

NADZAB MENUS OF DEHYDRATED BEEF + POTATOES DAY AFTER DAY. THE DRINKING WATER WASN'T AS BEFORE HEAVILY CHLORINATED BUT PURIFIED BY SOME OTHER "PRACTICALLY" TASTELESS PROCESS. THERE WERE IMPROVISED SHOWERS INSTEAD OF JUST AN OPEN SPRING FED PIPE FOR WASHING... IT RAINED AT LEAST ONCE IN A HEAVY DOWNPOUR DAILY, BUT NIGHTS WERE COOL EVEN AFTER BROILING DAYS MAKING FOR PRETTY FAIR SLEEPING...

USED TO DREAD THOSE NIGHT TAKE-OFFS WITH FAR OVERLOADED AIRPLANES (TIMES AS MUCH BY 15000# OR MORE - MANY 70000# GROSS WEIGHT TAKE-OFFS AT NIGHT).. WITH HEAVY BOMB LOADS AND BOMB-BAY TANKS, PLANES TOOK-OFF ON AN LN-EVEN TOO SHORT RUNWAY OFTEN SKIMMING THE OCEAN WATER WHERE THE STRIP CAME TO AN ABRUPT END. MANY TIMES PROPS WERE SEEN TO TICK THE SURFACE AS PAROTS FOUGHT FOR ALTITUDE; MANY, TOO MANY, DIDN'T MAKE IT AT ALL...

SQUADRON WAS HITTING BALIK PAPAN OIL REFINERIES IN BORNEO WHEN WE ARRIVED, BUT WE JUST DIDN'T HAPPEN TO MAKE A LOADING LIST.. JAPS WERE PUTTING UP 40 INTERCEPTORS AND HEAVY AND INTENSE FLAK WHICH WAS TAKING AN UNPRECEDENTED TOLL ON OUR AIRCRAFT, ESPECIALLY SINCE CRIPPLES HAD SO MANY HUNDREDS OF MILES TO LIMP TO A.D.S. BASE.. LT. MCGINNIS AND CREW WENT DOWN ON THE MISSION OF 18 OCTOBER ALL WERE LOST... FIRST LOSS AFTER THE...

16.

26 OCTOBER - COMBAT MISSION #3.

FROM: NOEMFOOR  
TO: SHIPPING PROWL

TOOK-OFF AT 2300 ON THE 25<sup>th</sup>  
AND FLEW WESTWARD TO SEARCH THE NORTH AND  
WEST COASTS OF THE CELEBES, MAKASSAR STRAITS,  
AND EAST COAST OF BORNEO SOUTH OF BALIKPAPAN,  
FOR JAP SHIPPING.. LOST THREE HOURS TIME  
EN ROUTE OUT DUE TO SEVERE FRONTAL ACTIVITY AND  
CONTINUED HEAVY WEATHER SO WAS FORCED TO CUT  
SHORT THE SEARCH OF THE BORNEO COAST.. MADE  
SEVERAL MINIMUM ALTITUDE PASSES OVER TWO  
"SUGAR-CHARLIES" ON WEST CELEBES COAST BUT  
DID NOT BOMB, THEY APPEARED INACTIVE AND UN-  
SERVICEABLE. BOMBED OUR SECONDARY TARGET  
OF WAREHOUSES AT MUDUPUNG IN NORTHERN CELEBES,  
CONTINUED ACROSS CELEBES SEA TO MOROTAI ISLAND  
FOR REFUELING THEN BACK TO NOEMFOOR..

TOOK-OFF WITH 2 BOMB-BAY TANKS  
OF GASOLINE, 3500# TOTAL GAS LOAD, AND 6-250<sup>#</sup>  
GENERAL PURPOSE BOMBS. AFTER LEAVING THE STRIP  
AT THE VERY END, COULD FOR SOME ANNOYING MINUTES  
SEE THE REFLECTION OF MY ORDINARY FLASHLIGHT  
ON THE WATER A TOO FEW FEET BELOW.

FLIGHT TIME, 18<sup>h</sup>:30<sup>m</sup> + NO SLEEP..

BOMB LOAD: 6-250<sup>#</sup> G.P.

THE OTHER SHIPS OF THE DAYS

PHILIPPINES ON A JAP NAVAL TASK FORCE SEARCH WHICH THEY FOUND IN THE SULLU SEA. OF THE SEVEN SHIPS OF OUR SQUADRON TAKING PART IN THE STRIKE, THREE WERE SHOT DOWN BY ENEMY A.A. FIRE AND ALL BUT ONE SHIP SUSTAINED HOOKS. THE SHIPS AND ENTIRE CREW MEMBERS OF HICKS, SUTPHIN, AND JONES CREWS WERE LOST, BILL RODGERS LOST AN ENGINE BUT GOT BACK TO MOROTAI. - HICKS, SUTPHIN, JONES WERE FELLOW WALLA-WALLA CREWS.....

