorado, was the first man of the Squadron to be authorized a furlough under the provisions of the regulation authorizing such after 32 months overseas service: Sgt. Bobson had served in the Hawaiian Islands before joining the 27th Bomb Squadron at Nanumea. Cpl. George B. Carroll of the Armament Section, whose home address was 175 Church St., Marlboro, Massachusetts, was granted an emergency furlough through the Red Cross channels to visit his grandmother, who was critically ill.

On December 11th the following Officers and Enlisted Men, members of the same combat crew, were assigned to and joined the Squadron:

Maurice C. Fries, 2nd Lt., 0-764929, Pilot: 14236
Scioto, E. Garland, Ohio.
David B. Luce, 2nd Lt., 0-772423, Co-Pilot: 2405 32nd
St., Zio, Ill.
Charles W. Winter, Jr., 2nd Lt., 0-712739, Navigator:
504 N. Milwaukee St., Plymouth, Wisconsin.
Richard T. Clare, 2nd Lt., 0-769007, Bombardier: 506 9th
Ave., Charles City, Iowa.
Ralph W. Hertung, Sgt., ASN 36299101, Engineer and Top
Turret Gunner: 4950 So. 87th St., Milwaukee, Wisconsin.
John A. Rohde, Cpl., ASN 39693877, Radio Operator and
Tail Gunner: RTE #1, Box #132-B, Clovis, California.
Roy O. Larson, Cpl., ASN 38487589, Waist Gunner: Bayou
Chene, Louisiana.
Domenic V. Aluise, Cpl., ASN 33701432, Nose Gunner:
1528 N. Canal St., Pittsburgh, Pennsylvania.
Stanley E.F. Pang, Cpl., ASN 30106422, Waist Gunner:
46 Kamila St., Honolulu, T.H.
Morris M. Schultz, Cpl., ASN 39209964, Ball Turret
Gunner: Rte #7, Box #699, Tacoma, Washington.

INTELLIGENCE:

During the month of December the efficiency of the Japanese in repairing the air-strips at Iwo Jima, the primary bombing target for the 27th Squadron, was notable. On December 8th Iwo Jima was bombed by B-24s and B-29s, strafed by P-38s and shelled by Cruiser Division #5, the latter consisting of a force of 3 Cruisers and 6 Destroyers. Photo coverage of the island during the above bombardment showed all runways of the airfields on the island inoperative with a minimum of 5-20 craters in all five (5) runways: 8 single engine bombers and 2 single engine fighters were operative and more than 5 large fires were burning. Photo coverage of 11 December showed all runways operative except the NW/SE runway of airfield #1: 4 single engine bombers, 11 single engine fighters and 1 twin engine fighter all operative.

Due to the fact that Iwo Jima was completely covered by clouds on nearly all of the missions flown by the Squadron during the month, no estimate of enemy ground or air defenses of the island would be accurate. Until the mission of 28 December the antiaircraft fire from the island was meager and inaccurate for the most part. On December 28th, for the first time in the month, Iwo Jima was not completely covered by clouds, and the antiaircraft fire from the island was intense and accurate and 25% of the planes of the 27th Squadron participating sustained damage.

Iwo Jima continued to be reinforced in air strength, and there were operative aircraft present at all times, as evidenced by the enemy air raids experienced by Saipan during the month. The 27th Squadron was intercepted only once by enemy fighters, on December 14th: One (1) Zeke made two passes at the squadron formation but failed to inflict any damage either to equipment or personnel.

"Armed Reconnaissance" missions over Marcus Island and Woleai Atoll failed to reveal any observations of enemy activity. As in the past, there were no operative aircraft at either airfield, no antiaircraft fire from Woleai to speak of, while the fire control of enemy guns on Marcus continued to be excellent.

OPERATIONS:

During the month the 27th Squadron continued normal operations against Japanese airfield installations at Iwo Jima, in the Volcano Islands. Instead of searching for enemy shipping, however, in the Bonins and Volcano Islands, to bomb, the Squadron bombed Iwo Jima exclusively. This emphasis upon the destruction of airfield installations was due, probably, to the fact that during the month of November the Japanese had made an unusual and comparatively effective attempt to cripple the fighting strength of the XXI Bomber Command (B-29s) based on Saipan.

The Squadron executed 8 daylight bombing missions against airfield installations at Iwo Jima during the month, 12 or 13 aircraft being dispatched for the target in each instance: 15 snooper planes also made individual radar night attacks against the same target. "Armed Reconnaissance" missions were executed over Marcus Island and Woleai Atoll, each mission consisting of 3 B-24s. 3 planes acted as navigational escort for a force of P-38s and F5s on a strafing and photographic mission on December 13th. One training mission was executed over Pagan Island in the Northern Mariannas to familiarize a new crew with Combat before sending them out in normal operations.

On two occasions the strike force of the Squadron executed a search for the survivors of ditching of B-29s in the vicinity of the Volcano islands before bombing Iwo Jima. The B-29s in both instances had been forced to make a water landing after executing a bombing mission over the Japanese homeland.

A total of 270.25 tons of bombs was dropped by the Squadron on Iwo Jima during the month, including bombs dropped both at night and during the day. 4 tons of bombs were dropped on Marcus Island, 7.5 tons on Woleai Atoll, and 2.5 tons on Pagan Island by one plane of the squadron in the performance of a training mission.

The results of the bombing at Iwo Jima could not be accurately estimated for the most part, due to inclement weather over the target during the greater part of the month. On several daylight missions radar had to be used to find and bomb the island and although the results were good according to the radar scopes of the planes, no visual observations of the bomb hits was possible.

In the early part of the month Major Mehaffey placed more emphasis on formation flying than had been formerly true. Pilots of the squadron had been briefed to perfect the Squadron formation before passing over Saipan after take-off and before reaching the island on return. The extremely poor formation of the planes participating in the mission of 8 December resulted in a written "chewing" of the pilots which surpassed in form and content anything ever seen before by some of the boys. To follow up above "chewing", Major Mehaffey took part in the mission of 10 December and by giving air to air orders over interplane communication to the pilots of the squadron "the man with the stick" formed a perfect formation after take off. The formations after take off on the missions during the latter part of the month were generally excellent.

SUPPLY:

Living conditions continued to be a thorn in the Squadron's side, especially since nearly all of the other units of the Army and Navy on Saipan were living either in floored tents or quonset huts except the 30th Bomb Group (H). The new area on the West side of the island was still under construction but its progress was extremely slow. Among other things, lumber was still a bottleneck: For the most part, frames for pyramidal tents of the 27th Squadron had to be constructed from salvaged wood, which, besides calling for quite a bit of extra work, could only result in a rough job of construction. It was quite maddening to drive by the areas of other outfits and see not only the living quarters of officers and enlisted men constructed of good lumber, but Officers Clubs in frame buildings of quite large proportions.

PHOTOGRAPHIC:

The following report was submitted to higher echelon by Lt. Wash Storm Jr., during the month and is included verbatim herein:

"In this theater during the past year we have had to combine two phases of aerial photography, that of bomb spotting and reconnaissance. Various types of cameras and methods have been used with results that have been generally satisfactory.

We can begin with a description of personnel. The present authorization is adequate for our requirements. As no personnel is specifically authorized it

has been voluntary on the part of the men as to whether or not they could fly. Better and more uniform results would have been obtained if we had had a trained and experienced photographer with each camera, but by instructing the waist gunners or the extra men on crews, where there was one, on the procedure to follow in taking serial shots, good results have been the rule.

To assure the best possible results when combat crewmen act as the cameraman, and this is about 90% of the time, the camera is adjusted for exposure, Intervalometer set, and the lens covers and the dark slide removed. All the cameramen have to do then is to start the camera when the target is reached and again after it is passed to stop the camera. The camera is usually let down at the time the waist windows are opened and the guns put into position. An extension has been added to our intervalometer cables so that intervalometer can be mounted by the waist window within reach of the gunner when he is at his station.

We have considered the primary purpose of a heavy bombardment squadron is to deliver bombs to the assigned target and get safely away. The taking of photographs is important but secondary. If the target is soft or inactive at the time of the strike we invariably get good bomb spotting and reconnaissance photographs. If the flak is accurate evasive action will take the plane off course immediately after "bombs away", usually resulting in unsatisfactory pictures. If the plane has an extra man to operate the camera he can sometimes tilt it and get good pictures of the target and bomb hits. If there are no fighters around the waist gunners can do the same. The fixed camera that is in new planes allows little

Camera flexibility and is for that reason inferior to the old types.

We have had little trouble with exposure as the light conditions are fairly uniform. Before take-off cameras are adjusted to 1/350 second shutter speed, f5.6 lens opening, and No. 12 or minus blue filter and Class "L" film. This setting is used between 1000 and 1400 hours. For late afternoon a little more exposure is given. Best results have been obtained when we develop our own film. Only through experience can a Section learn to coordinate film, exposure, developer, and developing procedure.

At the present time we do no aerial film processing as we do not have the equipment necessary. However, for about ten months we did develop and print all aerial film. I personally think that if a Squadron had trained and experienced photo personnel it is best to handle the entire job from loading the film to delivery of prints within the outfit. At the present time the processing by the service laboratory is satisfactory.

In event a unit, Squadron, or Group, expects to do their own processing the first essential is an adequate laboratory. We were issued an A-2 trailer and were able to handle all our own work and sometimes some from other units without serious handicap. The generator issued with the trailer would not furnish sufficient power to pull trailer equipment and print dryer at the same time. The generator authorized now corrects this. Although we have not used the Type E1 trailer, some of the men in the section have and they say that it is superior to the A-2.

If a trailer cannot be obtained a laboratory may be established in a frame building or Quonset hut if available. The trailer is best because of mobility, built-in ventilation, and efficient arrangement but on fairly permanent base buildings of some type can usually be acquired. In the tropics, temperature control is of utmost importance for uniform results. The "temperite" or a similar unit has proved efficient. Developing assemblies will usually do the job they are designed to do but we found the B-4 to work better than the B-5 and the tanks fit in the "temperate" unit cooling tank.

As far as chemicals and lab procedures are concerned we have had no trouble.

We use type "B" developer and a chrome-alum hardener between developer and hypo, and just standard hypo. Film may be rinsed in salt water but we like to give it its final rinse in fresh water. Chrome-alum hardener is used whether we have temperature control or not; it prevents reticulation in the developer. Chrome-alum also hastens drying.

No difficulties have been experienced in printing and handling prints. Standard developers and procedures have been used; almost exclusively we have used type IX paper. For an original issue approximately the following is recommended: 40 gross contrast 2: 20 gross contrast 1: and 5 gross each contrast 3 and 4. Minimum quantities of both paper and film should be kept on hand unless refrigerated storage is available. The amount must be determined by availability and consumption.

We have at times received automatic issue of chemicals, paper, and film, far in excess of requirements. Some of this was turned in but a large amount was spoiled by heat and moisture. It is essential that all supplies be tropical packed. Film packs are more convenient for ground cameras than cut film.

The K-22 and K-17 aerial cameras have proved most satisfactory. These two cameras with 12 and 24 inch cones will cover most situations. At around 10,000 feet the 12" is best and at 20,000 feet the 24" gets the best pictures. A 40" cone can be used occasionally but would not generally be used. We borrowed one and got fine results. There is little difference in the pictures taken by the K-17 and K-22 but since the K-17 can be used manually, and therefore can be used to take obliques it is in some instances preferable to the K-22.

K-24s have proven unsatisfactory in comparison to the larger camera. For bomb spotting they might be all right but they were not intended for reconnaissance work at medium and high altitudes. K-20s have given us some interesting air to air shots and are sometimes useful in bomb spotting and obliques.

In a squadron mission we always try to get one K-17 or K-22 in each flight, with the 24" cone in the first flight if only one is carried. Two or three K-20s are usually sent with crews who have an extra man or who expect to be in position for the best results and shots.

The C-3 ground camera is satisfactory. We have had trouble with corrosion of some metal parts and mildewing of the bellows, body, and case.

All cameras should be kept in a dry place. With the facilities we have had this not always been possible. When missions are being flown regularly we sometimes leave cameras in the plane. The plane is usually drier than the squadron storage room. Even under the best conditions there is no substitute for work in keeping the cameras in operating condition. Every part that might corrode or mildew should be checked and cleaned as often as the men can get around to it.

In closing this narrative a few comments concerning the Photographic Officer: The photo section is under S-2 and one of the Ass't S-2 Officers is a Photo Officer. This duty was assigned to me and on the whole it has been both interesting and pleasant but considering the importance of aerial photography I think the Photo Officer should at least have the training equivalent to the Enlisted Men in this Section. Because of this lack of training I have had to rely on their knowledge of the subject instead of knowing the answers myself. I have had good cooperation from the Enlisted Men at all times but in some instances proper knowledge of my own would have been valuable."

WASH STORM JR., 1st Lt., A.C.,
Photographic Officer

SPECIAL SERVICE:

In addition to nightly picture shows and numerous soft-ball games, the Special Service Section of the Squadron showed a definite increase in efficiency and value during the month. Cpl. Ray Donner, as Section Chief, arranged for two cribbage tournaments and one checker tournament, the prize in each case being a quart of whiskey donated to the cause by the Medics. Cpl. Francis J. Woznicki and Cpl. Alfred E. Brothers won the cribbage tournaments and Sgt. Peter J. Hadimus became the checker champion of the Squadron.

A small library was set up in a pyramidal tent provided for such and request made for voluntary contributions of books thereto, which met with quite some success. An attempt was made to provide a day-room in which the Enlisted Men could play poker but the shortage of tents nipped the plan in the bud. Arrangements were made for transportation each day to the beach on the West side of the island for those who wished to go swimming but there were so few men who availed themselves of the opportunity to go swimming that the schedule was discontinued.

INFORMATION & EDUCATION:

Quite a problem arose in the field of Information and Education: In trying to avoid the stereotyped and prosaic formula as sometimes contained in "Fighting Facts", a weekly "Bull Session" was planned, with attendance made voluntary rather than compulsory. The plan was to have guest speakers to lecture on certain pertinent subjects, rather than have a classroom atmosphere. Captain Stevens, Squadron S-2, spoke on two occasions, giving the over-all strategy of the Central Pacific War Zone one time and a commentary on the Naval Battles of the Phillipines on the other. Captain Steele, 30th Bomb Gp Armament Officer, S/Sgt Kee Chiong, 38th Bomb Sqdn, and Cpl. Ray Donner, all lectured on China at one meeting, all three of them having had personal experience with the subject. At another meeting, Major Goldsmith, Commanding Officer of the Civilian Annex, 369th Station Hospital, talked of the medical need and treatment of the citizens of Saipan.

The Information and Education Officer of higher echelon put a quick stop to the above way of presenting information and education, and ordered that "Fighting Fracts" be presented in the order of the publication by that name, and that if possible attendance be made compulsory.

The purpose of "Fighting Facts", apparently, is to bring to the attention of servicemen the fact that U.S. civilians are doing their part in winning the war. A few persons of the Squadron who read the magazine stated that it is "propaganda" and an attempt to erase the overseas serviceman's opinion regarding various problems which arise in production. It is a fact that there is a resentment towards strikers in the States, just as there is a resentment towards servicemen in rear areas and in States, however the "propaganda" attempting to destroy this resentment might not be necessary should the right people realize that this resentment is a state of mind" rather than a deep rooted "opinion".

ENGINEERING:

The Squadron had only one (1) abortive airplane during the month. "Tropic Knight", A/P #42-72151, had to turn back from Iwo Jima on the mission of December 2nd because of #3 prop governor failure.

10 engine changes were performed in the Squadron during the month.

"KONTAGIOUS KATIE", A/P #42-73493, completed her 86th mission on December 28th. During that number of missions the airplane had never turned back from a target because of mechanical difficulty or any other reason.

MISCELLANEOUS:

During the mission of December 28th, A/P #633 was hit by flak which knocked out the entire hydraulic system of the plane. Among the damage caused by the hit was the loss of the use of the plane's brakes and flaps. Captain Siegismund, Commanding Officer of the Squadron, was the pilot of the plane on the mission, and to take advantage of the longer airstrip, he landed on Isley airfield #1. A parachute was anchored to the tail gun mount and released when the plane landed which effectively braked the plane's speed. The airplane received no additional damage from the landing and there were no injuries to personnel.

ORGANIZATIONAL HISTORY
27th BOMBARDMENT SQUADRON (H), 30th BOMBARDMENT GROUP (H),
VII BOMBER COMMAND, SEVENTH ARMY AIR FORCE,
ARMY AIR FORCES, PCIFIC OCEAN AREA,
A.P.O. #244

DATE OF ARRIVAL AT EACH AND DEPARTURE FROM EACH STATION OCCUPIED IN THIS THEATRE:
Negative

LOSSES IN ACTION:

On 24 January 1945, on a bombing mission over Iwo Jima, A/P #44-40677, piloted by Lt. Fagan, was hit by antiaircraft fire over the target. The plane was able to make it back to Saipan, but due to damage to the controls, it hit the water 200 yards east of North Field, Tinian, in Saipan Channel. Eight (8) of the personnel escaped from the plane with minor injuries: The three (3) men who lost their lives in the crash are as follows:

John E. Bowers, Captain, A.C., 0-857576, Communications Officer of the 27th Bomb Sqdn (H), and a passenger on the airplane; residence at enlistment: 416 Violet Court, Fort Wayne, Indiana.

Ernest L. Bradley, Cpl., ASN 14203004, Ball Turret Gunner of the crew; residence at enlistment: Wilson, North Carolina.

Frank Maressa, Cpl., ASN 42092396, Left Waist Gunner of the crew; residence at enlistment: 117 West Union, Neward, New York.

AWARDS AND DECORATIONS:

The 2nd Oak Leaf Cluster to the Air Medal awarded Robert E. McKenna, S/Sgt., ASN 37440430; residence at enlistment: 3718 East Michigan Avenue, Kalamazoo, Michigan.

ORGANIZATION:

Negative

STRENGTH:

Negative

STRENGTH:

PERSONNEL

1 January 1945

96 Officers

5 Flight Officers

1 Warrant Officer

435 Enlisted Men

31 January 1945

110 Officers

4 Flight Officers

1 Warrant Officer

464 Enlisted Men

AIRCRAFT

1 January 1945

10 Flyable and Operational

0 Flyable / not Operational

2 Grounded

31 January 1945

12 Flyable and Operational

0 Flyable / not Operational

1 Grounded

AIRPLANE LOSSES:

On 14 January 1945 airplane no. 42-100398 was declared a "war weary" airplane And was returned to AAFPOA, Oahu, T.H., for disposition.

On 24 January airplane no. 42-73151 was declared a "war weary" airplane and was returned to AAFPOA, Oahu, T.H., for disposition.

AIRPLANE LOSSES: (cont)

On 24 January 1945 on a bombing mission over Iwo Jima A/P #44-40677 was hit by Antiaircraft fire over the target. The plane was able to make the trip back to Saipan but due to damage to controls it hit the water 200 yards east of North Field, Tinian, in Saipan Channel.

Planes	Target	Date	Official no.	Squadron no.
8	Iwo Jima	1 January 1945	30-120	150
2	Iwo Jima	1 January 1945	30-121	151
2	Iwo Jima	3 January 1945	30-125	152
4	Iwo Jima	3 January 1945	30-124	153
13	Iwo Jima	5 January 1945	30-126	154
1	Iwo Jima	5 January 1945	30-130	155
2	Pagan	7 January 1945	Special	156
3	Iwo Jima	8 January 1945	30-132	157
11	Iwo Jima	9 January 1945	30-133	158
1	Iwo Jima	9 January 1945	30-134	159
2	Iwo Jima	11 January 1945	30-137	160
1	Iwo Jima	14 January 1945	30-141	161
12	Iwo Jima	15 January 1945	30-143	162
3	Iwo Jima	16 January 1945	30-145	163
2	Search	18 January 1945	Special	164
12	Iwo Jima	19 January 1945	30-150	165
5	Iwo Jima	21 January 1945	30-155	166
9	Iwo Jima	24 January 1945	30-152	167
2	Iwo Jima	25 January 1945	30-161	168
11	Iwo Jima	27 January 1945	30-162	169
2	Iwo Jima	28 January 1945	30-166	170
4	Iwo Jima	30 January 1945	30-168	171

PERSONNEL:

During the month Lt. Wear and Lt. Hooven and their crews completed their quotas of 40 combat missions and returned to the States for reassignment. Lt. Kissinger's crew completed their missions, but had not left the Squadron at the end of the month.

Five (5) combat crews were assigned to and joined the Squadron during the month: A roster of each crew is as follows:

James B. Fagan, 0-714685, Pilot: Craigsville, Pennsylvania

Johnnie W. Grant, 0-770250, Co-Pilot: 1410 E. Grand Ave., Pomona, Cal.

David K. Shelledy, 0-2060643, Navigator: New London, Iowa.

Walter J. Chilsen, 0-776702, Bombardier: 201 Mill St., Merrill, Wisconsin.

Calvin C. Bryant, Cpl., ASN 34671827, Engineer and Top Turret Gunner:

R.F.D. #1, Dunn, North Carolina.

Lauren M. Hetland, Cpl., ASN 19125005, Radio Operator and Waist Gunner:

Joliet, Montana

Ernest L. Bradley, Cpl., ASN 14203004, Ball Turret Gunner: Wilson, North Carolina.

Aden D. Staley, Cpl., ASN 35142259, Ass't Engineer and Nose Gunner: 601 St.

Paul St., Indianapolis (3) Indiana.

Frank Maressa, Cpl., ASN 42092396, Waist Gunner: 117 W. Union, Newark, New York.

William C. Little, Cpl., ASN 14074665, Ass't Radio Operator and Tail Gunner:

1204 Fair St., Camden, South Carolina.

W.L. Houston, 2nd Lt., 0-713450, Pilot: 31A Maryland St., Shaumut, Alabama.

James H. Hemighaus, 2nd Lt., 0-762326, Co-Pilot: 41 Howard St., Vineland, N.J.

Jay Steward Jr., 2nd Lt., 0-2060608, Navigator: 1236 Railroad St., Ottumwa, Iowa.

Joseph M. Cohen, 2nd Lt., 0-776630, Bombardier: 5308 Lexington Ave.,

Los Angeles, California

R.E. Hackett, Sgt., ASN 14187760, Engineer and Nose Gunner: 354 Ridgewood Ave.,

Charlotte, North Carolina.

Joseph B. Kwiatkowski, Cpl., ASN 33607821, Waist Gunner: 331 Vine St.,

Old Forge, Pennsylvania.

John B. Howe, Cpl., ASN 39915668, Radio Operator and Waist Gunner: Heber City, Utah.

Julian Rosenfield, Cpl., ASN 42042572, Top Turret Gunner: 110 N. 117 St.,

Bronx, New York.

Glenn H. Fisher, Cpl., ASN 15108967, Tail Gunner: 223 Superior St.,

Lebanon, Indiana.

William J. Bushman Jr., Cpl., ASN 15125367, Ball Turret Gunner: 4020

Lafayette Blvd., Detroit (9), Michigan.

Walter J. Hushak, 2nd Lt., 0-828437, Pilot: 139 Prospect, Plantsville, Conn.

Paul L. Brownlee, 2nd Lt., 0-769710, Co-Pilot: Pretty Prairie, Kansas.

William H. Burk, 2nd Lt., 0-2063351, Navigator: 826 Bridge St., Wausau, Wis.

Martin Levin, 2nd Lt., 0-780314, Bombardier: 803 Cherokee St., Los Angeles, Cal.

Edgar R. Burns Jr., Cpl., ASN 36660892, Radio Operator and Waist Gunner: 1328

Adm. Schley, Pascagoula, Mississippi.

Almerian J. Allen, Cpl., ASN 36875828, Tail Gunner: Rte #3, Charlotte, Mich.

Bob L. McFarland, Cpl., ASN 38543353, Nose Gunner: 2327 Quinby Dr., Houston, Texas.

Robert R. Berry, Cpl., ASN 34925434, Top Turret Gunner: Route #1, Box #64, Shivers, Mississippi.

Frank P. Lawrence, Cpl., ASN 31400854, Ball Turret Gunner: 984 Washington Ave., Portland, Maine.

Oran E. Kimsey, 2nd Lt., 0-772407, Pilot: 710 Jordon St., Grants Pass, Oregon.

Robert F. Smith, 2nd Lt., 0-774795, Co-Pilot: 422 3rd Ave., Lewiston, Idaho.

Robert E. Stoll, 2nd Lt., 0-1318940, Navigator: 377 Coitsville Road, Campbell, Ohio.

Ivan V. Fisher, 2nd Lt., 0-749896, Bombardier: 352 E. Cecil St., Springfield, Ohio.

Claud M. McCullar, Cpl., ASN 18209401, Engineer and Top Turret Gunner: Route #1, El Dorado, Arkansas.

