

Sheet No. 1of 17, HR.CONFIDENTIAL  
EXCL. 10th BOMB GROUP (H)Month of JULY, 1943Prepared by Capt. W. H. Glass

DAY	EVENTS
4th	This Group celebrated Independence Day with a fine example of precision bombing. 24 of the 27 A/C taking off, led by Major Raper, successfully bombed the Aircraft Factory at Nantes. Pictures of results indicate, "We won't have to go back here any more". Moderate flak and about 50 enemy fighters were seen. All of our A/C returned to base. Score for the day was 7-2-3.
7th	Major Henry W. Terry was promoted to Lieutenant Colonel and appointed Deputy Group Commander.
10th	The target today was to have been Villacoublay, but because of 10/10ths cloud the secondary, Caen/Carpignat Airfield was attacked. Of the 25 of our A/C taking off, led by Lt. Vinnyedje, 24 got over the target, but because of heavy clouds only 15 of our A/C bombed. Very little opposition was encountered from the enemy. Strike attack photographs show a good concentration on barracks, Officers quarters and Mess Hall. All of our A/C returned safely. Score was 0-0-0.
11th	Captain Robert P. Riordan was promoted to Major and appointed Commanding Officer of the 369th Squadron.
14th	Today, Bastille Day, 24 of our A/C took off, led by Captain Salada, and very successfully bombed the repair hangars at Villacoublay, just to the south of Paris.- Ineffective flak was encountered from the enemy coast to Paris. Enemy aircraft attacked in considerable force, out of the sun and most of the tail gunners had a good work out. All of our A/C returned to base with a score for the day of 6-3-5.
15th	Secretary of War, Henry L. Stinson, accompanied by Lt. General Jacob L. Devers, BTO Chief; Maj. General Ira C. Baker, 8th Air Force Commander, and a squad of Brigadier Generals, arrived at our station to personally present the Congressional Medal of Honor to Sgt. Maynard Smith, who as ball turret gunner on Lt. Johnsons crew did such an outstanding job on May 1st of this year. Sgt. Smith was the first person to receive this medal in person in the BTO, the only other award having been made post-humously.
17th	Our first attempt to bomb the Synthetic Rubber Plant at Hannover, Germany resulted in a recall when our planes were at the Dutch coast. About 30 E/A chased us back over the Channel from the Zuider Zee. All 12 of our A/C returned to base with their bombs. Our claims for E/A were 3-0-0.

CONFIDENTIAL

Sheet No. 2

War Diary, HQ.

XXX. 366th ICBG GROUP. (H)

Month of JULY

1943

Prepared by Captain M. W. Glass

DAY

EVENTS

- 21st Captain George R. Buckey was promoted to Major.
- 24th Today marked our longest trip to a target, the Magnesium Works at Herøya, Norway. It was a low altitude job, our planes cruising at less than 2000 feet enroute and climbing to 15,000 feet to bomb. Of the 21 A/C taking off, led by Lt. Vinnege, 20 successfully bombed this new plant, which had been just completed. We will not have to go back there again. Flak guns and boats were fairly accurate and we saw some 15 E/A in all. We had no losses and our score for the day was 3-2-0.
- 26th 21 of our A/C led by Capt. Salada successfully bombed the Synthetic Rubber Plant at Hannover, our deepest penetration into Germany. In spite of heavy fighter and flak opposition we did an excellent job. Later photographs showed smoke rising to 20,000 feet from the fires which were started. E/A attacks included rockets fired at considerable distance which burst like flak about our ships. F/O Armbrust and Lt. Courson, both of the 425rd Sqdn. were shot down over the target, and one of our A/C crash landed in England with all the crew saved. Our score for the day was 4-0-0.
- 28th Of the 24 A/C dispatched, 17 A/C, led by Capt. Fuhrmeister, successfully bombed the Aircraft Component Works at Kassel, Germany, even deeper into Enemy territory than Hannover. Flak hit every ship in the entire Group. This was the first time Nickels were carried, and 84,500 were dropped in the target area. On the way out we met about 100 enemy fighters which put up a severe battle until we reached the Dutch coast on the way home. Here we were met by P-47s who gave escort over the Channel. Lt. Peck and Lt. Harris of the 423rd Sqdn. went down over Germany as a result of flak; Lt. Thomas and Lt. Kooima of the 367th Sqdn. and Lt. Cassidy of the 423rd Sqdn. crash landed in England with none of their crews seriously injured. Our score for the day was 10-2-4.
- 29th 18 A/C, led by Capt. Paris, took off for the Submarine Building Area at Kiel. 13 A/C bombed the target. Results could not be observed because of smoke screen. Vicious head-on attacks by about 100 E/A and 16 IlCs experimented further with rockets. The 367th Sqdn. lost F/O B.H. Brown and F/O C.D. Brown. The 369th Sqdn. lost Lt. Conley and Lt. Winters, breaking their remarkable record of completing 42 consecutive missions without a loss. Our score for the day was 6-0-4.