31 OCTOBER

SCHEDULED FOR A STRIKE IN PHILIPPINES BUT BAD WEATHER KEPT US DOWN.

1<sup>ST</sup> NOVEMBER

CONTINUE ON SAME ALERT FOR TASK-FORCE STRIKE IN PHILIPPINES, WAS SUPPOSED TO TAKE-OFF AT 0330 BUT CONTINUED BAD WEATHER POSTPONED THE MISSION.

IT WASN'T OFTEN THAT WEATHER EVER KEPT US DOWN, IN MOST CASES IT FORCED AN ALTERNATE TARGET OR WE JUST BARRELED ON THROUGH. THESE TWO DAYS PROVED TO BE RARE EXCEPTIONS; COMMAND WAS EXTREMELY ANXIOUS TO HIT THIS TARGET AND WAS JUST WAITING FOR THE BREAK - IT CAME THE NEXT DAY.

2 NOVEMBER 1944 - COMBAT MISSION #4

WE TOOK OFF FOR THE NAVAL TASK FORCE STRIKE IN THE PHILIPPINES AT 1030. IN THE FORCE WAS ONE BATTLESHIP OF THE YAMOTO CLASS WITH CRUISERS AND SEVERAL ESCORTING DESTROYERS FOLLOWING MAJOR VANDERPOEL IN THE LEAD, WE SEARCHED AREAS AROUND NORTH WEST MINDANAO, NEGROS, CEBU, BOHOL AND LEYTE. AS WE ENTERED THE SOUTHERN CAMOTES SEA WE WERE CONFRONTED MILES AHEAD WITH A BARAGE OF FLAK THAT LOOKED LIKE A ROCK-MARKED BLACK CLOUD. THE MAJOR DECIDED THAT WAS A RESTRICTED BOMBING AREA AND, WITH MY PRAYERS ANSWERED, WE TURNED. DROPPED OUR BOMBS IN SOUTHERN LEYTE GULF AND PROCEEDED TO MOROTAI FOR REFUELING.. - OUR FIRST REALLY CLOSE ACQUAINTANCE WITH THE FLAK SUITS...

RAN INTO FRONTAL WEATHER AN HOUR OUT OF MOROTAI THAT KEPT ME HOPPING AS FUEL WAS LOW. WE LANDED A DUSK, IN THE RAIN... WE WERE TO STAY AT THE TRANSIENT CAMP THAT NIGHT BUT FACILITIES WERE SO POOR THAT MOST OF US SLEPT IN THE PLANE, GETTING THOROUGHLY SOAKED..

BOMB LOAD 8-1000# G.P.

6 NOVEMBER 1944 - MISSION # 5

FROM: NOEMFOOR

TO: ALACANTE, NEGROS, PHILIPPINE ISLANDS

TOOK OFF AT 0239 AND PROCEEDED TO ALACANTE AIRCROME ON NORTHEASTERN NEGROS ISLAND, PHILIPPINES. TWENTY-FIVE MINUTES OUT OF THE TARGET WE WERE JUMPED BY 15 ZEKES AND HAD A RUNNING FIGHT WITH THE INTERCEPTORS ALL THE WAY INTO THE TARGET. THE JAPS WERE MAKING ATTACKS FROM 2:00 TO 4:00 O'CLOCK WITH, STRICTLY UNUSUAL, MOST OF THE ATTACKS AT OUR TAIL. WE WERE FLYING THE NUMBER SIX POSITION IN THE TAIL SQUADRON WHEN BOTH TAIL GUNS ON OUR SHIP JAMMED. AT ABOUT THE SAME TIME, BALOVICH ON OUR RIGHT WING WAS HIT AND FELL OUT OF FORMATION, HIS NUMBER THREE ENGINE SMOKING.. TWO INCOMING FIGHTERS SWERVED THEIR ATTACK FROM OUR TAIL TO JUMP THE CRIPPLE WHICH CRASHED AT A SHORT TIME LATER.. GOT OUR TAIL GUNS INTO OPERATION AS THE BATTLE CONTINUED WITH US NOW THE LONE TAIL-END SHIP IN THE LAST SQUADRON AND THE JAPS MAKING TAIL ZONE ATTACKS.. ONE ZEKE CAME WITHIN        50 YARDS BEFORE OUR WAIST GUN BEGAN KNOCKING

POURED OUT CLOUDS OF SMOKE THEN SPLIT-"S"  
DOWN OUT OF SIGHT.. THE FORMATION GOT  
THREE DEFINITE KILLS.. WE BOMBED OUR  
TARGET, REFUELED AT MOROTAI AND RETURNED  
TO NOEMFOUR... WE FOUND AT THAT TIME  
WE WERE THE ONLY SHIP IN THE REMAINING  
FIVE WITHOUT ANY HOLES!

FLIGHT TIME: 16:00

BOMB LOAD: 30-100# G.P.