Daniel H. Ruth, Cpl., ASN 19190586, Radio Operator and Right Waist Gunner: 3433 Rivera St., San Francisco, California.

George W. Kunze, Cpl., ASN 18073128, Ball Turret Gunner: Rte #3, Giddins, Texas.

Harold I. Arnoldy, Cpl., ASN 11139171, Nose Gunner: 28 Leston St., Mattapan (26) Massachusetts.

Alfred R. Boeglia, Cpl., ASN 11139054, Left Waist Gunner: 29 Norman Road, North Andover, Massachusetts.

Weyland F. Bale, Cpl., ASN 34296967, Tail Gunner: Rte #1, Galena, Ohio.

Leroy J. Sjurson, 2nd Lt., 0-771818, Pilot: Route #1, Butler, South Dakota.

Raymond L. Hart, F/O, T-3618, Co-Pilot: Box #334, Wheat Ridge, Colorado.

Louis J. Cyr, F/O, T-128821, Navigator: 562 Mill St., Niagara, Wisconsin.

Robert G. Seyffert, 2nd Lt., 0-688755, Bombardier: 7938 South Hermitage Ave., Chicago, Illinois.

Melvin E. Kieth, Cpl., ASN 33762378, Engineer and Top Turret Gunner: Hollidaysburg, Pennsylvania.

James R. Harmon, Cpl., ASN 35798073, Radio Operator and Waist Gunner: 1713 Helen Ave., Hamilton, Ohio.

Samuel A. Mask, Cpl., ASN 38370322, Ball Turret Gunner: 909 N. Naches, Route #3, Coleman, Texas.

Owen O. Robertson, Cpl., ASN 39917996, Waist Gunner: 275 3rd South Spanish, Fork, Utah.

Vernon H. Stanberry, Cpl., ASN 38588411, Tail Gunner: RFD #4, Broken Arrow, Oklahoma.

Sylvester N. Beeles, Cpl., ASN 42090300, Nose Gunner: RFD #1, Phoenix, N.Y.

The following casual personnel were assigned to and joined the Squadron during the Month:

Cpl. Glen M. Marcusen, ASN 39915459, Radar Mechanic (ground man): 12 E. 2nd S. Logan, Utah.

Sgt. Edward J. Sullivan Jr., ASN 33108062, Radar Mechanic (ground man): Denna, Florida.

Cpl. Everett R. Cobbs, ASN 35594021, Radar Mechanic (ground man): RFD #1, Bealit, Ohio.

Cpl. Clarence B. Henry, ASN 18232187, Radar Mechanic (ground Man): 208 N. College Ave., RFD #2, Lubbock, Texas.

Cpl. Herbert E. Hake Jr., ASN 17120760, Radar Observer (combat man): 6314 Potomac, St. Louis, Missouri.

William J. Kouracos, Cpl., ASN 36757598, Radar Observer (combat man):

842 Fletcher St., Chicago, Illinois.

Michael M. Yonkevig, Cpl., ASN 13158542, Radar Observer (combat):

149 S. Shamokin, Pennsylvania.

Richard A. Brown, Cpl., ASN 35228486, Aerial Gunner (combat man): 1222

Hamlet St., Columbus, Ohio.

Robert L. Edwards, Captain, 0-25687, Pilot: 162 84th St., Brooklyn, New York.

Alex (NMI) Peck, 1st Lt., 0-688461, Navigator: Milton, Vermont.

Fred H. Whiteside, 1st Lt., 0-663634, Bombardier: 74 S. 5th St., Rockwell

City, Iowa.

Gilbert E. Cox, Captain, 0-725685, Pilot: 223 N. Adams, San Angelo, Texas.

(Of the above named men, Lt. Peck and Captain Cox had formerly belonged to the Squadron, and had been in the United States on furlough).

On 21 January 1945 the Squadron moved from Magicienne Bay to a new area located just north of Agingan Point, Saipan. The combat crew quarters consisted of eleven (11) quonset huts, six for the Enlisted Men and five for Officers. The staff Officers of the Squadron, and all Officers and Enlisted Men of the Ground Echelon occupied occupied framed pyramidal tents. Three (3) additional quonset huts frnished office space and the C.O.'s office consisted of a frame building with a canvas top. The dimensions of the mess hall were 50' x 150' and provided plenty of space for the entire Squadron to eat in the one building, the Officers' and Enlisted Men's sections being divided by the kitchen. Semi-permanent showers and latrines were the best that the squadron had had since being overseas. The general lay-out of the squadron area, the comfort (comparatively speaking) of the quarters, mess, and offices, added to the pleasure anticipated from the excellent beach which was the West boundary of the Squadron area, raised morale of the Squadron to some extent.

OPERATIONS:

During the month the Squadron executed seven (7) daylight bombing missions against enemy installations in the Volcano and Bonin Islands. Iwo Jima was bombed by the Squadron in formation on six (6) occasions, and Chichi Jima was the target once. 29 snooper planes made individual radar night attacks attacks against Iwo Jima: One trading mission was executed over Pagan Island in the Northern Marianas to familiarize some new crew members with combat before sending them out in normal operations. On January 3rd, 2 planes of the squadron acted as navigational escort for a squadron of P-38s on a mission to Iwo Jima, and on January 14th 1 plane of the squadron escorted another squadron of P-38s to Truk. On January 18th, two minute square searches south of Iwo Jima to try to locate the survivors of a B-24 of the 819th Bomb Sqdn (H) which had made a water landing after being hit by antiaircraft fire over Iwo Jima.

A total of 196.2 tons of bombs was dropped by the Squadron on Iwo Jima during the month, including bombs dropped both at night and during the day. 13.5 tons of bombs were dropped on Chichi Jima, and 4 tons on Pagan Island by the two planes of the squadron in the performance of a training mission. Approximately 45% of the total bombs dropped during the month landed where they were supposed to hit.

Because interception at Iwo Jima continued to be a strong possibility, there being serviceable enemy aircraft present all during the period, missions continued to be flown in squadron formation, and in most instances, two squadrons of B-24s participated in the strikes although single squadrons in a few cases attacked the target alone.

Inasmuch as the antiaircraft fire was more of a threat than interception, the time seemed ripe for bombing by flights, the latter being a more effective bombing method than bombing by squadron formation and the diverging attack also being a good defense against ground fire control. The diverging attack was used several times during the month and the bombing results showed a decided improvement.

As active defense against enemy air activity against the Marianas, two B-24s equipped with radar were alerted, ready for a take off in 30 minutes, all the time during the early part of January. If ordered to do so, the plan was for them, along with P-38s of the Fighter Command, to go to Agrihan Island, circle that island with radar antenna lowered, and direct the F-38s to intercept any "boogies" picked up on the radar screens.

INTELLIGENCE:

With rare exception all runways on both airfields at Iwo Jima were serviceable the day following any strike: In addition, the Japs continued the work of lengthening one runway of both the #1 and #2 airfields so that each of them would to 6,000 feet long. As regards operative aircraft strength, Iwo Jima for the most part based 8 - 10 operative single engine planes and 1 - 2 twin engine planes during the month. The exception to this rule was observed on January 24th, when at least 14 serviceable single engine enemy aircraft were observed on the Island and no twin engine enemy aircraft.

Enemy fighters intercepted the 27th Squadron for the first time since December 14th on January 27th. Two single engine enemy aircraft made aggressive passes on that date but inflicted no damage. The enemy tactics in the dropping of phosphorous bombs and in making shooting passes showed no decided change, the attacks generally coming in from the nose and high. Attacks by the enemy were pressed to within 200 yards range in five instances, and the fact that the B-24s sustained no damage led to the opinion that the enemy pilots, while aggressive, were not at all able or were inexperienced in combat. Eugene A. Wilson, S/Sgt., Nose Gunner of Lt. Outland's crew was credited with the destruction of one of the interceptors which went into the water 5 miles southeast of Iwo Jima.

Photo interpretation of pictures taken over Chichi Jima by the Squadron on the mission of 19 January '45 showed five (5) surface vessels in Futami Ko ranging in length from 130 - 280 feet, five (5) operational Jakes were stationed at this seaplane base.

The antiaircraft defense of Iwo Jima seemed to improve steadily during the month, and accurate fire control was the rule rather than the exception.

ENGINEERING:

The large amount of sheet metal work and the proportionately small amount of sheet metal tools available was the mother of many brain storms at the situation out of which developed many freakish looking, but extremely handy, new sheet metal tools. Sgt. Al B. Blaski, ASN 36306350, 1911 North Leavitt St., Chicago, Illinois, Sgt James T. Hobby ASN 34194897, Route #2, Lewisburg, Tennessee, and Sgt. Robert E. Wages, ASN 37206894, 2616 Parallel, Kansas City, Missouri, were the inventive geniuses of the sheet-metal section and developed, among other things, a metal brake, several bucking bars, and numerous forms.

Hobby enthusiasts and trinket makers became so thick in the sheet metal shop that they hindered work: Sgt. Hobby and Sgt. Blaski remedied the situation by salvaging a Japanese magneto and putting it into action: Now, anyone not thoroughly familiar with all the tools of the shop is apt to get an electrical shock if he handles certain tools.

Electricians from the engineering section, T/Sgt Paine, S/Sgt Vogan, and Sgt Kaiser, fell heir to the duty of lighting the squadron area, maintaining the mess hall ice box and squadron power plants. Luckily, aircraft electricians are versatile.

Sgt Ezra L. Whinnery, ASN 14046582, Route #1, Edinburg, Mississippi, possibly showed more ingenuity in tool designing than any other man in the squadron: One saving device developed by him was a tool for removing broken spark plugs. The process of removing a broken spark plug had formerly required approximately 30 man hours and a cylinder change: Sgt Whinnery's tool eliminated the necessity of the cylinder change and the broken plug could be renewed in 15 minutes.

Sgt Melvin J. Rogers Jr., ASN 32200182, 96 North Niagara St., Tonawanda, New York, of the propeller section, needed a new prop wrench bar which was not available on Saipan, so made his own wrench bar from the drive shaft of a wrecked Jap truck.

M/Sgt Edward H. Cox, ASN 18032585, 1025 East Bryan St., Sapulpa, Oklahoma, said good-bye to his best friend during January. "TROPIC KNIGHT", the only plane left in the squadron that had seen the complete tour of duty with the squadron was declared a "war weary" airplane and returned to Oahu on Jan 24th. As crew chief of the plane, M/Sgt Cox had serviced the plane for 88 combat missions, during which it flew 1151 combat hours: The average life of her engines was 625 hours. Lt. Warren and Lt. Cram and their crews had completed their mission quotas in the KNIGHT and Lt. Outland had flown the plane until it was declared "war weary". All three of these crews had again and again expressed their full appreciation for Sgt Cox's devotion to duty and the plane and by no means a small part of the plane's success in combat was the friendly relations which existed between crew chief and combat crew.

M/Sgt A.L. Bowen, Aft IBOJBJOT* Bartlesville, Oklahoma, was the first crew chief of the squadron to service airplanes for 100 combat missions. Sgt Bowen was crew Chief of 3 airplanes of the squadron - DASHIN DAISY, KAY RASHUN, and THIS LOVE OF MINE (A/P #496).

KONTAGIOUS KATIE (A/P #493), led the squadron for the largest number of missions flown and never an abortive. The end of January saw 97 bombs painted on KATIE's nose: M/Sgt Franklin R. Carpenter, ASN 18038036, Box #294, Matador, Texas

had a record for his airplane of which he could be justly proud.

MESS, LIVING CONDITIONS, AND MORALE:

During the month of January the mess showed a decided improvement over past months. The quartermaster issued quite a bit of fresh meat, vegetables, and butter, which in many instances made the trip to the mess-hall a pleasure rather than a duty. The well-laid-out and adequate mess hall in the new squadron area provided plenty of space in which the entire squadron could eat at one sitting, and also provided the mess personnel with a neater, cleaner, and more efficient means of preparing the food.

The ground personnel of the squadron for the most part were satisfied with their living conditions: The framed pyramidal tents were roomy and comparatively cool, and the latrines and showers the best that the squadron had encountered overseas. The combat crews were somewhat crowded in the quonset huts, each hut containing either 16 Officers or 25 Enlisted Men, but it was thought that their state of mind was because of just having moved from pyramidal tents in which they had had more space. A true comparison could not be made until the men had lived in the huts for a while.

The morale of the organization generally improved during the month of January: Contributing factors were (1) better living conditions, (2) better mess, and (3) fewer details for the enlisted men.

27TH BOMBARDMENT SQUADRON (H)
OFFICE OF THE COMMANDING OFFICER
A.P.O. #244

4 January 1945

OFFICERS DUTIES

<u>RANK</u>	<u>NAME</u>	<u>DUTIES</u>
Captain	SIEGISMUND, ROBERT W.	- - - Commanding Officer (P)
Major	ROBERTS, STANLEE D.	- - - Executive Officer (P)
Captain	BAILEY, CHARLES L.	- - - Adjutant (P)
		Savings Promotion Officer (A)
Captain	STEVENS, THEODORE S.	- - - Squadron S-2 Officer (P)
		Inspector at Classified Material in Airplanes (A)
		Mess Officer (A)
		Squadron Defense Officer (A)
Captain	HARTMAN, RALPH F.	- - - Flight Surgeon (P)
Captain	BOWERS, JOHN E.	- - - Communications Officer (P)
		Special Service Officer (A)
Captain	WEST, HOWARD F.	- - - Engineering Officer (P)
1 st Lt	DAVIDSON, STEPHEN E.	- - - Squadron Bombarding Officer (P)
		Squadron Officers Club Supervisor (A)
		Squadron Ass't Operations Officer (A)
		Squadron Camouflage Officer (A)
1 st Lt	MCLEAN, GEORGE H.	- - - Ass't S-2 Officer (P)
		Ass't Adjutant (A)
		Squadron Historical Officer (A)
		Custodian Squadron Officers Club Fund (A)
1 st Lt	HERENBAUM, LEWIS M.	- - - Ass't Engineering Officer (P)
		Squadron Technical Supply Officer (A)
		Squadron Fire Marshall (A)
		Squadron Safety Engineering Officer (A)
		Squadron Athletic Officer (A)
		Squadron Personal Equipment Officer (A)
1 st Lt	GOODING, JAMES S.	- - - Squadron Armament Officer (P)
		Squadron Chemical Warfare Officer (A)
		Squadron Locker Fund Officer (A)
1 st Lt	GREEN, BENJAMIN C.	- - - Squadron Ordnance Officer (P)
		Squadron Transportation Officer (A)
1 st Lt	STORM, WASH JR.	- - - Ass't S-2 Officer (P)
		Photo Officer (A)
1 st Lt	KELLER, ROY M.	- - - Cryptographic Security Officer (P)
		Squadron Postel Officer (A)
		Squadron Education and Information Officer (A)
		Squadron Post Exchange Officer (A)
1 st Lt	HARPER, ROY L JR.	- - - Radar Officer (P)
1 st Lt	MYLLENBECK, WARREN G.	- - - Squadron Operations Officer (P)
		Squadron Technical Inspector (A)
1 st Lt	PETERSON, HARRY A.	- - - Squadron Navigation Officer (P)
		Squadron Ass't Operations Officer (A)
W/O (JG)	DAILEY, NOEL K.	- - - Squadron Supply Officer (P)
2 nd Lt	BIRD, PAUL J.	- - - Ass't Operations Officer (A)
2 nd Lt	KRESIN, WILLIAM W.	- - - Ass't Bombarding Officer (A)

1st Lt.	HOOVEN, CLINTON A. JR.	- - -	"A" Flight Commander (P)
1st Lt.	KISSINGER, KENNETH D.	- - -	"B" Flight Commander (P)
2nd Lt.	ADAMS, CLAIR S.	- - -	"C" Flight Commander (P)
2 nd Lt.	FOURNEY, PAUL J.	- - -	"D" Flight Commander (P)

ORGANIZATIONAL HISTORY
27TH BOMBARDMENT SQUADRON (H), 30TH BOMBARDMENT GROUP (H),
VII BOMBER COMMAND, SEVENTH ARMY AIR FORCE, ARMY AIR FORCES, PACIFIC OCEAN AREA,
A.P.O. #244

DATE OF ARRIVAL AT AND DEPARTURE FROM EACH STATION OCCUPIED IN THIS THEATER:

From 25 February to 27 February, 1945, Flight Echelon, consisting of 20 Officers and 50 Enlisted Men, departed Saipan, Marianas Islands, for Kahuku Army Air Base, Oahu, T.H., arriving new station during interval between 26 February and 27 February, 1945.

LOSSES IN ACTION:

Negative

AWARDS AND DECORATIONS:

The 4th Oak Leaf Cluster to the Air Medal awarded Robert W. Siegismund, Capt., A.C., 0-724836; residence at enlistment: 3338 S. Troost, Tulsa, Oklahoma.

The Air Medal, the 1st and 2nd Oak Leaf Clusters to the Air Medal, and the Distinguished Flying Cross awarded Donald A. Taylor, 1st Lt., A.C., Pilot, 0-770121; residence at enlistment: 3780 T St., San Diego, California.

The Air Medal awarded the following Officers and Enlisted Men, members of the same combat crew; residences at enlistment as stated:

Clair A. Adams, 2nd Lt., 0-696303, Pilot: St. George, Utah.

Nick Digiglio, 2nd Lt., 0-772313, Co-Pilot: 7007 West Melrose St., Chicago, Ill.

Marshall H. Siddall, 2nd Lt., 0-712735, Navigator: 7379 Fay Ave., LaJolla, Cal.

Johnnie B. Bridwell, 2nd Lt., 0-762902, Bombardier: 2004s Halliday St., Santa Ana, California.

Kenneth G. Kolb, Cpl., ASN 35728442, Engineer and Top Turret Gunner: 117 East

Virginia St., Evansville, Indiana.

Donald R. Huber, Cpl., ASN 35547443, Radio Operator and Right Waist Gunner: 508 East Jefferson St., Fort Wayne (2), Indiana.

John E. Hamann, Cpl., ASN 37568280, Ball Turret. Gunner: 1018 North Franklin St., New Bern, Minnesota.

Robert P. Curl, Cpl., ASN 35236434, Left Waist Gunner: Anderson Ct., Bldg. 40, Apt. 408, Riverside, California.

Ben F. Griffin, Cpl., ASN 34813999, Nose Gunner: 1830 Arlington Ave., Bessemer, Alabama.

John K. Anderson, Cpl., ASN 37553597, Tail Gunner: Box #892, Two Harbor, Minn.

The Air Medal awarded the following Officers and Enlisted Men, members of the same combat crew; residences at enlistment as stated:

Fred B. Marvel, 2nd Lt., 0-695759, Pilot: Georgetown, Delaware.

William T. Shelton, 2nd Lt., 0-764805, Co-Pilot: RFD #1, Yanceyville, N.C.

Benjamin R. Goldberg, 2nd Lt., 0-709345, Navigator: 2038 North Spaulding, Chicago, Illinois.

John H. Cone, 2nd Lt., 0-695017, Bombardier: 3 Bethell Road, Scarsdale, N.Y.

AWARDS AW DECORATIONS: (cont.)
Lt. Marvel's crew - cont.
George N. Simmons, -S/Sgt., ASN 32752193, Engineer and Left Waist Gunner: 2114 Bowers St., Wilmington, Delaware.
Martin S. Goldberg, s/Sgt., ASN 12147675, Radi© Operator and Top Turret Gunner;
Eston B. Treadway, Cpl., ASN 34725180, Nose Gunners Route #1, Elizabethton, Tennessee.
Audly J. Reddy, Cpl., ASN 17084421, Tail Gunner: 315 2nd Lt., NE, Puyallup, Wash
Lee G. Ellyson, Cpl., ASN 38396569, Right Waist Gunner: 423 South 3rd St., Kingfisher, Oklahoma.
Edgar E. Jenkins, Sgt., ASN 36375356, Ball Turret Gunner: 411 W. Main St., McLeansboro, Illinois.

ORGANIZATION:
Negative

STRENGTH:
PERSONNEL

<u>1 February 1945</u>	<u>28 February 1945</u>
110 Officers	65 Officers
4 Flight Officers	1 Flight Officer
1 Warrant Officer	1 Warrant Officer
464 Enlisted Men	362 Enlisted Men

Loss in strength during month resulted from transfer of personnel, both combat and ground, preparatory to the movement by the squadron from the forward to the rear areas.

<u>AIRCRAFT</u>	<u>28 February 1945</u>
<u>1 February 1945</u>	
12 Flyable and Operational	4 Flyable and Operational
0 Flyable but not Operational	0 Flyable but not Operational
1 Grounded	0 Grounded

AIRPLANE LOSSES:
The following airplanes were transferred to the 494th Bomb Gp (H), VII Bomber Command, on 25 February 1945:
B-24L #44-41495
B-24L #44-41496
B-24L #44-41610
The following airplanes were transferred to the 11th Bomb Gp (H), VII Bomber Command on 26 February 1945:
B-24J #44-40533
B-24J #44-40550
B-24J #44-40809
B-24J #44-40810
B-24L #44-41497
B-24L #44-41614
B-24M #44-42062
B-24M #44-42064

RECAPITULATION OF MISSIONS FLOW BY THE SQUADRON DURING FEBRUARY , 1945.

No. of planes participating	Target or mission	Date of Mission		Official no. of mission	Squadron no. of mission
11	Iwo Jima	1 February	1945	30-169	172
5	Iwo Jima	3 February	1945	30-173	173
14	Iwo Jima	5 February	1945	30-177	174
5	Iwo Jima	7 February	1945	30-181	175
14	Iwo Jima	9 February	1945	30-183	176
1	Iwo Jima	9 February	1945	30-185	177
3	Marcus	11 February	1945	30-187	178
4	Iwo Jima	11 February	1945	30-189	179
15	Two Jima	13 February	1945	30-191	180
1	Chichi Jima	14 February	1945	30-194	181
3	Iwo Jima	15 February	1945	30-200	182
3	Iwo Jima	15 February	1945	30-198	183
1	Chichi Jima	15 February	1945	30-199	184
11	Iwo Jima	17 February	1945	30-201	185
12	Iwo Jima	19 February	1945	30-204	186

Although the total combat missions flown by the squadron totals here only 186, the number should be 196 to be exact: 10 missions were brought to the attention of the squadron historian after the squadron ceased combat operations in the Central Pacific Area which he had overlooked in writing the squadron history for the last two months of the year 1943 and the first few months of the year 1944.

PERSONNEL:

During the latter part of the month of February it was evident that the 30th Bomb Gp would move to a rear area, possibly to the United States, and that the 11th Bomb Gp (H) would remain in the Marianas for combat operations: This to happen however only after a shuffling of personnel between the two Groups.

All combat crews of the 27th Bomb Sqdn with under 10 completed combat sorties to their credit would remain with the 27th Squadron while all other crews would be assigned to the other two Bomb Groups of the VII Bomber Command. The following was the final disposition of the combat crews of the Squadron:

Lt. Adams' crew	transferred	to the 494th Group
Lt. Genad's crew	"	" " 494th Group
Lt. Reitz' crew	"	" " 494th Group
Lt. Bird's crew	"	" " 11th Group
Lt. Donahoe's crew	"	" " 11th Group
Lt. Fagan's crew	"	" " 11th Group
Lt. Fournery's crew	"	" " 11th Group
Lt. Graham's crew	"	" " 11th Group
Lt. Houston's crew	"	" " 11th Group
Lt. Linn's crew	"	" " 11th Group
Lt. Marvel's crew	"	" " 11th Group
Lt. Outland's crew	"	" " 11th Group
Lt. D.M. Price's crew	"	" " 11th Group
Lt. M.C. Price's crew	"	" " 11th Group
Lt. Rhodes' crew	"	" " 11th Group

In addition to the above list, the crew which had flown first with Lt. Stimming, then later with Captain Edwards, was assigned to the 11th Group. Lt. Kimsey was assigned as First Pilot of this crew.

The crews remaining in the 27th Bomb Squadron were:

Lt. Hushak's crew
Lt. Sjurson's crew

The crew which had flown with Lt. Kimsey on Saipan, but which lacked a First Pilot after Lt. Kimsey was assigned to the 11th Group with another crew.

As regards ground personnel, the original intention, apparently, was to transfer into the 30th Group those men of the 11th Group with over 24 months service overseas, then to replace the shortages of the 11th Group with personnel from the 30th Group having the least amount of overseas service. In all of this, time in the Hawaiian Islands was to be given straight consideration whereas time "down under" was to be considered time and a half. The system seemed fair on the face of it but the original intention aborted early in the game. The 27th Squadron lost one (1) Officer (Captain Hartman, Flight Surgeon) and 59 Enlisted Men to the 11th and 494th Groups and to VII Bomber Command Headquarters to fill up shortages in certain specialties. Probably the main reason for some inequities in the shuffling of personnel was the lack of time. A dead-line had been set for March 1st for the 30th Group to move, which only left a short time for all the work to be done.

