

Earl Johnson

FOREWORD

The events of nearly a half century ago tend to fade into the background of the past, but some are etched deeply enough into the memory to remain as peak experiences. Such were the events of World War II for the two and one-half years of my participation. And yet, even the salient experiences of this time need augmentation to bring the entire memory picture back into clearer focus. For this purpose I kept a diary in which I set down, not only the major activities, but also the ancillary events of this time that contributed to the whole experience. I have recently obtained a copy of this diary from John and Kitty Lacy which they have kept intact through these several decades. My own copy has been lost somewhere along the years.

As I read this narrative, I continue to be amazed that ten young men, of which I was the oldest at twenty-three, could, in the short time of not much more than a year, be trained to operate as complex a machine as the Liberator bomber with its offensive and defensive systems. That these young men, gathered from cities, towns and farms, could in such a short time be formed into functioning bomber crews, capable of flying long range operational missions across hostile seas to strike formidable targets and returning intact for the most part. Much credit must be given to the military training system of the time, but much credit must also be given to the young men themselves. It is truly an example of human ability to learn and to accomodate.

With a few additions for the purposes of explaining and clarifying this a copy of the original diary which was penned in an Australian school notebook.

Earl L. Johnson
EARL L. JOHNSON
5-15-88

*I'm going to start
using some of them in
our Newsletter.
Cora*

PERSONAL DIARY OF EARL L. JOHNSON, BOMBARDIER SERVING WITH THE 371ST BOMBARDMENT SQUADRON, 307TH BOMBARDMENT GROUP OF THE 13TH AIR FORCE

16 Sept. 44 Hamilton Field, California. We are about ready to leave Hamilton Field. ATC* will take us overseas I think. I am busy packing this morning. Expect to go to POE (point of embarkation) tomorrow morning.

17 Sept. 44 Moved across the field to POE this morning. Have been processing and attending lectures today. The boys from Tonopah (sad sacks) arrived last night.

22 Sept. 44 Leaving at 0030 tonight. Probably on a C-54. We weighed in today. My equipment weighed 102 pounds exactly.** My pockets were well filled with equipment however.

23 Sept. 44 (100) Left Hamilton Field at 0100 last night. Over Pacific Ocean right now. Smooth sailing-altitude approximately 3000'. Little turbulence down on the water. Expect to reach Hickam Field (Honolulu) by 1400 or 1500.--(1300) We are in waiting room at Hickam now. Ate at an army mess here. There were table cloths but the chow was not too good. Expect to take off again at 1400.

25 Sept. 44 (0715) Canton time. We gained a day yesterday. Landed at Canton Island at 2130 last night. Expect to reach Guadalcanal soon. Ocean looks rough. Hit some rough weather during the night. In overcast now. 0900-Have just left Guadalcanal. Saw my first coconut tree there, located near the mess hall. The weather is hot, damp and rainy even though this is the dry season. There are 200 Japanese soldiers in the hills of Guadalcanal yet. Expect to reach Nadzab, New Guinea by 1300 today.

26 Sept. 44 Landed at Nadzab yesterday at 1300. It's about 20 miles inland from Lae. We are living in tents right now. We are to train here for a few weeks before moving up to the combat area. We have been fixing accommodations around the tent today. The water here is highly chlorinated. Mixing with Australian cordial (an evil looking, orange flavored concoction) doesn't help greatly. I met Cobb and Dickenson from my old CTD unit here.*** Dickenson is a P-38 pilot (photo-recon) and Cobb is a B-24 bombardier. We get one candle a day per tent for evening illumination here. At present I am writing with the aid of my G.I. flashlight.

28 Sept. 44 We have been attending jungle school during the last few days. The first day's work consisted of lectures on jungle survival. The second day we went out into the jungle. We built a hut from palm trees and slept in it during the night. Our instructor was Sergeant Forrester of the Australian infantry. The first day out we visited a native village. We saw only three grass huts and two natives, a middle aged man and a child. The little fellow was very friendly. The sergeant gave him a cigarette and a few rolls of lifesavers. We had an awful time finding the village. Spent hours walking around along the trails before we hit the right one. This jungle is very dangerous for the uninitiated. I left camp after dark one evening to gather some firewood.

* Air Transport Command ** We were allowed 102 pounds of weight to include both personal and professional gear. Hence we wore raincoats to the weighing in and filled all pockets to maximum. *** College Training Detachment. After basic training Air Cadets were sent to a college for three months of study (Math, physics, geography, English, hygiene, history, physical ed and, of course, much drill. I attended U of Minnesota

* "Sad Jack" was a WWII term referring to one dogged by misfortune - being sent to Tonopah, Nevada was an example.

Although I was only about fifty yards from the camp, I was unable to see the fire. I heard the voices of the others but I couldn't tell what direction they came from. I stumbled around until by accident I chanced on a trail which led to the fire.

9 October 44 We are in townsville, Australia at present. Hanson, Lacy, Goldie, Manley and I came down. I came as navigator since Kurth had to attend Loran school. (Hanson and Kurth had a slight disagreement with the major the other day. It seems the major, a crusty old character if I ever saw one, doesn't entirely approve of knife throwing. Hanson and Kurth have been doing night duty at HQ lately. I was also throwing a knife but the old buzzard and his stooge, the adjutant, didn't catch me). Townsville, Queensland, is on the east coast of Australia. It is an old fashioned town. It reminds me of an old mid-western town of about twenty years ago. There are several large opera houses and one air theater. Lots of milk bars* Australian ice cream is quite good. The town is full of Aussies, Aussie WACS and U.S. soldiers. I climbed the 1000 foot bluff behind the town one day. Also made two trips out to Magnetic Island. We matched pennies for the two fellows to go out the last time and Hanson and Lacy won. After I had bought the tickets too I'll never match with these Australian pennies again. The military is quite lax here in townsville. We can even wear flight jackets to town. I went out to a quartermasters and got some khakis. I got out about 10 o'clock and the personnel wouldn't sell me anything until one o'clock. Although I told them all the hard time stories at my disposal and wept copious tears over their desks those hard hearted pfc's and corporals wouldn't do anything for me. I ended up by going back to the transient camp (a distance of some six miles) and returning in the afternoon.

10 October 44 Just returned from Townsville. We were down there for six days. I covered the town fairly well while there. Bought some books and other stuff. We brought back some fruit, mostly bananas and apples. We brought some pith helmets, but forgot to bring them. I navigated on the way back. Used straight DR with bombsight drift readings. We came over Fort Moresby about eight miles right of course. We swung up to the north coast of New Guinea and up to Nadzab. Hanson raised Cain with my ETA slowing up and speeding.** He gave Magnetic Island one awful buzz job this morning. Bet there were some scared lasses and lads down there.

11 October 44 Heard that we may raid Rabaul on the 13th. Hope we get a new plane for the job. I received my first mail from home today dated Sept. 16. We had a lecture on medics and weather this afternoon. The major is still giving everyone in general a rough time. His stooge, the adjutant, had some of the enlisted men standing in the hot sun this morning for not making formation in time*** I think he was intending to stand me out there also until he spotted the bar on my flight cap.

12 October 44 Got two coconuts and ten cans of fruit today. Haven't done anything else. No mail. The mess here really lives up to its name. We eat from mess kits. The shower consists of a small trickle of water which flows from pipes overhead. There are movies at night but the audience has to stand, or at best, sit on a truck bumper, so I haven't been going often. The movies aren't on every night.

13 October 44 Our first mission is over. We bombed Boykin Plantation above Wewak today. Two of my bombs fell in the water, the others hit the target area or somewhere in the vicinity. One of my bombs hit squarely on a native shack. We carried 8-1000# bombs. Altitude 8400'. Looks

* Sold milk and vanilla cake. **ETA is estimated time of arrival.

*** Formation is a military meeting or assembly.

* The major was our squadron commander - not a flying unit.

as if we may move to a combat area soon. //Just learned that we leave for Noemfoer Island at 0630 in the morning. 4:15 flying time on the mission.

14 October 44 We flew to Noemfoer today. Saw a tremendous concentration of boats at two points on the Guinea coast. One was at Hollandia. Good weather during the entire trip. Spent first night on Noemfoer at a transient camp. Hanson had checked two clocks and two binoculars at the camp. The next morning one clock was missing. The Wheel was irritated no end.

15 October 44 We moved to the 371st squadron of the 307th group, 13th Air Force today. We put up our tent and moved our stuff in. Our tent is up on a hill top in a fairly good location. The jungle is only a few feet away.

16 October 44 We had a lecture by our flight surgeon Captain Groat this afternoon. Filled out officer's questionnaires this morning. My last extra set of personnel and active duty orders went also. There are two or three hundred Japanese on the island. We expect to move to Morotai in another week or so. May make a raid on Borneo soon.

17 October 44 Had four intelligence lectures this morning. Some good but mostly otherwise. It is really raining this afternoon. The boys down below had water nearly to the top of their sacks* this morning. We had more lectures this afternoon beginning at 1300.

22 October Sunday Went to chapel this morning. Chaplain Dennis is ver good. Had an accident the other night. Thought it was an air raid. Heard 50 calibers *and bombs exploding. A plane crashed on the shore on take off. It really lit up the sky. We've finally invaded the Philippines. One mission left today to raid Cebu Island. I guess we won't get to Morotai for three or four weeks yet.

24 October Nothing much happening as yet. We spend our time reading, playing checkers and writing. We should go out on a strike soon.

25 October Seven crews, briefed for a shipping strike last night, did not go. Leaving tonight instead I guess. The situation looks bad. 7 battleships and a flock of smaller vessels. Bombing altitude is about 10,000 feet. Ack-ack will probably be bad. Our fleet hit the Japanese force last night. This action must have scattered the enemy force a bit. We are not going on the mission as far as I know. No mail-if any comes it will have to come by way of Morotai.