THIS WAS OUR LAST (THE CREW'S)  
MISSION OUT OF NOEMFOUR.. THE NEXT  
DAY, LT. HUNTER AND CREW WERE  
SHOT DOWN OVER THE SAME TARGET  
MAKING THE SIXTH CREW LOST SINCE  
OUR ARRIVAL IN THE SQUADRON THREE  
WEEKS EARLIER... TWO CREWS IN 371<sup>ST</sup> Sqn.  
WENT DOWN; "MING" HANSON LOST TAIL GUNNER..

12 NOVEMBER

PACKED UP OUR HOMES, LOADED  
ALL THE PLANES AND MOVED TO  
MOROTAI, OUR NEW HOME.. WE, OUR  
CREW, FERRIED PLANE 236, GROUND  
CREW, AND ALL OUR BELONGINGS TO  
MOROTAI, NEXT BASE OF 13<sup>TH</sup> AAF...  
BEING BASED AT MOROTAI CUT OFF NEARLY  
6 1/2 HOURS PER MISSION ON ALMOST ALL TARGETS..

— MOROTAI ISLAND —

WE ARRIVED ON THE ISLAND ABOUT MID-AFTERNOON ON THE 12<sup>TH</sup>, UNLOADED THE PLANE AND LOADED A TRUCK WITH ALL OUR BELONGINGS AND MADE THE FIRST 3 MILE TRIP DOWN A VERY POOR ROAD TO THE SQUADRON AREA ON THE PENINSULA. WE JUST HAD TIME THAT NIGHT TO PITCH OUR TENT AND GET TO BRIEFING FOR A MISSION THE NEXT DAY, BEFORE DARK...

THE OFFICERS AREA WAS CLOSEST TO THE SHORE AND IN A THICK GROVE OF COCONUT PALMS, (WHICH BOMBARDED US CONTINUALLY WITH FALLING COCONUTS.) .. WE EXPERIENCED OUR FIRST REAL AIR-RAID THE FIRST NIGHT AND BOB AND I WATCHED THE SHOW FROM THE 40 MM GUN PIT ON OUR AREA BEACH. THE JAPS USUALLY CONCENTRATED THEIR EFFORTS ON THE STRIP BUT OCCASIONALLY A GRASS-CUTTER WOULD LAND IN OR NEAR OUR AREA... THE VERY NEXT DAY AFTER THE MISSION WE BEGAN WORK ON A FORMIDABLE FOXHOLE MADE OF SANDBAGS, PALM-LOGS, STEEL-MATTING, AND PLANKS. UPON COMPLETION IT LOOKED MORE LIKE A PILLBOX THAN A FOXHOLE, COMPLETE WITH FOOT THICK ROOF AND GRADED DIRT SIDES...

DURING THE NEXT MONTH AND A HALF EVERY OFF-DAY FROM FLYING WAS DEVOTED TO THE MAKING OF OUR HOME. THRU "MOONLIGHT-REQUISITIONS" AND A LITTLE AMBITION WE MADE QUITE A COMFORTABLE ONE.

NORM AND I WITH A JEEP MADE A NOON-DAY TRIP TO AN ENGINEERS DUMP AND ACQUIRED ENOUGH LUMBER TO BUILD A 20'X20' FLOOR AND FRAME FOR OUR TENT. ON ANOTHER TRIP, WE COLLECTED 8 BAGS OF CEMENT FROM THE NAVY WHICH BUD AND I POURED INTO A 5'X20'X3" CONCRETE FRONT PORCH. ALONG THE FRONT OF THE PORCH WE PLANTED SPROUTING COCONUTS AND IN FRONT OF THAT A FENCE ABOUT KNEE HIGH ON WHICH WE HUNG A SWINGING SIGN WITH OUR NAMES.. MORE STEEL MATTING WAS OBTAINED AND LAID ABOUT THE SIDE AND REAR ENTRANCES.. A WASH STAND WAS MADE WITH A STEEL HELMET FOR A BASIN AND A 53 GALLON GASOLINE DRUM WAS MOUNTED TO GIVE US RUNNING WATER AND WHERE THE WATER TRUCK COULD GET TO IT TO FILL..

THE FOUR OF US EACH HAD A CORNER OF THE TENT AND EACH CORNER WAS DIFFERENT. WE EACH HAD BUILT, IN DIFFERENT STYLES, A DESK MADE PRINCIPALLY OF FRAG-BOMB BOXES AND OVER EACH DESK WAS A LIGHT, SOCKETS HAVING BEEN INDIVIDUALLY ACQUIRED HERE AND THERE. BETWEEN NORM'S DESK AND MINE WE BUILT OUR CLOTHES CLOSET, CLOSED IN FOR PROTECTION WITH CANVAS. ON THE SHELF OVER THE CLOTHES WE PUT OUR SYDNEY-BUGHT RADIO...