OPERATIONS:

On 4 February the Squadron, received, the order that no daylight bombing mission over Iwo Jima would be executed at above 17,000 feet altitude and that there would be 3,000 feet altitude difference between successive raids. The above order was adhered to during the rest of the month of February, weather permitting. This order was the result of comparatively poor bombing accuracy at Iwo Jima in the past, although the fact that there would probably be no interception over the target might have had something to do with it.

On 17 February the 27th Squadron executed a mission over Iwo Jima in direct support of the naval bombardment then in progress as a prelude to invasion of the island. The squadron bombed and strafed the island from 5,000 feet with excellent results. A/C #952 sustained major damage but there were no personnel casualties or injuries. The following commendation was sent down through echelon approving of the results of the mission:

"From Lt. Gen. Harmon to all units participating in the raid on Iwo Jima February 17: Quote "WELL DONE!"
From Col. Carr to all units as above: Quote, "I ADD MY OWN" unquote.

From Col. Morrow: Quote, "THIS MISSION DEMONSTRATED THE HIGH STATE OF TRAINING OF THE 30TH GROUP. THE ASSEMBLY, THE FORMATION TO AND FROM THE TARGET AND THE BOMBING ALL COMBINED TO MAKE AN OUTSTANDING MISSION. PARTICULARLY IMPRESSIVE WAS THE RECORD OF THE MAINTENANCE CREWS WHO WERE ABLE TO KEEP MAXIMUM AIRCRAFT IN COMMISSION EVEN AFTER A PERIOD OF EXTENDED OPERATIONS. THE MISSION FOR FEB. 19 CONCLUDED A TOTAL JUST SHORT OF 4500 SORTIES AGAINST THE ENEMY, COUNTING ONLY REGULARLY SCHEDULED STRIKE MISSIONS. THIS IS A RECORD OF ACTIVE OPERATIONS SINCE BEGINNING AT NANOMEA OF WHICH ALL MAY BE PROUD." Unquote.

During the month of February the Squadron executed six (6) daylight bombing missions against Iwo Jima. 24 snoopers made individual night radar attacks against Iwo Jima and Chichi Jima: Marcus was raided by 3 A/C on one raid, and 3 A/C served as navigational escort for a squadron of P-38s to Iwo Jima on 15 February.

A total of 158.7 tons of bombs was dropped by the squadron on Iwo Jima during the month, both at night and during the day. 5 tons of bombs were dropped on Marcus, and 1.5 tons were dropped on Chichi Jima by two snoopers.

The final mission executed by the squadron from Saipan was of 19 February, when 12 planes were briefed to give direct air support to the invasion of Iwo Jima by the U.S. Marines. Inclement weather over the island would not permit the dropping of bombs on the first bomb run over the target, and the Navy, in control of the operation, would not allow a second run over the island.

Including the raid of 19 February, the 27th Squadron, in 15 months and 7 days of combat operations, executed 196 combat missions, dropped 2235.5 tons of bombs on 20 enemy held islands: 1245 airplanes of the 27th flew over targets, of the total of 94 abortive aircraft, 40 abortives were due to bad weather. A total of 12 enemy aircraft were destroyed by aerial gunnery in the air, and the squadron was officially credited with the destruction of one 125' enemy cargo vessel.

ENGINEERING:

All previous records for the 27th Bomb Squadron were broken as regards engineering when M/Sgt Franklin R. Carpenter, ASN 18038036, of Matador, Texas, sent his airplane "KONTAGIOUS KATIE" over the target for its 101st successful mission.

ORDNANCE:

On 1 February the 27th Squadron for the first time used the Napalm incendiary bomb against enemy installations at Iwo Jima. The napalm and 80 octane gasoline mixture was carried in salvaged 55 gallon fuel drums, fins for which were made of plywood and the fuse for the bomb being two (2) E-3rl igniters or white phosphorous grenades. The Squadron carried this type bomb on only one mission, and its comparative effectiveness against enemy installations when carried by heavy bombers was not divulged during the month. However, the resulting fire and smoke from Iwo Jima made the bomb seem effective to the combat crews.

The difficulty encountered in the use of the above bombs was the fact that the fins were prepared for one particular size drum, whereas the salvaged drums were of two sizes: The alteration of the fins to fit the odd size drums involved quite a bit of tedious work. Another trouble was that the plugs of several of the bombs were not properly sealed, and leaked on the way to the target, causing unnecessary danger.

MESS, LIVING CONDITIONS, AND MORALE:

The mess and living conditions were good during the month of February. Enough fresh meat was issued by the Quartermaster to furnish one meal of fresh meat every other day. The new Squadron area was excellent compared to all other areas occupied by the Squadron in the forward area of the Central Pacific.

As a result of the above conditions and the rumors, apparently based on fact, that the 30th Group would soon be returning to the United States, the morale of the Squadron was raised to the "good" level.

ORGANIZATIONAL HISTORY
27TH BOMBARDMENT SQUADRON (H), 30TH BOMBARDMENT GROUP (H),
ARMY AIR FORCES, PACIFIC OCEAN AREA,
A.P.O. #964

DATE OF ARRIVAL AT AND DEPARTURE FROM EACH STATION OCCUPIED IN THIS THEATER:

1 March 1945, Ground Echelon consisting of 6 Officers and 235
Enlisted Men, departed Saipan, Marianas Islands, for Kahuku Army Air Base,
Oahu, T.H., arriving new station 17 March 1945.

LOSSES IN ACTION:

Negative

AWARDS AND DECORATIONS:

Negative

ORGANIZATION:

Letter dated 25 February 1945, Headquarters, Army Garrison Force,
A.P.O. #244, an extract copy of which As attached hereto and
marked "EXHIBIT M" was the authority for the movement, on 1 March
1945, of the 27th Bombardment Squadron (H) from Saipan to Oahu.
In effect, the above order removed the 27th Squadron and the 30th
Group from the VII Bomber Command and VII Army Air Force.

Upon arrival at Oahu, the 27th Bomb Sqdn was attached to the VI
Air Service Command. Theoretically, the mission of the 27th Sqdn
and 30th Group on Oahu was to guard the Hawaiian Islands.

STRENGTH:

<u>PERSONNEL</u>	
<u>1 March 1945</u>	<u>31 March 1945</u>
65 Officers	64 Officers
1 Flight Officer	1 Flight Officer
1 Warrant Officer	1 Warrant Officer
362 Enlisted Men	362 Enlisted Men

<u>AIRCRAFT</u>	
<u>1 March 1945</u>	<u>31 March 1945</u>
1 Flyable and operational	1 Flyable and Operational
0 Flyable and not operational	0 Flyable and not operational
0 Grounded	2 Grounded

AIRPLANE LOSSES:

The following airplanes were declared "war weary" and transferred to the 420th
sub-Depot, APO #959 for disposition:
B-24J #42-109935
B-24J #42-109952

The following "war weary" airplanes were gained and lost during the month: All these planes were flown from either Guam or Saipan by combat crews and the planes were assigned to the 27th squadron merely for administration:

- B-24J #42-109945
- B-24J #42-109333
- B-24J #42-109880
- B-24J #42-109947
- B-24J #42-100218
- B-24J #42-100168

The following airplane was gained and lost during the month:
UC-78 #42-58172

CHAPTER XX
MARCH, 1945

PERSONNEL:

A roster of the squadron for the month of March is attached hereto as a part of this section: Also attached is a roster of combat personnel by crews.

Captain Siegismund, Lt. Myllenbeck, Lt. Bird, Lt. Peck, and Lt. Kresin all having been transferred from the squadron immediately prior to the move from Saipan to Oahu, the Operations staff of the squadron was incomplete during the month. Captain Cox was named squadron Commanding Officer on March 1st, and on March 25th Lt. Sjurson was made Operations Officer.

SUPPLY:

Two officers and 18 Enlisted Men of the Ground Echelon remained at Saipan to dispose of all squadron equipment after the transport left for Oahu. All critical air corps equipment was distributed to the 11th and 494th Bomb Groups: All other squadron equipment with the exception of office equipment was distributed to units of the Army and Navy on Saipan.

After the squadron arrived at Kahuku Army Air Base some vehicles, such as they were, were drawn from the VI Air Service Command, but their poor condition and the squadron's lack of maintenance equipment made transportation a critical item during the month.

Quartermaster supplies were readily available at all times through the cooperation of the base personnel at Kahuku.

The squadron existed during the month of March with no air corps supplies or critical air corps equipment.

Engineering:

There was some work to be done on the "line", even though the only flight that the planes made was from Kahuku to the 420th sub-depot at Wheeler Field as "war weary" aircraft. Two engine changes were made which were the more difficult because the only tools available were several "72" hour kits.

36 mechanics from the line were detached to Hickam Field Air Depot on March 23rd to assemble P-47s. The duty was a hardship until the men discovered that they would be working alongside members of the fair sex. When they discovered what was going on the whole engineering section volunteered to go.

OPERATIONS:

Several combat crews of the 27th squadron executed sea searches out of Kwajalein for the survivors of the airplane in which General Harmon was a passenger when it went down between Kwajalein and Johnson Island. This search continued from February 26th, the day General Harmon went down, until on or about March 22nd.

There were no squadron operations during the month, either tactical or training.

LIVING CONDITIONS AND MESS:

Living conditions and the food at Kahuku were excellent. All personnel of the squadron were housed in semi-permanent or prefabricated buildings with convenient latrines and showers, the latter having hot and cold water. In the mess hall, fresh meat was served every day in the week but one, on which day either canned roast beef or pork was served. Butter and eggs were plentiful: In fact, the squadron could hope for no better food in the States.

MISCELLANEOUS:

The post exchange facilities, cold beer, movies, and three day passes were plentiful. Honolulu and Waikiki Beach were 40 miles distant but everyone in the squadron had ample opportunity to see some civilians and city streets once again. Three day passes to the island of Hawaii were available, transportation being arranged by special service. This service was rationed of course, but quite a few of the personnel made the trip.

The quartermaster laundry was another joy, some of the boys being able to wear clean, starched clothes for the first time in over a year.

ROSTER OF COMBT CREWS

Jack R. Brink, 2nd Lt, 0-774934, Pilot: 641 East Main St., Amboy, Ill.
Donald L. McNeese, 2nd Lt, 0-928159, Co-Pilot: 5423 Harvey Way,
Long Beach, California.
Stanley E. Choronzky Jr., 2nd Lt, 0-2063360, Navigator: 2600 West
15th St., Chicago, Illinois.
Joe Medina, 2nd Lt, 0-929196, Bombardier: 133 Worth Carmelita Ave.,
Los Angeles, California.
Henry F. Sodano, Cpl, 13124358, Engineer and Left Waist Gunner:
112 Woodland Ave., So. Lanchorne, Pa.
Gerald A. Phelps, 18078579, Radio Operator and Right Waist
Gunner: 112 South Cordova, Alhambra, California.
George L. Wiser, Cpl, 36836353, Nose Gunner; North Chicago, Ill.
Gordon E. Burlison, Cpl, 19137271, Top turret gunner: 407 Alleghany Ct., Vallejo,
California.
Andrew A. Brown, Cpl, 16130645, Ball Turret Gunner: 7038 Keeler,
Detroit 21, Michigan.
Gerald F. McManus, Cpl, 33781835, Tail Gunner; 1539 w. Venango St.,
Philadelphia, Pa.

Richard D. Fackler, 2nd Lt, 0-699806, Pilot: 404 West Springfield,
Champaign, Illinois.
Alton H. Kingman Jr., 2nd Lt, 0-778506, Co-Pilot: 17 Orange Heights
Ave., West Orange, New Jersey.
Alphonse G. Matocha, 2nd Lt, 0-556128, Navigator: Cameron, Texas.
Archie L. Peak, 2nd Lt, 0-780321, Bombardier: Decota, West Virginia. Rudolph F.
Mazzanti, Cpl, 33034367, Engineer and Left Waist Gunner:
R.R. #3, Dunn, North Carolina.
Earl M. McCutcheon, Cpl, 19158106, Radio Operator and Right Waist
Gunner: 607 Sycamore St., Santa Paula, California.
Robert L. Egenberger, Cpl, 37357884, Nose Gunner: 1154 14th St.
Place, Des Moines, Iowa.
Mario Rodrigues, Cpl, 42104138, Top Turret Gunner: 88 Warwick St.,
Newark, New Jersey.
Robert E. Lewis, Cpl, 12226242, Ball Turret Gunner: 32 Disbrow
Circle, New Rochelle, New York.
Andrew A. Byrne, Cpl, 13106182, Tail Gunner: 1522 S. Komensky Ave.,
Chicago 23, Illinois.

Bruce G. Gilbreth, 2nd Lt, 0-710465, Pilot: Box #274, Hoisington,
Kansas.
Samuel Cisneros, 2nd Lt, 0-927088, Co-Pilot: 711 North Geary,
Oklahoma City, Oklahoma.
NAVIGATOR - none assigned at this date.
Michael A. Yakutis, 2nd Lt, 0-785869, Bombardier: 322 East Fairview,
Glendale, California.
Robert E. Dwyer, Cpl, 36593179, Engineer and Left Waist Gunner:
2915 16th St., Detroit, Michigan.
Joseph A. Nieradzick, Cpl, 20948174, Radio Operator and Right Waist
Gunner: 1606 Simpson Ave., Aberdeen, Washington.

Lt. Gilbreth's crew - cont.

Raymond A. Blume, Sgt, 37605342, Nose Gunner: R.R. #1, Campbell, Mo.
William R. Blank, Cpl, 13095130, Top Turret Gunner: 149 E. Otterman,
Greensburg, Pa.
Marvin W. Solberg, Cpl, 37128123, Ball Turret Gunner: R.R. #2,
Woonsocket, South Dakota.
Donald H. Worden, Cpl, 39620857, Tail Gunner: 415 5th Ave., E.,
Kalispell, Montana.

John T. Hansen, 2nd Lt, 0-771011, Pilot: 316 Bristol Ave., Grand
Rapids, Michigan.

Bryon C. Avgerinos, 2nd Lt, 0-776214, Co-Pilot: 1025 Hinman Ave.,
Evanston, Illinois.

Angelo A. Valato, 2nd Lt, 0-2060615, Navigator: 427 North Lake,
Ishpeming, Michigan.

Philip P. Murphy, 2nd Lt, 0-776679, Bombardier: 263 Ontario St.,
Albany 3, New York.

Marvin M. Rounsaville, Cpl, 18086346, Engineer and Top Turret Gunner:
P.O. box #545, Henryetta, Oklahoma.

LOREN W. Pargen, Cpl, 37527887, Radio Operator and Right Waist
Gunner: 1213 East 73rd St., Kansas City 5, Missouri.

Dean J. Blackwood, Cpl, 37513934, Nose Gunner: R.R. #1, Miltonvale,
Kansas.

Edmund Cullen, Cpl, 11045735, Ball Turret Gunner: 38 Imrie Road,
Allston, Massachusetts.

Victor W. Bleau, Cpl, 31407664, Left Waist Gunner: 355 West Main St,
Waterbury 35, Connecticut.

Thomas H. McReynolds, Pvt, 33631452, Tail Gunner: 1215 West 39th St.,
Norfolk, Virginia.

James B. Hohman, 2nd Lt. 0-721088, Pilot: 1922 Hewitt Ave.,
Cincinnati 7, Ohio.

Raymond R. Sherwood, 2nd Lt, 0-778590, Co-Pilot: 1001 East "D" St.,
Ontario, California.

John R. Guilliams II, 2nd Lt, 0-2063407, Navigator: Bradford, Ill.

John H. Scelsa Jr., 2nd Lt, 0-780331, Bombardier: 52 92nd Street,
Brooklyn, New York.

Lloyd L. Lindenmeyer, Cpl, 36482138, Engineer and Right Waist Gunner:
1414 Bluff Street, Peru, Illinois.

Edwards J. Stich, Cpl, 20946085, Radio Operator and Left Waist Gunner:
712 N. 68th Street, Seattle, Washington.

William G. McCune, Cpl, 37474519, Nose Gunner: 506 S. Chicago Ave.,
Hastings, Nebraska.

Robert J. Beckerdite, Cpl, 37722489, Top Turret Gunner: Harrisonville,
Missouri.

Martin Burless, Cpl, 33902895, Ball Turret Gunner: Box #771, Republic,
Pennsylvania.

Don R. Thomas, Cpl, 39679717, Tail Gunner: 3396 South 8400 West,
Magna, Utah.

Walter J. Hushak, 2nd Lt, 0-828437, Pilot: 138 Prospect, Plantsville, Connecticut.
Paul L. Brownlee, 2nd Lt, 0-769710, Co-Pilot: Pretty Prairie, Kansas.
William H. Burk, 2nd Lt, 0-2063331, navigator; 826 Bridge St., Wausau, Wisconsin.
Martin Levin, 2nd Lt, 0-780314, Bombardier; 803 Cherokee St., Los Angeles, California.
Arthur C. LeBlanc, Sgt, 31154966, Engineer and Right Waist Gunner: 293 1/2 Riverside Ave., Burlington, Vermont.
Edgar R. Burns Jr., Sgt, 36660892, Radio Operator and Left Waist Gunner: 1328 Adm. Schley, Pascagoula, Mississippi.
Bob L. McFarland, Sgt, 33543353, Nose Gunner: 2327 Quinby Drive, Houston, Texas.
Robert R. Berry, Sgt, 34928434, Top Turret Gunner: R.R. #1, Box #64, Shivers, Mississippi.
Frank P. Lawrence, Sgt, 31400854, Ball Turret Gunner; 894 Washington Ave., Portland, Maine.
Almerian J. Allen, Sgt, 36875828, Tail Gunner: R.R. #3, Charlotte, Michigan.

Crew positions and home addresses of the following crew not known at this time:

Martin J. Munson Jr., 2nd Lt, 0-771770, Pilot:
Mike P. Lesbo, 2nd Lt, 0-775061, Co-Pilot:
James E. Pounds, 2nd Lt, 0-2065099, Navigator:
Joseph H. Taylor, 2nd Lt, 0-780342, Bombardier:
John H. Oehm, Cpl, 33690910
George R. Milkaitis, Cpl., 31182763
Keith A. Huber, Cpl., 37654448
Roy E. Mortimore, Cpl., 37676974
Carl R. Kern, Cpl., 17151506
Jerold E. Rodda, Cpl., 38541696

PILOT - none assigned at this date.

Robert F. Smith, 2nd Lt, 0-774795, Co-Pilot: 422 3rd Ave., Lewiston, Idaho.
Robert B. Stoll, 2nd Lt, 0-1318940, Navigator: 377 Coitsville Road, Campbell, Ohio.
Ivan V. Fisher, 2nd Lt, 0-749896, Bombardier: 352 1. Cecil St., Springfield, Ohio.
Claud M. McCullar, Sgt, 18209401, Engineer and Top Turret Gunner: R.R. #1, El Dorado, Arkansas.
Daniel H. Ruth, Sgt., 19190586, Radio Operator and Right Waist Gunner; 3433 Rivera St., San Francisco, California.
Harold I. Arnoldy, Sgt., 11139171, Nose Gunner: 28 Lesten St., Mattaran 26, Massachusetts.

Lt. Smiths crew - cont.

George W. Kunse, Sgt, 18073128, Ball Turret Gunner: R.R. #3,
Giddins, Texas.
Alfred R. Boeglia, Sgt, 11139054, Left Waist Gunner: 29 Norman
Road, North Andover, Massachusetts.

Leroy J. Sjurson, 2nd Lt, 0-771818, Pilot: R.R. #1, Butler, S.D.
Raymond L. Hart, 2nd Lt, 0-929141, Co-Pilot: Box #334, Wheat Ridge,
Colorado.
Louis J. Cyr, F/O, T-128821, Navigator: 562 Mill St., Niagara, Wis.
Robert G. Seyffert, 2nd Lt, 0-688755, Bombardier: 7938 South
Hermitage Ave., Chicago, Illinois.
Melvin t. Keith, Sgt, 33762378, Engineer and Top Turret Gunner;
Hollidaysburg, Pennsylvania.
James R. Harmon, Sgt, 35798073, Radio Operator and Right Waist
Gunner: 1713 Helen Ave., Hamilton, Ohio.
Sylvester N. Beeles, Sgt, 42090300, Nose Gunner; R.R. #1, Phoenix,
New Jersey.
Samuel A. Mask, Sgt, 38370322, Ball Turret Gunner; 909 R. Neches,
R.R. #3, Coleman, Texas.
Owen O. Robertson, Sgt, 39917996, Left Waist Gunner: 275 3rd South
Spanish Fork, Utah.
Vernon t. Stanberry, Sgt, 38588411, Tail Gunner; R.R* #4, Broken Arrow,
Oklahoma.

Lloyd A. Tegner, 2nd Lt, 0-822611, Pilot: 556 So. Oceola, Denver, Col.
David W. Fullgraf, 2nd Lt, 0-776270, Co-Pilot: 840 North Kirkwood Rd.,
Kirkwood (22), Missouri.
John A. Evans, 2nd Lt, 0-2063388, Navigator: 3036 East Magnolia Ave.,
Knoxville 15, Tennessee.
William H. Pyke Jr., 2nd Lt, 0-780324, Bombardier: 1433 East Walnut
St., Des Moines, Iowa.
Jason E. Arnold, Cpl, 33607799, Engineer and Left Waist Gunner:
203 South Main Street, Athens, Pennsylvania.
Virgil M. Frey, Cpl, 19137960, Radio Operator and Right Waist Gunner:
5839 Muller St., Bell Gardens, California.
Kenneth P. Coltrane, Cpl, 37357434, Nose Gunner: 1232 South Mitchell,
Casper, Wyoming.
Charles H. Alvey, Cpl, 37357435, Top Turret Gunner: ?19'T|Bt 4th 8t., Casper,
Wyoming.
William R. Bieber, Cpl, 13158705, Ball Turret Gunner: R.R. #2,
Watson town, Pennsylvania.
Robert C. O'Hara, Pvt, 15364263, Tail Gunner: 4705 South Sixth St.,
Louisville 8, Kentucky.

ORGANIZATIONAL HISTORY
27TH BOMBARDMENT SQUADRON (H), 30TH BOMBARDMENT GROUP (H),
ARM! AIR FORCES, PACIFIC OCEAN AREA,
A.P.O. #964

DATE OF ARRIVAL AT AND DEPARTURE FROM EACH STATION OCCUPIED IN THIS THEATER:
Negative

LOSSES IN ACTION:
Negative

AWARDS AND DECORATIONS:
Negative

ORGANIZATION:
Negative

STRENGTH:

PERSONNEL

1 April 1945
64 Officers
1 Flight Officer
1 Warrant Officer
362 Enlisted Men

30 April 1945
53 Officers
1 Flight Officer
1 Warrant Officer
342 Enlisted Men

AIRCRAFT

1 April 1945
1 Flyable and Operational
0 Flyable and not Operational
2 Grounded

30 April 1945
1 Flyable and Operational not
0 Flyable and Operational
1 Grounded

AIRPLANE LOSSES:

The following airplanes were declared "war weary" and transferred to the 420th Sub Depot, APO #959, for disposition:

B-24J #44-40662

B-24J #42-73493

B-24J #44-40633 ("RITA" - last of the combat-tried airplanes of the Squadron) was transferred to the 19th Troup Carrier Squadron, APO #953.

CHAPTER XXI
APRIL, 1945

PERSONNEL:

The following enlisted men were ordered to the United States for reassignment, each of them having served more than 40 months overseas;

Leslie D. Foley, Sgt., ASN 19055186

Clifton E. Olson, S/Sgt., ASN 38494171

The following personnel were granted 45-day furloughs after having served more than 36 months overseas; They returned to the United States during the month:

John H. Murtomaki, Sgt., ASN 36237939

Albert W. White, Cpl., ASN 17040190

Harry E. Moore, Pfc., ASN 17040276

Philip E. Hustad, S/Sgt., ASN 16024489

The following personnel were granted emergency furloughs to the United States:

Charles L. Butt, Sgt., ASN 33064549

Robert J. Chisholm, Sgt., ASN 14046735

Houston D. Howell Jr., Cpl., ASN 34547737

John D. Owens, Cpl., ASN 32548434

On 15 April Captain Christensen returned to the Squadron after completing his gunnery training at Laredo, Texas, and having been made aerial observer. As Gunnery Officer of the Squadron his new duty was Assistant Operations Officer.

SUPPLY:

The Squadron was issued no critical air corps equipment during the month of April.

OPERATIONS:

There were no squadron operations during the month, either tactical or training. The only flights by squadron airplanes were in the nature of passenger service for personnel of the squadron to the island of Hawaii.

