

PREFACE

This History and the associated narratives are extractions from individual histories previously prepared by Colonel Bruce E. Miller, The Air Force Historical Division at Maxwell Air Force Base, Alabama and unknown group historical personnel of the times. The editor has taken those extractions and attempted to bridge them into a chronological meaningful story.

Many individuals have contributed stories, data and photos to this effort and without their cooperation, this publication would not be possible. To all those generous people, we thank you very much for your contribution.

No classified materials have been used in this publication, however much declassified materials have been reviewed and used. The Department of the Air Force or other agencies are in no way responsible for the contents of this publication or for the accuracy of any statements found herein. Please notify the editor of any additions or corrections.

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May 23, 1987

STATESIDE

The 30th Bombardment Group (H) was activated January 15, 1941 at March Field, CA and was placed under the First Wing GHQ, Air Force. The cadre for this unit was furnished by the 19th Bombardment Group and consisted of four officers and 110 enlisted men. The 30th Bomb Group consisted of Headquarters and Headquarters Squadron, 21st, 27th, and 38th Bomb Squadrons. Capt Bud J. Peaslee assumed command of the organization followed by Maj. Thomas W. Steed on February 10, 1941.

The 30th Group remained at March Field where it was built gradually to a strength of 33 officers and 419 enlisted men. On June 7, 1941 orders sent the Group to New Orleans, LA. The Group was stationed at the New Orleans Army Air Base with a satellite headquarters at the Puppy House in the old French Quarter. Aircraft assigned to the unit consisted of B-18's, A-29's and PT's.

On December 19th, the 30th Bomb Group and the 2nd Reconnaissance Squadron departed New Orleans for March Field by way of Muroc, CA. Muroc was normally known as Muroc Dry Lake. When the Group arrived there on December 24th, the proper name for it should have been Muroc Mud Lake since there had been a steady rainfall for several days and the entire area was a sea of mud. There the Group received additional planes consisting of LB-30's (British B-24's) and B-24's. Personnel immediately were indoctrinated in the operation and maintenance of these four engine monsters.

The 30th Group was assigned to the 4th Bomber Command on January 20, 1942. The unit, on February 7, proceeded to March Field. There, all hands moved into wonderful permanent quarters and everyone settled down to train combat crews. An additional duty was to patrol the West Coast against a Japanese surprise attack.

In March of 1942, the 392nd squadron was activated. The three squadrons remained at March Field undergoing intensive unit training as well as training combat crew replacements for the Alaskan Theater. The organization built up considerable flying time averaging 30 hours per individual per month.

Colonel Jack Wood, the Group Commander, departed in May 1943, and was transferred to the 2nd Air Force. He then became the commander of a B-17 group which he took to Italy. Major Richard W. Fellows acted as temporary commander until Colonel Robert O. Cork arrived. Colonel Cork was commander until August 30, 1943 when he was replaced by Lt. Colonel Edwin B. Miller Jr.

ALASKA

On June 7, 1942, a Japanese Naval task force struck Dutch Harbor, Alaska. This was a minor thrust, the major one being made in the Central Pacific and ending in the Battle of Midway. Serious damage was incurred at Dutch Harbor and many casualties resulted from the aerial attack.

The Americans were not completely caught off guard as they had flown P-40's to a secret base on Umnak Island immediately

proceeding the Japanese attack. In addition, a small force of B- 26's were stationed further up the chain at another secret base. Several enemy aircraft were shot down immediately after their attack, on Dutch Harbor by our P-40's. The B-26's searched for the striking task force and caused damage to several ships including one aircraft carrier. Because of bad weather it was impossible to carry out a coordinated attack against the Nip fleet.

Immediately, on word of the attack at Dutch Harbor, the 30th Bombardment Group was alerted. On that day (June 7, 1942), the 30th was scattered along the West Coast from San Diego, CA to McChord Field, WA. The day that the Group was alerted, six aircraft with crews departed for Alaska. All of the aircraft arrived at Fairbanks, AK on June 8th and on the following day flew to Anchorage.

Aircraft were stripped for action and loaded with ammunition in preparation for a strike against the Japanese at Kiska. The planes were flown to Cold Bay and on the morning of June 11, five B-24's and one LB-30 took off to engage the enemy. About 100 miles from Kiska, a Japanese float plane was sighted. Because of low ceilings near the target area, the B-24's were forced to fly at 3000 feet. In order to size up the situation, Captain Todd, leading the group, flew south of the island. Several Japanese surface vessels were sighted and immediately opened fire on the B-24's. Captain Todd led his formation west of Kiska and proceeded to come in on an easterly heading to attack the harbor where the enemy fleet was anchored.

The altitude of the formation was 1500 feet and the mountains on both sides of the harbor were obscured by clouds. Captain Todd led his formation between the mountains and through the pass at approximately 1200 feet toward the harbor. The Japanese were not taken by surprise and anti-aircraft fire was heavy.

Approximately one mile from the harbor, Captain Todds ship was hit and it exploded in midair. The other aircraft broke formation and pulled up into the overcast since it appeared suicidal to carry out the strike. The remaining planes landed at Umnak Island which is 75 miles west of Dutch Harbor.