MOROTAI WAS A BIG IMPROVEMENT OVER NOEMFOOR.. INSTALLATIONS WERE MORE PERMANENT AND BETTER EQUIPPED. SHORTLY AFTER OUR ARRIVAL TWO BOMBER STRIPS WERE IN OPERATION WHICH ELIMINATED MUCH OF THE OLD CONGESTION OF THE TWO HEAVY BOMB. GROUPS... IT RAINED HEAVILY AND DAILY HERE AS ON NOEMFOOR BUT RAINFALL WAS MUCH LESS ON THE PENINSULA WHERE WE LIVED.. THERE WERE MUCH FEWER NATIVES AROUND AND WHAT THERE WERE WERE FAR BETTER LOOKING, LIGHTER IN COLOR, GOOD TEETH INSTEAD OF BEETLEWAT BLAKENED, AND CLEANER. — NATIVES WERE NOT ALLOWED ON THE STRIP OR VICINITY AND ON THE PENINSULA CHIEFLY BECAUSE OF THE THOUSANDS OF JAPS STILL ON THE ISLAND. THOSE NATIVES WE SAW WERE FOR THE MOST PART ONES THAT CAME ASHORE FROM THEIR OUTRIGGERS & SMALL BOATS. TO TRADE AND SALVAGE..

MOROTAI WAS INVADED AND AN AMERICAN BASE ESTABLISHED 15 SEPTEMBER 1944 BUT SKIRMISHES ON THE PERIMETER A FEW MILES FROM THE STRIPS CONTINUED FOR MONTHS. DURING THE MONTHS OF JANUARY AND FEBRUARY<sup>45</sup> ALONE, 609 JAPS WERE KILLED AND 53 CAPTURED.. ACTUALLY THE AMERICANS HELD BUT A SMALL PART OF THE ISLAND AND WERE CONSTANTLY MENACED BY AN ESTIMATED 25,000 IMPERIAL MARINES ON HALMAHERA, VISIBLE AND JUST A FEW MILES AWAY.

AIR-POWER KEPT THE JAPS ON HALMAHERA BY SINKING ANY AND ALL SHIPS AND BARGES AND POUNDING THEIR AIRDRUMS. EVEN SO DURING THE FIRST WEEK OF DECEMBER, AN INVASION SCARE SENT ALL POSSIBLE B-24'S TO NOEMFOUR, PUT PATROLS CONSTANTLY IN THE AIR NIGHT AND DAY AND FORMED OUR "HOME-DEFENSE" IN EACH SQUADRON.. JAPS INTENSIFIED THEIR NIGHTLY AIR RAIDS DURING THE NIGHTS AROUND THANKSGIVING WHEN THEY DROPPED EVERYTHING INCLUDING FRAGMENTATION AND PHOSPHORUS BOMBS. MANY B-24 AND OTHER PLANES WERE DESTROYED AND INSTALLATIONS HIT, INCLUDING A POST-OFFICE WHICH SCATTERED MAIL AND DELAYED LETTERS FOR SOMETIME... THE STRIP WAS KEPT IN TACT AND WE MADE OUR RAIDS DAILY. IT WAS A COMMON AND ACCEPTED STATEMENT THAT BY DAY PITOE STRIP WAS CONTROLLED BY THE U.S. BY NIGHT THE JAPS OPERATED.. AT RARE OCCASIONS, JAP PLANES WERE ACTUALLY DISCOVERED IN THE PATTERN DURING A NIGHT-LANDING TRAFFIC... - DURING RAIDS THE SKY WAS ABLAZE WITH OUR A.A. FIRE AND SEARCH LIGHTS.. WE HAD NIGHT FIGHTERS UP AND ON THE CHRISTMAS EVE ATTACK, AUSSIE "SPITFIRES" SHOT DOWN TWO WHICH WE ON THE GROUND COULD SEE THE RAIDERS GOING DOWN IN FLAMES. BECAUSE OF OUR INCESSANT DAY POUNDING OF JAP FIELDS IN THE CELEBES, MINDAWAO,

AND HALMAHERAS, AIR-RAIDS DIMINISHED TOWARD LATE DECEMBER AND BY MID-JANUARY WERE PRACTICALLY NON EXISTANT...

INSECT LIFE WAS WELL POPULATED, ESPECIALLY DURING THE FIRST PART OF OUR STAY... THERE WERE NUMEROUS CASES OF PAINFUL BITES BY SCORPIONS AND CENTIPEDES.... MOSQUITO NETS WERE IN USE NIGHTLY FOR PROTECTION FROM ALL INSECTS.. AFTER ONCE SEEING A CORAL-SNAKE IN OUR FOX-HOLE, WE BECAME MORE AFRAID OF CRAWLING INTO IT AT NIGHT THAN OF AIR-RAIDS AND EVEN, AFTER THE FIRST COUPLE OF WEEKS, JUST STAYED RIGHT IN BED DURING THE ENTIRE ALERT.... TINY BLACK FLIES AND COMMON MOSQUITOES WERE ALWAYS ABOUT TO KEEP US SCRATCHING, ESPECIALLY AFTER A HEAVY RAIN THEY SEEMED MOST THICK... MALARIA WAS QUITE PREVALENT AS WERE THE GROUND CRAWLING LAND CRABS AND SLINKEY LIZARDS TO 9-10 INCHES IN LENGTH.

