

## 327<sup>th</sup> BOMBARDMENT SQUADRON (HEAVY)



### MISSION

#### LINEAGE

327<sup>th</sup> Bombardment Squadron (Heavy) constituted, 28 Jan 1942  
Activated, 1 Mar 1942  
Inactivated, 28 Feb 1946  
Redesignated 327<sup>th</sup> Bombardment Squadron, Very Heavy, 15 Jul 1946  
Activated, 4 Aug 1946  
Redesignated 327<sup>th</sup> Bombardment Squadron, Medium, 28 May 1948  
Redesignated 327<sup>th</sup> Bombardment Squadron, Heavy, 16 Jun 1951  
Discontinued and inactivated, 1 Feb 1963

#### STATIONS

Barksdale Field, LA, 1 Mar 1942  
MacDill Field, FL, 26 Mar 1942  
Sarasota, FL, 18 May-18 Jun 1942  
Bovingdon, England, 18 Aug 1942  
Alconbury, England, 6 Jan 1943  
Podington, England, 15 Sep 1943  
Port Lyautey, French Morocco, 13 May 1945  
Istres, France, 9 Sep 1945-28 Feb 1946  
Fort Worth AAFld, TX, 4 Aug 1946  
Smoky Hill AAFld, KS, 25 Oct 1946  
Spokane AAFld, WA, 20 Jun 1947  
Larson AFB, WA, 15 Jul 1960-1 Feb 1963

#### DEPLOYED STATIONS

Yokota, Japan, 9 Jul-27 Oct 1950

### **ASSIGNMENTS**

92<sup>nd</sup> Bombardment Group, 1 Mar 1942-28 Feb 1946

92<sup>nd</sup> Bombardment Group, 4 Aug 1946

92<sup>nd</sup> Bombardment Wing, 16 Jun 1952

4170<sup>th</sup> Strategic Wing, 1 Jun 1960-1 Feb 1963

### **WEAPON SYSTEMS**

B-17, 1942-1946

YB-40, 1943

B-17F

B-17G

B-17E

B-29, 1946, 1947-1951

B-36, 1951-1957

B-52, 1957-1963

B-52D

### **COMMANDERS**

#### **HONORS**

##### **Service Streamers**

None

##### **Campaign Streamers**

World War II

Antisubmarine, American Theater

Air Offensive, Europe

Normandy

Northern France

Rhineland

Ardennes-Alsace

Central Europe

Air Combat, EAME Theater

Korean War

UN Defensive

UN Offensive

##### **Armed Forces Expeditionary Streamers**

#### **Decorations**

Distinguished Unit Citations

Germany, 11 Jan 1944  
Germany, 11 Sep 1944

Air Force Outstanding Unit Awards  
22 Aug-11 Sep 1953  
3 Mar-6 Oct 1959

Republic of Korea Presidential Unit Citation  
10 Jul-24 Oct 1950

### **EMBLEM**

On an Air Force blue disc within a wide white border, fimbriated black, a disc per pale black and Air Force golden yellow, its center at nornbril point, surmounted by a sword palewise, pointing ownward, the blade per pale Air Force golden yellow and black, hilt and pommel black, grasped by a mailed hand fesswise in chief, Air Force golden yellow, outlines and shading golden brown; all between in dexter three stars palewise, in chief two stars fesswise, and in sinister a cluster of seven stars, all white. (Approved, 12 Mar 1962)

### **MOTTO**

VIGILAMUS SEMPERQUE VIGILABIMUS--We Are Watchful and We Shall Always be Watchful.

### **NICKNAME**

### **OPERATIONS**

Antisubmarine duty while training in Florida.

In June of 1942, the Squadron moved to Bangor, Maine. They received new B-17F aircraft. In August, the Squadron became part of the first heavy bomber unit to fly the North Atlantic ferry route to Prestwick, Scotland as it deployed to England and then on to Bovingdon AB. The 92nd Bomb Group was directed to exchange their new B-17F aircraft with the 97th Bomb Group's B-17E aircraft. The Squadron flew combat missions beginning on September 6, 1942.

In January 1943 ,the 92BG, 325th, 327th and 407th Squadrons moved to Alconbury AB to re-equip, fly support missions to North Africa and train for combat. The 327th Bomb Squadron would receive and operate the YB-40 in May 1943 and escort bomb groups. The YB-40 program, was not as successful as hoped, and they were withdrawn in August. They were returned to the US at RFC Ontario, where they were scrapped in 1945. One YB-40 was lost in combat. On September 15, 1943, the 92BG moved to Podington AB, where they would remain until June, 1945.

Some of the notable successes of the squadron included missions against German troop concentrations in Normandy after D-Day. On the 24th of July, 1944, for example, the Squadron participated in a raid that virtually destroyed the elite "Panzer Lehr" armored division outside St. Lo. General Bayerlein, the Panzer division commander, described this raid, "Back and forth

the bomb carpets were laid. Artillery positions were wiped out, tanks overturned and buried, infantry positions flattened and all roads and tracks destroyed. By midday, the entire area resembled a moon landscape...The shock effect on the troops was indescribable."