DAY

**SECRET**

- |    |   |
|----|---|
| 1  | Capt Roy M. MacLeod relieved from organization and 1st Lt Denlinger assigned as Protestant Chaplain.                    |
| 2  | 1st Lt Charles F. Jones awarded the Distinguished Flying Cross.   |
| 6  | Major Henry W. Terry awarded the Distinguished Flying Cross.  |
| 7  | Capt John H. Dexter awarded the Distinguished Flying Cross. Major Henry W. Terry awarded Oak Leaf Cluster to Air Medal. |
| 8  | Lt Colonel George L. Robinson awarded Oak Leaf Cluster to Air Medal.  |
| 9  | Colonel Claude E. Putnam awarded Oak Leaf Cluster to Air Medal.   |
| 11 | M/Sgt Howard M. Miller, 6078904 appointed Warrant Officer, Junior Grade.  |
| 14 | Major Terry promoted to Lt Colonel, 1st Lt Cain promoted to Captain, 2nd Lt Mattoon promoted to 1st Lt.                 |
| 24 | Chaplain Poletti relieved from organization.  |

**SECRET**

*Toland*  
*op/cr*

HEADQUARTERS 306TH BOMBARDMENT GROUP (H)  
Office of the Operations Officer

B-A-10

APC 634,  
12 July 1943.

SUBJECT: Commendation.

TO : Commanding Officers, 367th, 368th, 369th, 423rd Bombardment Squadrons (H), APC 634.

1. Following is teletype from First Bombardment Wing quoted for your information and guidance and to be read to all combat crews.

FOLLOWING COMMENDATION RECEIVED FROM CG VIII Bomber Command QUOTE  
RESULTS 1ST WING EFFORT OF 4 JULY CONFIRMED AS OUTSTANDING BY  
PHOTO RECONNAISSANCE. MY CONGRATULATIONS FOR THIS FINE EXAMPLE  
OF FIGHTING SPIRIT PROPERLY TRAINED AND LED. END QUOTE.

THE COMMANDING GENERAL 1 BY TAKES GREAT PERSONAL PLEASURE  
IN FORWARDING THIS COMMENDATION. NO ENEMY IN THE WORLD CAN  
CONTINUE TO STAND UP AGAINST THE CONCENTRATION OF BOMBING YOU  
ARE NOW GIVING THE GERMANS. YOUR INDIVIDUAL BRAVERY AND COLLECTIVE  
TECHNICAL SKILL ARE DOING MUCH TO HASTEN THE SUCCESSFUL CONCLUSION  
OF THIS WAR. I HAVE EVERY CONFIDENCE THAT OUR FUTURE OPERATIONS  
WILL BE GREATER CONCENTRATIONS, HIGHER PRECISION, AND MORE  
DEVASTATION TO THE ENEMY'S ABILITY TO WAGE WAR. DESIRE THAT A  
COPY OF THIS TELETYPE BE READ TO ALL COMBAT CREW MEMBERS.

ARMSTRONG

COMBOWING ONE

By order of Lt. Col. ROBINSON:

*Robert C. Williams*  
ROBERT C. WILLIAMS,  
Major, AC,  
Operations Officer.