SCATTERED AND FOR THE MOST PART INEFFECTIVE AIR RAIDS CAME THRU MARCH AND APRIL BUT NOTHING AT ALL LIKE THE POUNDINGS SUSTAINED A FEW MONTHS BEFORE WHEN 50 AIRCRAFT OF ALL TYPES WERE DESTROYED ON ONE RAID.

13 NOVEMBER — COMBAT MISSION # 6

FROM: MOROTAI  
TO: FABRICA, NEGROS ISLAND, PHILIPPINES.

TOOK-OFF ON OUR FIRST MISSION FROM MOROTAI AT 0730 AND ABOUT 6 1/2 HOURS SHORTER THAN A MISSION TO THE SAME VICINITY FROM NOEMFOOR.. LOADED WITH 30 - 100# FRAGMENTATION BOMB CLUSTERS WE HEADED FOR THE DISPERSAL AREAS AT FABRICA AIRDROME, NORTHERN COAST OF NEGROS ISLAND... ALERT FROM PAST EXPERIENCE, OUR GUNNERS WERE IN POSITION FROM THE TIME WE HIT MINDANAO UNTIL WE LEFT THAT SOUTHERNMOST ISLAND EN ROUTE BACK. DUE TO WEATHER ENCOUNTERED EN ROUTE TO PHILIPPINES, OUR FIGHTER ESCORT DID NOT SHOW UP BUT, TO OUR RELIEF, NEITHER DID THE VERY MUCH EXPECTED JAP INTERCEPTORS. IN SPITE OF A .7 LOW CLOUD COVERAGE, THE TARGET WAS WELL PLAISTERED WITH THE 23# FRAGS.

FLIGHT TIME, 9:45

BOMB LOAD: 3600#, FRAGS.

27.

15 NOVEMBER — MISSION # 7.

FROM: MOROTAI

TO: LA CARLOTTA, NEGROS ISLAND....

TOOK-OFF AT 0745 WITH  
3600# OF 23# FRAG. BOMBS FLYING THE  
UNWELCOMED "PURPLE HEART CORNER" IN  
THE LAST SQUADRON AGAIN, HAVING FLOWN  
A-3 POSITION MISSION BEFORE... FROM  
8800 FEET INDICATED WE DROPPED ON THE  
AIRDRUMES DISPERSAL AREAS WITH EXCELLENT  
COVERAGE LEAVING SEVERAL BURNING PLANES  
ON THE GROUND.. WE HAD FIGHTER ESCORT  
WITH US TODAY AND NO INTERCEPTORS GOT  
INTO US... NO FLAK AT THIS TARGET...

FLIGHT TIME, 10:05

BOMB LOAD: 3600#, FRAGS

18 NOVEMBER - COMBAT MISSION # 8

FROM: MURATAI

TO: TARAKAN ISLAND, BORNEO

TOOK-OFF AT 0745 FOR THE FIRST RAID ON THE PAMOESIAN OIL FIELDS, REFINERY AND SEPARATION PLANTS ON TARAKAN ISLAND, BORNEO... AFTER A RENDEZVOUS THAT TURNED INTO A RUNNING-RENDEZVOUS, WE PUNTERED THE TARGET WITH REAL PRECISION BOMBING BY ALL SQUADRONS.. IT WAS AN ALL-OUT, COORDINATED ATTACK BY B-25'S, P-38'S, P-47'S, AND B-24'S.. OIL FIRES AND HUGE QUANTITIES OF HEAVY SMOKE BILLOWED UP TO 12000' FORMING THICK CUMULUS CLOUDS TO 15000' ALL OVER THE TARGET. SINCE THE LEAD SHIP DID NOT DROP THE FIRST TIME, WE MADE ANOTHER RUN THRU THE FLAK AND SMOKE WHILE HE BOMBED... BESIDES THE CUSTOMARY BLACK PUFFS, THERE WERE STREAKS OF FLAMING FLAK THAT APPEARED LIKE RED-HOT BASEBALLS - UNCOMFORTABLY CLOSE BUT AS FAR AS WE WERE CONCERNED, INACCURATE... NO INTERCEPTORS REACHED US BUT WE DID SEE A DOG-FIGHT BETWEEN TWO ZEKES AND FOUR THUNDER BOLTS...

BOMB LOAD, 9-500# G.P.'S

FLIGHT TIME, 10:20

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21 NOVEMBER — MISSION # 9.

FROM: MOROTAI.