26 October Just had an air raid alert. No plane materialized however. Have had no word on yesterday's strike. Japanese task force shelled our beachhead at Leyte. Probably will be big doings up there before long.

27 October 44 Raid yesterday was successful from appearances. Two planes from our group were shot down over the targets. Hick's crew was one. His ship exploded in mid-air as far as I could learn. One battleship was sunk and four others sunk or damaged. Everyone in the squadron is on alert now. Not very happy about it either. As Lace says. we are about to play a lead in the play "The Case of the Missing Squadron or Who Flew Over the Battleships." Lace says that only battleships should fight battleships and not poor old Liberators. Needless to say we heartily agree.

28 October Leaving on shipping strike at 1030. Target-battleships and cruisers in Corson Bay (Philippines). Weather is bad here this morning. We will hit the target about noon tomorrow. It looks like a difficult assignment. Carry 4-1000# bombs and either a 100# or a 500#. //We were forced to turn back at Morotai because of inclement weather. Morotai was socked in. We salvoed the bombs at an altitude of 150 ft. This

* Sack referred to one's bed, usually an army cot with Australian blanket.
 ** 50 caliber refers to the machine gun cartridges.

could have been disastrous if the bombs had been armed. I guess Red Held was too worried to think about this. He salvoed them before I even got through the bomb bay.* We were supposed to fly over the target in C-1 position which would have been almost suicidal. No fighter cover. Heard that the 424th lost three planes over the target two days ago. We may not go out again tomorrow. The island of Morotai is quite picturesque with its hills and fog.

29 Oct. Guess we won't go out today. Just came back from chapel services. No mail yet. Have been getting Zagnut bars at the PX last two days. // 1500 Looks as if we are going on a strike up to Negros Island in the Philippines. An airdrome I guess. Name is Bacolod. 2 medium AA batteries. We are the last squadron to go in. Takeoff is at 0130 tonight-attack time at 0900 in the morning. The weather is rather bad to night. I think we will have fighter cover.

31 October Just returned from Sansapor where we stayed last night. We were approximately 40 minutes from the target yesterday when we lost the rest of the formation in a cloud. Instead of tackling the target alone we decided to salvo the bombs and head home. We had an awful time finding Morotai, but we finally got in, fueled up and took off for Noemfoer. The weather was very bad. We ran into one thunderstorm after another, flying at an altitude of less than five hundred feet. We were unable to find Noemfoer so we were planning to look around until dark then bail out over the Guinea coast. Just before dusk we saw a Mitchell (B-25) off in the distance and immediately gave chase. Hanson managed to catch it by shoving everything up to the firewall.** It finally landed at Sansapor with us following closely. Sansapor has a good base complete with showers. On our way to Bacolod we came over Mindanao twice. We passed directly over one of the three airfields at Davao. There were 15 beater up planes on the ground at the main one. The Philippines are beautiful islands with red and white homes. Also masses of green verdure well threaded with cascading streams. We got into Noemfoer this morning to learn that there was no ack-ack or interception over Bacolod. The target was well covered by hits according to the photos.

1 Nov. We are having no payday this month because the outfit is moving to Morotai. We're resting up from our mission now.*** Heard that we will probably fly every seven or eight days from now on.

2 Nov. We are alerted for a strike, possibly on Japanese task force in the Sulu Sea. One squadron sent out seven crews this morning. Guess we will make quite a few shipping strikes from now on. We will be given areas in which we can bomb anything afloat. We are also given restricted areas and sub lanes. I heard that the Fifth Air Force lost several planes on the raid yesterday. I think it was over Negros but I'm not sure.

3 Nov. Did not go on mission yesterday. We are being briefed at 2100 for a strike on an airport above Bacolod on Negros Island. Reports have it that the Japanese have 65 fighters there. We are told to expect

* I had gone into the bomb bays to see if the bombs were secure after all the severe turbulence. Up front, Hanson told Lace that we might have to salvo the bombs. Red, standing behind them heard the word "salvo" and immediately reached down and pulled the salvo handle, releasing all the bombs. Very scary experience!

** Speed reached 240 MPH with plane vibrating strongly.

***We lost credit for this mission and the one on 28 October since we did not release bombs on assigned targets.

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about thirty. We may have P-38 cover. Medium AA. All this information is from the gunner's briefing as I haven't been to the general briefing yet.

5 November. Just returned from chapel services. We bombed Alicante airdrome on Negros Island yesterday. Left the field in a shambles with two fires burning. There were several twin-engine planes on the field probably Bettys or Sallys. We had one interceptor. He started to make several passes but was turned away. Two P-38s finally chased him off. Gunners reported two bursts of flak. All of my bombs landed inside the target area. We landed at Morotai on the way back. Major General Stre came out to the plane and talked to us for awhile. Flying time 15:30 This is strike #1 for our crew.

6 Nov. Just saw some photos of the bombs dropped on Alicante the other day. One of my bombs evidently landed in a bunker which contained a twin engine plane. Another landed within a hundred feet of another plane parked in the field. The last bomb landed in an empty bunker. The other two landed on or near the taxi strip. A mission to Caroline A/D returned tonight. They ran into 15 interceptors. They had one squadron of P-47s for cover. One Lib was damaged and probably landed at Layte.

7 Nov. My crew is going on a mission to Alicante A/D again. The bombardier from the next tent (Robison) is going in my place as a spare. Takeoff is about 0200. I got my first letter directly from home today dated Oct. 28. It has been very dry here lately. I made a trip to quartermaster today. I needed a barracks bag to carry my impedimenta down to the line. We have been able to get Butterfinger bars and gum at the PX lately. I spoke to Hal Johnson about Hick's crew which was shot down over the battleships the other day. Johansen was able to drop his bombs before the plane went down. The plane was hit in the bomb bays. The entire back half of the plane was aflame and fell off ship.

8 Nov. All alone here today. The crew should be back by 1800 this evening. //1300 Just heard a flash report on the mission. One crew went down from our squadron and one from the 424th. Report says 25 enemy interceptors. Two planes from our squadron were damaged with wounded men aboard. //Just learned from Joe Cross that the wounded men were on our crew. Haven't been able to get many details. Smith, Manley and Goldie must have been the men wounded. Smith is pretty badly wounded from all accounts. The plane had to be landed using the AFCE (auto pilot) for elevator control as the control cable was shot away. I think the men from the 424th ship (Hunter's crew) were able to bail out. My crew is staying at Morotai tonight. I hope they are in better shape than reports indicate. Heard that four 5th Group ships were shot down by interceptors over Davao yesterday. The gunners had left their positions to eat lunch when they were jumped. We have gone over the same place twice. There are three airfields near the town. There is supposed to be AA also. Morotai has had bombing and strafing attacks lately. The crew from the next tent is still missing but may have landed at Layte. The crews had no cover of friendly fighters today.

9 Nov. My crew hasn't returned yet, will probably be back tomorrow. Have heard no news at all about them today. I'm scheduled to fly with Reese's crew tonight. Target is La Carlota in central Negros. Briefing at 1800. We will have fighter cover as far as we know now. // Crew has just returned from Morotai. Smitty was killed by a 20 MM shell which exploded in the tail turret and nearly took his arm off. Two flak frag

ments penetrated his left side, just above the flak suit, into his head. He lived about five hours and died just before landing at Morotai. Goldie was badly wounded in the face and about the body. He managed to get into the tail turret and tracked the interceptors after Smith was hit. Manley was badly wounded about the body and face but operated his guns afterward. Goldie had one bullet through the bridge of his nose just in front of his eyes. Those boys are really game. Manley and Goldie are in the hospital at Morotai now. The strike on La Carlota has been cancelled. We are alerted for a shipping strike instead. The boys on the crew seem to be a bit shaken up and a little wonder. Lindsey shot down one interceptor. Certainly too bad about Smith. He was an extremely likeable fellow. 10 Nov. Just returned from raid. (1800) We hit secondary airdrome of Dumaguette instead of La Carlota. We had 20 escort fighters. We carried 3-1000# bombs. No AA or enemy interception. 100% hits. Mine landed at an intersection of a road with the runway. I tried to hit a plane on the ground but the bombs fell about 200 feet short. I had one hour sleep last night and about one hour today. 13:30 hours flying time. Good weather both ways. We must have smashed every window in the town of Dumaguette as the strip is near the edge of town. We flew in B-1 position so I now have my first lead mission. I need six more before I am eligible for promotion.

13 Nov. Guess we will be leaving for Morotai soon. Most of the squadron has already left. There are rumors that we may go on a shipping search, but if anything will come of it I don't know. We are having a tent inspection at noon. The two worst tents in the area have to police the area. The enlisted men are on area cleanup detail now for being late to a squadron meeting yesterday.

14 Nov. Big day yesterday. I got 29 letters, mostly back mail. I'll have a lot of answering to do now. The squadron sent out a shipping search to Borneo and the Celebes yesterday.* Two ship formations. Our crew was not on this mission.