COMMENDATION:

See "EXHIBIT N" for commendation to 30th Bombardment Group (H), from the 73rd Bombardment Wing (VH), XXI Bomber Command.

MISCELLANEOUS:

The Officers of the Squadron had a party at the North Shore Officers Club on the night of 28 April which was thoroughly enjoyed by all who attended.

HEADQUARTERS
73RD BOMBARDMENT WING
APO # 237 - c/o POSTMASTER
SAN FRANCISCO, CALIF

17 March 1945

SUBJECT: Commendation.

TO : Commanding Officer, 30th Bomb Gp (H), APO 964, o/o Postmaster, San Francisco, Calif.
(THRU: Commanding General, XXI Bomber Command, APO # 234,
c/o Postmaster, San Francisco, Calif.)

1. On behalf of all members of this command, I would like to commend the officers and enlisted men of the 30th Bomb Group (H) for their aerial operations of the past seven months, which materially contributed to the defense of B-29 installations on Saipan. The 30th Bomb Group (H), by their frequent bombing missions over Truk, Iwo Jima, Chichi Jima and Haha Jima, were successful in denying the use of those bases to the Japanese Air Force and thus prevented large scale attacks against Saipan.

2. This action on the part of the 30th Bomb Group (H) was instrumental in enabling the various B-29 bombardment units of the 73rd Wing and other units on Saipan to construct runways, parking areas, and operational installations with a minimum of interruption and destruction from enemy aerial attack, and resulted in our being able to accelerate action against the Japanese mainland.

E. O'DONNELL,
Brig. General, USA
Commanding.

A TRUE COPY:

CHARLES L. BAILEY,
Captain, Air Corps.

200.6 (17 March 45) AIGAP 1st Ind.

HEADQUARTERS XXI BOMBER COMMAND, APO 234, c/o Postmaster, San Francisco,
California, 28 March 1945.

TO* Deputy Commander, Twentieth Air Force, Pacific Ocean Areas, APO 953.

1. It is with pleasure that I add my commendation to that of the
Commanding General, 73rd Bombardment Wing.

2. The successful aerial operations of the 30th Bombardment Group (H) against the Islands of Truk,
Iwo Jima, Chichi Jima and Haha Jima prevented the launching of large scale enemy air attacks from
those bases against the Mariana Islands and materially contributed toward accelerating the pre-
paredness of this command for the prosecution of the air offensive against the Japanese mainland.

CURTIS E LEMAY
Major General, USA
Commanding

200.6 2nd Ind. AFCAP/9-CAF/rb/4110
HEADQUARTERS TWENTIETH AIR FORCE, OFFICE OF THE DEPUTY (ADMIN),
PACIFIC OCEAN AREA, APO 953, April 8, 1945.

THROUGH: Commanding Officer, VI Air Service Command, APO 959.

TO : Commanding Officer, 30th Bomb Group (H), APO 959.

I have noted with pleasure the letter of commendation for the
officers and men of the 30th Bomb Group (H) and wish to add my appreciation for the valuable
contribution made by the 30th Bomb Group in the air war against the enemy in the Pacific.

B.G. BREENS,
Major General, U.S.A.
Deputy Commander, Administration.

A TRUE COPY

CHARLES L. BAILEY,
Captain, Air Corps.

CHARLES L. BAILEY,
Captain, Air Corps

ORGANIZATIONAL HISTORY
27TH BOMBARDMENT SQUADRON (H), 30TH BOMBARDMENT GROUP (H),
ARM! AIR FORCES, PACIFIC OCEAN AREA,
A.P.O. #964

DATE OF ARRIVAL AT AND DEPARTURE FROM EACH STATION OCCUPIED IN THIS THEATER:
Negative

LOSSES IN ACTION:
Negative

AWARDS AND DECORATIONS:
Negative

ORGANIZATION:
Negative

STRENGTH:

PERSONNEL

1 April 1945
64 Officers
1 Flight Officer
1 Warrant Officer
362 Enlisted Men

30 April 1945
53 Officers
1 Flight Officer
1 Warrant Officer
342 Enlisted Men

AIRCRAFT

1 April 1945
1 Flyable and Operational
0 Flyable and not Operational
2 Grounded

30 April 1945
1 Flyable and Operational not
0 Flyable and Operational
1 Grounded

AIRPLANE LOSSES:

The following airplanes were declared "war weary" and transferred to the 420th Sub Depot, APO #959, for disposition:

B-24J #44-40662

B-24J #42-73493

B-24J #44-40633 ("RITA" - last of the combat-tried airplanes of the Squadron) was transferred to the 19th Troup Carrier Squadron, APO #953.

CHAPTER XXI
APRIL, 1945

PERSONNEL:

The following enlisted men were ordered to the United States for reassignment, each of them having served more than 40 months overseas;

Leslie D. Foley, Sgt., ASN 19055186

Clifton E. Olson, S/Sgt., ASN 38494171

The following personnel were granted 45-day furloughs after having served more than 36 months overseas; They returned to the United States during the month:

John H. Murtomaki, Sgt., ASN 36237939

Albert W. White, Cpl., ASN 17040190

Harry E. Moore, Pfc., ASN 17040276

Philip E. Hustad, S/Sgt., ASN 16024489

The following personnel were granted emergency furloughs to the United States:

Charles L. Butt, Sgt., ASN 33064549

Robert J. Chisholm, Sgt., ASN 14046735

Houston D. Howell Jr., Cpl., ASN 34547737

John D. Owens, Cpl., ASN 32548434

On 15 April Captain Christensen returned to the Squadron after completing his gunnery training at Laredo, Texas, and having been made aerial observer. As Gunnery Officer of the Squadron his new duty was Assistant Operations Officer.

SUPPLY:

The Squadron was issued no critical air corps equipment during the month of April.

OPERATIONS:

There were no squadron operations during the month, either tactical or training. The only flights by squadron airplanes were in the nature of passenger service for personnel of the squadron to the island of Hawaii.

COMMENDATION:

See "EXHIBIT N" for commendation to 30th Bombardment Group (H), from the 73rd Bombardment Wing (VH), XXI Bomber Command.

MISCELLANEOUS:

The Officers of the Squadron had a party at the North Shore Officers Club on the night of 28 April which was thoroughly enjoyed by all who attended.

HEADQUARTERS
73RD BOMBARDMENT WING
APO # 237 - c/o POSTMASTER
SAN FRANCISCO, CALIF

17 March 1945

SUBJECT: Commendation.

TO : Commanding Officer, 30th Bomb Gp (H), APO 964, o/o Postmaster, San Francisco, Calif.
(THRU: Commanding General, XXI Bomber Command, APO # 234,
c/o Postmaster, San Francisco, Calif.)

1. On behalf of all members of this command, I would like to commend the officers and enlisted men of the 30th Bomb Group (H) for their aerial operations of the past seven months, which materially contributed to the defense of B-29 installations on Saipan. The 30th Bomb Group (H), by their frequent bombing missions over Truk, Iwo Jima, Chichi Jima and Haha Jima, were successful in denying the use of those bases to the Japanese Air Force and thus prevented large scale attacks against Saipan.

2. This action on the part of the 30th Bomb Group (H) was instrumental in enabling the various B-29 bombardment units of the 73rd Wing and other units on Saipan to construct runways, parking areas, and operational installations with a minimum of interruption and destruction from enemy aerial attack, and resulted in our being able to accelerate action against the Japanese mainland.

E. O'DONNELL,
Brig. General, USA
Commanding.

A TRUE COPY:

CHARLES L. BAILEY,
Captain, Air Corps.

200.6 (17 March 45) AIGAP 1st Ind.

HEADQUARTERS XXI BOMBER COMMAND, APO 234, c/o Postmaster, San Francisco,
California, 28 March 1945.

TO* Deputy Commander, Twentieth Air Force, Pacific Ocean Areas, APO 953.

1. It is with pleasure that I add my commendation to that of the
Commanding General, 73rd Bombardment Wing.

2. The successful aerial operations of the 30th Bombardment Group (H) against the Islands of Truk,
Iwo Jima, Chichi Jima and Haha Jima prevented the launching of large scale enemy air attacks from
those bases against the Mariana Islands and materially contributed toward accelerating the pre-
paredness of this command for the prosecution of the air offensive against the Japanese mainland.

CURTIS E LEMAY
Major General, USA
Commanding

200.6 2nd Ind. AFCAP/9-CAF/rb/4110
HEADQUARTERS TWENTIETH AIR FORCE, OFFICE OF THE DEPUTY (ADMIN),
PACIFIC OCEAN AREA, APO 953, April 8, 1945.

THROUGH: Commanding Officer, VI Air Service Command, APO 959.

TO : Commanding Officer, 30th Bomb Group (H), APO 959.

I have noted with pleasure the letter of commendation for the
officers and men of the 30th Bomb Group (H) and wish to add my appreciation for the valuable
contribution made by the 30th Bomb Group in the air war against the enemy in the Pacific.

B.G. BREENS,
Major General, U.S.A.
Deputy Commander, Administration.

A TRUE COPY

CHARLES L. BAILEY,
Captain, Air Corps.

CHARLES L. BAILEY,
Captain, Air Corps

ORGANIZATIONAL HISTORY
27TH BOMBARDMENT SQUADRON (H), 30TH BOMBARDMENT GROUP (H)
ARMY AIR FORCES, PACIFIC OCEAN AREA,
A.P.O, #959

PATE OF ARRIVAL AT AND DEPARTURE FROM EACH STATION OCCUPIED IN THIS THEATER:

23 May, 1945, Ground. Echelon and Air Echelon, consisting of 65 Officers, 1 Warrant Officer, 9 Flight Officers and 309 Enlisted Men departed Kahuku Army Air Base, Oahu, T.H. for Wheeler Field, Oahu, T.H., arriving new station 23 May, 1945.

LOSSES IN ACTION:

Negative

AWARDS AND DECORATIONS:

Negative

ORGANIZATION:

Negative

STRENGTH:

PERSONNEL

1 May 1945

53 Officers
1 Flight Officer
1 Warrant Officer
342 Enlisted Men

31 May 1945

69 Officers
9 Flight Officers
1 Warrant Officer
365 Enlisted Men

AIRCRAFT

1 May 1945

3 Flyable and operational
0 Flyable and not operational
0 Grounded

31 May 1945

12 flyable and operational
0 Flyable and not operational
0 Grounded

AIRPLANE LOSSES:

Negative

CHAPTER XXII
MAY, 1945

PERSONNEL:

The following enlisted men were declared eligible for discharge under the "point system" and departed the organization 22 May, 1945:

M/Sgt. Martin Baker, ASN 17003824
M/Sgt. Franklin R. Carpenter, ASN 18038035
T/Sgt. Reed H. Merkley, ASN 6291335
S/Sgt. Howard L. Smith, ASN 37013630
Sgt. Salvatore J. Barone, ASN 32218829
Sgt. Forrest E. Michael, ASN 20724184
Sgt. Donald I. Pederson, ASN 17025559
Cpl. Korman L. Parsell, ASN 36127844
Cpl. Bernard M. Ell, ASN 13025850

The following enlisted men were given 45 day furloughs in the Continental United States:

S/Sgt. Frank B. Reasoner, ASN 17042863
S/Sgt. Harry T. Slattery, ASN 12011037
Sgt. Charles D. Stetzler, ASN 17047294
Sgt. Charles A. Bennett, ASN 15112010
Cpl. Anthony S. Bogdan, ASN 36332199
Cpl. Armando J. Dellarsina, ASN 390989 60
Cpl. Billy D. Taylor, ASN 18076713
Cpl. Martin E. Kerlin, ASN 38145752
Cpl. Charles F. Darby, ASN 37375804
Pfc. Daniel G. Levia, ASN 39097723
Pfc. William C. Forkner, ASN 19126076

The following enlisted man was given an emergency furlough in the Continental United States;.
Cpl. Ernest R. McTimmonds, ASN 19102237

The following Officer was ordered to Radar Intelligence School, Langley Field, Virginia:

1st Lt. George H. McLean, O-582847

The following Officers and Enlisted Men were transferred during the month:

S/Sgt. Edward M. Hallett, ASN 31131356, transferred to Medical Installation, Continental United States.
Cpl. Hohn E. Tsak, ASN 32454930, transferred to 392nd Bomb. Sq. (H), 30th Bomb. Gp. (H) , APO 959, c/o Postmaster, San Francisco, California.
Pvt. George B. M. Baker, ASN 33502595, transferred to Headquarters, 30th Bomb. Gp. (H), APO 959, c/o Postmaster, San Francisco, California.
Pfc. Howard H. Blume, ASN 3273003\$, transferred to POA unassigned and attached to Detachment of Patients, 219th General Hospital, APO 957, c/o Postmaster, San Francisco, California
1st Lt. Wash Storm, Jr. O-564417 transferred to Headquarters, 30th Bomb. Gp. (H), APO 959, c/o Postmaster, San Francisco, California.

PERSONNEL: (Continued)

The following Air Crews were assigned, to this Unit from Combat Crew Replacement Center, APO 966, c/o Postmaster, San Francisco, California and. arrived. 7 May, 1945:

Pilot	Kenneth M. Walker	2nd Lt.	0-2062093
Co-Pilot	Robert E. Saunders	F/O	T-7816
Navigator	James M. Secrest	2nd Lt.	0-2074820
Bombardier	James N. Montgomery	2nd Lt.	0-788063
Engineer	Earle E. Hale	Cpl.	33682350
Radio Operator	Clyde E. Goldsmith	Cpl	35912682
Asst. Engineer	Lloyd F. Reed	Sgt.	16019071
Asst. R. O.	Raymond L. Goins	Sgt.	35360604
Armorer-Gunner	Willis Y. Anderson	Cpl.	33652640
Aerial Gunner	James E. Coleman	Sgt.	35432698

Pilot	Fred J. Fisher	2ndL t.	0-721288
Co-Pilot	Patrick H. Winston	2nd Lt.	0-2067435
Navigator	Sarkis H. Pashaian	F/O	T-135912
Bombardier	James J. Gies	F/O	T-3797
Engineer	Bertrand R. Fortin	Cpl.	11068411
Radio Operator	Charlie B. Hanks	Cpl.	39262334
Asst. Engineer	John W. Beckwith, Jr.	Cpl.	33746630
Asst. Radio. Operator	Kenneth J. Conklin	Cpl.	15399689
Armorer-Gunner	Donald C. Richmond	Cpl.	16190250
Armorer-Gunner	Johnny J. Corbell	Sgt.	18176877

Pilot	Clement F. Hausman	2nd Lt.	0-2058183
Co-Pilot	Albert L. Nolan	2nd Lt.	0-2067067
Navigator	Joseph Pellenberg	2nd Lt.	0-2074762
Bombardier	Robert E. Lytle, Jr.	2nd Lt.	0-788047
Engineer	Robert W. Gray	Cpl.	34652615
Radio Operator	Harold R. Baer	Cpl.	39453823
Asst. Engineer	Taylor Nelson	Cpl.	37592334
Asst. Radio Operator	David N. Sondeno	Cpl.	39050983
Armorer-Gunner	Lloyd D. Smith	Cpl	35902156
Aerial Gunner	Omer S. Anders	Cpl.	18081200

Pilot	Eugene H. Christiansen	1st Lt.	0-672564
Co-Pilot	Warren L. Garland, Jr.	1st Lt.	0-467645
Navigator	Floyd L. Gelvin	F/O	T-1338I3
Bombardier	Ralph L. Ebner	F/O	T-8787
Engineer	Maurice W. Duensing	Cpl.	19000021
Radio Operator	Robert W. Decker	Cpl.	39 708808
Asst. Engineer	Leon Call	Sgt.	11038670
Asst. Radio Operator	George L. Boyle	Cpl.	12231699
Ammorer-Gunner	Paul Barna	Cpl.	35771996
Armorer-Gunner	Carlton R. Reichert	Cpl.	19025164

PERSONNEL: (Continued)

Pilot	Hugh A. Snellings	2nd Lt.	0-2062326
Co-Pilot	Lawrence M. A. Olson	F/O	T-7906
Navigator	John R. Peck	2nd Lt.	0-2074761
Bombardier	Stanley Macher	2nd Lt.	0-788050
Engineer	Armond H. Roy	S/Sgt.	11014875
Radio Operator	Basil M. Barbis	Cpl.	39139392
Asst. Engineer	Harold G. De Wolfe, Jr.	Cpl.	11081889
Asst. Radio Operator	Ronald G. Sprague	Cpl.	19 20 5798
Armorer-Gunner	Rolland E. Snyder	Cpl.	19174261
Aerial Gunner	Larry B. Nowell	Cpl.	18015685
Pilot	Wilbur D. Yockey	2nd Lt.	0-558770
Co-Pilot	Duane C. Stonebarger	F/O	T-7931
Navigator	Robert L. Steck	2nd Lt.	0-2074849
Bombardier	Vincent J. Oliveri	F/O	T-8830
Engineer	Hilbert B. Reynolds	Cpl.	13090538
Radio Operator	Curtis Strand	Cpl.	39333007
Asst. Engineer	Raymond I. Arnold	Cpl.	15127767
Asst. Radio Operator	Adolph F. Peashka	Cpl.	18001345
Armorer-Gunner	Fred A. Buhlert	Cpl.	39420781
Aerial Gunner	Raymond H. Zehnick	Cpl.	32372025

SUPPLY:

80% of authorized Air Corps equipment was issued to the squadron during the month.

OPERATIONS:

Other than individual flights and the movement of all aircraft from Kahuku Army Air Base, to Wheeler Field, the only operations for the month was a Group practice mission on 25 May, 1945. Twelve (12) A/C of this squadron participated.

COMMENDATION:

Negative

LIVING CONDITIONS:

Housing conditions at Wheeler Field were found adequate. Officers were housed in standard two-story wooden B.O.Q. with Enlisted Men in small wooden huts holding 6 men each. Mess facilities were satisfactory. Due to their having lost a goodly percentage of their mess personnel through rotation and discharge, the 392nd Bombardment Squadron (H), 30th Bombardment Group (H) was attached to the 27th Bombardment Squadron for rations which greatly increased the problems of the mess personnel.

.A.F.P.O.A. HIS-UC1

ORGANIZATIONAL HISTORY
27TH BOMBARDMENT SQUADRON (H), 30TH BOMBARDMENT GROUP
ARMY AIR FORCES, PACIFIC OCEAN AREA
A.P.O. #959

DATE OF ARRIVAL AT AND DEPARTURE FROM EACH STATION OCCUPIED IN THIS THEATER:

Negative

LOSSES IN ACTION:

Negative

AWARDS AND DECORATIONS:

Negative

ORGANIZATION:

Negative

STRENGTH:

PERSONNEL

1 June 1945
69 Officers
1 Warrant Officer
9 Flight Officers
365 Enlisted Men

30 June 1945
69 Officers
1 Warrant Officer
9 Flight Officers
363 Enlisted Men

AIRCRAFT

1 June 1945
12 Flyable and operational
0 Flyable and not operational
0 Grounded

30 June 1945
10 Flyable and operational
0 Flyable and not operational
2 Grounded

AIRPLANE LOSSES:

Negative

PERSONNEL:

The following enlisted men were declared eligible for discharge under the "40 years of age or over" ruling and departed the organization 19 June, 1945:

S/Sgt. Robert A. Forbes, ASN 38168002
S/Sgt. John J. Wiseman, ASN 31037009
Sgt. Charles B. Ray, ASN 34268305
Pfc. Michael J. Murzinski, ASN 32453452

The following Officers and Enlisted Men were given emergency furloughs in the Continental United States:

1st Lt. Richard D. Fackler, O-699806
2nd Lt. Robert L. Steck, O-2074849
Sgt. Merrill Alford, ASN 34167863

PERSONNEL!

The following Enlisted. Man was given a regular furlough in the Continental United. States:
Cpl. Joseph A. Monastra, ASK 3 5 3 219 39

The following Officers and Enlisted Men were assigned to this organization during the month!

1st Lt.- Wilfred O. Roehrig, O-682239
S/Sgt. Joseph W. Goode, Jr., ASN 35^29595
Cpl. Angelo Deanis, Jr., ASN 182100^3
Cpl. Bennie R. Everett, ASK 18090010
Pfc. Howard H. Blume, ASK 32730038

The following Officers and Enlisted Men were transferred from this organization during the month;
Capt. Ephriam M. Rosset, O-50IIU2, transferred to 7th Fighter Command, APO ^86, c/o PM, San Francisco, Calif.
Sgt. Marvin B. Watts, ASK 1UoU2863» transferred to Medical Installation, Continental United States
Sgt. Samuel Juster, ASK 37268090, transferred to Medical Installation, Continental Halted States

SUPPLY;

By the end of the month of June, 90^ of authorized Air Corps Equipment had been issued to the squadron.

OPERATIONS;

Training flights ranging from individual night landings to Group high altitude practice missions kept the combat crews on their toes. Bombing as a whole was very satisfactory and considerable improvement in formation flying was noticed. The end of June brought the announcement that the goal for July would be 50 hours of flying per crew.

COMMENDATION;

m Negative

LIVING CONDITIONS:

There was no change during the month as far as housing was concerned. However, the opening of a p.x. in the squadron area was both a boost to the morale and an added convenience doing away with the necessity for the long trek to Wheeler Field for all items from beer to soap.

ORGANIZATIONAL HISTORY
27TH BOMBARDMENT SQUADRON (H), 30TH BOMBARDMENT GROUP (H)
VI AIR SERVICE AREA COMMAND, ARMY AIR FORCES, MIDDLE PACIFIC
APO #959

DATE OF ARRIVAL AT AND DEPARTURE FROM EACH STATION OCCUPIED IN THIS THEATER:

Negative

LOSSES IN ACTION:

On 9 July 1945 B-24M #44-42164, piloted, by 1st Lt. Wilber D. Yockey who was practicing procedure in transition training, made a water landing approximately 15 miles Southeast of the island of Kauai: The following injuries to personnel resulted: Raymond L. Goins, Sgt., ASN 35360604, Radio Operator: Deceased. Delbert F. Bangs, S/Sgt., ASN 37196511, Passenger: Deceased. John W. Miller, S/Sgt., Passenger, of an Air Defense Control Battery at APO #959: Deceased. Pete Collins, Pfc., Passenger, of an Air Defense Control Battery at APO #959: Deceased. Wilber D. Yockey, 1st Lt., 0-558770, Pilot: Shock, mild exposure, and lacerations of the forehead. Robert E. Saunders, F/O, T-7816, Co-Pilot: Mild exposure and lacerations of the left side of the head. James S. Secrest, 2nd Lt., 0-2074820, Navigator: Sprained back, lacerations of the face and arms; mild exposure. Lloyd F. Reed, Sgt., ASN 16019071, Engineer: Shock, mild exposure, and laceration of the face.

AWARDS AND DECORATIONS:

Squadron order #13, dated 6 July 1945, awarding most of the personnel of the 27th Squadron a Bronze Service Star on the Asiatic-Pacific Theater Ribbon for participation in the Western Pacific Campaign is attach hereto and made a part of this section of the History.

ORGANIZATION:

Negative

STRENGTH:

PERSONNEL

<u>1 July 1945</u>	<u>31 July 1945</u>
69 Officers	67 Officers
1 Warrant Officer	1 Warrant Officer
9 Flight Officers	9 Flight Officers
363 Enlisted Men	368 Enlisted Men

AIRCRAFT

<u>1 July 1945</u>	<u>31 July 1945</u>
10 Flyable and Operational	11 Flyable and Operational
0 Flyable and Not Operational	0 Flyable and Not Operational
2 Grounded	0 Grounded

AIRPLANE LOSSES:

On 9 July 1945 B-24M #44-42164, piloted, by 1st Lt Yockey, made a water landing near the island of Kauai and was lost*

PERSONNEL:

On. 8 July Captain Theodore S. Stevens, 0-222142, Intelligence Officer of the Squadron, was transferred to 30th Bomb Group Headquarters* Lt. McLean was made Squadron S-2. On 9 July Charlton E. Davis, Radar Observer, 2nd Lt., 0-871412, was assigned and joined the squadron and was made IFF Officer,

During the month the following enlisted men were transferred from the Squadron to return to the United States:

John H. Murtomaki, Sgt., ASN 36237939
 Robert K. Boswell, Pfc., ASN 35404823
 Robert Cohen, Pfc., ASN 32632385
 George A. Dawes, S/Sgt., ASN 18032273
 Robert O. Wood, M/Sgt., ASN 14022684
 Peter J. Butler, Sgt., ASN 32223091

Cpl. Salvador C. Aguda, ASN 14042156, returned to the United States on emergency furlough.