TO: LUMBIA AIRDROME; DEL MONTE, MINDANAO

TOOK-OFF HEADING AGAIN  
FOR NORTHERN NEGROS BUT RAN INTO A  
SOLID FRONT IN WESTERN MINDANAO SEA.  
WE DID, IN GROUP FORMATION, A FRONTAL  
PENETRATION TO FIND WE WERE GOING  
RIGHT UP THE MIDDLE AFTER ABOUT 45 MINUTES  
OF SOLID SOUP. DID A CAUTIOUS 180° TURN,  
CAME OUT AGAIN AND BOMBED OUR  
QUADRANTARY TARGET OF LUMBIA AIRDROME  
NEAR CAGAYAN CITY ON MINDANAO...

WE HAD ANOTHER  
BOMBARDIER WITH US WHO HAD DIFFICULTY  
PICKING UP THE TARGET, SALVOED HIS BOMBS  
AND COMPLETELY MISSED THE STRIP.

BOMB LOAD: 24-260<sup>#</sup> FRAG.

FLIGHT TIME, 10:45

30...

23 NOVEMBER - COMBAT MISSION #10

FROM: MOROTAI

TO: BACOLOD, NEGROS ISLAND..

SPENT OUR THANKSGIVING DAY EATING SPAM SANDWICHES OVER THE PHILIPPINES... HAL WAS STILL GROUNDED BECAUSE OF HIS COLD SO HARVEY ("POP") SAWYER FLEW WITH US TODAY... TOOK-OFF AT 0710 FOR BACOLOD ON EASTERN NEGROS ISLAND WHICH WAS THOROUGHLY PASTERED WITH 1000 POUNDS. HAD BEAUTIFUL P-38 ESCORT AND NO INTERCEPTION. — DEVELOPED A LEAK IN OUR HYDRAULIC SYSTEM IN THE NOSE-WHEEL SPRAYING THE "WELL" AND FORWARD BOMB-BAY WITH FLUID... UNDER PRESSURE THE PRECIOUS FLUID CAME OUT IN A STEADY STREAM AND BY LANDING TIME OUR HYDRAULIC SYSTEM HAD BEEN DRAINED DANGEROUSLY LOW. WE HAD PARACHUTES READY TO THROW OUT THE WAIST IN CASE THE ~~SCISSORS~~<sup>BRAKES</sup> WOULDN'T HOLD ON LANDING, BUT ALL WAS O.K..

FLIGHT TIME, 10:15

BOMB LOAD: 6-1000# G.P.



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25 NOVEMBER — MISSION # 11.

FROM: MOROTAI  
TO: FABRICA, NEGROS ISLAND...

WE TOOK-OFF AT UGHO, MADE OUR RENDEZVOUS AT TAGOLA POINT, THEN PROCEEDED TO THE TARGET; THE STRIP AT FABRICA AIRDROME. EN ROUTE TO THE TARGET WE DROPPED PROPAGANDA <sup>LEAFLETS</sup> ALONG THE EASTERN COAST OF CEBU.. IN SPITE OF AN 8/10 STRATA-CUMULUS UNDERCAST, BOMBING WAS EXCELLENT. AS WE BROKE-AWAY AND WHILE PASSING ALICANTE, SILAY, TALISAY, AND BACOLOD, NUMEROUS JAP AIRCRAFT WERE SPOTTED ON THE GROUND. HEAVY, MODERATE, BUT INACCURATE FLAK WAS ENCOUNTERED IN THE TALISAY VICINITY. SAW 2- P-38'S ON THE STRIP AT DIPOLOC, TAGOLA POINT. THEY WERE FORCED-DOWN AND APPARANTLY STRIP IS IN GDERILLA HANDS.. HAD P-38 ESCORT AND GOOD WEATHER FOR A CHANGE..

BOMB LOAD: 8-1000# G.P.

FLIGHT TIME: 9:50

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28 NOVEMBER — MISSION #12

FROM: MOROTAI

TO: SILAY

TOOK-OFF AND BATTLED  
OUR WAY THRU WEATHER ALL THE WAY  
TO THE PHILIPPINES. CLOUD COVERAGE  
AND WEATHER PREVENTED OUR BOMBING  
THE PRIMARY OR ANY OF THE 4 ALTERNATE  
TARGETS.. DROPPED OUR BOMBS ON A  
"SEAPLANE-STRIP"; DUMPED THEM IN  
ILLANA BAY, AND PROCEEDED HOME.. I DID  
THE BOMBING, FIRST PRACTICE SINCE R.T.U.!

FLIGHT TIME: 10:15

BOMB LOAD: 12-500# G.P.

33.

30 NOVEMBER — COMBAT MISSION #13

FROM: MOROTAI  
TO: HATETABAKO, HALMAHERA ISLAND.