15 Nov. Moving to Morotai today. Hanson and Lacy are coming up tomorrow. We are going up with Owings.

17 Nov. Moved to Morotai yesterday. We are situated in a large orchard of coconut palms. The coconuts are ripe now and keep falling. We had an air raid the first night here. The plane dropped a stick of bombs away out somewhere. Kurth and I pulled on our steel helmets and jumped into a roadside ditch. Shrapnel from the AA guns kept falling for 15 minutes after the air raid.. As far as I know the plane escaped unscathed. Offhand, I don't think our Ack-Ack lads are famous for accuracy. They certainly filled the sky with flak though. We had no air raid last night. We have a good PX here.** The food in the mess hall is okay. We had fresh eggs and oranges this morning. Other things such as showers, lister bags and the like are not bad either. We dug a deluxe foxhole right outside our tent yesterday. It's about seven feet deep. Our sack shack (tent) is about a hundred yards from the beach. There are a lot of naval vessels out in the harbor now. I saw Manley yesterday. Goldie is at Biak awaiting an operation for flak removal, both are recovering satisfactorily. //1700 On loading list for a mission to Tarakan oil field on northern Borneo. No information on it yet. We got lumber for our tent floor today. We are north of the equator again so it is fall up here although just a few miles to the south it's spring. //Briefing is over-takeoff 0800-carry 2-500# General purpose bombs and 3-500# fire bombs. 3 squadrons of P-47s as area cover.

*Shipping search is a mission sent out to sink surface vessels.

**PX was a tent with a plank counter. Usually had shaving items only, but now and then a few watches or pens, sold by drawing numbers.

* B-1 refers to leading plane of second element of four.

18 Nov. Just returned from Tarakan where we bombed the oil refinery. We left the place in ruins with the smoke rising to 10,000 feet on our breakaway. My bombs landed in the center of the target but did little good as several sticks of bombs had landed in the same place from preceding squadrons. AA was fairly thick according to some of the crew members, but I didn't see any. Another mission up to Alicante tonight. We flew over a volcano on the Sanghe Islands today. It was a beautiful looking peak. The Borneo coast is very swampy.

19 Nov. Just returned from chapel services. We had two air raid alerts last night. Planes kept buzzing around overhead but I guess they were mostly our own. P-61 night fighters. Drizzling today. //1800 Mission to Alicante returned. Our fighter cover did not get through. The boys ran into 10 interceptors. One bombardier from the 424th was killed and the nose gunner wounded. Another mission tomorrow-don't know where.

20 Nov. Mission to Fabrica last night was cancelled-evidently no fighter cover. Just learned that the bombardier killed was Finney. A 20MM exploded just in front of his stomach. That makes two of my Deming classmates gone, the other being Johansen. We had a bombardier's meeting today-will have one every week from now on.

22 Nov. On loading list as B-3 position. Don't know where yet. Briefing at 2100. Lectures on sea and jungle rescue today. 2400 Briefing delayed because of Japanese air raids lasting 2½ hours. Heard several sticks of bombs fall, some near enough to hear the whistle of their fall. Guess a lot of damage was done down on the line. Naval AA from the harbor ships was heavy. Mission tomorrow is to Bacolod A/D. Takeoff at 0700.

25 Nov. Have not had much time to write lately. Air raids at night and missions during the days. We had to turn back after 45 minutes flight on our Bacolod mission as we lost #4 engine (the ground boys didn't see to believe Hanson-most skeptical bunch of characters). Anyhow, we flew another mission to Alicante A/D. My bombs struck a cluster of buildings some distance off the runway. There were SE and TE (single engine and twin engine) parked all over the place. I got a little careless and forgot to unhook the salvo cables of the rear bays. That means four of the thousand pounders fell unarmed. If Hal Johnson finds this out I'll never live it down. I am airily sure all the bombs exploded from impact shock, but that is hard to prove. I also lost the four arming wires on the bombs. The armament man said that wasn't too important. We've been averaging two air raids per night lately. My routine is well down now. Into the sack-out of the sack into the foxhole-out of the foxhole into the sack etc. The routine gets monotonous. One bomb fell near the theater the other night. Brady said he was two blocks from his foxhole when he heard it whistling and ran the two blocks before it hit. A mighty spud is a falling bomb. Twenty-five planes were destroyed or put out of commission. Liberators, Mitchells, Venturas and A-20s. The Japanese come in at over 20,000 feet through intense flak and searchlights. Much naval flak from the harbor. One fighter, strafing the strip, was shot down. The Japanese bombardiers are good and the pilots are excellent searchlight dodgers. Raids at 1950 and 0415 last night. Heard that the mission to Fabrica could not get off this morning.

26 Nov. Three air raids last night. 2000-0200-0400. Heard that P-38 got two planes night before last. AA got another. Last night we could see tracers flying around as a night fighter fired at another plane. We had chapel services in the theater this morning. We may be on loading list for tonight. May hit Helmaharas or Negros once again.

27 Nov. We are to hit Malogo A/D which is south of Alicante. //Name scratched off list-are on another mission. Only one air raid last night.

28 Nov. Had raid on Negros. Could not hit primary of Silay because it was socked in. Hit tertiary target of Dumaguette. Bombed through .9 cloud cover. Last of my 500 pounders that I saw they were going head first into a cloud bank. I did see some bombs hit through a rift in the clouds. I think Robbie (lead bombardier) was a "little mite" to the left. P-38 cover. 10:50 flight time. 98:40 total to now.

30 Nov. Raid on Palawan yesterday was very successful. 90% coverage on both strips. No interceptors or ack-ack. We are alerted for a shipping strike on northern and northwestern Borneo tomorrow. We are using a "Tokyo" hand held bombsight. I'm anxious to find out how it works. I do not think it will be as effective as the D-8 but can't say for sure yet.

1 Dec. Just returned from our shipping strike. I got one hit on a Sugar Dog.* One hit and one miss. Also bombed a barge and another Dog but could not observe results. Bombs hit very near though (five second delay fuse). The first ship was aflame from stem to stern due to the very accurate strafing by the boys. The last one was also aflame. The hand held sight is quite accurate as far as dropping angles are concerned. It wasn't quite right for the first bomb so I refined the angle a bit. There is a lot of shipping around the northwest coast of Borneo. The lads spotted a plane taking off a field near Kudat. I saw a man and woman walking along a beach in NW Borneo; they looked at us with a wary eye and walked a bit more briskly. We were at an altitude of about 1500 feet. The country is extremely green in Borneo. We were on our way back at an altitude of 8000 feet when Harry Glen spotted a green spot on the water. I called the Wheel and after a bit of persuading he dropped down on the deck. The green spot was sea marker from a life raft. It contained four men, all in fairly good condition. They had long beards so had evidently spent some time on their floating raft. We dropped an emergency box, a life raft and a Gibson girl* to them. I stood with the boxes in the camera hatch and heaved them out when the Wheel gave me the signal. Our signals got crossed on the first toss and the box landed some distance from the raft. The second one was okay. I suppose a Catalina will go out and pick them up soon. They are only about ten miles offshore so they aren't too badly off. On our way over the Helmaharas we flew over an active volcano. Trees are dead for miles around so I guess it has erupted relatively recently. We dropped some propaganda leaflets out in some jungle town today. I don't know what the head-hunters are going to do with them however. Flying time 13:00

2 Dec. We are briefed on mission to SW Celebes (Malimpoeng or Pare-Pare A/D). Morotai is expected to be attacked by land or sea forces during the next two nights. S-2 (Intelligence Section) got this information from a Japanese prisoner taken near the line. Every aircraft flyable will be off Morotai by 1400 tomorrow afternoon. We are going on down to Noemfoer after bombing Pare-Pare. On the 5th we will fly to Malogo on Negros and then return to Morotai. We are carrying 15-100# GP bombs. I heard that our planes that went to Negros yesterday had light interception. //2100 Just returned from squadron meeting. Commando raids are expected here very soon. We will have to use a password to enter or leave the area after dark from now on. Lacy says that he will be considerably disconcerted if he finds a Jap in his sack when he returns from Noemfoer.

* Sugar Dog-designator for small surface vessel
** portable radio, hand cranked for transmission and receiving power.

5 Dec. Just returned from Noemfoer. We left on mission to Celebes. No incidents on way down. We spotted enough of Malimpoeng airdrome through the clouds to lay all our bombs across the runways. My bombs walked completely across the strip (unfortunately there were two strips and I bombed the wrong one). We made a good breakaway just across the front of a huge cumulo-nimbus cloud. We ran into very turbulent weather on the way to Noemfoer. Our liberator was tossed about like a leaf. We finally spotted Noemfoer and landed. Noemfoer is a very lonely island now. We lived at the transient camp-chow was punk. We started to load our own bombs but finally gave it up. The armament crew finally loaded them but I decided to fuse them myself. Hanson and the lads helped out. Poor Ed had to wade out and get some arming wires he had thrown into a ditch. We had an extremely heavy rainfall that night. As we prepared for takeoff the next morning, I was snoozing inside the Liberator when I heard someone yell. I ran out of the plane and saw an orange glow at the end of the strip. The first plane to take off had gone into the sea and exploded. I watched the next plane take off. There was a lot of water on the runway and the heavily loaded plane seemed to experience difficulty gathering speed. It got off okay though. Another followed soon after. Then the bright orange flash and ensuing glow appeared. Another plane had gone into the water. The two fires in the water soon subsided to a thread of smoke. The operations tower decided to cancel other takeoffs until the runway dried up a bit. I think about six men got out alive in the crashes. That means that fourteen or so were burnt to death. After the crashes, Lace said "I'm not about to take off this morning!" I have no doubt but that everyone thoroughly agreed with him. I'm quite certain that I would have gone along if Hanson and Lace would have taken off. Glad we didn't have to though. Our mission to Alicant was cancelled and we hit Hetatabaka on Helmahara instead. We came down the bomb run at 15,000 feet doing gentle evasive action from side to side. The plane just ahead of us was getting a lot of accurate flak. Big black bursts. I dropped the bombs and made a quick right turn before turning control of the plane back to Hanson. Just as I turned, there were three bursts of flak along our original line of flight. Many of the bursts were close enough to hear. My bombs must have hit a storage dump or something as a fire was started. Didn't hit the strip anyhow. Morotai has had only one light raid since we have been gone. Our flying time for both missions was 15:45