Operations of the 30th in the Aleutian chain were very difficult in that the only equipment available was that which was brought in by aircraft. No radio aids were available at Umnak which made navigation very hazardous.

Other aircraft were lost in the Aleutian operations and they consisted of Lt. Freeman and his crew on June 23rd and Lt. Maloney and his crew on July 22nd. Lack of navigational facilities at Umnak resulted in loss of several aircraft on return flights from Kiska. One of these was piloted by Captain Wintermute. After flying for about 14 hours and running out of fuel, he had to ditch his plane. This occurred about 11 o'clock at night, just prior to dark. He made a successful water landing but two crewmen were lost. Survivors, after 18 hours on a life raft, were picked up by a Navy PBY and returned to Anchorage.

HAWAII

On August 31, 1943, warning and movement orders were received by the Group. Prior to departure, orders were received that the 3rd Anti-Submarine Squadron of Fort Dix, NJ would be assigned to the Group and redesignated the 819th Bombardment Squadron. Also at this time, the 21st Squadron would be dropped from the records of the group. The 21st was returning from Alaska but it did not arrive in sufficient time to join the Group.

On September 28, 1943; 134 officers and 1270 enlisted men of the ground echelon left March Field for Camp Stoneman, CA also a port of embarkation. The first of the flight echelon arrived Hickam Field, Oahu, The Hawaiian Islands on October 1st, with the remaining airplanes in rapid succession. The last of the ground echelon arrived aboard the President Tyler on October 20th. Group Headquarters was at Hickam Field, the 27th and 38th Squadrons were at Kahuku, Oahu while the 392nd and 819th Squadrons were at Barking Sands on the island of Kauai, The Hawaiian Islands.

The 30th Bombardment Group was now an official member of the "Pineapple Army" and assigned to the 7th Air Force. During the period the Group remained in Hawaii which was approximately 30 days, combat crews were sent to gunnery school at Hickam Field. In addition, equipment was rechecked and supplies were drawn for movement to the forward area.

ELLICE (TUVALU) ISLANDS

On October 31st, an advance party of 5 officers and 7 enlisted men departed for Nanomea at the northern tip of the Ellice Islands. The remainder of the squadrons and their equipment landed Thanksgiving day. The 27th and 38th Bomb Squadrons operated from Nanomea and the 392nd Bomb Squadron moved to Canton Island in the Phoenix Islands. The 819th Bomb Squadron remained at Wheeler Field, Oahu. There, the 819th was responsible for processing new crews and new airplanes which were later dispatched to the forward area.

The Island of Nanomea was a very beautiful place, clean and covered with palm trees. The Seebies had cut a runway out of the jungle, with one end of the strip going out over the water and the other end going into a coconut grove. All takeoffs with a heavy load were made toward the water regardless of wind direction. On November 14, the 27th and 38th took off on their first combat mission to bomb Mili.

Flying combat missions in the Central Pacific was rather hazardous since all flying was done over water. The missions were 12 to 18 hours and navigation was very difficult due to the lack of landmarks and radio aids. Missions were scheduled every two or three days and all available aircraft were dispatched.

The first casualty in the forward area came when Captain Orr crashed in a landing accident returning from a combat mission. Four of the crew members and one passenger were killed with three others injured.

For heroism in rescuing the injured and for the recovery of the

dead, three members of the Group were awarded the Soldiers Medal. These were the Group Commander. Lt Col Edwin B. Miller, M Sgt Claude Appleby and T Sgt James Clark, both of the 27th Squadron.

The Group suffered another serious loss on December 15th when a airplane carrying Lt Col Arthur J Walker, Deputy Group Commander and Major Thomas F Harper, Group Executive Officer was shot down with the Garrett crew over Maloelap. The plane was observed to the island, however enemy fighters followed the plane down and strafed the survivors in the water.

GILBERT ISLANDS

On January 2, 1944, almost six weeks after their arrival at Nanomea, Group Headquarters ground echelon moved by LST to Apamama in the Gilbert Islands. They landed on January 4th. The air echelon quickly followed, landing January 5th. The 392nd Squadron flew from Canton Island to Apamama arriving January 19th.

The airstrip was very nicely located and was sufficient long to eliminate any danger of running into the water when heavily loaded. The 27th and 38th Squadrons remained at Nanomea. These two squadrons staged through Tarawa and Makin joining the 392nd in missions over the Marshall Islands. The primary targets were the islands of Mili, Jaluit, Wotje, Maloelap and Kwajalein. Jap airfields and supply installations on these islands were the targets for the B-24's.

Between November 14, 1943 and April 1, 1944, the group carried out 42 bombing missions over the Marshall Islands and participated in the actual invasion of Kwajalein, February 1944. It was the 392nd Squadron that dropped 2000 pound bombs on the heavily fortified shoreline which was the invasion point on the southern part of the island. The Marshalls were soon under our control, though still occupied by isolated Japanese.

MARSHALL ISLANDS

During the latter part of February 1944, the 27th and 38th combat echelons left Nanomea for Makin enroute to the newly acquired base at Kwajalein. The ground echelons left Nanomea March 1st and arrived with the 392nd ground echelon at Kwajalein 12 days later. The squadron air echelons arrived March 14th. The group air echelon arrived on the 18th.