The following enlisted men were assigned to and joined the Squadron during the month:

1st/Sgt Ferris T. Mushro, ASN 6915885
 T/Sgt Carlos J. Reyes, ASN 39233385
 S/Sgt Chester F. Mietlicki, ASN 12029749
 S/Sgt Donzalo L. Gorney, ASN 38003896
 Sgt James L. Hiller, ASN 39239409
 Sgt William C. Horton, ASN 34105520
 Sgt Alvin H. Moore, ASN 18125387
 Sgt Howard E. Rhinehart, ASN 34122760
 Sgt Mike Pollock, ASN 35300432
 Sgt David C. Sasser, ASN 18043066
 Cpl Melville B. Guynup, ASN 39421679
 Cpl Vernon E. Koeppen, ASN 36953035
 Cpl Squire G. Luttrell, ASN 38351814
 Cpl William B. Parrish, ASN 36485246
 Cpl Louis R. Westmoreland, ASN 38147847
 Cpl Selvin D. Swanner, ASN 18178029
 Pfc. Vernor T. Saftin, ASN 38510970
 Pfc. James R. Payne, ASN 15315026
 Pfc. James R. Payne, ASN 36148642

On 30 July Lt. George H. McLean, 0-582857, returned from the U.S., Having completed the Radar Intelligence Officers training school at Langley Field, Va.

INTELLIGENCE:

Captain Stevens, S-2 of the Squadron during its entire combat experience, was transferred to 30th Group Headquarters on 8 July. "Steve" had served the Squadron faithfully and exceptionally well for two years and his transfer to higher echelon was considered a great loss, both by the Staff of the Squadron and all personnel. Lt. McLean, former Ass't S-2, was moved into the S-2 position.

Another loss to the S-2 section occurred when Pfc. Robert K. "Speedy" Boswell was transferred to an Air Base Squadron at Hickam Field. Pfc Boswell's brother was

killed, in action on Luzon and as the only surviving son, Boswell was transferred, to a non-tactical outfit with the expectation of soon being discharged.

Censorship occupied most of the Intelligence time during the month. There were only a few violations of the existing regulations, none of which violations were of a serious nature.

In the photographic department, photos were made on all the training missions. No problems of moment were encountered and the routine work of the section was handled with dispatch by Sgts. Jackson and Haskins.

OPERATIONS:

Routine transitional training missions, including navigational, gunnery, and bombing missions were executed during the month, all flying personnel of the Squadron completing 45 -50 flying hours during the period, under Group S.O.P.

SUPPLY:

There were no problems or shortages in Quartermaster or Chemical Warfare supplies and equipment during the month. 90% of T/E equipment, including washing machines, generators, and tentage was in possession of the Squadron by the end of July.

ENGINEERING:

The principal modification job on aircraft during the month was the installation of deflectors on the top of the fuselage just forward of the top hatch. This work was completed on all 12 airplanes. The purpose of the deflectors was to eliminate the suction inside the plane when the top hatch was opened in flight.

The requirement, of 50 hours flying time per month for the combat crews kept the Engineering Section extremely busy maintaining the airplanes, in spite of which there were no engine failures or other major mechanical difficulties or malfunctions during operations.

Climatic conditions at Wheeler were found to be very similar to those of Saipan, not increasing the job of maintenance to any appreciable extent.

The fact that the critical air corps equipment issued to the Squadron was reconditioned serviceable equipment still caused some trouble: For instance, three cletraks were drawn before one was found to be operational. The supply situation was not too good, and in 2 or 3 instances airplanes had to be grounded because tires weren't available.

The Engineering section was housed in seven 16'x40' buildings on the line, with two canvas covered buildings of the same size being used for storage. While this space would not be called cramped, still another two buildings of the same size would have been convenient. The parking facilities were excellent, being located near the line buildings and so situated that the aircraft could be parked without having to be turned around, as in a revetment.

The personnel changes of the section during the month resulted in a number of new names in key jobs, notably in the line chief's position and flight chiefs. The following is a list of the men taking over new positions during July:

M/Sgt William M. West	Line Chief
M/Sgt Joseph Pfeffer	Chief Inspector
M/Sgt Joffree H. Sharpe	Flight Chief, "A" Flight
M/Sgt Milan D. Kakach	Flight Chief, "B" Flight
M/Sgt Carl R. Jordan	Flight Chief, "C" Flight
S/Sgt Joseph F. Bellotti	Crew Chief
S/Sgt Clifford E. Kaunisto	Crew Chief
S/Sgt Rawlin E. Kersten	Crew Chief
Sgt Pedro B. Bencomo	Crew Chief
Sgt James R. Hartman	Crew Chief
Cpl William C. Norton	Crew Chief

The section was only 90% of T/O strength, mechanics being the section which needed men more severely than the others.

Having been ousted from the base-ball diamond commonly used by the 27th Squadron by Base, the "line" personnel proceeded to construct one for the exclusive use of the boys of the 27th. Located near the maintenance area, the new diamond surpassed all others on the field. Baseball was the main source of recreation and also injuries, Mike Barbera dislocated his shoulder and Joe Hadimus broke a leg when they became over-enthusiastic.

ORDNANCE:

All personnel of the Squadron fired the carbine and the pistol for qualification during the month and all crews received training in aerial gunnery.

One rather large job was the modification of carbines, involving the installation of a new type hammer and spring. The modification was supposed to ease the trigger pull on the weapon. The sights of all carbines were also changed from the "L" type to the adjustable type.

In the transportation section there continued to be a shortage of jeeps, and the equipment remained in bad shape, due to the fact that the vehicles were originally salvaged from some junk yard presumably. Two jeeps and one 1 1/2-ton truck were stolen during the month, one jeep and the truck of which were recovered. The other jeep was wrecked by the person who had appropriated it.

Two hundred (200) practice bombs (AN-M38 A2) were dropped by the Squadron during the month.

ARMAMENT:

Several modifications of aircraft were accomplished during the month: Formation sticks, auxilliary equipment for automatic flight control equipment allowing easier formation flying, were installed in five airplanes by the end of the month and the entire job would have been completed shortly. There were several small modifications of the K-7 (waist gun) mounts, and all sperry turrets were thoroughly prepared for ditching, which involved the installation of proper tools, painting signs in appropriate planes, and painting certain parts of the turret.

INFORMATION AND EDUCATION:

The subjects for discussion during July were (1) Prejudice, (2) Soldier Finance, and (3) Propaganda. Cpl. Donner handled the first two subjects and Lt. Charlton Davis the third. A training film and G. I. movies were shown for the fourth program of the month.

Two study classes were completed during the period. Business I (organization), and Psychology In Life were the two subjects covered. These classes were well attended when first begun, but only 8 final examinations were given.

MEDICAL:

The 27th and the 392nd Squadrons operated a joint dispensary during July and while located South of the strips at Wheeler Field. This was especially convenient for both Squadrons during the month of July since the 27th had no Flight Surgeon assigned and one medical officer had to take care of both Squadrons during the period. The dispensary consisted of a room 27' x 24' partitioned off at one end of a wooden barracks. It was well lighted and screened. A small room was constructed for the Surgeon's use in private consultations. A sink with hot and cold running water was available, and a refrigerator. A medical examining table with drawers was constructed by the medical personnel and there were adequate shelves for medications.

The stoves in the mess hall were very unsatisfactory: The lids were warped and several oven doors lacked hinges. In lieu of trying to repair this condition efforts were made to obtain new equipment, to no avail during the month.

The health of the Squadron was generally good: There were no cases of venereal disease or other acute communicable diseases. Regulations pertaining to immunization and inoculations were complied with.

Medical training, consisting of swimming instruction, lectures, and training films were accomplished during the period.

MORALE:

The fact that a definite system for discharges was finally in effect, and that several personnel of the 27th Squadron were sent back to the States under that system, helped to raise the morale of the Squadron.

Food, living conditions, and recreational facilities were good.

ORGANIZATIONAL HISTORY
27TH BOMBARDMENT SQUADRON (H), 30TH BOMBARDMENT GROUP (H),
7TH FIGHTER WING, ARMY AIR FORCES, MIDDLE PACIFIC
APO #959

DATE OF ARRIVAL AT AND DEPARTURE FROM EACH STATION OCCUPIED IN THIS THEATER:
Negative

LOSSES IN ACTION:
Negative

AWARDS AND DECORATIONS:
Negative

ORGANIZATION:
On 15 August 1945 the 30th Bombardment Group (H) was assigned to the 7th Fighter Wing. Assignment Order Number 14, Provisional Headquarters, Army Air Force, Middle Pacific, APO #953, dated 15 August 1945, which relieves the 27th Bomb Sqdn (H), along with other units of the 30th Bomb Gp (H), from attachment to the VI Air Service Area Command and assigns the Squadron to the 7th Fighter Wing, is attached hereto and made a part hereof.

STRENGTH:
PERSONNEL:

<u>1 August 1945</u>	<u>31 August 1945</u>
67 Officers	71 Officers
1 Warrant Officer	1 Warrant Officer
9 Flight Officers	7 Flight Officers
368 Enlisted Men	328 Enlisted Men

AIRCRAFT: (All aircraft are B-24Ms)

<u>1 August 1945</u>	<u>31 August 1945</u>
11 Flyable and Operational	11 Flyable and Operational
0 Flyable and Not Operational	0 Flyable and Not Operational
0 Grounded	0 Grounded

AIRCRAFT LOSSES:
Negative

PERSONNEL:

During the month the following Enlisted Men were transferred from the Squadron on discharge points to be returned to the United States:

1st Sgt Ralph E. Ransone
M/Sgt Alexander V. Andrews, Crew Chief
M/Sgt Theodore L. Benson, Flight Chief
N/Sgt A.L. Bowen, Crew Chief
M/Sgt Donald R. Burton, Flight Chief
M/Sgt Edward H. Cox, Crew Chief
M/Sgt Windsor W. Donohoe, Line Chief
M/Sgt Claude R. Taylor, Technical Inspector
T/Sgt Steven H. Belcher, Bombsight Maintenance
T/Sgt Joseph B. Paine, Electrician
T/Sgt John B. Spires, Mess Sergeant
T/Sgt Joe H. Whitehead, Aerial Engineer (Combat man)
S/Sgt John B. Fitz, Chief Clerk, S-1 Section
S/Sgt Frank R. Harrison, Radio Operator (Combat man)
S/Sgt Dale E. Haskins, Photographic Section
S/Sgt Frank R. Reasoner, Ordnance Section
S/Sgt Stanley C. Selengowski, Ordnance Section
S/Sgt Harry T. Slattery Jr., Communications Section
Sgt Joseph M. Bartholio, Armor er-Gunner (Combat man)
Sgt Charles A. Bennet, Crew Chief
Sgt Lawrence A. Dresner, Clerk, Intelligence Section
Sgt Ralph O. Faretti, Refueling Operator
Sgt Bernard H. Godfrey, Ordnance Clerk
Sgt Philip E. Hustad, Payroll Clerk, S-1 Section
Sgt Clark A. King, Engineering Clerk
Sgt Kermit C. Lesto, Cook
Sgt Charles D. Stetzler, Ordnance Section
Cpl Anthony S. Bogdan, Ordnance Section
Cpl Charles F. Darby, Photographic Section
Cpl Armando J. Dellarsina, Engineering Section
Cpl Andy S. Foster, Cook
Cpl Martin E. Kerlin, Engineering Section
Cpl Arthur R. Morris, Communications Section
Cpl Billy D. Taylor, Engineering Section
Cpl Albert W. white. Ordnance Section
Cpl Wayne W. Woods, Medical Section
Pfc Augustus A. Breitenberger, Armorer-Gunner (Combat man)
Pfc William C. Forkner Jr*, Engineering Section
Pfc Daniel G. Leiva, Engineering Section
Pfc Harry E. Moore, Ordnance Section
Pfc Eldon A. Weber, Ordnance Section

The following Enlisted Men were transferred from the Squadron to Hospital Detachments, to be returned to the United States for further treatment and eventual discharge:

S/Sgt Peter J. Hadimus, Assistant Crew Chief
Cpl Walter G. Kurtz, Engineering Section

The following Enlisted Men were granted emergency furloughs to the United States:

Sgt Bob L. McFarland, Combat Man
Cpl Salvador C. Aguda, Engineering Section
Cpl Ernest R. McTimmonds, Armament Section
Sgt Robert J. Chisholm, Mess Section
Cpl John D. Owens, Engineering Section
Pfc Houston D. Howell Jr., Communications Section

M/Sgt Hartley A. Bither, Radar Section Chief, was transferred from the Squadron to Headquarters, 30th Bomb Gp.

The following Enlisted Men were assigned to the Squadron and joined during the month:

Cpl Lacy M. Brimfield
Cpl Clarence L. Burkhart
Cpl James D. Connelly
Cpl Lloyd M. Cook
Cpl David R. Dodd

1st Lt. Benjamin C. Green, 0-1550391, Ordnance Officer of the Squadron was ordered to the United States during the month. 2nd Lt. Russell D. Stonesifer, 0-871459, Ordnance Officer, was assigned to the Squadron on 6 August as Lt. Green's replacement. Lt. Green had served as an enlisted Bombardier in the Caribbean area before coming to the Pacific and had a total of 120 points towards a discharge.

Two complete combat crews were transferred from the Squadron to the 819th Bomb Sqdn during the month in exchange for two combat crews which had been trained in the use of radar. Lt. Gilbreath's crew and Lt. Christiansen's crew left the Squadron and the following two crews were assigned:

Robert J. Bawden, 1st Lt., 0-539763, Pilot
Nicholas A. Belkin, 2nd Lt., 0-774480, Co-Pilot
Robert D. Bilyeu, 2nd Lt., 0-206338, Navigator
James C. Ricksecker, 2nd Lt., 0-785093, Bombardier
William D. Clark, 2nd Lt., 0-785093, Radar Observer
Roland E. Gray, Sgt, 34674648, Engineer
Robert E. Slawson, Sgt, 12122616, Radio Operator
James D. Burkhalter, Sgt, 18225927, Gunner
Edward F. Hattrup, Cpl, 39710260, Gunner
Edward F. Desmond, Cpl, 36863046, Gunner

Robert U. Randle, 1st Lt., 0-797607, Pilot
Arthur E. Harding, 2nd Lt., 0-929874, Co-Pilot
Robert P. Bushman Jr., 2nd Lt., 0-2065508, Navigator
Joseph H. Hadfield, 2nd Lt*, 0-785185, Bombardier
Ralph V. Ferguson, 2nd Lt., 0-2067943, Radar Observer
Platon A. Goutas, Sgt, 12087239, Engineer
Louie C. White Jr., Sgt, 38554907, Radio Operator

Philip A. Bryant, Sgt, 31366915, Gunner
George J. Ruetz, Cpl, 16192309, Gunner
Eugene P. Reiland, Cpl, 16187320, Gunner

On the 1st of August Captain Cox traded his railroad tracks for gold leaves and furnished cigars for the Squadron. On the same date Lt. Keller was promoted to Captain.

INTELLIGENCE:

Intelligence Section work was at a minimum during the month, censorship taking up more time than any other duty. Only two preliminary mission reports were submitted and only one final mission report.

S/Sgt Merriman, Chief Clerk of the Section, was hospitalized during the latter part of the month, leaving Cpl Sexton in the job by himself.

In the photographic department, photos were made on all the training missions Sgt A.F. Jackson was the only man left in the Section after S/Sgt Haskins was returned to the mainland.

OPERATIONS:

Routine transitional training missions, including navigational, gunnery, and bombing missions were executed during the month. The 27th Squadron planned, briefed, and led the one Group bombing mission during the month and participated, along with the other Squadrons of the Group, in the monthly Joint Army-Navy exercise.

ENGINEERING:

The biggest single job on the "line" during the period was the modification of a combat B-24 to the cargo type. The Engineering Section accomplished the entire job with the exception of the nose.

The manifold induction systems on three airplanes were modified to prevent gas locks when feathering engines in the air and to allow the oil to drain out and prevent over-priming.

The planes of the Squadron were flown 412 hours during the month and four 100-hour inspections were pulled.

ORDNANCE:

The following bombs were dropped during the month:

99 Practice Bombs (M38 - A2)
18 500 lb General Purpose (Mark 12 - Mod 2) bombs
12 1000 lb General Purpose (Mark 13 - Mod 2) bombs

4,200 rounds of ammunition, Cartridge, Cal. .50 (221), were expended.

By order of Base Headquarters, all individual side-arms and weapons were turned into the Ordnance Section. The purpose of this order was not known but it was thought that higher echelon was taking preventive measures against a too hilarious celebration on V-J day.

ARMAMENT:

The principal work of the Armament Section was the installation of plexi-glass windows in the waist of each airplane of the Squadron. In addition, when the windows were mounted the azimuth and elevation limit stops of the waist-gun mounts had to be modified to allow them to protect the new windows.

INFORMATION AND EDUCATION:

The subjects for discussion during August were:

- (1) The Atomic Bomb
- (2) Prejudice - Roadblock to Progress
- (3) United States Armed Forces Institute

No progress was made in study classes due to the lack of a definite policy in higher echelon.

MORALE:

The morale of the Squadron was satisfactory. The news of Japan's unconditional surrender on 10 August and the cessation of offensive warfare of course led to a great deal of speculation as to the ultimate fate of the 30th Bomb Group. The morale rose and fell with the quality of the rumors available, but for the most part the boys thought that the 30th Group personnel were being discriminated against in the matter of reassignment to the U.S. on discharge points. The fact that 42 Enlisted Men and 1 Officer were returned to the mainland, and the hope for favorable developments soon after V-J Day, alleviated the condition to some extent.

Food was a constant gripe during the period.

Recreational facilities were good, and much interest was shown in both base ball and basket ball.

SECRET

PROVISIONAL HEADQUARTERS
ARMY AIR FORCE, MIDDLE PACIFIC
APO 953

ASSIGNMENT ORDERS)

15 August 1945

NUMBER 14)

Effective this date, the following units are relieved from attachment to VI Air Service Area Command and are assigned to 7th Fighter Wing. VI Air Service Area Command will be responsible for third echelon maintenance of these units until such time as the 71st Air Service Group can be made available to 7th Fighter Wing for this purpose:

30th Bomb Group
Headquarters, 30th Bomb Group, H
27th Bomb Squadron, H
38th Bomb Squadron, H
392nd Bomb Squadron, H
819th Bomb Squadron, H

BY COMMAND OF MAJOR GENERAL PARKER:

/s/ Henry B. Hohman
HENRY B. HOHMAN
Colonel, Adjutant General's Department,
Adjutant General.

DISTRIBUTION:

As noted.

SECRET

ORGANIZATIONAL HISTORY
27TH BOMBARDMENT SQUADRON (H), 30TH BOMBARDMENT GROUP (H),
VI AIR SERVICE AREA COMMAND,
ARMY AIR FORCES, MIDDLE PACIFIC,
APO 964

DATE OF ARRIVAL AND DEPARTURE FROM EACH STATION OCCUPIED IN THIS THEATRE:

The 27th Bombardment Squadron participated in the general move of the 30th Bombardment Group from Wheeler Field to Kahuku Army Air Base, T. H. The personnel and the major part of the equipment of the squadron were moved on 25 September 1945. The trip only takes about one hour by truck. The airplanes were flown over the same day.

LOSSES IN ACTIONS

Negative.

AWARDS AND DECORATIONS:

The Bronze Service Star for the Eastern Mandates Campaign was awarded to 55 members of the squadron by Squadron Order No. 28, dated 24 September 1945. Copies are attached.

ORGANIZATION:

Negative.

STRENGTH:

Personnel	
<u>1 September 1945</u>	<u>30 September 1945</u>
71 Officers	69 Officers
1 Warrant Officer	6 Flight Officers
7 Flight Officers	285 Enlisted Men
320 Enlisted Men	
Aircraft	
<u>1 September 1945</u>	<u>30 September 1945</u>
12 Flyable and Operational	12 Flyable and Operational
1 Grounded	1 Grounded

AIRPLANE LOSSES:

Negative.

PERSONNEL:

The discharge system to the States really went into operation this month. The Squadron lost forty-three high-point enlisted men on 8 September 1945. They were sent to Ft. Kam for transfer to the States for discharge. Eighty more enlisted men were lost by the same method on 25 September 1945. These men all had 80 points or better. There was also a prospect of nearly 70 more leaving during the first few days of October. The loss of these experienced men from the squadron was a blow it could ill afford.

Operation of the squadron was hampered and uncertain as a result. The influx of ninety-five enlisted men from the 13th Replacement Depot, freshly from the States helped to a great extent. Most of these men had considerable experience in the Air Forces and Training Commands in the States but would need some little time to re-orient themselves to the operation of the squadron. The move of the squadron to Kahuku on top of the loss of experienced men on the influx of replacements made the usual condition of the orderly room one of a constant state of uproar.

The loss of eight officers, one warrant officer and one flight officer, most of them in key positions on 30 September 1945 was also a heavy blow to the squadron. Three of the officers were from crews in the flight echelon. They were Lt. Richard D. Fackler, Lt. Robert G. Sayffert and F/O Louis J. Cyr. These men were on Saipan with the Squadron and each had seven or eight missions against the enemy as well as half a hundred hours of search for Lt. General Harmon from Kwajalein.

The remaining seven officers were all staff members of long standing in the squadron. Some of them came over with the squadron when it first arrived in the Pacific from the States. The others joined the outfit early in its campaigns and had carried on from there. Five replacements were brought in and other staff personnel was reshuffled to fill in the vacancies occasioned by the loss of these officers.

Captain Charles L. Bailey was replaced by Major Thomas L. Barrett at the adjutants desk. "Chuck" had come over as Asst. Group Adjutant and been transferred to the squadron during the island-hopping days. Captain Louis B. Christensen has served as Squadron Gunnery Officer and Mess Officer. Lt. William H. Pyke, bombardier from the flight echelon took over the mess when Chris, one of the best-liked men in the squadron, got his chance to go home.

Captain James B. Gooding held down the armament section job for many months. He was replaced by the former squadron Bombardier, Lt. Ivan Fisher. Captain Arthur L. Harper, radar section head, also down under with the squadron, was replaced by Lt. Charleton E. Davies who formerly had only the Radar Counter measure job. Captain Roy M. Keller, Squadron Communications Officer through most of its campaigns was replaced by a new man from the States Captain Howard S. Becker.

Lt. George R. McLean, who was assistant S-2 for many months "down under" and had served as Squadron S-2 when Captain Stevens was transferred to Group last July, relinquished his post

to another replacement, Lt. David P. Johnson. The "Mississippi Mudcat", known for his generosity and banter, as well as for the excellent work he accomplished at his job, went back to his law practice in Mississippi. W/O Noel E. Dailey, Squadron Supply and Transportation Officer for the squadron since it left the States relinquished his job to Lt. Thomas G. McGinnis, another replacement.

Two other officers were assigned to the squadron: Lt. Robert E. Parrish and Lt. Ellis IT. Roche. Lt. Roche will take Captain Howard West's place when he leaves shortly.

Eight other enlisted men left the squadron for the States; four on the 25 September 1945. Three more men were assigned on 20 September 1945. One man, Cpl. Cecil T. Hall left on Emergency Furlough to his home.

Copies of Squadron Orders assigning new jobs are attached.

INTELLIGENCE:

The Squadron S-2 Section was operating with a complete new set of personnel both in Intelligence and Photo sections. They were busy learning their new jobs.

OPERATIONS:

Routine transitional training missions, including navigational, bombing and Hasea from search missions were performed during the month.

SUPPLY:

Squadron Supply became extremely busy this month due to the move to Kahuku. A great deal of memorandum receipt property remained to be turned in and some property still had not been drawn out by the end of the month.

ENGINEERING:

Airplane No. B-24J-44-40379 was converted into a cargo bomber CB-24 by the Sub-Depot at Wheeler Field.

COMMENDATION:

Negative.

MORALE:

The squadron, now largely replacements, was looking forward to civilian life. Many men with only 2 years of service and low points were happy in the thought of possibly being home by Christmas. The men were philosophical about the move to Kahuku, 20 miles further from Honolulu. The PX was crowded, but close. The barracks were anything but ideal, however, the men were repairing them themselves. The mess hall fed the men fairly well. As usual, fresh meat, vegetables and milk were the main problems. Milk was obtained from a local dairy finally, however, the men had to pay for it individually.

27TH BOMBARDMENT SQUADRON (H)
Office of the Commanding Officer
APO 959

adj/4.

5 September 1945

SQUADRON ORDERS)

NUMBER 23)

1* VOCO, 1 September 1945, appointing 1st Lt (1092) MARTIN J. MUNSON JR., 0-771770, Squadron Assistant Operations Officer (A), is hereby confirmed and made of record.

BY ORDER OF MAJOR COX:

CHARLES L. BAILEY
Captain, Air Corps,
Adjutant.

OFFICIAL.