## CONFIDENTIAL

### SUMMARY OF ACTIVITIES of 306th Bombardment Group (H)

1. In the early days of March 1942 the 306th Bombardment Group (H) was activated at Salt Lake City Air Base. Behind the formation of this new Group lay great events. On 7 December 1941 the United States was swept into the maelstrom of war which had been converging on it for over two years. Following the incredible treachery of Japan, and almost before the smoke of Pearl Harbor had cleared, she set herself quickly to the task of forging new armaments to destroy the Axis powers. First among these arms was the new Air Force, already well under way as a defensive weapon. Squadrons of the Force, the new "Heavy Artillery of the Air", heavy bombardment Groups, already well as possible to attack the heart of the Axis. Among these new Groups was the 306th Bombardment Group (H) which was destined to be developed and trained under pressure until ready to participate in the attack.
2. The Group was activated in March 1942 and despite limited housing facilities moved on 22 March 1942 to Wendover Field, Utah, which was designated as a separate air base. Here the first pilots of the 306th Bombardment Group (H) trained, having at their disposal three (3) B-18s and one (1) A-17. In the months immediately succeeding, additional Fortresses and flying crews turned the white salt desert of Wendover into a nidus of military movement. By the end of July 1942 competent military authority judged that the training of the Group had reached a degree of excellence sufficient to warrant transference into a zone of active military endeavour.
3. Accordingly the air and ground echelons of the 306th Bombardment Group (H) departed from their training base at Wendover Field, Utah on 31 July 1942. On 31 August 1942, the ground echelon departed the port of embarkation and arrived at Station III SACASA. In approximately one week afterwards the Group again had attained unity with the arrival of the air echelon. The organization for transference to a Foreign Theater of Operations was thorough in the extreme and worthy of commendation. Station III SACASA, remained under Royal Air Force supervision until 1700 hours, 9 December 1942, at which moment it was transferred officially to USAF jurisdiction in general and specifically to the 306th Bombardment Group (H), administration and supervision. It was the first transaction for this nature in SACASA.

4. Aerial strategy and tactics which are still in process of development were in their infancy in the late months of 1942. The 306th Bombardment Group (H) feels that as a pioneer in the European Theater it has contributed to the vast program which is now making rapid strides. The feasibility of high altitude day light bombing has been proved and the success of the raids, some of which were led by the 306th Bombardment Group (H) was an important contribution to this proof.

5. Equally important have been the contributions to mechanical development. Mechanics of this Group developed a nose gun mount to offset the German frontal attack, a modification of which has become standard for this Theater. The Armament Department of this Group was the first to accomplish a satisfactory installation to compensate for the lack of fire power in the nose of B-17 aircraft. The original mount was a Cal .50 machine gun installed in the right hand side of the plastic nose. Aircraft No. 42-29130, in which this was mounted, was flown to Langford Lodge, Northern Ireland for study by Air Depot technicians. Plans were drawn from this assembly and modification kits made up and supplied to all Groups in this Theater. Despite the official acceptance of this right hand mount, this Group immediately proceeded to turn out an improved direct center type. This mount was installed in aircraft NO. 42-5356 of this Command. Greatly handicapped by the scarcity of material at that time, the job was by no means an easy one, but when completed the unit was the answer to the fire power problem. This installation attracted many technicians to this case, who all voiced their opinion to the effect that this was exactly what was needed. Detailed plans were submitted to the A-3 Section, VIII Bomber Command 19 February 1943 and the mount was officially approved. The latest factory installed assemblies conform very closely to this original mount. Maintenance mechanics have changed the type and location of bomb-bay door limit switch to allow more positive operation; installed type B-3 drift indicator and relocation of periodic compass in lead airplanes; installed larger oxygen supply tank for ball turret which enables refilling during flight; changed external power circuit to allow starting of C-10 power unit from plane batteries and to prevent operation of turret relays. (This change has been explained to Wright Field representative and the change is being recommended by him but has not been approved by Service Command). Ordnance officers have found it practical to fuse bones in the aircraft thus reducing the hazard attendant on loading up operations.

CONFIDENTIAL

6. Devoting itself primarily and purposefully to the destruction of enemy installations of strategic military importance, the 306th Bombardment Group (H) has dropped approximately four (4) million pounds of High Explosive bombs on enemy targets. Facing one of the most strongly fortified and expertly defended areas on the continent of Europe, the Group has bombed St Nazaire eight (8) times, Lorient on six (6) occasions and La Pallice twice, ports whose importance in the vital battle of the Atlantic is recognized by Axis and Allies. In addition Bremen (14 February 1943), Rennes (8 March 1943), Vegesack (18 March 1943), Douen (28 March 1943), Renault Works, Paris (4 April 1943), Meaulte (17 May 1943), Kiel (14 May 1943), Rals (22 June 1943), Wunter (4 July 1943), are targets to be written in bold faced type when evaluating the destruction wrought on enemy installations by the 306th Bombardment Group (H). Photo Reconnaissance Interpretation has indicated that the damage inflicted on the above targets was of such proportions that they must be eliminated as contributors for quite some time to Germany's war output. On these occasions the Group led either the 101st or 102nd Provisional Combat Wing, and the destruction achieved by other Groups in the formation is directly attributable to the leadership of the 306th Bombardment Group (H). Not only has the Group materially contributed to the elimination and curtailment of Germany's economic system, but its gunners have accounted for and been officially credited with the destruction of 206 enemy aircraft 86 probably destroyed and 52 damaged. This is a high total when it is realized that most of their missions were carried out in the zone protected by the highly skilled and efficient fighter pilots who man the aircraft of Feldmarschal Herman Goering's specially chosen squadrons of "Yellow Roges". The honor of leading the USAF heavy bombardment units over Germany proper was given to the 306th Bombardment Group (H) on 27 January 1943 when it led the mission dispatched on that date to bomb enemy installations at Wilhelmshaven.