Meanwhile, the capture of various islands in the Marshalls proceeded rapidly. Japanese positions which were not occupied by March 1944 were being effectively neutralized and the Japanese garrisons on the bypassed atolls were being reduced to impotence. The way was now open for American Forces poised on the westernmost of the Marshalls to strike at the Marianas.

The invasion of the Marianas was to be attempted without the capture of Truk. The decision to bypass Truk was based in part upon the assumption that the airfields and naval base at Truk could be neutralized by airpower. The work of the 30th Bomb Group therefore centered upon Truk from March 1944 through July

1944, though it did bomb other targets.

The island of Kwajalein was badly torn up from shell fire when the group arrived. All the coconut trees were demolished and housing areas were piles of rubble. For the first time, the three squadrons in the forward area were located on the same airfield. In addition to the 30th Group, three squadrons from the 11th Group were also there and flew joint missions.

In the missions against the powerful fortress at Truk, the 30th Group had to overcome certain difficulties. For one thing, many of the missions were conducted at night. The system of searchlight detection on Truk coupled with accurate antiaircraft fire and enemy night fighters meant trouble to the B-24's.

As the raids progressed, certain of these initial difficulties were overcome. The constant bombardment by the B-24's knocked out many searchlights and the Japanese failed to replace them. Furthermore, in order to jam Japanese radar equipment, our planes would drop "window" or metal foil ribbons before and during the bombing runs. During each successive month anti-aircraft fire also decreased because of the destruction of guns from the aerial bombardment.

The most serious threat to the B-24's came from enemy fighters. In almost every mission some interception could be expected. The Japanese employed several types of fighters, Hamps, Tojos, and Zekes. Their tactics included air to air bombing with phosphorus bombs. When the phosphorus bombs made the formations break up, the fighters would attack the stragglers or crippled bombers.

From March 1944 through the middle of June 1944, the B-24's of the 30th Group flew to Truk at night. Generally, the aircraft staged through Eniwetok at five minute intervals, proceeded to the Northwest Pass of Truk Atoll and turned to the target at 10,000 feet. Targets were Moen, Eton, Dublon and Fefan.

One of the highlights of the month of April occurred when Lt. Smisson and crew of the 392nd were forced to ditch returning from a mission to Saipan. They ditched approximately 250 miles west of Eniwetok and spent five days and six nights in liferafts. All but Sgt Harley Hines were rescued. After a brief rest period, the crew returned to complete their missions.

Though Truk was the target of primary importance from April through July, nevertheless the Group did devote a certain amount of time to other targets. Ponape in the Carolines, a secondary target for bombers sent on missions to Truk, received a considerable tonnage of bombs. Wake Island, Guam and Saipan also were bombed.

MARIANAS

By the end of July, preparations were complete to move the 30th Group to Saipan and the 11th Group to Guam. While the 7th Air Force was hitting Truk, the Army and Navy effected a water landing on Saipan and Guam. These islands were soon captured and then followed the capture of Tinian which is between the two.

Troops and equipment moved to Saipan on the USS Victory and USS Livingston landing there August 4th. Unloading was complicated because of lack of proper facilities and because of terrible conditions of the roads. The Group housing area was located in a Japanese sugar cane field which was a quagmire at the time due to heavy rains.

Four days after the boat docked, the airplanes started arriving. The 27th arrived August 8th, the 38th August 9th, the 392nd August 10 and the 819th finally joining the Group a few days later. This would be the first time all four squadrons would be together since Hawaii. Before long there were 300 cases of Dengue fever reported. This was very hard on certain crew members who could not fly during this period. The period of disability was about 15 days.

The first strike from Saipan was a combined 38th and 819th Squadron mission to Iwo Jima on August 10th. This was followed during the month by eight more raids on Iwo, two on ChiChi Jima and four on Yap in the Carolines.

In all, 301 sorties were flown during the month. Nine enemy aircraft were destroyed in the air, one possible destroyed and five damaged. Our losses included Lt John Rank and his crew and all of James Mosher's crew except Lt Mosher and Pfc Harbin. Both crews, members of the 819th Squadron were lost on a mission to Iwo Jima on August 14th. Since the 819th had new silver airplanes, it seemed that Japanese fighters concentrated their attacks on them. Many combat crew members were made unhappy during this period in view of the policy of flying thirtyfive instead of thirty combat missions to complete a tour.

During September 1944, the 30th Group flew the first four squadron combat mission in its history. On September 3rd, 41 airplanes struck Iwo Jima in daylight raids, dropping 96 tons of bombs with 74 % in the target area. Also in September, 12 enemy aircraft were destroyed in the air and 8 additional on the ground.

Our losses consisted of Lt. Dodd's airplane in a water landing; however the entire crew was rescued by the Navy except for Sgt. Williams. His lifevest failed to inflate. Lt. Core, whose airplane was seriously damaged by enemy fighters, made a crash landing on Isley Field. Lt. Dempster on a reconnaissance flight to Marcus, failed to return. It is assumed that he was shot down over this enemy base.

During October, sorties were flown against Iwo Jima, ChiChi Jima, Pagan, Marcus and Yap. Five enemy planes were destroyed in the air with seven probably destroyed and five damaged.