/s/ Charles L. Bailey,
CHARLES L. BAILEY,
Captain, Air Corps
Adjutant.

DISTRIBUTION:

- 1 Cy CG, AAF MID PAC (PROV), APO 953, ATT: A-1.
- 2 Cy CG, 7th Fighter Wing AAF, APO 958, ATT: A-1.
- 1 Cy CO, 30th Bomb Gp (H), APO 959.
- 1 Cy S-2.
- 1 Cy S-3.
- 1 Cy S-4.
- 1 Cy Os Concerned.
- 1 Cy File.

A TRUE COPY:

T. L. BARRETT JR,
Major, Air Corps,
Adjutant.

27TH BOMBARDMENT SQUADRON (H)
Office of the Commanding Officer
APO 959

11 September 1945.

SQUADRON ORDERS)

NUMBER 24)

1. VOCO, 10 September 1945, appointing Major (2136) THOMES L. BARRETT, 0-383^95, as Squadron Adjutant (P), Savings Promotion Officer (A), and Custodian of Squadron Fund (A), is hereby confirmed and made of record, vice Capt (2110) CHARLES L. BAILEY, 0-649335, relieved.

2. VOCO, 10 September 1945, appointing Major (2120) BEN STORTZ, 0-330170, as Squadron Executive Officer (P), is hereby confirmed and made of record, vice Major (2120) STANDLEE D. ROBERTS, 0-231221, relieved.

3. VOCO, 10 September 1945, appointing Capt (0200) HOWARD S. BECKER, 0-857571, as Squadron Communications Officer (P), Cryptographic Security Officer (A), Postal Officer (A), Post Exchange Officer (A), and Special Service Officer (A), is hereby confirmed and made of record, vice Capt (0200) ROY M. KELLER, 0-857635, relieved.

4. VOCO, 10 September 1945, appointing 2nd Lt (2120) THOMES G. MCGINNIS, 0-583935, as Squadron Supply Officer (P), and Squadron Transportation Officer (A), is hereby confirmed and made of record, vice W/O (jg) (4000) NOEL E. DAILEY, W-2122325, relieved.

5. VOCO, 10 September 1945, appointing 1st Lt (8503) DAVID P. JOHNSON, 0-803822, as Squadron Aerial Photo-Interpreter (P), is hereby confirmed and made of record.

6. VOCO, 10 September 1945, paragraph 2 of Squadron Order No 6, dtd 7 February 1945, is hereby revoked.

7. VOCO, 10 September 1945, the following named officers (AC) 27th Bombardment Squadron (H), are hereby appointed as members of Squadron Council Board. Council will meet at the call of the senior member: (A).

Major (2120) BEN STORTZ, 0-330170
Major (2139) THOMAS L. BARRETT, 0-383495
1st Lt (9301) GEORGE H. MCLEAN, 0-582857

SQUADRON ORDER #24, Continued.

BY ORDER OF MAJOR COX;

CHARLES L BAILEY,
Captain, Air Corps,
Adjutant.

OFFICIAL:

/s/ Charles L. Bailey,
CHARLES L. BAILEY,
Captain, Air Corps,
Adjutant.

DISTRIBUTION:

1 Cy CG, AAF MID PAC (PROV), APO 953, ATT: T-1.
1 Cy 0\$, 7th Fighter Wing AAF, APO 958, ATT: T-1.
1 Cy CO, 30th Bomb Gp (H), APO 959.
1 Cy S-2.
1 Cy S-3.
1 Cy S-4
1 Cy Os Concerned.
1 Cy File.

A TRUE COPY:

T. L. BARRETT JR,
Major, Air Corps,
Adjutant.

27TH BOMBARDMENT SQUADRON (H)
Office of the Commanding Officer
APO 959

adj/4.

13 September 1945.

SQUADRON ORDERS)

NUMBER 25)

1. VOCO 10 September 1945, relieving 1st Lt (9301) GEORGE H. MCLEAN, 0-582857, as Squadron I & E Officer (A), and Squadron Photographic Officer (A) is hereby confirmed and made of record.

2. VOCO 10 September 1945, appointing 1st Lt (S503) DAVID P. JOHNSON, 0-803822, as Squadron Assistant Intelligence Officer (A), Squadron I & E Officer (A), and Squadron Photographic Officer (A), is hereby confirmed and made of record.

BY ORDER OF MAJOR COX:

/s/T. L. Barrett Jr,
T.L. BARRETT JR,
Major, Air Corps,
Adjutant.

OFFICIAL:

/s/ T. L. Barrett Jr,
T. L. BARRETT JR,
Major, Air Corps,
Adjutant

DISTRIBUTION:

- 1 Cy CG, AAF MID PAC (PROV), APO 953, ATT: A-1.
- 1 Cy CG, 7th Fighter Wing AAF, APO 958, ATT: A-1.
- 1 Cy CO, 30th Bomb Gp (H). APO 959.
- 1 Cy S-2.
- 1 Cy S-3.
- 1 Cy S-4.
- 1 Cy Os Concerned.
- 1 Cy File.

A TRUE COPY:

T. L. BARRETT JR,
Major, Air Corps,
Adjutant.

27TH BOMBARDMENT SQUADRON (H)
Office of the Commanding Officer
APO 959

adj/4.

18 September 1945.

SQUADRON ORDERS)

NUMBER 26)

1. VOCO 17 September 1945, appointing 1st Lt (1035) WILLIAM H. PYKE JR, 0-780324, as Squadron Gunnery Officer (P), and Squadron Mess Officer (A), is hereby confirmed and made of record, vice Captain (2554) LOUIS B CHRISTENSEN, 0-862307, relieved.

2. VOCO 17 September 1945, appointing 1st Lt (1035) PHILIP P. MURPHY, 0-776679, as Squadron Bombardiering Officer (P), Squadron Assistant Operations Officer (A), and Squadron Camouflage Officer (A), is hereby confirmed and made of record, vice 1st Lt (1035) IVAN V. FISHER, 0-749896, relieved.

3. VOCO 17 September 1945, appointing 1st Lt (1035) IVAN V. FISHER, 0-749896, as Squadron Armament Officer (P), is hereby confirmed and made of record, Vice Captain (4822) JAMES S. GOODING, 0-861761, relieved.

4. VOCO 17 September 1945, appointing 2nd Lt CHARLTON E; DAVIS, 0-871412, as Squadron Personal Affairs Officer (A), is hereby confirmed and made of record, vice Captain (4822) JAMES S. GOODING, 0-861761, relieved.

5. VOCO 17 September 1945, appointing 2nd Lt ROBERT E. PARISH, 0-868925, as Squadron Electronics Officer (P), and Squadron Ground Safety Officer (A), and Squadron Athletic Officer (A), is hereby confirmed and made record, Vice Captain (0141) ARTHUR L. HARPER JR, 0-857620, relieved.

BY ORDER OF MAJOR COX:

T. L. BARRETT Jr,
Major, Air Corps,
Adjutant.

OFFICIAL:

/s/ T. L. Barrett Jr,
T. L. BARRETT JR,
Major, Air Corps,
Adjutant.

Squadron Orders Number 26 (Cont'd).

DISTRIBUTION:

- 1 Cy CG, AAF MID PAC (PRO?), APO 953, ATT: A-1.
- 1 Cy CG, 7th Fighter Wing AAF, APO 958, ATT: A-1.
- 1 Cy CO, 30th Bomb Gp (H), APO 959.
- 1 Cy S-2.
- 1 Cy S-3.
- 1 Cy S-4.
- 1 Cy Os Concerned.
- 1 Cy File.

A TRUE COPY:

T. L. BARRETT JR,
Major, Air Corps,
Adjutant.

27TH BOMBARDMENT SQUADRON (H)
Office of the Commanding Officer
APO 959

adj/4.

19 September 1945.

SQUADRON ORDERS)

NUMBER 27)

1. VOCO 10 September 1945, paragraph 2 of Squadron Order Number 25, dated 13 September 1945, is hereby revoked.

2. VOCO 9 September 1945, appointing 1st Lt (350}) DAVID P. JOHNSON, O-803822, as Squadron Intelligence Officer (P), Squadron I & E Officer (A), Squadron Photographic Officer (A), is hereby confirmed and made of record, vice 1st Lt (9301) GEORGE H. MCLEAN, O-532857, relieved.

3. VOCO 17 September 1945, appointing 1st Lt (1035) IVAN V. FISHER, O-749896, as Squadron Chemical Warfare Officer (A), is hereby confirmed and made of record, vice Captain (4822) JAMES S. GOODING, O-861761, relieved.

BY ORDER OF MAJOR COX:

T. L. BARRETT Jr,
Major, Air Corps,
Adjutant.

OFFICIAL:

/s/ T. L. Barrett Jr,
T. L. BARRETT Jr,
Major, Air Corps,
Adjutant.

DISTRIBUTION:

- 1 Cy CG, AAV MID PAC (PROV), APO 953, ATT: A-1,
- 1 Cy CG, 7th Fighter Wing AAF, APO 953, ATT: A-1.
- 1 Cy CO, 30th Bomb Gp (H), APO 959.
- 1 Cy S-2.
- 2 Cy S-3.
- 3 Cy S-4.
- 1 Cy Os Concerned.
- 1 Cy File.

A TRUE COPY:

T.L. Barrett
Major, Air Corps,
Adjutant.

27TH BOMBARDMENT SQUADRON (H)
Office of the Commanding Officer
APO 959

SQUADRON ORDER)

NUMBER 28)

24 September
1945

1. In Accordance with Section I (Battle Honors), General Orders No. 33 WD, 1945 and sub-paragraph 12b (2), AR 260-10, 25 October 1944, and in accordance with paragraph 7, WD Circular 62, 11 February.1944, as amended by Section I, KD Circular 195, 18 May 1944 and paragraph 1, General Orders No. 71, Hq USAFPOA , 10 December 1944, as amended by General Orders No. 65, Hq USAFPOA 30 June 1945, the following named officers and enlisted men of this organization are authorized to wear the Bronze Service Star on the Asiatic-Pacific Theatre Ribbon for participation in the Eastern Mandates Campaign:

1st Lt (1092)	AVGERIONS, BYRON C.	0-776214
1st Lt (1092)	BRINK, JACK	0-774934
1 st Lt (1092)	BROKER, PAUL L.	0-769710
1st Lt (1034)	BURK, WILLIAM H.	0-2063351
1st Lt (1092)	FACKLER, RICHARD D.	0-699806
1st Lt (1034)	GUILLIAMS, JOHN R.II	0-2063407
1st Lt (1092)	HANSEN, JOHN T.	0-771011
1st Lt (1092)	HOHMAN, JAMES D.	0-721088
1st Lt £1092)	HUSHAK, WALTER J.	0-828437
1st Lt (1092)	LESBO, MIKE P.	0-775061
1st Lt (1035)	LEVEN, MARVIN	0-780314
1st Lt (IO34)	MATOCHA, ALPHONSE G.	0-555128
1st Lt (1092)	McNEESE, DONALD L.	0-928159
1st Lt (1035)	MEDINA, JOE	0-929196
1st Lt (1092)	MUNSON, MARTIN J. Jr.	0-J71770
1st Lt (1035)	MURPHY, PHILIP P.	0- 776679
1st Lt (1035)	PEAK, ARCHIE L.	0-780321
1st Lt (1034)	POUNDS, JAMES E.	0-2065099
1st Lt (1035)	SCELSA, JOHN N. Jr.	0-780331
1st Lt (1035)	TAYLOR, JOSEPH H.	0-780342
1st Lt (1U34)	VALATO , ANGELO A.	0-2060615
T/Sgt (757)	BURNS, EDGAR R. Jr.	36660892
T/Sgt (748)	LEBLANC, ARTHUR C.	31154966

T/Sgt (757)	STICK, EDWARD J.	20946085
S/Sgt (612)	ALLEN, ALMERIAN J.	36875928
S/Sgt (612)	BLEAU, VICTOR W.	31407664
S/Sgt (612)	BYRNE, ANDREW A.	13106182
S/Sgt (612)	CULLEN, EDMUND.	11045735
S/Sgt (612)	HUBER, KEITH A.	37654448
S/Sgt (748)	LINDENMEYER, LLOYD L.	36482138
S/Sgt (757)	MCCUTCHEON, EARL M.	19158106
S/Sgt (612)	McMANUS, GERALD F.	33781835
S/Sgt (757)	MILKAITIS, GEORGE R.	31182763
S/Sgt (748)	OEHM, JOHN H.	33690910
S/Sgt (757)	PARGEN, LOKEN W.	37527887
S/Sgt (757)	PHELPS, GERALD A.	18078579
S/Sgt (612)	RODDA, JEROLD E.	38541696
S/Sgt (748)	ROUNSANVILLE, MARVIN M.	18086346

S/Sgt (748)	SODANO, HENRY F.	13124358
S/Sgt (612)	WISER, GEORGE L.	36835353
Sgt (611)	BECKERDITE, ROBERT J.	37722489
Sgt (612)	BERRY, ROBERT R.	34925434
Sgt (748)	BLACKWOOD, DENN J.	37513934
Sgt (757)	BROWN, ANDREW A.	16130045
Sgt (612)	BURLESS, MARTIN.	33902895
Sgt (748)	BURLISON, GORDON E.	19137271
Sgt (748)	EGENBERGER, ROBERT L.	37357884
Sgt (757)	KERN, CARL R.	17151506
Sgt (612)	LAWRENCE, FRANK P.	31400854
Sgt (612)	LEWIS, ROBERT E.	12226242
Sgt (612)	McCUNE, WILLIAM G.	37474519
Sgt (767)	McREYNOLDS, THOMAS	33631452
Sgt (748)	MORTIMORE, ROY E.	37676974
Sgt (611)	RODRIGUES, MARIO	42104138
Sgt (748)	THOMAS, DON R.	39679717

ORGANIZATIONAL HISTORY
27TH BOMBARDMENT SQUADRON (H), 30TH BOMBARDMENT GROUP (H),
VI AIR SERVICE AREA COMMAND,
ARMY AIR FORCES, MIDDLE PACIFIC,
APO 964

DATE OF ARRIVAL AND DEPARTURE FROM EACH STATION OCCUPIED IN THIS THEATRE:

Negative.

LOSSES IN ACTION:

Negative

AWARDS AND DECORATIONS:

Negative

ORGANIZATION:

Negative

STRENGTH:

Personnel

1 October 1945

69 Officers Assigned.
5 Officers Attached.
6 Flight Officers Assigned.
1 Flight Officer Attached.
285 Enlisted Men Assigned.
43 Enlisted Men Attached.

31 October 1945

65 Officers Assigned.
2 Officer's Attached.
6 Flight Officers Assigned.
1 Flight Officer Attached.
174 Enlisted Men Assigned.
17 Enlisted Men Attached.

Aircraft

1 October 1945

12 Flyable and Operational
1 Grounded.

31 October 1945

8 Flyable and Operational
5 Grounded.

AIRPLANE LOSSES:

Negative.

PERSONNEL:

The point system continued to operate amongst the enlisted men of the squadron this month but practically ceased working as far as officers are concerned.

1st Lt George H Thomas was transferred into the squadron from Group Headquarters and took over the Tech Supply post on 2 October. 1st Lt Wilford O Roehrig, Squadron Navigator, was transferred into Group Headquarters as Group Navigator. He plans to stay in the service. A temporarily attached officer, 2nd Lt Robert E Parrish was transferred to Group, also.

Major Standlee D Roberts, Squadron Executive Officer was transferred to Oahu Personnel Center along with Captain Howard F West. Both "Robie" and "Howie" had been down under with the Squadron and gone through all of its campaigns.

Captain West had been about the best engineering officer any squadron ever had. They were replaced by Major Ben Stortz and 1st Lt Elias Roche, respectively who had been working with them for nearly two weeks when they left on 5 October 1945. Two other officers, temporarily attached, also left for Ft Kam on 6 October. They were Capt Barry W Myers and 1st Lt Orlan A Ryan. Another navigator, 1st Lt Robert C Stoll, was lost to Ft Kam on 15 October. Lt Stoll, who had been with the outfit on Saipan, found a battle star order that gave him five more points and got his orders in two days.

The amount of enlisted men lost was the biggest blow to the squadron. These men are always the best and most experienced men. 76 enlisted men left under readjustment regulations on 5 October. 8 more were transferred on 23 October, 12 left on the 24th and 8 more on the 26th. All men had 60 points and above.

INTELLIGENCE:

The squadron had the lead on a Group mission on 26 October and the Intelligence Section was required to give a briefing on a simulated target. A Jap landing on Hawaii was predicted and the target at Bikini Lava Flow became a Jap Airfield for a day. The mission was successful.

OPERATIONS:

Routine Group training missions were flown every Friday and all the instrument cards for the first Pilots were brought up to date with new instrument checks.

SUPPLY:

Squadron Supply has been busy with its usual duties. Lack of manpower has made the job of those who left very heavy.

ENGINEERING:

Salt water corrosion is one of the biggest problems of engineering. The spray from the breakers at the beach just 50 yards from the runways has already caused grounding of a whole squadron of B-25's stationed here. The line crews are constantly fighting it by washing down the airplanes very often. The lack of personnel has been felt heavily in the Engineering Section. Line Chiefs and Crew Chiefs change every time the points drop and parts are sometimes difficult to obtain; hence the drop in the number of available aircraft.

COMMENDATION:

Negative.

MORALE:

The squadron had some difficulty with its mess hall this month. The squadron was quarantined as a result of an outbreak of intestinal flu, from which some men are still in the hospital.

It was felt that the germs were probably transmitted and certainly the situation was not improved, by greasy silverware and improperly washed trays. This was not the fault of squadron messing personnel but of red tape troubles in an attempt to obtain more adequate facilities in the way of hot water tanks for washing mess hall materials. The situation was improved by the end of the month. Fresh milk supplies were cut off by sanitary officials who deemed that military camps were not to have any of Oahu's already inadequate milk supply. Officers of the squadron, especially those with 65 to 75 points were getting very unhappy about the silence of higher headquarters on a drop in points for officers. Everyone still had some faint hopes of getting home for Christmas, because of persistent rumors of the Group going back as a whole.

ORGANIZATIONAL HISTORY
27TH BOMBARDMENT SQUADRON (H), 30TH BOMBARDMENT GROUP (H),
VI AIR SERVICE AREA COMMAND,
ARMY AIR FORCES, MIDDLE PACIFIC,
APO #964

DATE OF ARRIVAL AND DEPARTURE FROM EACH STATION OCCUPIED IN THIS THEATRE:

Negative.

LOSSES IN ACTION:

Negative.

AWARDS AND DECORATIONS:

See inclusion No* 1 "Squadron Memorandum".

ORGANIZATION:

The Group was authorized, to deactivate two squadrons, the 819th and the 392nd. Most of the personnel of the 819th squadron was transferred into the 27th bringing it up to a point just short of its authorized strength in most departments and over strength in other sections of the squadron.

STRENGTH:

Personnel	
1 November 1945	30 November 1945
65 Officers Assigned	108 Officers Assigned
2 Officers Attached	7 Officers Attached
6 Flight Officers Assigned	12 Flight Officers Assigned
1 Flight Officer Attached	2 Flight Officers Attached
173 Enlisted Men Assigned	361 Enlisted Men Assigned
17 Enlisted Men Attached	26 Enlisted Men Attached
Aircraft	
1 November 1945	30 November 1945
8 Flyable and Operational	8 Flyable and Operational
5 Grounded	5 Grounded

AIRPLANE LOSSES:

Negative.

PERSONNEL:

All Enlisted Men with better than 55 points or more than 4 years of service and officers with 73 or 74 points or 4 years and 3 months of service were sent to Fort Kam. 51 officers and 188 enlisted men from the 819th Bombardment Squadron were transferred into the squadron on 28th November 1945. 45 men replacement enlisted men were transferred into the squadron on 26 November 1945 from the 13th Replacement Depot.

Major Gilbert E. Cox, squadron C.O. became Group Air Inspector on 28 November 1945. "Gil" was beloved by all members of the 27th as a Flying, Fightin, C.O. who looked out for his men. Major Bowser of the 819th took over in his place with a new executive officer from the replacement pool, Captain Crosby. Lt. Rosenthal, 819th adjutant and Lt. Jacobs, 819th operations officer replaced Major Barrett and Lt. Sjurson, respectively. Major Barrett was given the terrific, but thankless job of setting up a 30th Group Officers Mess. Captain Anthony, a replacement, took over the Engineering job from Lt. Roche who was made Group Tech Inspector. Lt Schmidt, 819th Intelligence, Photo, I&E and P.X. officer took over 27th Photo from Lt. Johnson. Most of the other officers of the 27th retained their positions as Section Heads with the exception of Lt. Stonesifer who was made Group Ordnance Officer.

The following Combat Officers, all dd Squadron members were transferred to Ft. Kam for discharge in the states; 2nd Lt. Joseph Hatfield, 2nd Lt. Albert L. Nolan, 1st Lt. Robert J. Bowden, 1st Lt. Archie L. Peak, and 1st Lt. Ivan T. Fischer who was also Squadron Armament Officer. Capt. Howard S. Becker, former communications officer, was also sent to Kam. On the 21 November 13 Enlisted Men went out with 59 points or 4 yrs service. 3 left on orders with 58 points on 28 November and 11 men with 55-57 points left on 2U November 1945.

Thirty enlisted men in the squadron were promoted this month. 15 men on the 1st and 15 on the 15th.

INTELLIGENCE:

Sgt. Jack Singler was transferred to the Group Intelligence Section on the last of the month. Routine duties were performed.

OPERATIONS:

A Sea-Search mission was flown to track down survivors of an LB-30 crash at sea on 4 November 1945. The Narrative Intelligence report of this mission is included as Inclusion #2.

ENGINEERING:

As a result of the consolidation of the squadrons 26 airplanes were made available to the 27th. The 13 best airplanes were picked out and the rest declared as "excess" to the needs of the squadron and are to be transferred to Wheeler Field.

SUPPLY:

Routine duties performed. Consolidation of property proceeding well.

COMMENDATION:

Negative.

MORALE:

Morale amongst the enlisted men is good. The War Department seems to be finally evolving some kind of a definite

discharge system which gives a man some idea of what time he may expect to be released. Nothing is harder on personnel than the complete lack of knowledge as to what kind of future plans he may make.

Officers were somewhat disgusted with the miserly 2 point drop in their discharge rate and would sincerely enjoy some type of knowledge on what they may expect.

Mail, Mess and Command all functioned properly throughout the month.

27TH BOMBARDMENT SQUADRON (H)
Office of the Commanding Officer
APO #964

5 November 1945.

SQUADRON MEMORANDUM:

1. At a joint parade of members of the 27th Bombardment Squadron and members of the 38th Bombardment Squadron the below listed officers and men of the 27th Bombardment Squadron (H) were decorated by BRIGADIER GENERAL WEIKERT Commanding General 7th Fighter Wing on 3 November 1945 under orders as follows:

AWARDED THE AIR MEDAL under General Order Number 55 Headquarters, Seventh Air Force APO 964 dtd 26 April 1945.

1ST LT MARTIN J MUNSON JR	1ST LT MIKS P LESBO
1ST LT JAMES S. POUNDS	1ST LT JOSEPH H TAYLOR
1ST LT LLOYD A TEGNER	1ST LT DAVID W FULLGRAF
1ST LT JOHN A EVANS	1ST LT WILLIAM H PYKE JR
1ST LT JOHN T HANSEN	1ST LT BYRON C AVGSRINOS
1ST LT ANGELO A VALATO	1ST LT PHILIP P MURPHY
1ST LT ALPHONSE G MATOCHA	1ST LT ARCHIE L PEAK
1ST LT JACK R BRINK	1ST LT DONALD L MCNEESE
1ST LT JOE MEDINA	S SGT JOHN H OEHM
S SGT JEROLD E RODDA	S SGT JASON E ARNOLD
S SGT CHARLES H ALVEY	S SGT DEAN J BLACKWOOD
S SGT VICTOR W BLEAU	S SGT GERALD F MCMANUS
S SGT GEORGE L WISER	SGT ANDREW A BROWN
SGT MARIO RODRIGUES	SGT ROBERT E LEWIS
SGT WILLIAM R BIEBER	SGT ROBERT C O'HARA
SGT THOMAS H MCREYNOLDS	SGT KENNETH P COLTRANE

AWARDED THE AIR MEDAL under General Order Number 30 Headquarters Seventh Air Force APO 244 dtd 24 February 1945.