8 Dec. Just returned from a strike on La Carlota on Negros Island. We carried 8-thousand pounders. I was bombing from right wing position. The lead bombardier was off course to the right so this put me off the end of the target. I synchronized on the end of the target anyhow as I figured a black mark for the mission was better than to expose the lads to possible interception (by making a second run single ship). My bomb landed smack in a farmer's cane field. Eight big craters clear across the field. I thought for awhile that one of the bombs was going to hit his house but fortunately they all went over. I'll bet there is a mad farmer in Negros tonight. I must remember to keep away from La Carlota if I ever visit the Philippines. This is our ninth mission which makes us about one quarter through. Our flying time was 9:45

11 Dec. We have just been briefed on another mission to Bacolod airdrome tomorrow morning. We are carrying 40-hundred bombs doubly suspended. That means I will have 80 arming pins to remove tomorrow. Why didn't I become an S-2 soldier or something? Can't kick though, flying is fun, one never gets bored here. We wake in the morning, knowing that within the next 24 hours we will travel over great distances of this jungle wilderness and may face death in a dozen forms. Air raids have been r

merous at night, but all the planes haven't been getting over our island. The flak has been effective. We had three alerts last night. The mail situation has been very poor lately. I haven't been paid as yet; I have two months base pay and three months flight pay coming. Doesn't matter much-nothing to spend it on.

12 December We have just returned from our mission to Bacolod airdrome. My bombs hit the end of the runway. There were so many bombs exploding that the strip was almost obliterated. We dropped our bombs in clusters of two. A plane ahead of us dropped its bombs, five of which exploded just under the ship when the fuse of one hit another. No one was killed but the ship was filled with holes and I think one man was wounded. We got no ack ack fire but we did get some small arms fire from the ground. We had an air raid alert early this morning but no planes materialized. 13 Dec. We are off to hit Negros again tomorrow. It's Malogo airdrome this time. We are to carry 12-500# bombs, one possibly with a 24 hour delay fuse. I don't care much for delay fuses as they are extremely touchy. Nine men from the crew that was shot down over Alicante returned to the outfit by Catalina today. Most of them were from the 424th. No air raid last night. I heard that the crews back at Nadzab have been getting shot down over Wewak. Most of these were light A-20 planes. Two A-20s crashed in mid-air and exploded here about a week ago. We have been getting some Mustangs (P-51) in lately which means that we will no longer have range fighter cover. We have had no fighter cover on the last four missions. I have six lead missions now-one more to go before I am eligible for promotion.

14 Dec. We made our raid on Malogo airdrome today. Three of us had to make two runs over the target. Cross led us. We all dropped our bombs over (beyond) the target. I think the fault lies in the fact that we have been using indicated altitude for our computations instead of pressure altitude. I don't think our bombs did any damage today. I get very disgusted with this type of thing as it is a tremendous waste of money and time. On our return we spotted a small task force (U.S.) of 28 vessels just southwest of Bacolod. Six of the vessels were large ones. The force was heading north so I suppose there will be a landing before long. I was taking a shower this evening, naked as a jaybird, when a small boat came by a few feet off shore. I didn't pay any attention to it until it was very near, then to my embarrassment I saw there were two women in it. Was I ever humiliated! I could have walked right under a door wearing a top hat. The girls must have been nurses or part of a USO troupe.

15 Dec. We are up for another mission. I think we are going to Puerto Princessa on Palawan Island. It is located on the eastern edge of the China Sea. Yesterday's mission went out there also. //1900 Just returned from briefing. We are carrying 12-500# bombs with 3-24 hour delay bombs in the squadron (delay fuses makes it very hazardous for the Japanese to effect runway repair after a bombing). S-2 says the Japanese are bringing in reinforcements to the Philippines by way of Palawan. If the airfield is knocked out, the Japanese will have to bring in soldiers by boat which is slow. We take off at 0715. We had one air raid early this morning. The plane dropped a flare. I heard that the Japanese plane bombed some of their own men down the island a ways.

16 Dec. We have just returned from Palawan. Due to an undercast of clouds I was unable to observe just where my bombs struck. There were

**Catalina refers to the PB4Y, a twin engine seaplane used for air sea rescue.*

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several Japanese twin engine planes on the ground. I saw the China Sea for the first time today. Looks just like any other sea. We dropped one of the delay bombs without mishap. 10:00 flight time on mission.

17 Dec. I have just been to chapel services and communion. We had one air raid at 0330 last night. I think possibly the Japanese were trying to bomb a huge navy transport out in the harbor. Just heard that our bombs did a good amount of damage on the airfield at Puerto Princessa. Also heard that the task force we spotted the other day made a landing on Mindoro Island in the Philippines. //2100 There is a task force raid up for tomorrow morning. The Japanese have 2 battleships and several cruisers and destroyers headed for the Philippines. Our planes are to carry 2 or 3-1000# armor piercing bombs for the first time. Our bombing altitude is 9000 feet which is ridiculously low. It should be above 20,000 feet.

17 Dec. Learned late last night that we are number 8 on the task force list. We may not have to go however. Briefing was at 0600 this morning.

18 Dec. No raid as yet. We were briefed again this morning. There are 3 battleships, 3 heavy cruisers and 10 or 11 destroyers all heading for our new beachhead on Mindoro. We were on immediate alert until noon today. Now we are on a ten minute alert. I think our navy is somewhere around the Philippines and may go out to meet the Japanese soon.

19 Dec. No mission yet. We are still on alert. No news about the Japanese. We've had no air raids during the last two nights. Tonight, for the first time since the states, we had a large dish of ice cream each. Also an extremely heavy rain shower. //2100 We are scheduled to fly a mission to Santa Barbara airdrome on Panay Island tomorrow. Takeoff at 0730. We are carrying six 500# bombs.

20 Dec. We have now returned from our raid on Santa Barbara. My bombs struck the center of the strip as I was bombing from C-1 position. We saw another task force of 45 vessels heading NW opposite the south end of Negros Island. Came right over Ilo Ilo on Panay Island today. It is a very scenic city with its colorful buildings. We also came over Dumaguette airdrome today. There were seven ships on the ground. The runway is in good condition. I also saw where our last bombs, dropped on Dumaguette, struck-about a quarter of a mile west of the airfield. We are certainly a sharp bunch of bombardiers sometimes. That time we did have adverse conditions of .9 coverage of clouds. We had an air raid this morning but nothing was hit as far as I know. We will have more raids from now on as the moon is growing full again.

21 Dec. Rumors of a raid on the Helmahara Islands tomorrow. I think we are crew number 8 on the list so we may not go. We have had a lot of shipping* in the harbor lately. We had an air raid alert about 2000 last night. Goldie returned here from Biak today. He has only a few small scars and looks very well. He got off pretty well for being so badly shot up. I think he may return to the states. Manley may come in another week.

22 Dec. We had our raid on the Helmaharas this morning. Target was a dispersal area north of Hetatabaka airdrome. My bombs fell in the target area-we had a very long bomb run. The flak was heavy and accurate. We were hit just inside number two engine on the leading edge. One of our bombardiers crossed his indices about ten miles from the target and dropped all his bombs out in the water. Ostfield, bombardier of the plane ahead of us, was badly wounded by a piece of flak that came up through the nose compartment. A piece of flak came up through the nose of Spots missing his head by a few inches. We dropped some propaganda leaflets. Flying time 3:20 //1900 We are up for a mission to Fabrica airdrome on

* shipping refers to military surface vessels.

northern Negros Island tomorrow morning. We are carrying 20-250# bombs. We have P-38s for cover. Out of the eleven ships that raided the Helmaharas this morning six were hit by flak. Those gunners are excellent marksmen.

24 Dec. Well, today is Christmas Eve. The weather is fine here today. We bombed Fabrica airdrome yesterday. My bombs fell short of the runway and hit a cluster of Japanese planes parked on the edge of the runway. Most of them exploded and burned. There were about 15 planes on the ground. I didn't feel very well on the mission as I had a slight cold and also had taken shots for typhus and typhoid. I'll bet there will be a lot of celebrating around here tonight. I'm almost ready to go down to the flight line and sleep in a Liberator, but we are almost sure to have an air raid or two and the line isn't exactly a safe place during a raid. We had no raid last night. Sanderson's crew returned from Mindanao today. They were forced to bail out of their plane on the mission of November 8. //We are off on another mission to Fabrica airdrome again tomorrow. //2200 We have changed missions and are going to Sandakan on NE Borneo instead of the Philippines. Takeoff is at 0700. The lads are really whooping it up tonight. Liquor is flowing very freely. It really is a trial to try to get any sleep in all this din.

25 Dec. Christmas Day. We have returned from our raid on Sandakan. It is a very scenic city. My bombs struck the target as far as I know. We really had a rough time last night. Four air raids. One enemy plane was shot down by a Spitfire. It exploded in mid-air. Several bombs struck our airfield last night. A good many Liberators, Skytrains (C-47s) and one Thunderbolt (P-47) were destroyed. We had a very rough trip back from Sandakan due to the weather.

26 Dec. We are on a ten minute alert at present. A Japanese task force is up in the Philippines again. One battleship, one light cruiser and four destroyers, west of Mindoro on a bearing of 270 degrees. I hope they stay on that bearing until they run aground on the China coast. We had six air raid alerts night before last and three or four last night. Those Japanese are certainly a pesky bunch of jokers at night. I heard that we may be able to go back to the states on 40 missions. We now have sixteen missions so that leaves twenty four to go.