Two of our airplanes and all crew members were lost on separate incidents over Iwo. Lt Schneider's ship was shot down and Lt Barnesley's ship was rammed by a Jap fighter. Lt Kersten, bombardier on Lt Patrick's airplane was killed when he was hit by enemy fire over the target.

Morale among the combat crews received a setback when the missions for returning to the mainland were raised from 35 to

40. The number of missions required for rotation were increased by higher headquarters since the average length of the missions had been reduced from 10 to 8 hours.

In November 1944, Colonel John J. Morrow assumed command of the Group relieving Colonel Edwin B. Miller. Colonel Miller's new assignment was a special mission to the European Theater. During the month five enemy vessels were sunk and the Group did not suffer any losses. B-29's began arriving at Saipan and the Group's B-24's were moved to Isley Field #2 later named Kobler Field.

In December 1944 intensive raids were continued against Iwo Jima in spite of adverse weather conditions. Total bomb tonnage dropped during this month was a record breaking 852 tons! Lt Iso was forced to ditch 30 miles from Saipan with three persons missing in action including the pilot. The remaining eight were rescued.

In January 1945, operations were marred by the loss of two airplanes and serious damage to the other. Lt Painter and his crew ditched after being hit over Iwo Jima on January 17, 1945. None of the crew were rescued. On January 24th, Lt Fagan and crew, crash landed in the water between Tinian and Saipan. Eight men were rescued with three being killed in the crash. The third accident occurred as the result of an enemy anti-aircraft projectile exploding in the cockpit of Lt Broemer's airplane. Lts Broemer, Smith and Donnelly suffered serious wounds. Lt Broemer wounded in the right arm and right eye, flew the plane back without the aid of his copilot.

The group increased the bombing missions over Iwo Jima, a prelude to the attack on the island by the marines. The Group ended it's operation in the Central Pacific with a full 19 days of bombing. Three hundred ninety nine sorties were flown. On February 19th, the actual assault was made. This was the last important target to be bombed by the 30th Group.

RETURN TO HAWAII

It was now decided by higher authority that the 30th Group would return to Hawaii. As a result of that decision, the major portion of the Group were transferred to the 11th Bomb Group and Headquarters 7th Bomber Command. In return the 30th Group received personnel from the 11th Bomb Group who had served a longer period of time in the forward area. Some 8-15 mission crews were retained as lead crews for the reformation operation in Hawaii. The balance of crews were transferred to the 11th Bomb Group.

Colonel Morrow in late February was transferred to command the 11th Bomb Group replacing Colonel Waldron. Lt Colonel Pardee was now in command of the 30th Bomb Group and plans were made to return to Hawaii.

On February 26th, General Harmon, Commanding General AAFPOA, was

reported missing on a routine flight from Kwajelain to Johnston Island. At the same time, the 30th Group flight echelon was in the process of returning to Oahu. All available B-24 crews were immediately utilized in conducting a search for General Harmon's airplane. In conducting the search, a total of 123 sorties were flown for a total of over 1100 flying hours. No trace was found of General Harmon's plane so on March 20th, the search was terminated.

In late March, Group Headquarters, the 38th and 819th squadrons moved to Wheeler Field. The 392nd moved to Kipapa and the 27th to Kahuku. On arrival at Oahu, the Group was relieved from assignment to the 7th Air Force and was attached to the Army Air Forces Pacific Ocean Area.

In April, many of the Group's personnel flew to the Island of Hawaii for a much deserved five day rest. A total of 375 officers and enlisted men made the trip. Two commendations were received by the Group during the month. One of them was from General O'Donnell, Commander of the 73rd Bomb Wing in recognition of the bombing conducted by the Group over the Island of Iwo Jima. The second commendation came from General Breen for the outstanding manner in which the Group performed continuous search missions for General Harmon.

During May, the Group began training by flying practice missions. The morale of the organization had been lowered because of the uncertain status of the group. Previous rumors indicated the Group was to be returned to the United States to be refitted with B-29's. This rumor proved to be false and as a result, many were discouraged at remaining in Hawaii.

On July 1, 1945, Colonel Patterson relieved Colonel Pardee who returned to the mainland. In August, news of the atomic bomb and Japanese surrender were the main topics of discussion.

In September, the entire Group moved from Wheeler Field to Kahuku. From this time on until February 1946, the strength of the Group gradually decreased. The operations came to a standstill and on February 15th, the remaining personnel were transferred out. The 30th Group was inactivated by Special Order 47, Headquarters 7th Air Force, dated June 21, 1946.

This brings to a close the wartime history of the 30th Group which was one of the main units of the 7th Air Force participating in the successful operation against the Japanese.

The success of this Group cannot be attributed to any one individual. The teamwork and cooperation of all individuals assigned to this organization was the determining factor in the successful operations of the Group. It's record will stand along side any Air Force organization during World War II. Even though the Group is no longer active, the mission it performed during the war contributed heavily to victory.

A. ORGANIZATIONAL STATUS

CONSTITUTED

Headquarters and Headquarters Squadron, 30th Bombardment Group (Heavy). WD ltr. AG 320.2 (10-17-40) M (Ret) M-C, dated 20 November 1940.