1ST LT WALTER J HUSHAK	1ST LT WILLIAM H BURK
1ST LT MARVIN LEVIN	1ST LT ROBERT F SMITH
1ST LT RAYMOND L HART	1ST LT PAUL L BROWNLEE
1ST LT LEROY J SJURSON	1ST LT IVAN V FISHER
T SGT JAMES R HARMON	S SGT OWEN O ROBERTSON
S SGT VERNON E STANBERY	S SGT ALGERIAN J ALLEN
SGT ROBERT R BERRY	SGT FRANK P LAWRENCE
SGT HAROLD I ARNOLDY	SGT WEYLAND F. BALE

AWARD OF THE PURPLE HEART under General Order Number 9 Headquarters VII Bomber Command APO 244 dtd 9 March 1945.

1st LT JOHN R GUILLIAMS

T. L. BARRETT JR.,
Major, Air Corps,
Adjutant.

27TH BOMBARDMENT SQUADRON (H)
Office of the Intelligence Officer
APO 964

4 November 1945

Narrative Report on Sea Search Mission on 4 November 1945.

1. The 27th Bombardment Squadron had three planes airborne at 041638 GCT on Group Search Mission to locate wreckage and survivors of L-B-30 type aircraft lost 415 miles at sea at an Azimuth of 58° from the island of Oahu.

2. Course out was 58° at 9,000 ft. A parallel search pattern was flown at 500 ft. over the search area which was a rough rectangle inside the following coordinates: 25° 12' N 151° 52' W, 26° 08' N 150° 22' W, 25° 56' N 150° 14' W, 25° 00' N 151° 49' W. The search was performed with good weather conditions (scattered cumulus base 2,500 ft.) and with no loss of visual contact during the search.

3. Four destroyer escorts, also on search were sighted. The wreckage of the L-B-30 was sighted at 042024 GCT at 25° 58' N 150° 18' W. When "UTENSIL", the DE Commander in charge was notified, he stated that the wreckage had already been visited and all bodies recovered from it.

4. Course back was 235° at 7,700 ft. 3 Peters landed at Kahuku at 042330 GCT.

DAVID P. JOHNSON
1st Lt., Air Corps,
Squadron Intelligence Officer.

ORGANIZATIONAL HISTORY
27th BOMBARDMENT SQUADRON (H), 30th BOMBARDMENT GROUP (H)
VI AIR SERVICE AREA COMMAND
ARMY AIR FORCES, MIDDLE PACIFIC
APO 964

DATE OF ARRIVAL AND DEPARTURE FROM EACH STATION IN THIS AREA:

Negative.

LOSSES IN ACTION:

Negative.

AWARDS AND DECORATIONS:

Negative.

ORGINIZATION:

Negative.

STRENGTH:

Personnel

1 December 1945

108 Officers assigned
7 Officers attached
13 Flight Officers assigned
3 Flight Officers attached
361 Enlisted Men assigned
26 Enlisted Men attached

31 December 1945

97 Officers assigned
5 Officers attached
14 Flight Officers assigned
3 Flight Officers attached
273 Enlisted Men assigned
70 Enlisted Men attached

Aircraft

1 December 1945

8 Flyable and Operational
5 Grounded

31 December 1946

11 Flyable and Operational
3 Grounded

AIRPLANE LOSSES:

Negative.

PERSONNEL:

Seventy three (73) enlisted men were promoted on 1 December 1945. Three (3) combat crew officers left for Ft. Kam on 5 Dec. They were 1st Lt. James B. Hohman, 1st Lt. David W. Fullgraf and 1st Lt. John M. Scelza. Five (5) enlisted men left the same date for discharge. On 6 Dec. four (4) enlisted men from the squadron took the oath for the regular army and left on furlough. They were Cpl Jack C. Shuler, S/Sgt Robert E. Zwiesler, Sgt Selvin D. Swanne and Sgt Robert E. Lewis. 1st Lt. Willis V. Bossart left for Ft. Kam on 15 December 1945.

Fifty three (53) enlisted men from the 30th Group Headquarters were picked up on orders and attached to the 27th Squadron on 15 Dec 1945.

1st Lt. Henry J. Bessette left for Ft. Kam on 22 Dec, 1st Lt. Raymond R. Sherwood and 1st Lt. Alvin V. Ellis left on 26 Dec and 1st Lt. Paul W. Warby and 1st Lt. Melvin J. West left on 27 December 1945. All the above men left by reason of having more than seventy (70) points or more than four (4) years service.

1st Lt. Mike P. Lesbo was transferred to the 38th Bomb Squadron by Group Orders on 29 December 1945.

On 22 December 1945, forty eight (48) enlisted men left the squadron for Ft. Kam by reason of having three and a half years service. On points for discharge: nine (9) EM were sent on 23 December with fifty four (54) points; two (2) left the 26th with fifty three (53) points; nine (9) left the 27th with fifty two (52) points, eleven (11) on the 28th with 51 (51) points and three (3) left on the 29th with fifty (50) points.

Eighteen (18) officers and enlisted men were sent to Schofield University to attend school for one month on detached service. They left 31 December 1945.

INTELLIGENCE:

The Intelligence Section lost S/Sgt. Heber W. Frank at the end of the month. He was sent to Schofield University. This stripped this section of personnel completely, but it was fortunate to obtain S/Sgt Al S. Fishman from the Operations Section. Routine duties were performed.

OPERATIONS:

The Operations Office is anticipating the loss of all its clerks at the next drop in months of service for discharge* Bence, three (3) lieutenants were drafted into the office to loan to do the clerical work* It appears that this type of situation will develop shortly throughout the squadron as after the next point drop the officer^ ratio will be equal. Several training mission# vers flown during the month*

ENGINEERING:

By heroic effort the Engineering section managed to get eleven (11) airplanes off the red cross by the end of the month. Corrosion is being combated with daily washings, but the rudder mounts are one spot which seems to cause considerable trouble and need a lot of attention to be kept in order.

SUPPLY:

Routine duties performed.

COMMENDATION:

Negative.

MORALE:

The EM were well pleased with last month's point drop and the current rumors on this month's point drop. The rumored drop for officers points to 65 and months of service to 3 yrs 9 months seems well founded and will keep the officers satisfied. Mail, Mess and Command are functioning satisfactorily.

ORGANIZATIONAL HISTORY - JANUARY 1946

TWENTY - SEVENTH
BOMBARDMENT SQUADRON
THIRTIETH BOMBARDMENT GROUP
SEVENTH FIGHTER WING
SEVENTH AIR FORCE
APO 964

27TH SQUADRON HISTORY

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	c.	Squadron Order Number 3 dtd 25 Jan. 46

ORGANIZATIONAL HISTORY
27TH BOMBARDMENT SQUADRON (H), 30TH BOMBARDMENT GROUP (H)
7TH FIGHTER WING, 7TH AIR FORCE
APO 964

DATE OF ARRIVAL AND DEPARTURE FROM EACH STATION OCCUPIED IN THIS AREA:

Negative.

LOSSES IN ACTION:

Negative.

AWARDS AND DECORATIONS:

The Bronze Service Star for participation in Air Combat (Iwo Jima) was awarded to 53 members of the 27th Bombardment Squadron (H). Squadron Order No. 2 dated 18 January 1946 is attached.

ORGANIZATION:

Lack of replacements has reduced the squadron strength to such a degree that deactivation in February is anticipated. Our remaining men are being transferred by authority that has already been granted by TWX to reduce the 27th Squadron to 1 officer and 1 enlisted man by 15 February 1946.

<u>Personnel</u>	
<u>1 January 1946</u>	<u>31 January 1946</u>
97 Officers assigned	81 Officers assigned
5 Officers attached	4 Officers attached
14 Flight Officers assigned	9 Flight Officers assigned
2 Flight Officers attached	2 Flight Officers attached
273 Enlisted Men assigned	85 Enlisted Men assigned
70 Enlisted Men attached	11 Enlisted Men attached

<u>Aircraft</u>	
<u>1 January 1946</u>	<u>31 January 1946</u>
11 Flyable and Operational	13 Flyable and Operational
2 Grounded	None Grounded

AIRPLANE LOSSES:

Negative.

PERSONNEL:

Thirty-five (35) enlisted men were promoted on 1 January 1946. On 2 January 1946 F/O Mansell McGee left on emergency leave and one (1) enlisted man was transferred to Kam. Two (2) more enlisted men were promoted on 4 Jan. The Squadron Flight Surgeon Capt. Robert T. Rowland left for Kam on 7 Jan. together with one (1) enlisted man. T/Sgt. Louis B. Kolb and four (4) other enlisted men went to Kam on 11 Jan. Two (2) more enlisted men left 12 Jan.

On 14 Jan. one hundred fifteen (115) enlisted men left for Kam and forty-nine (49) were transferred to Headquarters, 30th Bombardment Group (H). On 15 Jan. M/Sgt Joseph Pfeffer left for a ninety (90) day reenlistment furlough and one (1) enlisted man went to Kam. One (1) enlisted man was transferred to the Continental United States on 19 Jan.

On 21 Jan. five (5) flying officers were transferred to Kam. They were 1st Lt. John A. Evens, 1st Lt. Robert E. McWhorter, 1st Lt. William R. Paul, 1st Lt. William H. Pyke Jr., and 1st Lt. William A. Reinhardt. Six (6) enlisted men also left for Kam. T/Sgt. Edwin C. Sullivan reenlisted on 23 Jan. and was transferred to ATC Hickam Field.

On 24 Jan. twenty-four (24) enlisted men reported to Kam. 1st Lt. Eugene W. Schmidt, 1st Lt. John T. Hansen, 1st Lt. David P. Johnson, and 1st Lt. James E. Pounds left for Kam on 25 Jan. 1st Lt. Stanley L. Winchester and 2nd Lt. Robert L. Steck transferred to Hickam Field on 26 Jan. and three (3) Flight Officers went to Fort Shafter. One (1) enlisted man left for Kam and two (2) went to Fort Shafter this date.

On 28 Jan. twenty-six (26) enlisted men transferred to Kam. On 30 Jan. 1st Lt. Stanley E. Chorongy Jr. and 1st Lt. Samuel Cisneros left for Kam.

Copies of Squadron Orders assigning new duties are attached.

INTELLIGENCE:

The Intelligence Section lost Lts. Johnson, Pounds, and Schmidt and S/Sgt. Al S. Fishman. This completely stripped the section of personnel. With the advent of deactivation one man, Lt. Harold S. Bamberg, was appointed to close out the section. Routine duties were performed.

OPERATIONS:

The Operations Staff dropped to two officers and one enlisted man by mid-January. Several training missions were flown early in the month but as soon as the news of deactivation was announced flying was reduced to a minimum. All necessary files were prepared for turn in. By the end of the month Operations was almost completely closed out.

ENGINEERING:

During the month of January much has been accomplished even though demobilization has depleted the largest percentage of our personnel. The remaining personnel have been hard pressed to accomplish effective maintenance.

With a steadily decreasing amount of men per week we still were able to maintain an average of at least 1.90 men per ship as compared to an authorized 5.30, accumulating 246 hours of flight time. At least five (5) 100 hour

inspections were completed.

Much of the time this month has been spent in preparing to deactivate the outfit. All maintenance equipment such as crew-chief stands and prop dollies have been prepared for shipment. Vehicles such as tugs, cletracs, and the water truck have been turned into the motor pool.

Supply personnel are completing shipping tickets, storage space, and assorting tools preparatory to final check-out.

In spite of demobilization and deactivation difficulties, it is believed that this section has maintained a fine record during the month of January.

SUPPLY:

In addition to routine duties Supply was rushed with the turning in of equipment so as to be closed out by the 15 February. Cpl. Robert C. Hicox and S/Sgt. Donald C. Richmond have done an admirable job in assisting Lt. Thomas G. McGinniss toward the completion of this work.

COMMENDATIONS:

Negative.

MORALE:

The morale among enlisted men is fairly high especially due to General Richardson's current movement of all personnel eligible as of 30 April 1946 according to General Eisenhower's demobilization statement. Officer morale is still rather low but is heightened by the fact that deactivation may mean many will be declared surplus. The officers feel that transfers due to deactivation can not help but offer improvement over base facilities of Kahuku. Mail, Mess, and Command are functioning satisfactorily.

27TH BOMBARDMENT SQUADRON (H)
Office of the Commanding Officer
APO 964

7 January 1946

SQUADRON ORDERS)

NUMBER 50)

1. VOCO, 5 January 1946, appointing 1st Lt (1092) Bruce G, Gilbreth, 0710465, Squadron Engineering Officer (P), is hereby confirmed and made a matter of record, vice Capt (8502) James R. Anthony, 0484057, relieved.

2. VOCO, 5 January 1946, appointing 1st Lt (1035) Michael A. Yakutis, 0765869, Squadron Armament Officer(P) is hereby confirmed and made a matter of record, vice 1st Lt (1035) David K.S. Chang, 0752550, relieved.

3. VOCO, 5 January 1946, appointing 1st Lt (1035) Ben Shute, 0780335, Squadron Bombardier (P), is hereby confirmed and made a matter of record, vice 1st Lt (1035) Philip P. Murphy, 0776679, relieved.

4. So Much of paragraph 4, Squadron Order 49, dated 28 December 1945, is amended to add, vice 1st Lt (2120) Raleigh C. Butterfield, 01016630, relieved.

BY ORDER OF MAJOR BAUSSER:

NORTON ROSENTHAL
1st Lt, Air Corps,
Adjutant.

DISTRIBUTION:

- 1 Cy CG, AIRMIDPAC (PROV), APO 958, ATT: A-1.
- 1 Cy CG, 7th Fighter Wing AAF, APO 958, ATT: A-1.
- 1 Cy CO, 30th Bomb Gp (H), APO 964.
- 1 Cy S-2.
- 1 Cy S-3.
- 1 Cy S-4.
- 1 Cy Os Concerned.
- 1 Cy File.

27TH BOMBARDON SQUADRON (H)
Office of the Commanding Officer
APO 964

18 January 1946

SQUADRON ORDER)

NUMBER 2)

BATTLE PARTICIPATION CREDIT - AIR COMBAT (IWO JIMA). -1. In accordance with General Orders No. 33, WD, 1945, as amended, and subparagraph 21b(2), AR 260-10, 25 October 1944 and Sec. I, General Orders No. 7, HAFMIDPAC, 11 January 1946, the following named officers and enlisted men are hereby awarded battle honors for participation in Air Combat (Iwo Jima) at some time between 10 August 1944 and 16 March 1945.

<u>NAME</u>	<u>RANK</u>	<u>ASN</u> _
Avgerinos, Byron C.	1st Lt	0-776214
Ballantine, Robert J.	1st Lt	0-820065
Bamberg, Harold S.	1st Lt	0-723511
Bullis, James 3.	1st Lt	0-2058376
Braaten, Theodore E.	1st Lt	0-713101
Burk, William R.	1st Lt	0-2063351
Cartt, Robert E.	1st Lt	0-824096
Choronzy, Stanley E. Jr.	1st Lt	0-2063360
Cisneros, Samuel (NMI)	1st Lt	0-927088
Cravens, Bruce P.	1st Lt	0-783044
Evans, John A.	1st Lt	0-2063388
Gilbreth, Bruce G.	1st Lt	0-710465
Green, Ralph E.	1st Lt	0-770641
Guilliams, John R.	1st Lt	0-2063407
Hansen John T.	1st Lt	0-771011
Hansen Milton L.	1st Lt	0-770648
Harding, Norman C.	1st Lt	0-2065547
Hart, Raymond L.	1st Lt	0-929141
Hecox, Robert D.	1st Lt	0-927093
Hushak, Walter J.	1st Lt	0-828437
Jacobs, Fred T.	1st Lt	0-721768
MC Neese, Donald L.	1st Lt	0-928159
McWhorter, Robert B.	1st Lt	0-827894
Matocha, Alphonse G.	1st Lt	0-555128
Medina, Joo (NMI)	1st Lt	0-929196
Murphy, Philip P.	1st Lt	0-776679
Paine, John H.	1st Lt	0-711794
Paul, William R.	1st Lt	0-2056290
Pounds, James E.	1st Lt	0-2065099
Prieb, David A.	1st Lt	0-929046
Pyke, William H.	1st Lt	0-780324
Reinhardt, William A.	1st Lt	0-780326
Rimmer, James W.	1st Lt	0-2065103
Robinson, Byron M.	1st Lt	0-2060635
Shute, Ben (NMI)	1st Lt	0-780335
Taylor, Joseph H.	1st Lt	0-780342
Tegner, Lloyd A.	1st Lt	0-822611
Thomas, Donald L.	1st Lt	0-720343

(Sq0 #2 27th Bomb Sq (H) APO 964 dated 18 Jan 1946)

Tiffin, Herbert B.	1st Lt	0-709653
Valato, Angelo A.	1st Lt	0-2060615
Walton, Robert S.	1st Lt	0-2056309
Winchester, Stanley L.	1st Lt	0-779276
Yakutus, Michael A.	1st Lt	0-765869
Brink, Jack R.	1st Lt	0-774934
Sjurson, Leroy M.	1st Lt	0-771818
Reese, Donald J.	1st Lt	0-828239
Brownlee, Paul L.	1st Lt	0-769710
Levin, Marvin (NMI)	1st Lt	0-780314
Brown, Andrew A.	S/Sgt	16130645
Hodgin, William P.	S/Sgt	35880198
Shea, George R.	S/Sgt	39620828
Siver, Marshall J.	S/Sgt	16188689
Webb, Carl W.	S/Sgt	38346653
Werden, Donald H.	S/Sgt	39620857

BY ORDER OF MAJOR BAUSSER:

OFFICIAL:

MORTON ROSENTHAL
1st Lt, Air Corps,
Adjutant.

MORTON ROSENTHAL
1st Lt, Air Corps,
Adjutant.

DISTRIBUTION:

1 Cy CO, AIRMIDPAC (PROV), APO 958, ATT: A-1.
1 Cy CO, 7th Fighter Wing AAF, APO 958, ATT: A-1.
1 Cy CO, 30th Bomb Gp (H), APO 964.
1 Cy S-2.
1 Cy S-3.
1 Cy S-4.
1 Cy Os Concerned
1 Cy File.

27TH BOMBARDMENT SQUADRON (H)
Office of the Commanding Officer
APO 964

25 January 1946

SQUADRON ORDER)

NUMBER 3)

1. VOCO, 24 January 1946, appointing 1st Lt (1034) James W. Rimmer, 02065103, Squadron Transportation Officer, is hereby confirmed and made a matter of record, vice 1st Lt (1092) Albert L. Handley, 02061695, relieved.

2. VOCO, 24 January 1946, appointing 1st Lt (1034) Harold S. Bamberg, 0723911, Squadron Intelligence Officer, is hereby confirmed and made a matter of record, vice 1st Lt (1092) David P. Johnson, 0803822, relieved.

3. VOCO, 24 January 1946, appointing 1st Lt (2120) Thomas G. McGinniss, 0583939, Squadron Supply Officer (P), is hereby confirmed and made a matter of record, vice 1st Lt (7888) Frank Kappplein Jr., 0872461, relieved.

4. So much of Squadron Order 50, dated 7 January 1946, as reads NUMBER 50, is amended to read, NUMBER 1.

BY ORDER OF MAJOR BAUSSER:

MORTON ROSENTHAL
1st Lt, Air Corps,
Adjutant.

DISTRIBUTION:

- 1 Cy CG, AIRMIDPAC (PROV), APO 958, ATT: A-1,
- 1 Cy CG, 7th Fighter Wing AAF, APO 958, ATT: A-1.
- 1 Cy CO, 30th Bomb Gp (H), APO 964.
- 1 Cy S-2.
- 2 Cy S-3.
- 1 Cy S-4.
- 1 Cy Os Concerned.
- 1 Cy File.

HEADQUARTERS 30TH BOMBARDMENT GROUP (H)
APO 964

SPECIAL ORDERS
NUMBER 1

1 Jan 46

1. The fol EM Hq 30th Bomb Gp (H) APO 964 are promoted to grade indicated:
Auth: AR 615-5

TO BE TECHNICAL SERGEANT (TEMP)
S Sgt (502) James G Cameron 18216474

TO BE STAFF SERGEANT (TEMP)
Sgt (750) George K Gingerich 17110003

TO BE SERGEANT (TEMP)

Cpl (867) Kenneth W Bennett	15344862	Cpl (055) Paul C Hunter	33834570
Cpl (867) George R Cornelius	19215698	Cpl (405) Elmer Sulger	36435814
Cpl (405) Edgar D Hazelton	42003616		

TO BE CORPORAL (TEMP)
Pfc (566) Elmer P Wade 38642561

2. The fol EM 27th Bomb Sq (H) APO 964 are promoted to grades indicated:
Auth: AR 615-5

TO BE TECHNICAL SERGEANT (TEMP)
S Sgt (853) Charles W Levin 34530511

TO BE STAFF SERGEANT (TEMP)

Sgt (853) Benny R Everett	18090010	Sgt (612) Eugene P Reiland	16187320
Sgt (686) Charles R. Gore	15338727	Sgt (611) Mario Rodrigues	42104138
Sgt (853) Melville B Guynup	39421697	Sgt (748) George J Ruetz	16192309
Sgt (612) Edward F Hattrup	39710260	Sgt (853) Mark A Schwendiman	19172231
Sgt (750) Bernard A Janczunski	11113557	Sgt (757) Donald H Worden	39620857
Sgt (678) Chelber M Kulseth	37263296	Sgt (612) Richard A Yaegle	33711973
Sgt (612) Robert L Nichols	37729059		

TO BE SERGEANT (TEMP)

Cpl (678) George C Bedford	16087111	Cpl (685) Ralph L Heath	15354650
Cpl (747) John F Catania	32466165	Cpl (750) William E Johnson	3480*253
Cpl (612) Edward O Cunningham	18232823	Cpl (747) Dale A McDonald	39850119
Cpl (747) Charles D Crull	33237377	Cpl (911) James R Payne	15315026
Cpl (685) Eugene h Gash	19181012	Cpl (911) Vernon T Sartin	3857 0970
Cpl (750) Ward H Chance	14084386	Cpl (750) Harold G York	1418x942
Cpl (750) Ralph B Gilland	34814930	Cpl (750) Woodrow F Ziegler	14157417
Cpl (747) Philip Glasser	32822125	Cpl (750) Elber W Zima	36653546
Cpl (911) Arnold Greenberg	12203180		

TO BE CORPORAL (TEMP)

Pfc (405) Robert C Hicox	11108208	Pfc (747) Burn Mason Jr	34725808
Pfc (678) Norman H Holle	17160100		

SO 1 Hq 30th Bomb Gp (H) APO 964 1 Jun 46 cont'd

TO BE PRIVATE FIRST CLASS (TEMP)

Pvt (747) Alvaro Corral 39848713

4. The fol EM 38th Bomb So (H) APO 964 are promoted to grades indicated:
Auth: AR 615-5.

TO BE TECHNICAL SERGEANT (TEMP)

S Sgt (678) Norman F Meyer 13136348 S Sgt (901) Floyd C Hammond 14173387

TO BE STAFF SERGEANT (TEMP)

Sgt (612) Leon M Atchley	16190014	Sgt (852) Norman B Good Jr	13180497
Sgt (612) Lillian R Balz	16187195	Sgt (853) John G Hales Jr	17059062
Sgt (750) Leonard A Boegel	32528129	Sgt (612) Raymond V Kloss	19183652
Sgt (685) Gerald R Broussard	18171362	Sgt (750) James M Kuhn	35639126
Sgt (853) Leroy S Capehart	33643023	Sgt (612) Jack L Lepper	37722038
Sgt (2750) Lawrence F Capistran	17155071	Sgt (502) Lloyd L Nicholson	36731727
Sgt (853) James P Colleary	36957994	Sgt (612) Arthur J Prodger	36860983
Sgt (862) Ovid D Coursey	18233406	Sgt (612) Maid L Schuelke	37567856
Sgt (683) Dale R Davis	37661385	Sgt (612) Paul L Stringer	34612465
Sgt (686) Henry R Fitzgerald	11116030	Sgt (757) Leonard H Todd	16083272
Sgt (853) George S Georgelis	36950712	Sgt (612) Ferdinand M Trowbridge	35878898

SERGEANT (TEMP)

(2750) Richard L Braun	15334115	Cpl (2750) Dua Morvant	38484839
(852) William T Gouert Jr	11138276	Cpl (750) Lawrence N Salentiny	37292624
(685) Elmer K Hardesty	39699668	Cpl (911) Bordino Salerno	39433671
(687) James C Herndon	34547759	Cpl (747) Robert N Sawyer	34507128
(686) Robert M King	19160705	Cpl (750) Jacob N Shaping	34776727
(678) Keith M Kraft	39707856	Cpl (747) Donald N Smith	19114977
(911) Alvin McClanahan	18167444	Cpl (747) Jack R Vogt	32381140
(750) Harold L Melton	34779995	Cpl (511) Leonard M Wallace	18189201
(911) Orin W Miller	35369647		

TO BE CORPORAL (TEMP)

(060) Thurman Bean	38237604	Pfc (686) Jerome M Hager	12158128
(685) Alex Boback Jr	33697887	Pfc (686) George F Jenkins	13151688
(911) Russell A Bryant	18200794	Pfc (747) James O Miller	13089583
(747) Robert L Cartwright	13189745	Pfc (747) Danie W Sherman	34867254
(747) Ted G Casaver	38468020	Pfc (747) Ernest L Sillitoc	19171381
(050) Ernie H Cox	37643711	Pvt (747) Charles M Brown	38426447
(747) Ralph F Giese	35925075	Pvt (2750) James O Bryan	18221181
(345) Oliver I. Goodwin	39118106	Pvt (685) Robert J Green	39412805

TO BE PRIVATE FIRST CLASS (TEMP)

Pvt (345) Roy L Clark	39424015	Pvt (686) Leonard L Kanter	11140047
Pvt (687) Wilbur J Heine	12154865	Pvt (686) William H Lacert	39047903

5. The fol EM (43d Recon Sq LR Photo) are promoted to grades indicated:
Auth: AR 615-5.

TO STAFF SERGEANT (TEMP)

Sgt (2750) Aaron Abramowitz	32885401	Sgt (2759) George W Whitehouse	12200300
Sgt (747) James F Skinner	36879416		

TO BE SERGEANT (TEMP)
Cpl (2750) Roger V Kelly 17152170 Cpl (004) Floyd C Linton 33753106

5.The fol EM Hq 30th Bomb Gp (H) AJO 964 are reclassified in MOS as indicated.
Auth: AAF Manual 35-0-1 and AAF POA Reg 35-1.