31 Dec. This is the last day of the year. It is twelve years ago since my grandfather died. I can remember him as plainly as if it were yesterday. Our shipping strike was cancelled so we made a raid on the supply area south of Hetatabaka on the Helmaharas. I fell off the floor of the next tent (Happydale) just before the mission and sprained my right ankle badly. I had to have it taped before I flew the mission. Coop armed the bombs for me so I did not have to leave the nose compartment. We carried one 2,000 lb. and one 500 lb. bombs. I set the bombsight for the big bomb and it hit the target. The other bomb fell slightly over the target. Our altitude was 16,500 and we had no flak. Our flying time was 2:50. The shipping alert is on again tonight. The lads are whooping it up again with more liquor flowing. The songs that waft through the tropic night are fit for an extremely limited circulation only.

1 Jan. HAPPY NEW YEAR!!! The weather is very pleasant here this morning. The shipping alert is still on. There is an air raid to Miti this morning. We had one air raid alert this morning. I have 17 missions left which means that I am nearly half through. //I have just returned from a G.I. stage show. It was very good if a bit vulgar. We are on the waiting list for a shipping strike again.

2 Jan. We made another raid on the Helmaharas today. We carried one 2000# bomb. It hit the target or very near to it. With a two thousand pounder one doesn't have to hit the target on the nose. What an explosion those babies make! Now it looks as if we may go to Sydney in another week or so. Lace is looking forward with glee to a boisterous time with wine, women and song. Accent on the women and minus the song.

3 Jan. We are raiding Puerto Princessa on Palawan Island again tomorrow. We are loaded with 12 or 15-500 lb. bombs. We are hitting one of the runways again, the cement one. We had a display of USO talent on the local stage tonight. The show was rather sad. We had a rather interesting example of human psychology and emotions the other night. We were at the theater, watching the show when the air raid alarm sounded with three shots of the ack ack guns and the accompanying three flares shot skyward. The operator of the projector called over the loudspeaker "Clear the area!" The fellows are pretty well used to air raids by now so there was no immediate exodus in the direction of the foxholes (ours was about two blocks distant). Again the call came over the loudspeaker "Clear the theater area immediately!" No one took the order very seriously as there were no Japanese planes overhead as yet. The lad up in the projection booth was becoming increasingly impatient. At last, unable to restrain his impatience any longer, he yelled "Get out of here you sons of bitches!" For a moment there was no sound, then an ominous rumble began among the men in the area. Apparently they did not completely approve of having their maternal ancestors related to the canine family. The rumble of disapproval quickly turned into a bedlam of angry shouts. The men who were leaving the area turned around and began to converge on the projection booth. I stood aside and watched the proceedings with much amusement. Lacy had climbed up on one of the fence posts that surrounded the area and was yelling at the top of his voice "Go up there and get the dirty bastard! Don't let him get away with it! Go up there and tar and feather him!" Some of the lads began to climb the ladder leading up to the booth. The danger of the enemy planes was now becoming more real and the crowd, realizing this, melted away. The operator of the projector must have been very thankful for the Japanese planes. You might say that he was saved in the nick of time. Oooh, I hate myself for telling these corny puns sometimes. The night after the above incident, the commanding officer made a formal apology for the operator's opinion of our family trees.

5 Jan. We are raiding Luzon Island for the first time tomorrow. I don't know yet what target we are hitting. One of the airfields around Manila I imagine. Rumor has it that it is Nichols Field. //0330 Just heard that our target is Nielson Field which is just outside Manila.

6 Jan. Just returned from our mission to Manila. The flak was intense and accurate. The lead ship was hit in two engines. Number one engine was damaged and number two was completely shot out. He began to lose altitude rapidly and just managed to land on the emergency strip on Mindoro (island south of Luzon). Mindoro is a very busy place. There was a large vessel burning in the harbor and a huge cloud of dust was blowing across the runway. We saw a huge task force of four or five hundred ships heading for Luzon. Our bombing pattern of fragmentation bombs was very good. Manila is a very beautiful and industrialized city. It is in very good condition. Our mission time was 12:45 hours. I received a letter from Varner, my old college roommate today. He is a sergeant in New Guinea.

9 Jan. We made another raid on Neilson Field today. The flak was heavy as usual. I could see the flashing of the ack ack batteries on the ground beneath us. Flying time 12:30

10 Jan. The squadron sent planes on a raid to Grace Park today. They carried 500 lb. bombs. We had no air raid last night. The other night we had an air raid during which a bomb struck an ack ack battery down by the hospital. The entire battery of nine men was obliterated. We were caught down on the line during an air raid yesterday morning. one Japanese plane was hit at an altitude of twenty thousand or so. We could see it falling slowly like a leaf. It was burning like a torch all the way down. One of our own planes crashed on take off this morning. I've just been over at Reese's tent giving an open ear to the mouthings of Tokyo Rose. I don't know just who she is trying to kid, but according to her we have had plane raids of over a thousand planes here at Morotai (the jewel of the Pacific). I doubt if the Japanese have had more than ten planes over this place at any one time. She must have counted some of our night fighters in her enumeration. //1220 We are making a raid on a Japanese troop bivouac area just north of Manila tomorrow morning. Their troops are moving up to repel our navy and army landings in Lingayen Gulf. We take off at 0340.

14 Jan. Many events during the past few days. We were waiting for take off on the night of the 11th when the air raid alert sounded. We took off in all directions of the compass. Some of the boys (Cooper, Morgan and Lindsey) and I dived into a very shallow ditch near one of the main tentage tents. Suddenly we heard the whistle of falling bombs directly overhead! I don't think I have ever been so close to the ground in my entire life. The bombs struck a Liberator a very short distance away which began to burn. We finally managed to get off the ground only to run into very turbulent weather. It was bad all the way to Luzon. At the north end of Mindoro, our flight instruments went haywire. Hanson decided to return so we turned around. I looked below to find a clear stretch of water to drop my bombs. I could see only small patches of water now and then, but I knew nothing of vital importance lay below so I pulled the salvo lever and the bombs dropped down toward the water. I did not see them hit, but only a few seconds after releasing them we entered an area that was free of clouds. Directly below us lay an untouched Japanese airfield. If I had dropped those bombs five seconds later we would have had a direct hit. We landed at the San Jose strip on Mindoro and were weathered in there until this morning. We were quartered in a transient camp about five miles east of the town. The tents have no floors and we used messkits to eat from. I got into a tent that housed some sailors and marines from a destroyer that had been sunk by a Kamikaze out in the harbor. I met a fellow named Haight who lives in Newberg, Oregon. San Jose is noted mainly for sugar manufacture during peace time. There was a large sugar central plant in town. The town is supposed to have about 20,000 people in normal times which seems a bit far fetched. The Japanese left only a couple of weeks ago so many of the Philipinos are still out in the hills. Hanson and I went to the sugar central to look around. A sergeant in charge of mapping came out to talk to us. He gave us some Japanese invasion money, but best of all, he loaned us a towel and soap to take a shower with. After that he gave us a couple of chocolate bars and a package of gum each. He expressed some admiration for my "Hot Rock" flight cap so I gave it to him. San Jose has a narrow gauge railroad going through town. The Catholic church is in need of some repair but is a beautiful place inside. The Japanese headquarters had been in the town school building. The engineers were still in the process of removing booby traps from the place. I picked a couple of Japanese notices off the walls. They were

written in pencil. I guess the Japanese soldiers have to read bulletin boards just like we do. San Jose is not too safe as yet, therefore we could not go into town unless we wore steel helmets and carried our automatics. I had forgotten my holster at Morotai so I carried the gun under my left arm by a leather shoelace. Lace had managed to uncover a cache of orange juice in an old boat which was housed in a decrepit shed. I went with him to get some out one day. We walked boldly up to the place and climbed up on the boat. Some infantrymen were standing around watching us. One of them saw the cans of orange juice and yelled at Lace "Hey bud, you'll be broken for that!" Lace answered, "Nobody is going to break this boy," and calmly went on pilfering the boat. He handed me about three cans and decided that was enough. We went over to a building where some paper cups were stored and broke open the cans. Lace decided that he would like some ice in his orangeade so he went down the street to the local ice works, now run by the army. He came back with a large chunk. I don't know how he did it as those babies who ran the place were a tough bunch. Anyhow we had all the orange slush we could drink. We left what was over for the natives.

17 Jan. We were supposed to raid Miri airdrome on Borneo today, but the right oleo strut was low on air pressure and we were unable to get a cletrac in time so we didn't go on the mission.

18 Jan. We were scheduled to hit Nielson Field at Manila yesterday but the weather was too bad to get through. We hit the sugar central at Talisay instead. Brady (lead bombardier) took a long run so our deflection error was minimized. Hanson went down into the well to spot the bombs. My cross hairs were lying across a long, narrow building. The first bomb struck just at the end of this building, the others walked the length of the building. There was a bright orange flash when the second bomb hit-may well have been a small ammo dump. We have 23 misses to our credit now so we are expecting to go on rest leave before long.

19 Jan. I went up with Major Mitchell today to test out the new M-11 bombsight with a self-erecting gyroscope. I found it rather unsatisfactory. The major dropped three bombs on Japanese warehouses without hitting much of anything. In fact, one of his bombs struck about a thousand feet out in the water. Altitude was twenty-one thousand feet. I dropped two, using the attachment, and got two very near misses, one on the warehouse and the other on a Japanese fighter plane parked on the runway at Miti airdrome. Both bombs landed within a hundred feet of the target. The last bomb was a 400 foot miss which wasn't too good but still better than the major. I believe that the self-erecting gyroscope is okay if used in conjunction with manual leveling. Keeping the sight head level is the bombardier's one big problem; if this could be solved, accurate bombing from any altitude would be relatively simple.