ACTIVATED

At March Field CA, on 15 January 1941. GO 1, Hq., 1st Wing, 1 January 1941, pursuant to above cited WD letter, 20 November 1940.

INACTIVATED

At Hawaii on 25 June 1946. GO 47, Hq. Seventh Air Force, 21 June 1946, pursuant to WD Letter AG 322 (14 June 1946) AO-I-WDGPC-M, dated 19 June 1946

B. COMPOSITION

Headquarters	Headquarters Squadron	15 Jan41 - 25 Jun46
21st	Squadron	15 Jun41 - Sep43
27th	Squadron	15 Jan41 - 20 Mar46
38th	Squadron	15 Jan41 - 20 Mar46
392nd	. Squadron	Mar42 - 30 Nov 45
819th	Squadron	11 Oct43 - 30 Nov45

C.

General Headquarters Air Force:	15 January 41
General Headquarters Air Force, Southwest District, 1st Bombardment Wing:	16 January 1941
Third Air Force, 21st Bombardment Wing:	24 May 1941
Fourth Air Force:	December 1941
Seventh Air Force:	11 October 1943
Seventh Air Force, VII Bomber Command:	17 October 1943
Army Air Forces, Pacific Ocean Areas:	March 1945 :
Army Air Forces, Middle Pacific, 7th	August 1945
Pacific Air Command:	6 December 45 -25 Jun 46

D. STATION LIST

March Field, CA	15Jan 41 - 20 May 41
New Orleans, LA	28May 41 - 20 Dec41
Muroc, CA	24 Dec 41 - 11 Mar22
March Field, CA	11Mar 42 - 28 Sep 43
Camp Stoneman, CA	29 Sep 43 - 10 Oct43
Enroute Hawaii aboard Sommeldsijk	10Oct 43 - 20 Oct43
Hickam Field, Oahu, Hawaiian Islands	20Oct 43 - Nov 43
Nanomea, Ellice Islands	Nov 43 Jan 44
Apamama, Gilbert Islands	Jan 44 Mar 44
Kwajalein, Marshall Islands	Mar 44 Aug 44
Saipan, Marianas	Aug 44 Mar 45
Oahu, Hawaiian Islands	Mar 45 - 25 Jun 46

E. COMMANDING OFFICERS

Captain Budd J. Peaslee	15 Jan 41 - 10 Feb 41
Major Thomas W. Steed	10 Feb 41 - 21 Aug 42
Lt Colonel Jack Wood	21 Aug 42 - May 43
Major Richard Wm Fellows	May 43 - May 43
Colonel Robert O. Cork	May 43 - 30 Aug 43
Lt Colonel (later Col) Edwin B. Miller	30 Aug 43 - Nov 44
Colonel John J. Morrow	Nov 44 - Mar 45
Lt Colonel Elliott Pardee	Mar 45 - 1 Jul 45
Colonel Elder Patterson	1 Jul 45 - unknown

F. BATTLE HONORS

Central Pacific	WD GO 85, 1945
Air Offensive, Japan	WD GO 12, 1946
Eastern Mandates	WD GO 12, 1946
Western Pacific	WD GO 12, 1946