7. Acts of bravery are too numerous to tabulate and too repetitious to be effective but the actions of Staff Sergeant Raymond R. Smith who threw overboard exploding .50 Cal ammunition; of pilots who have brought back disabled aircraft and their crews; of crew members who performed their duties at their posts until death reached them, are but indications of the spirit and the high pitch of morale pervading every member of the group. Generically, the accomplishments of the Group are perpetuated in the recognition afforded by competent authority who have granted the following awards and decorations.

CONFIDENTIAL

Congressional Medal of Honor	1
Distinguished Service Cross	3
Legion of Merit	4
Silver Star	10
Distinguished Flying Cross	138
Oak Leaf Cluster to Distinguished flying Cross	0
Purple Heart	84
Oak Leaf Cluster to Purple Heart	3
Air Medal	695
Oak Leaf Cluster to Air Medal	927
Soldiers Medal	4
	<hr/>
Total	1,878

Equally indicative is the Group's enviable record of nine (9) perfect missions, six (6) in succession, that is, every aircraft designated to take off was airborne, every airborne aircraft bombed the target successfully and effectively and returned safely to base. The 369th Bombardment Squadron (B) has completed thirty-eight (38) consecutive missions without loss of aircraft.

8. On the debit side of the ledger must be recorded the losses by the Group in contact with the enemy or as a result of enemy action.

Aircraft lost over enemy territory	47
Aircraft lost due to crash landing or salvage	0
Missing personnel	472
Officially reported Prisoners of War	133
Escapes - to date	14

Despite these losses the morale of the Group has remained at a consistently high level as is evidenced by the eagerness of combat crews and ground personnel to perform their duties effectively and efficiently.

9. To a great extent, operational success depends on the ability and competence of maintenance crews. The Group's low percentage of abortive missions is directly traceable to the efficiency of these mechanics. Without their proficiency and devotion to their allotted tasks, the history of the 369th Bombardment Group (B) would lack many lustrous pages. Their mechanical proficiency is best judged from the fact that they maintained one aircraft in such condition that despite damage inflicted by enemy action it performed successfully twenty-four (24) successive missions. Every pilot on the field recognizes that maintenance crews, working over long hours are the hinge on which numerous other elements and factors depend.

**CONFIDENTIAL**

10. Not every alert involves a complete mission. Yet with every alert, the activated aircraft must be loaded with their designated bomb loads, properly fused. Guns must be supervised for efficient firing. Though the 30th Bombardment Group (H) has participated actively in fifty four (54) missions, Ordnance and Armament officers have supervised one hundred seventy two (172) bomb loadings without accident.

11. The Intelligence Staff has lived up to the high ideal of rendering help, aid and the imparting of information, properly evaluated, to crews and Commanding Officers. To date they have briefed crews on 94 occasions for combat missions. Their work has been a source of continuous inspiration to every officer and enlisted man on the post.

12. Equally inspirational and efficient has been the work of Group Squadron and other ground Staffs especially the kitchen staff, whose proficiency is necessary for the smooth operation of a unit.

13. The cooperation of the units of the 39th Service Group assigned to this station has been excellent. Their position was not always an easy one and as they arrived without any tools and were called upon to fill in on any job where man power was needed. They did this in the best of spirit thereby improving their relationship with the tactical Group which has been a happy one from the day they first arrived.

14. The 30th Bombardment Group (H) has had the following Commanding Officers; Colonel Charles A. Overacker (16 March 1942 - 4 January 1943), Brigadier General Frank A. Armstrong (5 January 1943 - 19 February 1943), Colonel Claude E. Putnam (20 February 1943 - 19 June 1943), Lt Colonel George L. Robinson (20 June 1943 - present) who have guided its destinies from its initiation to the present. The record of the 30th Bombardment Group (H) is a record of the achievements of its flying and ground personnel who have labored assiduously in the European Theater of Operations for approximately eleven (11) months.

---

CONFIDENTIAL