TOOK-OFF AT 0635 AND  
CLIMBED IN LOCAL AREA TO 13,000' THEN  
PROCEEDED ON COURSE TO THE AIRDROME  
AT HATEBAKO 60 MILES AWAY. FLAK WAS  
HEAVY, INTENSE, AND ACCURATE BUT OUR  
SHIP CAME THRU WITHOUT A SCRATCH. SAW  
TWO SUGAR-CHARLIES NEAR COAST...  
PURPOSE OF MISSION IS TO KNOCKOUT  
THE RUNWAYS AND PREVENT RE-FUELING  
OR LANDING POSSIBILITIES FOR JAP PLANES  
MAKING THE INTENSIVE RAIDS ON MOROTAI  
LATELY. — LT. JACK MITCHELL WAS  
HOLED IN BOMB-BAYS + IN #3 PROP.

BOMB LOAD: — 12-500# G.P.

FLIGHT TIME: 2:35

2 DECEMBER - MISSION #14

FROM: MOROTAI

TO: CAROLINA AIRDRUME, NEGROS I.

TOOK-OFF AT 0640 AND PROCEEDED AGAIN NORTHWEST THRU SOME PRETTY HEAVY WEATHER MOST OF THE WAY. BOTH THE PRIMARY, CAROLINA, AND SECONDARY, FABRICA, WERE COMPLETED SOOKED-IN.. BOMBED OUR TERTIARY TARGET OF DUMAGUETE AFTER MAKING TWO RUNS TO FIND AN OPENING IN THE UNDERCAST. HAD P-4 ESCORT FOR AWHILE... FRAGMENTATION BOMBS COMPLETELY BLANKETED THE TARGET AREA; DISPERSAL AREAS WERE WELL PLASTERED AND BOMBING WAS RATED EXCELLENT.

LT. JACK MITCHELL AND CREW IN AIRCRAFT 379 COLLIDED WITH ANOTHER B-24 IN BAD WEATHER OVER TENON STRAITS AT 1235.. DUE TO THE POOR VISABILITY, THE ACTUAL COLLISION WAS NOT WITNESSED BUT AT 1235 WE HEARD A LOUD EXPLOSION AND A FEW SECONDS LATER 3 PIECES OF FLAMING WRECKAGE WERE SEEN PLUNGING TO WARD THE <sup>SEA.</sup> NO CHUTES

WERE SEEN TO OPEN AND BOTH CREWS  
WERE PRESUMED LOST. WE WERE  
FLYING B-1 POSITION LEADING THE  
3 PLANE "B" ELEMENT. A FEW SECONDS  
BEFORE THE EXPLOSION, A B-24  
PASSED WITHIN 25', UNDER US, AND  
HIT MITCHELL FLYING OUR LEFT WING..

BOMB LOAD: 40-120# FRAG  
CLUSTERS.

FLIGHT TIME: 10:50

3 DECEMBER - MISSION #15

FROM: MOROTAI  
TO: LULABATA, HALMAHERA ISLAND  
TO: NOEMFOOR ISLAND..

TOOK-OFF AT 1320 BY  
INDIVIDUAL SHIPS TO BOMB THE STRIP  
AT LULABATA AIRDROME, 5 MILES NORTH  
OF HATETABAKO, HALMAHERA. MOROTAI  
ISLAND, HAVING SUSTAINED CONSTANT NIGHT  
BOMBARDMENT BY JAP PLANES, WAS UNDER  
THREAT OF A JAP INVASION.. ALL HEAVY  
BOMBERS WERE EVACUATED TO NOEMFOOR,  
BOMBING VARIOUS STRIPS IN THE HALMAHERA  
AND CELEBES EN ROUTE. BEACH PATROLS  
AND DEFENSES HAVE BEEN SET UP AND  
EVERYONE REMAINING HAS DRAWN EXTRA  
AMMUNITION.. AN INFANTRY LT. INFORMED  
US THAT TWO G.I.'S CAPTURED A JAP  
OFFICER TODAY AND TOOK HIM IN FOR  
INTERROGATION BY G-2. RADIO TOKYO  
HAS BEEN CLAIMING THAT BOMBING  
HAS RENDERED THE STRIP USELESS AND  
THAT JAP RE-ENFORCEMENTS HAD BEEN  
LANDED BY SEA AND AIR AND THAT  
ALL AMERICANS ON THE ISLAND WOULD  
BE IN JAP HANDS BY MORNING..

AT SOLID FRONT TO 16,000'

COVERED THE TARGET SO WE DROPPED  
ON MY E.T.A., THEN PROCEEDED THRU  
SEVERE RAIN AND WEATHER TO NOEMFOOR  
WHERE WE STAYED THAT NIGHT AND  
THE NEXT DAY AND NIGHT IN CONSTANT,  
HEAVY, WET RAIN AND MUD.. I AM  
FLYING WITH GUILD AND CREW..

FLIGHT TIME: 4:15

BOMB LOAD: 30-100# G.P.