G. 30TH BOMB GROUP PLANES NAMES / ALPHA BY PILOT

PLANES NAMES	PILOT	PLANES NAMES	PILOT
VERA	ADAMS	WONDEROUS WANDA	CLOUD
BUGS BOMBY	ALLISON	JUICY LUCY	COATES
MISS FIT	ANDERSON	THE CHAMBERMAID	CORE
OUT OF THIS WORLD	BALA	A-VAIABLE	COX
UPSTAIRS MAID	BALA	SALTY SAL	CRAFFORD
THE SUNSETTER	BALLANTINE	UPSTAIRS MAID	CREAMER
PISTOL PAKIN MAMMA	BALLREICH	OUR GIRL	CREAMER
THAR SHE BLOWS II	BARNSELY	INCENDIARY SUE	CREAMER
CAPTAIN + THE KIDS	BATCHELDER	GOING MY WAY	DEVAUGHN
OUR BABY	BENNETT	KONTAGIOUS KATIE	DODDS
FLAK HAPPY	BERGIN	BAT OUT OF HELL	DODDS
COME CLOSER	BERNHEIM	PATRIOTIC PATTY	EASTBOURNE
BOMB BABY	BERNSTEIN	STAR DUST	EDWARDS
KONTAGIOUS KATIE	BIRD	SWEET ROUTINE	ELLIS
MISS B-HAVEN	BONHAM	LADY FROM HADES	ESTES
WINGED VICTORY	BRACCI	SWEET ROUTINE	FAGAN
PHIDDIS II	BRATCHER	MADAM PELE	FAGERMAN
RITA	BRATCHER	JUICY LUCY	FAGERMAN
SWEET ROUTINE	BROWN, J E	SALTY SAL	FARMER
BAT OUT OF HELL	BULLOCK	PACIFIC AVENGER	FULLER
OUT OF THIS WORLD	BULLOCK	OUR BABY	GARRETT
LADY FROM HADES	BURKE	PATRIOTIC PATTY	GAUDAUR
THE JETER BUG	CALDWELL	CIRCUS WAGON	GAUDAUR
THE CHAMBERMAID	CHAMBERS	MISS B-HAVEN	GENAD
PACIFIC AVENGER	CHRISTIAN	PUNJAB	GLASCO
BAT OUT OF HELL	GLOOR	PUDDLE JUMPER	KELLY
WINGED VICTORY	GLOVER	TROPICAL TROLLOP	KENNEDY
PACIFIC AVENGER	GRIFFIN	TROPIC KNIGHT	KIMSEY
CURLY BIRD	HADSALL	KAYRASHUN	KISSINGER
TROPICAL TROLLOP	HALL	LIBERTY BELLE	KNUDSON
CHUTE THE WORKS	HANSEN	CAPTAIN + THE KIDS	KUTNER
DEADEYE II	HARVEY	WILD ASS RIDE	LEE
STORMY WEATHER	HAYSEL	COME CLOSER	LEE
PHIDDIS	HENDRIX	LIBERTY BELLE	LEITZ
KICKAPOO KID	HENDRIX	STORMY WEATHER	LEWIS
EVASIVE ACTION	HEWETT	PUDDLE JUMPER II	LEWIS
EVASIVE ACTION	HILL	TROPIC KNIGHT	LINN
PHIDDIS	HILL	KONTAGIOUS KATIE	LINN
UPSTAIRS MAID	HILL	STORMY WEATHER	LOUNSBERRY
KONTAGIOUS KATIE	HILL	GALLOPING GUS	LURCOTT
CURLY BIRD	HODGES	GUNNERS SITE	MANNING
COME CLOSER	HOUSEKNECHT	BUGS BOMBY	MARTIN G
TROPIC KNIGHT	HOUSTON	KONTAGIOUS KATIE	MARVEL
THIS LOVE OF MINE	HOUSTON	PISTOL PAKIN MAMA	MASSEY
TROPIC KNIGHT	HUSHAK	BAT OUT OF HELL	MCCANN
TAIL-END CHARLIE	HUSHAK	THAR SHE BLOWS	MCCLELLAN
OUT OF THIS WORLD	ISO	UMBRIAGO	MCCLELLAN
WILD ASS RIDE	JANESKI	KICKAPOO KID	MCDOWELL
TEMPTATION	JANESKI	STORMY WEATHER	MCFAIDEN
WILD ASS RIDE	JARVIS	JUICY LUCY	MCINERNY
PACIFIC PASSION	JETER	WILD ASS RIDE	MCLEAN
BAT OUT OF HELL	KAPLAN	RUFF KNIGHTS	MCLEAN

FLAK HAPPY TOO	MEHAFFEY	DASHIN DAISY	PULLMAN
KONTAGIOUS KATIE	MEHAFFEY	BATTLING HORNET	RANDALL
TROPIC KNIGHT	MESSICK	DEAD EYE II	RANDALL
DUCKIN.-DUCKLIN	MILLER	TROPICAL TROLLOP	RANGER
SWEET ROUTINE	MOORHEAD	STORMY WEATHER	REEKS
INCENDIARY SUE	MORSE	SWEET ROUTINE	REESE
OUR BABY	MOURTSEN	LITTLE JOE	REEVES M
NIGHT MISSION	NEWCORBE	THE LITTLE GENERAL	REGNIER
LITTLE JOE	NEWMAN	KICKAPOO KID	REITZ
THAR SHE BLOWS II	NICHOLS	TROPICAL TROLLOP	RIDLON
KAYRASHUN	NIXON	TEXAS KATE	RIDLON
TROPIC KNIGHT	OUTLAND	POONTANG	ROBERTSON
HELL FROM HEAVEN	PAINTER	SWING SHIFT	ROMIG
BATTLE-N-BITCH	PARKS	PACIFIC AVENGER	RUSSELL
JUICY LUCY	PATRICK	SKY SKOW III	SCHNEIDER
BOLIVAR	PATRICK	GOING MY WAY	SCHNEIDERHAN
GUNNERS SITE	PEDDY	BAT OUT OF HELL	SCHNEIDERHAN
MISS MAR-JAN	PEDDY	SKY SKOW III	SCHOLLENBERGER
MISS B-HAVEN	PETERS	FOOLS PARADISE	SCOTT
THE BIRD HOUSE	PETERS	TAIL-END CHARLIE	SEIGISMUND
KICKAPOO KID	PETERS	WARBIRD	SHEERIN
COME CLOSER	PETROFF	BAT OUT OF HELL	SHEERIN
PUNJAB	PICKENS	BAT OUT OF HELL	SIEFERMAN
AWOL	PIMENTAL	TROPIC KNIGHT	SJURSON
COMPLETE MISS	PRICE M C	BAT OUT OF HELL	ST CLAIR
BAT OUT OF HELL	PROSSER	FOOLS PARADISE	ST CLAIR
THAR SHE BLOWS II	PROSSER	NIPPONESE CLIPPER	STAFFORD
STARDUST	STIMMING	TEXAS KATE	TREWITT
CLOUDY JOE	STODDARD	DIRTY NELL	TRUSCOTT
BAT OUT OF HELL	STODDARD	WONDEROUS WANDA	TURSKI
PACIFIC AVENGER	STULTZ	BAT OUT OF HELL	VALENTINE
SALTY SAL	SUTTERFIELD	FOOLS PARADISE	WAGNER
OLD CROW	SUTTERFIELD	A-VAIABLE	WATEROUS
CAPTAIN + THE KIDS	THOMAS	BAT OUT OF HELL	WEAR
GINNY LYNN	THOMPSON	LEMON	WILCOX
BOLIVAR	TRAUTNER	BOMB BABY	WILSON

Editors Note: These planes names were taken from actual crew photos or from mission reports showing these crews in these planes. Since there were over 230 different crews that served in the 30th Bomb Group, this is only a partial list of the crews and the planes.