22 Jan. We are due for a rest leave to Sydney about February 1. We may have to fly one more mission before leaving. I hear that we may move to Samar Island in a few weeks. I got the photo results of my bombing from high altitude on the 18th. I missed the warehouse by 66 feet, the plane by 88 feet and the last bomb was 480 feet from the plane. That makes a converted (to 12,000 ft.) circular error of 126 feet which is over a hundred feet under the limit.

23 Jan. We are flying up to the Cavite seaplane base in Manila harbor tomorrow. Anderson's crew has returned from rest-leave so I suppose we will be going down soon.

25 Jan. We bombed Cavite peninsula yesterday. As we approached the target I could see gun flashes from the flak battery on the peninsula. As I watched, I could also see heavy flak bursting among the planes of the squadron ahead of us. Then I saw their bombs bursting right among the guns on the ground. It must have knocked out the entire battery because we didn't get a single shot when we passed over and dropped our bombs. When we should have made a breakaway, instead of turning, our lead plane (Fry and Brady) flew over to the right which brought us in range of the heavy flak batteries of Nichols and Neilson Fields. We passed by Nichols and Neilson without being hit but just after we left Neilson our left wing ship suffered a direct hit on the ball turret by a 127 MM flak shell. The ball gunner was killed immediately and fell out of the ball. Nearly the entire bottom of the plane was ripped out with three men in the waist being seriously wounded. The pilot, Hemila, decided to land at San Jose on Mindoro so our plane escorted him down. We landed there for a few minutes and then returned to Morotai. We made an extra run over Corregidor yesterday to allow the A-3 ship to drop its bombs. They fell out in the drink. A Japanese plane took off a runway on Bataan peninsula but he didn't come up after us.

27 Jan. I made a test flight over Miti airdrome again today with Cooper and Becker. We made further tests of the self erecting gyro. It didn't work too well for any of us. I would like to bomb again against some of the better fellows such as Enright. Cooper and Becker didn't offer much competition. We bombed a plane that was parked in a bunker. I missed it by 70 feet from an altitude of 21,000 feet or four miles. We dropped five 100# bombs each. 5:25 flight time. That's a lot of time since the target was only about fifty miles from our base.

28 Jan. We are leaving for Sydney at 0430 in the morning. We are going with Johnston as far as Hollandia. From there on down I suppose we will go by Air Transport Command (ATC).

29 Jan. We came down to Hollandia with Johnston. We are waiting now for transportation to Sydney. Chaplain Dennis, Captain Holder, Hal Johnson and others are here all waiting to go back to Morotai. The ground men have been down to Rockhampton. Hollandia is a scenic place. There is a white waterfall in plain view against the cliffs north of here. There is a group of WACS working down at operations. Hanson and I went up on top of the hill to the headquarters where we purchased some candy bars and orange juice at the PX. It's quite cool up there. On a hill out in the jungle is the private dwelling of Dugout Doug (MacArthur). He must have used an awful amount of labor to put a road in out there.* Our transient camp isn't too bad. The PX opens for a time each day. In the evenings we have movies. The tents are hot but not unbearable. Chow is okay.

2 Feb. We have now moved to the transient camp at Nadzab. We are quartered in one story screened-in barracks here: the chow is very good. There are a lot of B-25 and fighter pilots from the 13th Air Force here with us. I went back to my old CRTC (Combat Replacement Training Center) with Richardson. The outfit is still lousy, but the area is in a little better shape. The discipline is worse however. I even saw a bomb trainer in a

*
Heard one pilot was plenty disgusted because he was assigned to haul in horse manure in a DC-3 to fertilize the flower gardens at Mac's shack. Also heard that MacArthur never spent any time there.

shed.

3 Feb. We are in the army camp at Brisbane, Australia tonight. We came down from Nadzab in a C-47 by way of Townsville. Tonight we wore Class A khakis for the first time since leaving the states. We were assigned to quarters this evening after we landed. Lace and I are quartered together. The little house has one room with a bed and dresser. Lace came out of the house after he entered and said "Hey Johnson, there's a strange contraption in here. It's made of wood and has white pieces of cloth laying on top. I can't figure out what it is. Think I'll go check out an army cot and put it on top and sack up!" Beds were really a bit strange to tell the truth. We also had hot showers in the wash room. Again Lace was perplexed. "Can't figure out why they need two faucets on this shower. Do you suppose there is some other kind of water besides cold?" I slept like a log on the soft bed that night. This part of Australia reminds me of southern Idaho or eastern Oregon. The weather is very pleasantly cool.

4 Feb. 0615 We have just taken off on our last lap to Sydney. Under us I see a broad valley broken only by a few buttes. A small portion of the land is farmed. The rest is apparently pasture and grazing land. Eucalyptus trees grow sparsely and bushes grow along the winding streams. Farm houses all seem to be of the bungalow type. Barns are small if at all. The crops are about the same stage as they would be in May at home. This is February and corresponds to August at home. The air is smooth here and there are a few stratus and strato-cumulus clouds above the mountains to the west. There is a very light haze on the air.

13 Feb. We have been in Sydney since the 4th of February. It's quite a wonderful city. I have been tearing around buying books, clothes and souvenirs. Hanson and I are staying at Bernley's Officers Club. Kurth is at another club while Lace has an apartment somewhere. I seldom see the other fellows. Hanson shows up once in a great while. I bought a set of pinks and greens together with a set of sun tan worsteds so I'm well outfitted. I met three British nurses the other evening. Nice girls. I also went to a show with an Australian girl whom the Red Cross provided-also a nice girl. Went out to Luna Park with the chambermaid of our floor at the club. I don't think she would be such a nice girl if the opportunity presented itself. We went out to the park (zoo) one afternoon. It is an enormous place with all kinds of animals. There was a major general out there whom I seemed to run into at every corner. I got awfully tired of saluting the old boy. He was out with some Miss Sydney of 1920. I went out to Manley Beach one day-lots of swimmers out there even if the water was cold. Most of the beaches here in Australia are fenced to keep the sharks out. I went down to the Mark Foy building the other day and bought my ration of beer which I gave to the gunners. Cooper, Morgan, Lindsey and Richardson are doing all right for themselves with these Sydney wenches. The only fly in the soup down here are the M.P.s. They are terrific. They work in threes. An officer, usually a first lieutenant, walks about half a block ahead of the M.P.s. If we don't salute the brass hat, the M.P.s take our names and send them to the squadron where it goes on our records. We are forced to watch ourselves very carefully. I have about 45 pounds left which is about \$16 in American money. There are a lot of panhandlers down here, almost as bad as back in St. Paul.

14 Feb. We are leaving Sydney this morning. I got some revenge on a couple of M.P.s last night. They walked by me on the street without saluting. I crossed the street and walked by them again; no salute this time either so I stopped them and chewed them up one side and down the

other. I felt silly as all get out but the M.P.s would have done the same thing to me if they had caught me not saluting a superior. In fact I would have had a black mark on my record. This is the only time I have racked out an enlisted man and I strongly suspect it will be the last. Ordinarily I don't care a hoot whether I'm saluted or not.

17 Feb. Back on the jewel of the Pacific, Morotai, again. We stopped at Townsville and Merauke on the way back. We have 24 full crews in the squadron now. We had to kick another crew out of our tent when we got back. We had a lot of mail waiting. We may fly tomorrow.

20 Feb. We signed our pay vouchers today. Mine was for the months of December, January and February minus about \$550, some of which I collect in Sydney and the rest as allotments. We are scheduled to fly tomorrow, but I have a cold so I may get grounded for awhile. Lacy is grounded at present for a cold. Hector came over from the 372nd for a visit yesterday.

22 Feb. I'm grounded at present. I'll probably be flying in another day or so. The crew flew to Sandakan yesterday. Scott and Johnson left for home today. Scott went home on a 127-physical unfitness form. The weather is rather rainy right now. My promotion should be coming through before long. I had enough lead missions to qualify over a month ago. We have a full strength of 24 flying crews now. I may have to fly 45 missions as I am somewhat short of time overseas.

24 Feb. I'm still grounded but I should be ready to fly in another day or so. The tropical colds aren't too severe. Wish I had caught this one in Sydney though, then I could have been down there a few more days. Being grounded doesn't worry me as it means that I will have fewer days to spend on the ground after I finish flying. Of course, the missions may become a bit more perilous. Goldie got his orders to go home and also his sergeant stripes last week. So did Bill Manley. I hope they can go home together as they both live in New York City. I acquired a camera and a canvas chair from Sporn today. Weather has been very rainy lately. Doesn't bother me much, thanks to my ten years in Oregon.

26 Feb. I have been on flying status for two days now, but no missions have come my way as yet. I guess that we are not going to move to Mindoro after all. We are to become an aerial task force, to be called on if needed. I think we will stay here for two or three months. I also think that I will be able to fly out my remaining missions here. The weather is fair and warm here today. The weather is idyllic here on clear days. A bit on the hot side but not as bad as New Guinea.

28 Feb. Flew mission to Sandakan A/D. 7-1000 and 1-500# bombs. I too two bomb runs because of the turbulence. My gyroscope tumbled on the first run. 5 or 6 of my bombs struck the target and the others missed. I saw several sawmills in Sandakan. The town has a lovely setting among red rock cliffs and bluffs. The airdrome runway is badly battered. We flew at a thousand feet altitude on the way back in search of Line and his crew. They failed to return from the mission last night. In this part of the world that means only one thing. Wherever they are, they are in enemy territory. No one sighted him today. 10:00 flight time.