Another notable success was a raid against the virtually indestructible German submarine pens at IJmuiden. Using experimental rocket-propelled bombs, the Squadron destroyed these pens in a single raid after hundreds of conventional bombs dropped in earlier raids had failed. The Squadron flew its last mission of the Second World War on April 25th, 1945, against the chemical plants at Pilsen. One 327th aircraft was lost, and Germany had lost the war. The group and squadrons were selected to run the Green Project and Blue Project using their B-17s as transports. The B-17s were modified for transport duty; turrets were removed and re-skinned, the bomb racks removed, flooring and seating installed to accommodate 30 passengers. The flight crew was reduced to pilot, co-pilot, navigator, flight engineer and radio operator. In addition the engineer and radio operator would act as stewards, to assist and calm the many first time flyers. The squadron was inactivated on February 28, 1946.

Following the Second World War, the Squadron was inactivated, and then re-activated as the 327th Bombardment Squadron, Very Heavy, on August 4, 1946, at Fort Worth. The Squadron was then armed with the B-29 Superfortress, and with a detour to Smoky Hill AAFld on October 26, 1946 to re-equip with B-29s, moved to its permanent home in Spokane at Spokane Army Air Field on July 15, 1947. The squadron was again re-designated in 1948, this time as the 327th Bombardment Squadron, Medium, as the B-29 became a smaller bomber when compared to the B-36 which was being introduced at the time. The years of 1947 to 1950, was a period of training and operations directed by the Strategic Air Command (SAC). The 92nd BG and 325th, 326th, and 327th squadrons would also deploy as an instrument of Power Projection of the United States. In March 1948 the group deployed to England and Germany to support the Berlin Airlift.

On June 25th 1950, North Korea invaded South Korea without warning, and the United States intervened on South Korea's behalf. on July 4th, 1950 the 327th Bombardment Squadron was ordered to deploy to Yokota, Japan and fly missions against North Korea. Just eight days later, the Squadron conducted its first attack. Although there were no North Korean fighters left at the time, the enemy put up a ferocious anti-aircraft defense, and several aircraft of the group were lost. Nevertheless, the Squadron pressed the attack so fiercely that within three months there were no industrial or strategic targets left in North Korea. The Squadron turned to attacking supply lines and troop concentrations, and was released from combat by General MacArthur on October 20, 1950.

Combat in Korea, 13 Jul-20 Oct 1950.

Crews and aircraft of the 327th Bombardment Squadron arrived from Fairchild AFB, Washington on 13 July 1960. The first B-52D to arrive was christened "Larson's Lucky Lady".

Once the now 92nd Bomb Wing H completed conversion, operational training and nuclear mission was established. The deployment of the wing in August 1953 to the Far East was to survey suitable bases for B-36 use and to reinforce the Korean armistice of July 1953. 20 B-36D aircraft led by Colonel James V Edmundson, Commander, 92nd BW landed at Kadena AB, for 'Operation Big Stick'. B-36 aircraft visited Yokota AB and Anderson AFB Guam. The wing returned to Fairchild after a short stay. The wing and squadrons would deploy to Guam October 14, 1954 for 90 days, which established a succession of deployed B-36 wings to maintain a heavy bomber presence in the western Pacific. The 92nd Bomb Wing would return for its second 90 day deployment in April 1956. When relieved in July, the new unit was a B-47 Bomb Wing. During the 1956 deployment to Guam, four 327th B-36J aircraft were deployed to Hickam AFB HI. They would support the 1956 Eniwetok Tests. B-36 operations were not without casualties. On April 15, 1952, a borrowed 327th B-36 with a 326th crew crashed on takeoff, killing 15 crewmen, 2 survived, severely burned. In May 1955, the 327th was awarded the Air Force Outstanding Unit Award (AFOUA) for Operation Big Stick.

In October of 1956, the Squadron was scheduled to convert to the B-52D Stratofortress retaining its designation. Events in the fall of 1956 would delay the conversion to B-52. The Suez Crisis and Eastern Europe conflicts required the wing and squadrons to remain operational, and were on "cocked ground alert" into the second week of December. The 327th was not operational from February 5, 1957 to June 1, 1957. 327th B-52 operations continued through February 1963, with training missions to improve and maintain proficiency, served on Ground Alert, and participated in a seven month test of Airborne Alert missions during March 3, to October 6, 1959. The airborne alert test would earn the second AFOUA.

In July, 1960, the 327th began the movement of the squadron's personnel, aircraft and equipment to Larson AFB, WA. This was the completion of the dispersal program to reduce vulnerability of large (three squadron 45 B-52) unit at one base. The 326th would move to Glasgow AFB MT in February, 1961. On setup at Larson, the squadron resumed alert duties and training under the command of the 4170th Strategic Wing. In an effort to honor heritage units of the past, on February 1, 1963, the 4170th SW and 327th BS were inactivated and replaced by the 462nd Strategic Aerospace Wing and 768 BS.

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Air Force Order of Battle  
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#### Sources

Air Force Historical Research Agency. U.S. Air Force. Maxwell AFB, AL.  
The Institute of Heraldry. U.S. Army. Fort Belvoir, VA.