I. MISSING IN ACTION & KILLED IN ACTION

DATE	PLACE	SQDN	CREW	DISPOSITION
11 JUN 42	KISKA	21		CREW KIA (10)
23 JUN 42	KISKA	21	TODD	KIA (2)
22 JUL 42	KISKA	21	FREEMAN	CREW KILLED (6)
22 JUL 42	KISKA	21	HEALD	KIA (3)
18 JAN 43	KISKA	21	MALONEY	CREW KIA (9)
18 JAN 43	KISKA	21	HAMILTON	CREW KIA (9)
30 MAR 43	KISKA	21	BLOOMFIELD	CREW KIA (7)
14 MAY 43	ATTU	21	SMITH	CREW KIA (8)
11 AUG 43	PARAMUSHIRO	21	BRANNON	CREW MIA
19 NOV 43	NANOMEA	27	HOFFMAN	6 KIA
20 NOV 43	CANTON	819	ORR	6 MIA
24 NOV 43	TAROA	38	LADD	9 MIA
15 DEC 43	MALOELAP	27	BRASHEAR	11 KIA
18 DEC 43	TAROA	38	GARRETT	1 KIA
20 DEC 43	MALOELAP	392	ROBERTSON	9 KIA
20 DEC 43	MALOELAP	392	WARD	9 MIA
25 DEC 43	WOTJE	27	JUSTICE	9 KIA
25 DEC 43	WOTJE	27	FERRIS	9 KIA
28 DEC 43	MALOELAP	392	PULLMAN	1 KIA
21 JAN 44	TARAWA	38	PARKS	10 KIA
21 JAN 44	TARAWA	38	LURCOTT	6 KIA
24 MAR 44	WAKE	27	SKAALLEN	1 KIA
1 APR 44	TRUK	27	BONHAM	10 KIA
12 APR 44	OAHU	819	LEFFLER	8 KILLED
16 APR 44	TRUK	38	SLAWSON	11 MIA
17 APR 44	SAIPAN	392	LARSON	1 KIA
27 APR 44	HAWAII	819	SMISSON	9 LOST SEA SEARCH
5 MAY 44	TRUK	27	MCINERNEY	10MIA
12 MAY 44	OAHU	819	MESSICK	11KILLED
6 JUN 44	TRUK	27	RULE	1 KIA
6 JUL 44	TRUK	27	WATEROUS	2 KIA
14 JUL 44	TRUK	27	GENAD	3 KIA
14 AUG 44	SAIPAN	819	HOOVEN	4 KIA
14 AUG 44	SAIPAN	819	MOSHER	7 MIA
14 AUG 44	IWO	819	MOSHER	10 MIA
14 SEP 44	IWO	38	RANK DODD	1 KIA
3 SEP 44	IWO	392	NELSON	2 KIA
10 SEP 44	MARCUS	38	DEMPSTER	9 MIA
11 OCT 44	IWO	27	SCHNEIDER	10KIA
1 OCT 44	IWO	27	PATRICK	1 KIA
1 OCT 44	IWO	392	BARNSLEY	10 KIA
21 DEC 44	IWO	819	ISO	3 KIA
26 JAN 45	IWO	819	PAINTER	11 MIA
17 JAN 45	SAIPAN	27	FAGAN	3 KIA
24 JUL 45	KAUAI	27	YOCKEY	3 KILLED
9 JUL 45	OAHU	392	REEVES	10 KILLED

Editors note: The 21st BS records have not been completely reconciled and therefore firm totals have not been shown in the disposition column. Values showing "killed" are not the same as KIA's or MIA's as no formal such reports were issued.