1 Mar. 45 We got paid today. I collected only \$120 for the three months because I had \$600 taken out and sent home. I also got an \$8 refund on some money I left in Sydney to have my uniforms sent home. As of today I have 7.446 points for going home.*

Point system for return to U.S. About 12 points were required to have enough priority to return. 10 combat missions = 1 point. 100 combat flying hours = 1 point. 3 months overseas time = 1 point. The point system went out of effect in May 45 and all crews in excess of 25 per squadron were sent home. The 371st had 14 crews in Oct. 44 and 27 in June 45.

3 March We flew a mission to Tarakan today with Robinson leading.. Our target was a group of 15 Japanese army barracks. Robbie made three runs and the third time we dropped on a reciprocal compass heading. The bombs hit the target right on the nose. We searched for Line's cros again without success. Flying time 10:00

5 Mar. We are making a raid on Zamboanga on Mindanao island in the Philippines tomorrow. We are carrying 8-1000# bombs. We are hitting a barracks area. There are four 120 MM AA guns in the target area. Mitchell and P-38s are going in ahead. The mission should last only six or seven hours. We had a USO show last night complete with four dames. Tipton, Martin, Cunningham and I walked out after the second gal came out. I heard the show got better later on so maybe we were premature. We haven't had an air raid for over a month now. I've heard that the Japanese are short of gasoline. That may well be true and would explain why we have caught so many planes on the ground up in the Philippines.

6 Mar. We raided Zamboanga today. We made two bomb runs and our percentage of bomb hits was very low. No flak. We came over a small enemy army base on the island just south of Mindanao. Two good airdromes near Zamboanga. No planes however. Most of the enemy airpower must be in the homeland and in China. Rainy weather again. Flight time 7:40

7 Mar. We are raiding two anti-aircraft positions near Zamboanga tomorrow. 120 MM. I don't think the guns are in working order however. Tomorrow is D-Day for a landing at Zamboanga and possibly at Davao. We will probably fly more missions to that locality before long. We are flying left wing in the lead element tomorrow (A-3).

8 Mar. We bombed the flak guns on Mindanao today. I think the guns were out of order before we got there. I think my bombs fell slightly short. There was a naval task force off shore. It was shelling the same gun positions we were bombing. I saw their shells bursting directly on the gun positions. I suppose they landed this afternoon. Flying time 7:05

9 Mar. We aren't flying tomorrow. A plane from the 370th dropped a bomb on a Lib from the 5th Group today. It exploded in mid-air. Certainly too bad. Lots of rain today. I have 31 missions in now. I should nearly finish this month. I think I may have to fly 42 or so. It's possible that some men may have bailed out of that 5th Group ship.

10 Mar. The plane, struck by bombs yesterday, exploded and brought down two other planes. Ship number 942 of our squadron crashed on take off this morning. Everyone on board was killed as far as I know. I flew the shipping search of December 1 in 1942. I believe we are flying to Tarakan tomorrow. Anyhow I'm flying in A-1, my first squadron lead. I think some men may have bailed out of that 5th Group ship the other day. The one hit by flying debris that is. The other ship, also hit by debris, ditched in the water. One man, the bombardier, is thought to have bailed out of the plane that the bomb struck. I've heard that our bases at Sansapor and Middleburg have been recaptured by the Japanese now.

11 Mar. I flew my first squadron lead* today with Tipton as pilot. We made two bomb runs as the heading was a little off on the first run. About 95% of the bombs struck the target. Conditions were almost perfect. Excellent visibility and no turbulence. We started two large fires but the Japanese seemed to have them fairly well under control when we turned off the bomb run. I don't see how they can put those fires out so fast. We carried napalm (jellied gasoline and rubber) incendiary bombs of 100 lbs. weight. The mission tomorrow is headed for Dajangas personnel area of SE Mindanao. Just heard that 98% of my bombs struck the target today.

14 Mar. I led another mission today. Flew with Henderson this time.

Squadron lead refers to lead ship of 12 planes or perhaps?

We were scheduled to hit Bacolod, but it was completely closed in as was Carolina, Fabrica and Davao. We finally bombed Deo town on the Talaud Islands. We could not come in on the briefed heading due to a towering thunderhead. There were several B-24s bombing from deck level which gave me some worry. We bombed the target though. Rhuman found the target, to tell the truth. I had a church lined up under the bombsight crosshairs so I moved my aim over to the left a little. I don't know what the percentage of hits was. Know tomorrow I guess. Flying time 9:3

Mar. 16 I led another strike on Tarakan today. Hanson and Dooley flew as pilots today. I had to make a fairly short run due to offshore clouds I'd say about 75% of the bombs hit the target on an offhand estimate. We got about 50% on Beo town the other day. Not too bad under the conditions. Anderson went on the going-home list with 31 missions. The number of missions may be reduced soon as there are a lot of replacement crews at Biak and Nadzab. All rest leaves have been cancelled for all but key men in the squadron. Only four key men will be allowed to go on rest leave each month. Big USO show tonight but I didn't go. Flying time 9:10 Pay vouchers are ready for signing. The fellows who raided Sepingen A/D yesterday got six interceptors. P-38s got three of them.

19 Mar. 1945 Raid went to Cebu today. I rather expect to go there tomorrow. I'm flying with Tipton. Lead bombardiers have to plot their own bomb hits now. More work. The folks wrote saying that I now have 1400 dollars in the bank. Makes me feel more financially secure. Raid on Sepingen today got heavy, accurate flak.

20 Mar. 1945 I led a strike to Cebu City today. At the briefed altitude of 9000 feet the target was closed in. Also closed in at 5000 and 4000 I set the sight up the fifth and final time for an altitude of 3300 feet and made a run. I think all the bombs from my plane struck the target. I got several near misses and hits on some small buildings under the palm trees. We had to go in on the target by single ship. Flying time 9:45 Another new crew entered the squadron the other day. I suppose we will see them out opening coconuts any day now.*

22 March 1945 We raided Liloan Town just north of Cebu City today. Took four runs and finally came in at an altitude of 4000 feet on a reciprocal heading. Our planes were dropping bombs all over the district. I saw several Spanish missions and also a statue of Magellan. It was out on point of the land. There were several Japanese planes on the airdrome. All appeared to be in unserviceable condition. Someone had evidently bombed the hospital as one of the buildings was in flames. We dropped our bombs on the target although we were slightly to the right of course. Cebu City is 75% destroyed. Flying time 9:00

23 March 1945 55% hits on yesterday's mission. We had an air raid alert last night. Don't know if a plane came over or not. Lots of AA fire. Just learned that 3 or 4 planes came over last night. Bombs hit an installation at the end of the runway. Planes must have come from Borneo or the Celebes.

24 March 1945 Rumors are going around that we may be going down to Surabaya in Java soon. It would be a 2200 mile round trip. It's a naval base I believe. Heard that two P-61 planes (night fighters) landed on Lolobata by mistake yesterday** They were new planes coming up for re-

*Sign of a new crew was seeing men out opening coconuts. Lasted a day or two then never saw them out again.

**Our tower received a call "In bunker awaiting transport to base ops." There were no bunkers on Morotai. Fighters were dispatched immediately to destroy the ships, but got there too late-already flown off. Lolobata airdrome was on the Helmahara about twenty-five miles from Morotai:

placement from the south. A P-38 landed there last week. The Japanese have two operable planes of their own there now.

25 March 1945 We are making an armed photographic and reconnaissance mission to SE Borneo tomorrow. We have two airfields and the town of Banjarmasin to photograph. We're carrying 10-250# bombs. Hemila is going with us. No low altitude bombing as our bombs have instantaneous fuzes.

26 March 1945 We took off at 0145 last night, crossed the Celebes and reached southern Borneo about daybreak (0630). We picked up a lot of shipping and dropped two bombs, doubly suspended, on a Sugar Dog (small merchant vessel). We got a direct hit which destroyed the ship. Farther up the coast, we picked up a new auxiliary airstrip. We saw another lat. The first one was in perfect condition. We then flew north to reach our first photographic objective, Tambanio Airfield. It was in perfect shape. It had two cross runways, no planes. We spotted the second field and made a photographic run on it. When we were directly over the field we saw an interceptor take off. We swung around for a bomb run but it was too short so I held the bombs and came around for another run. By now the interceptor had climbed to our altitude and was coming in. I synchronized on a C-47 type plane. The bombs struck five or ten feet behind it and walked out across the parking apron. There were seven more fighter craft on the ground along the runway. The Zeke made about six passes at us. Two from twelve o'clock high, two from six o'clock high, one from 3 o'clock high (pursuit curve) and one from 9 o'clock high. Hemila's plane got one hole through the bomb bays. The fighter escaped as far as I know. Flying time 13:00 The fields we photographed were Oelin and Tambanio, Oelin being the one we bombed.

27 March 45 Saw the pictures of the bombing today. I got a direct hit on the freighter. The bomb dropped on the transport plane was a ten-foot miss. The photos showed 7 fighters on the runways. The dispersal area of Oelin airdrome is very complicated. I believe I received credit for sinking a Fox Tare Dog freighter.

28 March 1945 I'm flying A-1 position to Oelin airdrome. The same one we bombed on the 26th.

30 March 1945 We bombed Oelin airdrome yesterday. I got a group lead out of it. We made several runs trying to get in, but it was almost completely closed in. I got a glimpse of the field and had Major Thor turn on course. The opening closed before we could turn so I dropped through the clouds purely by estimation. We got twelve hits on the runway. Don't know what the percentage is. Cunningham sank a DD (Japanese destroyer) with 9 direct hits day before yesterday. 500# GP bombs. The destroyer sank in 35 seconds. They then dropped down and strafed the survivors. Also sank a Sugar Charlie that was picking up survivors.