Sgt	405	Judson E Oakes	34725416	502 Sk
Sgt	055	Paul C Hunter	33634570	502 Sk
Cpl	663	Joseph L Jones	16087706	405 Sk

6.The fol EM 38th Bonb Sq (H) APO 964 is reclassified in MOS as indicated.
Auth: AAF Manual 35-0-1 and AFF FOA Reg 35-1.

<u>Grade</u>	<u>MOS</u>	<u>Name</u>	<u>ASN</u>	<u>New MOS</u>
Cpl	004	Floyd G Linton	33753108	070 Sk

BY ORDER OF COLONEL PATTESON:

WILLIAM J JARVIE
Major, Air Corps
Adjutant

DISTRIBUTION: "A" "B" AND "D"

R-E-S-T-R-I-C-T-E-D

HEADQUARTERS 30TH BOMBARDMENT GROUP (H)
APO 964

SPECIAL ORDERS
NUMBER 2

3 Jan 46

1. S Sgt (747) Lawrence H Olson 31188421 (Race W) 38th Bomb Sq (H) APO \$64 will be honorably discharged from the sv this date under the provisions of AR 615-365 (Conv of Govt) for the purpose of reenlisting in Regular Army. Auth: WD Cir 310 6 Oct 45 as amended.

2. Pvt (060) Doris Monroe 38139728 (ASRS 24) (Race W) asgd this Gp per par 12 SO 285 Hq 7th Ftr Wg AAF APO 958 cs is asgd 27th Bomb Sq (H) APO 964. WP. EDCMR 2 Jan 46.

3. So much of par 5 SO 1 this Hq cs pertaining to reclassification of Cpl Jones as reads "Cpl (863) Joseph L Jones" is corrected to read "Cpl (683) Joseph L Jones".

4. Par 6 SO 1 this Hq cs pertaining to reclassification of Cpl Linton is revoked.

BY ORDER OF COLONEL PATTESON:

WILLIAM J JARVIE
Major, Air Corps
Adjutant

DISTRIBUTION: "A" "B" AND "D"

R-E-S-T-R-I-C-T-E-D

R-E-S-T-R-I-C-T-E-D

HEADQUARTERS 30TH BOMBARDMENT GROUP (H)
APO 964

SPECIAL ORDERS
NUMBER 3

4 Jan 46

1. DP under the provisions of Executive Order No. 8809 (Bul 17, W.D., 1941) as amended by Executive Order No. 9323 (Bul 6, W.D., 1943) and pursuant to auth contained in AR 600-68, 4 May 1943, the fol EM, Hq 30th Bomb Gp (H) APO 964, are awarded the Good Conduct Medal for exemplary behavior, efficiency and fidelity:

T Sgt (502) James G Cameron	18216474	Sgt (859) Hubert V Prunty	16079613
S Sgt (750) George K Gingerich	17110003	Cpl (683) Ulric S Autrey	58387579
Sgt (867) Peter H Blank	35060092	Cpl (686) Frank A Barhite Jr	37708959
Sgt (867) Francis J Brock	16192525	Cpl (2756) Garraze O Bertin	38379713
Sgt (867) Elmer M Buzas	13188217	Cpl (004) Fred K Emley	35897937
Sgt (867) Andrew V Carlson	19207334	Cpl (945) Earl J Foley	35843958
Sgt (867) Robert G Clatt	39128020	Cpl (683) Paul E Johnson	11104624
Sgt (283) John E Hughes	32785453	Cpl (055) Philip Schecter	12194487
Sgt (502) Judson E Oakes	34725416	Cpl (566) Elmer P Wade	38642561

2. 1ST LT (1035) DAVID K CHANG 0752550 AC is reld fr asgmt and dy 27th Bomb Sq (H) APO 964 and asgd Hq 30th Bomb Gp (H) APO 964 and aptd Gp Bombardier (pdy). WP. EDCMR 3 Jan 46.

3. So much of par 2 SO 1 this Hq cs pertaining to promotion of Cpl Cunningham as reads "Cpl (612) Edward O Cunningham 18232823" is corrected to read "Cpl (685) Edward O Cunningham 35703297.

4. The fol EM 27th Bomb Sq (H) APO 964 are promoted to grades indicated:
Auth: AR 615-5.

TO BE STAFF SERGEANT (TEMP)
Sgt (824) Jose Franco 38363029

TO BE SERGEANT (TEMP)
Cpl (060) Jay B Melton 19161862

BY ORDER OF COLONEL PATTERSON:

WILLIAM J JARVIE
Major, Air Corps
Adjutant

R-E-S-T-R-I-C-T-E-D

R-E-S-T-R-I-C-T-E-D

HEADQUARTERS 30TH BOMBARDMENT GROUP (H)
APO 964

SPECIAL ORDERS
NUMBER 4

5 Jan 46

1. So much of par 1 SO 3 this Hq cs pertaining to Award of Good Conduct Medal is amended to include "Cpl (686) Robert H Matthews Jr 33720972".

2. CAPT (8502) JAMES R ANTHONY 0484057 AC is reld fr asgmt and dy 27th Bomb Sq (H) APO, 964 and asgd Hq 30th Bomb Gp (H) APO 964 and aptd Gp Engineering Officer /vice MAJ (7536) BYERS FREEMAN 0493986 AC reld. WP. EDCMR 7 Jan 46.

3. The fol EM 38th Bomb Sq (H) APO 964 is promoted to grade indicated:
Auth: AR 615-5*

TO BE STAFF SERGEANT (TEMP)
Sgt (852) Delmar E Gysler 17143078

BY ORDER OF COLONEL PATTESON:

WILLIAM J JARVIE
Major, Air Corps
Adjutant

DISTRIBUTIONS "A" "B" AND "D"

R-E-S-T-R-I-C-T-E-D

R-E-S-T-R-I-C-T-E-D

HEADQUARTERS 30TH BOMBARDMENT GROUP (H)
APO 964

SPECIAL ORDERS
NUMBER 5

7 Jan 46

1. S Sgt (747) Lawrence H Olson 31183421 RA (Race W) having enlisted for 38th Bomb Sq (H) APO 964 is assigned to 38th Bomb Sq (H) APO 964 effective 4 Jan 46 pending disposition under fur reenlistment regulations. CO 38th Bomb Sq (H) APO 964 will initiate payment of enlistment allowances to EM. No travel involved.
Auth: WD Cir 310 6 Oct 45.
2. VOCO 15 Dec 45 rescinding par 5 SO 125 this Hq 14 Dec 45 pertaining to apmt of Ground Safety Committee is hereby confirmed and made a matter of record.
3. 1ST LT (7536) ELLIS H ROCHE 0862214 AC is reld as Asst Gp Tech Insp (pdy) and aptd Gp Tech Insp (pdy) vice CAPT (4823) CHARLES B COIEMAN JR 01683976 AC reld.
4. 1ST: LT (1034) DONALD E BAKER 02062725 AC is aptd Gp Navigation Off (add dy) vice CAPT (1034) WILFRED O ROEHRIG 0682239 AC reld.

BY ORDER OF COLONEL PATTESON:

WILLIAM J JARVIE
Major, Air Corps
Adjutant

R-E-S-T-R-I-C-T-E-D

R-E-S-T-R-I-C-T-E-D

HEADQUARTERS 30TH BOMBARDMENT GROUP (H)
APO 964

SPECIAL ORDERS
NUMBER 6

11 January 1946

1. 1ST LT (1092) JOHN L PICKENS 0827948 AC is reld fr asgmt and dy 38th Bomb Sq (H) APO 964 and asgd Hq 30th Bomb Gp (H) APO 9 64 and aptd Asst Gp Operations Off (pdy). WP. EDCMR 12 Jan 46.

2. So much of par 3 SO 132 this Hq 28 Dec 45 pertaining to placing EM Hq 30th Bomb Gp (H) APO 964 on DS 27th Bomb Sq (H) APO 964 is amended to read "Atchd 27th Bomb Sq (H) APO 964 for rations and quarters only.

3. The fol EM 27th Bomb Sq (H) APO 964 are reclassified in MOS as indicated AU th: AAF Manual 35-0-1 and AAR POA Reg 35-1 •

<u>Grade</u>	<u>MOS</u>	<u>Name</u>	<u>ASN</u>	<u>New MOS</u>
S Sgt	747	Arthur W Peper	12128818	750 sk
S Sgt	747	William D Thompson	32380328	750 Sk
Sgt	747	Woodrow Asp	16141238	750 Sk

BY ORDER OF COLONEL PATTESON:

WILLIAM J JARVIE
Major, Air Corps
Adjutant

R-E-S-T-R-I-C-T-E-D

HEADQUARTERS 30TH BOMBARDMENT GROUP (H)
APO 964

SPECIAL ORDERS
NUMBER 7

14 Jan 46

1. So much of par 1 and 2 SO 133 this Hq 29 Dec 45 pertaining to placing EM Hq 30th Bomb Gp (H) APO 964 on DS 27th Bomb Sq (H) APO 964 is amended to read "Atchd 27th Bomb Sq (H) APO 964 for rations and quarters only".

2. Sgt (612) James B French Jr 15174739 (43d Recon Sq LR Photo) is reld fr DS 27th Bomb Sq (H) APO 964 and will ret to proper orgn and sta for dy. WP. EDCMR 15 Jan 46.

3. Cpl (685) Alex Boback Jr 33697887 is trfd in gr fr 38th Bomb Sq (H) APO 964 to Hq 30th Bomb Gp (H) APO 964 and atchd 27th Bomb Sq (H) APO 964 for rations and quarters only. UP. EDODR 16 Jan 46.

4. The fol EM Hq 30th Bomb Gp (H) APO 964 are reclassified in MOS as indicated. Auth: AAF Manual 35-0-1 and AAF POA Reg 35-1.

<u>Grade</u>	<u>MOS</u>	<u>Name</u>	<u>ASN</u>	<u>New MOS</u>
Sgt	405	Patrick E Hebert Jr	38490214	502 Sk
Sgt	405	Seymour Steinbrecher	33776766	502 Sk
Cpl	686	Frank A Barhite Jr	37708959	405 Sk

4. The fol EM 27th Bomb Sq (H) APO 964 are reclassified in MOS as indicated.

<u>Grade</u>	<u>MOS</u>	<u>Name</u>	<u>ASN</u>	<u>Now MOS</u>
Sgt	677	Rufus B Crow	18178640	932 Sk
Sgt	686	Benjamin Dubois	35519135	747 Sk
Sgt	685	Ralph R Heath	15354650	747 Sk
Sgt	684	George W Stanley	34586071	747 Sk
Cpl	687	Bennie A Bacon	19138977	747 Sk
Cpl	685	Robert R Bowers	17109444	747 Sk
Cpl	687	Eugene C Hartman	18189630	747 Sk
Pfc	687	John B Coker	18133334	747 Sk
Pfc	687	John D Ham	39706520	747 Sk
Pfc	686	John D Karr	38466756	747 Sk
Pvt	685	James G Jackson	34403297	747 Sk

6. The fol EM 38th Bomb Sq (H) APO 964 are reclassified in MOS as indicated. Auth: AAF Manual 35-0-1 and AAF POA Reg 35-1.

<u>Grade</u>	<u>MOS</u>	<u>Name</u>	<u>ASN</u>	<u>New MOS</u>
Sgt	960	Raymond F Harkins	33693310	826 Sk
Pfc	590	John W Weikel	32952808	014 Sk

R-E-S-T-R-I-C-T-E-D

HEADQUARTERS 30TH BOMBARDMENT GROUP (H)
APO 964

SPECIAL ORDERS
NUMBER 8

15 Jan 46

1. The fol EM are placed on flying dy requiring regular and frequent participation in aerial flts until reld by competent auth. This order supersedes all previous orders placing these EM on flying status, Auth; AR 35-1480 and AAF Reg 33-29.

<u>27th Bomb Sq (H) APO 964</u>			
T Sgt	2750	Edwin C Sullivan	16013269
S Sgt	853	Melville P Guynup	39421697
Sgt	853	William R Lester	36599671
Sgt	853	Henry H Covey	18249570
Sgt	867	Philip C Coniglio	39125243
Sgt	853	Angelo Doenis	18210046
Sgt	867	John R Bruner	17136881
Sgt	867	Lacy H Brumfield	14172283
Sgt	750	Arthur M Tonsager	39701435
Sgt	867	Joseph W Conway	35927600
Cpl	853	Squire G Luttrell	38351814

<u>38th Bomb Sq (H) APO 964</u>			
S Sgt	747	Lawrence H Olson	31188421
Sgt	852	Robert R Clark	39865166
Sgt	852	, William T Gouert	11138276

2. The fol EM Hq 30th Bomb Gp (H) APO 964 is reclassified in MOS as indicated.
Auth: AAF Manual 35-0-1 and AAF POA Reg 35-1.

<u>Grade</u>	<u>MOS</u>	<u>Name</u>	<u>ASN</u>	<u>New MOS</u>
Cpl	683	Ulric S Autrey Jr	38387579	055 Sk

3. The fol EM 27th Bomb Sq (E) APO 964 is reclassified in MOS as indicated.
Auth: AAF Manual 35-0-1 and AAF POA Reg 35-1.

<u>Grade</u>	<u>MOS</u>	<u>Name</u>	<u>ASN</u>	<u>New MOS</u>
S Sgt	611	Donald H Worden	39620857	612 Sk

4. VOCO 1 Jan 46 appointing 1ST LT (2200) JAMES B WAID 0576592 AC Asst Gp Adj (pdy) is hereby confirmed and made a matter of record.

5. VOCO 2 Jan 46 appointing CAPT(8101) JACK H CRITCHFIELD 0322307 AC Auditor for non-appropriated Funds dy is hereby confirmed and made a matter of record.
Auth: AR 210-50 par 21c.

R-E-S-T-R-I-C-T-E-D

HEADQUARTERS 30TH BOMBARDMENT GROUP (H)
APO 964

SPECIAL ORDERS

NUMBER 9

18 Jan 46

1 The fol EM Hq 30th Bomb Gp (H) APO 964 is reclassified in MOS as indicated
Auth: AAF Manual 35-0-1 and AAF POA Reg 35-1

<u>Grade</u>	<u>MOS</u>	<u>Name</u>	<u>ASN</u>	<u>New MOS</u>
Sgt	055	Frank Jendrowski	36552324	502 Sk

2. The fol EM 38th Bomb Sq (H) APO 964 is reclassified in MOS as indicated
AAF Manual 35-0-1 and AAF POA Reg 35-1.

<u>Grade</u>	<u>MOS</u>	<u>Name</u>	<u>ASN</u>	<u>New MOS</u>
Sgt	612	Bennie Mooer	37721430	748 Sk

3. S Sgt (612) Arthur J Prodger 36860983 38th Bomb Sq (H) APO 964 is reduced to
the grade of Private for misconduct. Auth: AR 615-5.

BY ORDER OF COLONEL PATTESON:

OFFICIAL:

JAMES B WAID
1st Lt., Air Corps
Asst Adjutant

JAMES B WAID
1st Lt., Air Corps
Asst Adjutant

DISTRIBUTION: "A" "B" AND "D"

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R-E-S-T-R-I-C-T-E-D

HEADQUARTERS 30TH BOMBARDMENT GROUP (H)
APO 964

SPECIAL ORDERS
NUMBER 10

19 Jan 46

BATTLE PARTICIPATION CREDIT - AIR COMBAT (IWO JIMA). -1. In accordance with General Orders No. 33, WD, 1945, as amended, and subparagraph 21b(2), AR 260-10, 25 October 1944, and Sec. I, General Orders No. 7, HAFMIDPAC, 11 January 1946, the following named officers are hereby awarded battle honors for participation in Air Combat (Iwo Jima) at some time between 10 August 1944 and 16 March 1945.

<u>NAME</u>	<u>RANK</u>	<u>ASN</u>
Bullock, Warren P.	Lt Col	0260090
Lamm, Louis J.	Maj	0724440
Stevens, Theodore S.	Maj	0222142
Coleman, Charles B. Jr	Capt	01683976
Massey, Holman C.	Capt	0663763
Steele, William R.	Capt	01550508
Baker, Donald E.	1st Lt	02062725
Munson, Martin J.	1st Lt	0771770
Pickens, John L.	1st Lt	0827948

2. 1ST LT (1092) ALBERT L HANDLEY 02061695 AC (43d Recon Sq LR Photo) is reld fr DS 27th Bomb Sq (H) APO 964 and will ret to proper orgn and sta for dy. WP. EDCMR 22 Jan 46.

BY ORDER OF COLONEL PATTESON:

OFFICIALS

JAMES B WALD
1st Lt., Air Corps
Asst Adjutant

JAMES B WAID
1st Lt., Air Corps
Asst Adjutant

R-E-S-T-R-I-C-T-E-D

HEADQUARTERS 30TH BOMBARDMENT GROUP (H)
APO 964

SPECIAL ORDERS
NUMBER 12

22 Jan 46

1. M Sgt (750) Lloyd N Ainslie 32176103 RA (Race W) having reenlisted for 27th Bomb Sq (H) APO 964 is assigned 27th Bomb Sq (H) APO 964 eff this date. CO 27th Bomb Sq (H) APO 964 will initiate payment of enlistment allowances to EM. No travel involved.
Auth: WD Cir 310 6 Oct 45.

2. T Sgt (2750) Edwin C Sullivan 16013269 RA (Race W) having reenlisted for 1521st AAF Base Unit Central Pacific Wing Pacific Div ATC APO 953 Middle Pacific is atchd unasgd to 27th Bomb Sq (H) APO 964 eff this date. CO 27th Bomb Sq (H) APO 964 will initiate payment of enlistment allowances to EM. No travel involved.
Auth: WD Cir 310 6 Oct 45.

BY ORDER OF COLONEL PATTESON:

OFFICIAL:

JAMES B WAID
1st Lt., Air Corps
Asst Adjutant

JAMES B WAID
1st Lt., Air Corps
Asst Adjutant

DISTRIBUTION: "A", "B", AND "D"

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HEADQUARTERS 30TH BOMBARDMENT GROUP (H)
APO 964

SPECIAL ORDERS
NUMBER 13

24 Jan 46

1. VOCO 28 Nov 45 reclassifying MAJ (2120) DANIEL G MAGINNIS 0913835 AC Hq 30th Bomb Gp (H) APO 964 to primary MOS of (2260) is hereby confirmed and made a matter of record. Auth# AAF Manual 35-0-1 and AAF POA Reg 35-1.

2. VOCO 14 Jan 46 reclassifying 1ST LT (1092) MARTIN J MUNSON 0771770 AC Hq 30th Bomb Gp (H) APO 964 to primary MOS of (2161) is hereby confirmed and made a matter of record. Auth: AAF Manual 35-0-1 and AAF POA Reg 35-1.

3. VOCO 14 Jan 46 reclassifying 1ST LT (1092) JOHN L PICKENS 0827948 AC Hq 30th Bomb Gp (H) APO 964 to primary NDS of (2161) is hereby confirmed and made a matter of record. Auth: AAF Manual 35-0-1 and AAF POA Reg 35-1.

4. T Sgt (2750) Edwin C Sullivan 16013269 RA (Race W) atohd unasgd to 27th Bomb Sq (H) APO 964 is placed on flying dy requiring regular and frequent participation in aerial flts until reld by competent auth. This order supersedes all previous orders placing this EM on flying status. Auth: AR 35-1480 and AAF Reg 35-29.

BI ORDER OF COLONEL PATTESON:

OFFICIAL:

JAMES B WAID
1st Lt., Air Corps
Asst Adjutant

JAMES B WAID
1st Lt., Air Corps
Asst Adjutant

DISTRIBUTION: "A" "B" AND "D"

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R-E-S-T-R-I-C-T-E-D

HEADQUARTERS 30TH BOMBARDMENT GROUP (H)
APO 964

SPECIAL ORDERS
NUMBER 14

25 Jan 46

1. 1ST LT (2120) RALEIGH C BUTTERFIELD 01016630 AC (43d Recon Sq LR Photo) is reld fr DS 27th Bomb Sq (H) APO 964 and will ret to proper orgn and sta for dy and is aptd Public Relations and Awards Off (add dy)Hq 30th Bomb Gp (H) APO 964. WP. EBCMR 27 Jan 46.

2. Fol Os AC are designated Cl "A" Agents for CAPT JEROME HOROWITZ FD for purpose of making pmt to Os for vouchers and to EM for regular suppl and part P/R for organizations indicated for month of Jan 1946. Auth: AR 35-320.

1ST LT (7888) CHARLES H SECHREST	0871839 Hq 3 0th Bomb Gp (H) APO 964
1ST LT (2200) MORTON ROSENTHAL	0582336 27th Bomb Sq (H) APO 964
1ST LT (1092) CLAUDE W JOHNSON	0772390 38th Bomb Sq (H) APO 964

3. The fol EM 27th Bomb Sq (H) APO 964 is promoted to grade indicated.
Auth: AR 615-5.

TO BE STAFF SERGEANT (TEMP)
Sgt (612) Michael A Benedetto Jr. 13201298

BY ORDER OF COLONEL PATTERSON:

OFFICIAL:

JAMES B WAID
1st Lt., Air Corps
Asst Adjutant

JAMES B WAID
1st Lt., Air Corps
Asst Adjutant

DISTRIBUTION: "A" "B" and "D"

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R-E-S-T-R-I-C-T-E-D

HEADQUARTERS 30TH BOMBARDMENT GROUP (H)
APO 964

SPECIAL ORDERS
NUMBER 15

29 Jan 46

1. 2nd LT (1034) HOWARD F PEARSON 02074760 AC is aptd Gp Recruiting Off (add dy).
Auth: AIRMIDPAC Reg 35-22 and AFMIDPAG Circular 48 dtd 17 Oct 45.

2. So much of par 2 SO 14 this Hq 25 Jan 46 as reads "are designated "A"
Agents for CAPT JEROME HOROWITZ FD" is amended to read "are designated C1
"A" Agents for MAJ M W PHOENIX FD".

BY ORDER OF COLONEL PATTERSON:

OFFICIAL:

JAMES B WAID
1st Lt., Air Corps
Asst Adjutant

JAMES B WAID
1st Lt., Air Corps
Asst Adjutant

DISTRIBUTION: "A" "B" and "D"

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R-E-S-T-R-I-C-T-E-D

HEADQUARTERS 30TH BOMBARDMENT GROUP (H)
APO 964

SPECIAL ORDERS
NUMBER 16

30 Jan 46

1. 1ST LT(8219) WILTON N MELHORN 0866041 AC and Cpl (683) Paul E Johnson 11014624 are detailed to take a complete inventory of the merchandise and fixtures of Branch Post Exchange 202 on Wednesday 30 Jan 46 at 0800, Said Off and EM will report to Branch Post Exchange Off, 2ND LT ROBERT W BEST, at Branch Post Exchange 202 at 0800 for detailed instructions prior to taking the inventory.

BY ORDER OF COLONEL PATTERSON:

OFFICIALS

JAMES B WAID
1st Lt., Air Corps
Asst Adjutant

JAMES B WAID
1st Lt., Air Corps
Asst Adjutant

DISTRIBUTION: "A" "B" and "D"

-1-

R-E-S-T-R-I-C-T-E-D