Rev C 10-28-87 RHM

30th Bomb Group Planes - Alphabetical

44-42123 819
42-72492 42-110145 38
42-73402 38
42-73236 392
44-42065 392
44-42199 819
44-51930 819
42-73475 30
44-50950 30
44-42164 30
42-72900 30 04-44 38
42-73492 819
42-72953 ANNIE 02-45
42-72979 AVAILABLE 11-43 27
42-72970 AWOL 38
42-72970 AWOL (BORROWED) 04-44 392
42-73024 BAT OUT OF HELL 02-45
44-40526 BAT OUT OF HELL 01-45
42-109833 BATHLESS
42-72985 BATTLING BITCH 04-44
42-73281 392 BATTLING HORNET 02-
44-40677 45 392
42-72994 BOETVAR PARADISE 02-45 392
42-72978 BOMB BABY 44 38
BOMB BAT 38
BOMBS LULLABY 392 02-
4-2-72988 BUGS BOMBY 45 392
4-2-72998 BUGS BOMBY JR 392
44-41466 CAPT+THE KIDS
4-4-4-0518
42-100227 CHAMBERMAID 09-44
44-40302 CHUTE THE WORKS 38
44-42066 CIRCUS WAGON
42-73499 CLOUDY JOE 38
42-72973 COME CLOSER
44-40310 COMPLETE MISS 38
42-72977 CORAL PRINCESS 11-43 38
44-40683 CURLY BIRD 819
42-72936 DASHIN DAISY 12-43 27
42-72997 DEAD EYE 02-45
42-73425 DEAD EYE II 392 392
42-73154 DINAH MIGHT
42-72995 DIRTY NELL 02-4-5
42-73290 DIRTY NELL II
42-73001 DOG PATCH EXPR 392
42-
42-72971 DOIDIE ANN 09-44 38
42-72832 DUCKIN DUCKLIN 06-44 38
42-109809 DUMBO 30
42-72996 EUASIE ACTION 819
42-73279 FLAK HAPPY
42-73282 FLAK HAPPY TOO 12-43 27
42-72999 FOOLS PARADISE
42-
42-72968 GALLOPING GUS
44-72968 GINNY LYNN 27
44-40674 GOING MY WAY 819
42-40526 GUNNERS SITE 819
42-109941 HELL FROM HEAUN 819
44-40527 HOME JAMES 27
42-72991 INCENDIARY SUE 12-44 392
40661 JETER BUG 819
40074 JUICY LUCY 27
40302 K LUCY 38
362 KAY-LYN 38
42-73236 KAYRASHUN 27
72983 KICKAPOO KID 27
42-73493 KONTAGIOUS KATIE 27
41613 LADY FROM HADES 392
42-72993 LEMON 08-44 27
LIBBY RAIDER 392
44-40708 LIBERTY BELL 819
42-73030 LITTLE GENERAL 02-45 392
42-72984 LITTLE JOE 12-44 392

44-40665 LOST C PAC 08-44 30
44-40679 LOST C PAC 08-44 30
44-41497 LOST GUAM 03-45 819
44-40359 LOST HAWAII -44 30
44-40528 LOST N PAC 01-45 30
42-63765 LOST OAHU 07-45 30
42-109951 MADAME PELE 319
44-41476 MAID OF HONOR 02-45 392
42-72973 MISS B-HAUN 07-44 27
42-72982 MISS B-HAUN 38
44-40557 MISS FIT 10-44 392
MISS MAR-JAN 819
42-72972 MISS MINOCKI 04-44 38
42-72985 MY IDEAL 04-44 392
42-72965 NAN FOX 02-45 392
44-40532 NIGHT MISSION 819
42-72960 NIPPON CLIPPER 06-44 38
OLD CROW 392
42-72969 OUR BABY 10-43 27
42-109954 OUR BABY 38
OUR GTRI 819
44-40081 OUT OF THIS ULD 819
42-72975 PACIFIC AVENGER 38
44-41500 PACIFIC PASSION 392
44-405J.3 PATCHES 819
42-73494 PATRIOTIC PATTY 392
42-73233 PHIDDIS II 27
42-72939 PISTOL PAK MAMA 9-44 38
42-72999 POONTANG 01-44 38
41-23746 POOP 33
42-109948 PRKNG STRP PATY 38
42-109329 PUDDLE JUMPER 12-44 819
44-41940 PUDDLE JUMPR II 819
42-72974 PUNJAR 38
42-72980 RAUNCHY 11-43 27
44-40633 RITA 27
44-40630 ROSE MARIE 27
44-40550 RUFF KNIGHTS 38
42-100335 SAINT+9 SINNERS 03-44 38
42-100219 SALTY SAL 392
42-72932 SECTION 8 06-44 38
41E-72937 SKY SKOW 27
42-73473 SKY SKOW III 10-44 27
42-109952 SNOOPER 27
44-40556 STORMY WEATHER 38
44-40527 SWEET ROUTINE 819
42-109940 SWING SHIFT 38
42-109935 TAIL END CHARLIE 27
44-40617 TEMPTATION 38
44-40358 TEXAS KATE 392
42-109870 THAR SHE BLO II 02-45 392
44-41463 THAR SHE BLO III 392
42-100223 THE SUNSETTER 819
THIS HEART OF M 27
TIMES A WASTING 27
42-73289 TONDELAYO 04-44 27
44-40533 TRFD 11BG 27
44-40550 TRFD 11BG 27
44-40809 TRFD 11BG 27
44-40810 TRFD 11BG 27
44-41497 TRFD 11BG 27
44-41614 TRFD 11BG 27
44-42062 TRFD 11BG 27
44-42064 TRFD 11BG 27
44-41495 TRFD 494BG 27
44-41496 TRFD 494BG 27
44-41610 TRFD 494BG 27
42-73151 TROPIC KNIGHT 27
42-100405 TROPICAL TROLLUP 38
44-40327 UMBRIAGO 392
42-109941 UPSTAIRS MAID 819
UERA L 27
42-100406 UARBIRD 819
44-40615 WILD ASS RIDE 33
42-72990 WINGLESS WITCH 12-43 392
44-40562 WONDEROUS WANDA 819

Date = lost or taken out of service

RHM 6-7-87