1 April 1945 We bombed Oelin again yesterday. I flew in A-2 position. Most or all of my bombs struck the target. For a change it wasn't clouded in. No interception. On the mission of March 29 we had interception and aerial bombing from two fighters.* At present there is something in the air about a Borneo invasion that we might have to cover. There was a raid on Biak about March 22 that killed some USO workers. Funny to have a raid so far behind the lines. Negros Island was invaded last week, Bacolod was taken. Only island in the Philippines left to the Japanese is Bohol Island.

6 April 1945 I haven't been flying lately. I think I still have one or two missions left to fly. I'm second high man in the squadron for points at present (10.018). I have to wait for my promotion to come through before I can go home. //2100 I'm leading a strike to the is

*The leading Zero flipped two phosphorous bombs at us that exploded above and in front of us. No damage.

lands south of the Celebes in the Timor Sea. We are to search for a cruiser (light) and some gun boats. The secondary target is the airfield at Bima on Soembawa Island. Take off at 0105

7 April Flew mission to Soembawa today. Could not find the cruiser (entire bay was cloud covered) so we bombed the secondary target. The flak was heavy and accurate. We received three bursts off our left wing when we were about four miles from the target. (This was likely from the cruiser using radar laying guns) We did not receive any more until we were going down the run. I made a very short run. The results were excellent in our squadron-good bombing by the wing men. The following squadrons did not do so well. One ship in our squadron got a 90MM shell through the wing by number one engine. A 372nd ship got a big hole over the left waist window. Saw a Japanese plane on a crash strip on Tali Aboe in the Soela Island group. We came over an excellent airdrome in the southern Celebes. Rough weather today. Flew with Smith. Flying time 12:30 75% hits on target.

15 April 1945 I finished my tour of missions on 7 April. Waiting for a promotion and orders to go home now. I should be on the next list. At present I'm acting as assistant squadron bombardier and training officer. Gives me something to do. Cooper and Morgan are giving me help in the training program.

24 April 1945 No promotion yet. Vicious rumors to the effect that retired combat men have to fly missions until they are ready to go home. Harbor here is full of shipping now. Had an air raid alert last night.

25 April 1945 Boys are bombing Tambanio, Oelin and Macassar districts now. They did a very poor job on Tambanio yesterday. 3 hits our of 13 bombs. 2000# bombs. One squadron hit Saigon in Indo-China last week, the lead ship being shot up and required to crash land on Palawan.

4 May 1945 I received my first lieutenancy today, dated April 10. I'm high man in the squadron for points now and about 6th in Group (bombardiers). Should be on the next list for home.

9 May 1945 The list for home came out yesterday. Five bombardiers from the group are leaving. I was 7th so I'm still here. There is some talk of a new system going into effect concerning returning combat men. Crews will leave as soon as replacements come in. I'm beginning to think that my replacement must just have enlisted in the army or at best just entered CTD. We have had three B-29 bombers here for some time. They are guarded at all times. Photographing Java.

15 May 1945 At last I'm on the list to return home. I expect to leave about June 1. I went to Biak yesterday as observer in order to get my flying time in. We brought a new Liberator back to Morotai. I made the trip down with a harness but minus a chute as one of the men had let his on the ground. He was so worried that I gave him mine. The squadron is making a strike on Tarakan today to help the invading Aussies. Lots of shipping in the harbor now.

17 May 1945 Orders have not come through as yet. We may go home by boat or by plane depending upon whether we go to Leyte or Manila for shipment. Greenberg's crew bailed out over some islands north of the Celebes last week. Greenberg, the pilot and two gunners were picked up. Four of the others were killed from ambush by a Japanese patrol. One man was taken prisoner.

24 May 1945 Orders haven't arrived yet. I don't expect to leave here until June 10 or there about. Lacy was in the hospital for three days this week with a case of malaria.

30 May 1945 I went on a practice bombing mission to Miti airdrome today. I dropped two bombs from an altitude of 5000 feet on a Betty (bomber).

One was a three hundred foot miss while the other was a twenty foot miss. Flying time 2:50 Orders for home should come within a week. I feel more relaxed after this mission. Think I'll try to get another in before I go home. Boeman's crew crashed on take off this morning. Dresslar and two gunners were killed. Pasternak (bombardier) badly burned. Tire blew on take off apparently. (actually gear was retracted early). 31 May 1945 Last day of May. I expect to leave here within a week. I intend to clear finance tomorrow. I think we will go home by boat via Leyte.

10 June 1945 Orders arrived last night. We left Morotai by C-47 at noon. Landed at Tacloban strip on Leyte and are spending the night here in a transient tent. Native dance going on outside. Lacy as usual is badgering some fellow about the accuracy of bombardiers. The other joke doesn't think too much of them. He sounds as if he must be a Lt. Col. at least. Good thing it's dark in here.*

11 June 1945 Landed at Nichols Field and were transported to the 11th Replacement outfit east of Manila. Muddy place filled with troops (some Negro) fresh from the states. We stay in tents and eat in a more or less abominable mess hall. The waiting lines are really long. Lots of Japanese aircraft parked here and there along the roads. Lots of 127 mm anti-aircraft guns also. I went over to the finance office at Fort Stoenberg about two miles east of here. Also went into Manila a few times once with McCormack to get some clothing. Saw Backtrack Mac's Shack (MacArthur again). Ritzy joint.

18 June 1945 Left on Navy transport General Anderson for Leyte and home. Went from dock to deck in a duck (LST).

22 July 1945 Landed at Newport News, Virginia. Went directly to Camp Patrick Henry. After leaving Manila we made stops at Leyte, Eniwetok and Panama. Long, boring boat ride. Zig-zagged all the way to Panama (45 degree course change every five minutes for submarine avoidance). Nearly got taken by a sub as it was-ship ten miles distant was sunk on day. Ack Ack and abandon ship drill very often. Two light meals per day. I was quartered in the first hold. Eugene Hudson of Hillsboro was on board.

28 July 1945 Home at last. Just came down from Fort Lewis, Washington. We came from Virginia to Washington by troop sleeper behind a coal-burning steam engine. Miserable trip, but welcome. My next duty assignment after 30 days leave is Santa Ana.

* The conversation went thus:

Other Joker: "I've been flying a long time and I have never yet seen a bombardier wh ----."

Lace: Well, if you can wait until daylight, I'll show you one!"

Addition: All four crew officers, Hanson, Lacy, Kurth and I departed Morotai together. While at Nichols Field we visited Manila, a very badly damaged city. The only bridge across the Pasig River was a makeshift plank affair for foot traffic only. Buildings downtown completely destroyed by point blank cannon fire. We saw a vaudeville show one night. Bananas cost 50 centavos (25¢ US) each. A small bundle of laundry cost \$2.50 US (five pieces). On June 18 we boarded the USS General Anderson and were on board until July 22. Got off for thirty minutes at Panama City. Ship changed course 45 degrees every five minutes all the way across the Pacific as submarine precaution. Two light meals per day. Enlisted men were assigned to KP duty. Tight separation between ranks. Watched flying fish from deck rail at night-good phosphorescence. Movies in lounge in evenings. Lost three patients from gangrene in Pacific. Fresh water showers for 30 minutes each day. Salt water showers

anytime. After a quick processing at Camp Patrick Henry, Virginia we boarded a troop train pulled by a coal burning locomotive. Six days aboard this train crossing the center of the country out to Fort Lewis, Washington was a bit of a strain on our noses. No showers here, salt water or otherwise. The cinders from the locomotive kept drifting back into our car and we quickly learned not to open our eyes in the morning until we had brushed the cinders from our eyelids. We ate from our mess kits in what was called a dining car. We ate standing and one of the wheels of the car had a flat spot that really jarred us. Prior to the meals a corporal in rumpled fatigues would appear in the doorway of our sleeper and in a stentorian voice would call out "HAUL ASS" this being the equivalent of a dinner chime we supposed. Some of the officers felt he should add a "SIRS" but no one felt like pressing the point. After arrival at Fort Lewis we were processed further and given a 45 day furlough with orders to report to Aanta Ana Army Air Base near Los Angeles. Some of us from Portland chartered a bus and arrived in Portland about 0400. Capt. Tipton was with us. I showered at the YMCA and caught the morning bus out to West Union. My parents and sister were waiting bus. With characteristic Swedish reserve, we all shook hands. It was good to return to the farm. I returned to Portland later in the day to meet Roberta. End of narrative.

List of items carried on operational strikes:

New testament

Notebook and pencil

Web belt with first aid kit Second first aid kit carried in pocket

Kunai knife and case strapped to calf (heavy knife for cutting kunai grass
Canteen, filled

.45 cal. Colt pistol and holster. 20 rounds ammo, 15 ball, 5 birdshot

2 Pkgs. cigarettes for survival trading

1 candle and matches

3 Pkgs. gum

Pocket knife, Boy Scout type

Headnet for mosquitos 1 bottle insect repellent

1 folding machete carried in parachute harness container

Emergency kit with following items:

one compass Two blocks jungle chocolate (non-melting) 1 box caramels

4 sticks gum adhesive tape anti-sleep tablets atabrine tablets

match safe aspirins halozone tablets (water purifiers) ointment

(for burns) The container for the above items, about the size of a box of Crackerjacks could be used as a canteen and was sealed with friction tape.

I normally flew in two-piece fatigues (much more tear resistant than the flight suits). Flaksuit and flak helmet worn in target area. Also wore a Mae West with pockets for sea marker and shark repellent (HA!). All of the above items were carried in pockets or strapped to the web belt with the exception of the kunai knife and the pistol. I carried the pistol in an inner pocket of my flight jacket.