5 DECEMBER - MISSION #16

FROM: NOEMFOOR  
TO: DJAILOLO AIRDROME, HALMAHERA  
TO: MOROTAI ..

WE BEGAN A RAINY TAKE-OFF JUST BEFORE DAWN WITH THE 5<sup>TH</sup> GROUP TAKING-OFF FIRST.. THREE SHIPS GOT OFF, THE 4<sup>TH</sup> CRASHED AND BURNED IN THE WATER, THE NEXT GOT OFF, AND THE 6<sup>TH</sup> CRASHED AND BURNED A FEW FEET FROM THE OTHER.. TAKE-OFF WAS POSTPONED AND IN POURING RAIN THE RESCUE BOYS WITH AN AMPHIBIOUS "DUCK" WENT TO WORK. ALL WERE LOST AND THE SALVAGE COMMITTEE SPENT A COUPLE OF HOURS RETRIEVING BODIES AND PIECES.. WE WERE AT THE BEACH AND HAD TO HELP OUT AS THE LOADS WERE BROUGHT TO SHORE; SOMETHING I NEVER SHOULD HAVE DONE OR SEEN.

TOOK-OFF LATER BETWEEN TWO COLUMNS OF DWINDLING SMOKE AND WENT NORTHWEST TO THE HALMAHERAS.. NEITHER THE BOMBSIGHT, JUGGLE-RELEASE NOR SALVO-BAR WOULD RELEASE THE BOMBS. THE PILOT LINED



THE SHIP UP ON THE RUNWAY WHILE THE BOMBARDIER STOOD IN THE REAR BOMB-BAY AND WATCHED.. HE SIGNALLED ON A GUESS TO THE ENGINEER IN THE FRONT BOMB-BAY AND THEY KICKED OUT THE BOMBS BY RELEASING ONE SHACKLE AT A TIME BY HAND.. BIG SURPRISE IS THAT THAT THE 12 - 250<sup>#</sup>ERS WALKED RIGHT ACROSS THE RUNWAY WITH ABOUT (5) FIVE BOMBS SMASHING INTO THE STRIP PROPER. WILLIE FAWCET WAS THE BOMBARDIER.. I FLEW THE PLANE FOR A COUPLE OF HOURS AND MADE THE LANDING...

FLIGHT TIME: 5:20

BOMB LOAD: 15-250<sup>#</sup>G.P.

WHILE I WAS ON THIS MISSION, HEILLE AND THE BOYS WENT ON A LONE PLANE SEARCH AROUND NORTH BORNEO IN A SHIP THAT WAS NOT ABLE ON THE 3<sup>rd</sup> TO GO TO NOEMFOR. THE INVASION AND ANNILATION, NEEDLESS TO SAY, DID NOT MATERIALIZE!

... 40 ...

7 DECEMBER — MISSION #17...

FROM: MOROTAI

TO: LINGKAS OIL TANK FARM, TARAKAN I., BORNEO.

TOOK-OFF AT 0810 AFTER LOSING AN AMPLIFIER ON TAKE-OFF EARLIER AND LEAD A TWO SHIP STRIKE AGAINST THE LINGKAS TANK FARM A FEW MILES SOUTH OF THE PAMOESIAN OIL FIELD AND REFINERIES ON TARAKAN ISLAND, EAST BORNEO. WE BOUNCED THRU WEATHER, HEAVY RAIN AND TURBULANCE FOR 5 HOURS; INSTRUMENT, VISIBILITY "0", WEATHER MORE THAN HALF THE TRIP. AS WE APPROACHED BORNEO, WE BROKE OUT OF THE SEVERE FRONTAL CONDITIONS INTO THE CLEAR. IN THE TARGET AREA, 3 UNIDENTIFIED AIRCRAFT APPROACHED JAVELIN DOWN AND AS THO TO ATTACK.. WE MADE ONE QUICK RUN OVER THE CLOUD COVERED TARGET AND STARTED FOR COVER IN A CLOUD. OUR BOMBS FELL SHORT BUT WE WERE THE ONLY PLANE UP THE BESIDES OUR THREE UNKNOWN VISITORS, AND WE ALL HAD SOME PRETTY WILD VISIONS OF WHAT COULD HAPPEN WITH US 700 MILES FROM HOME! FIRST IDENTIFIED AS "NICKS", THE PLANES PULLED

..42..

10 DECEMBER 1944 — COMBAT MISSION # 18

FROM: MOROTAI

TO: PAMOESIAN TANK FARM, TARAKAN IS.

TAKING-OFF AT 0645 WE  
PROCEEDED TO BORNEO AGAIN THRU  
EXCELLENT WEATHER ALL THE WAY.. WE  
BOMBED BY INDIVIDUAL SHIPS ALTHO  
IT WAS A FULL STRENGTH STRIKE AGAINST  
THE OIL FIELDS... NO FLAK, NO  
INTERCEPTION, NO WEATHER; WOULD  
LIKE 22 MORE MISSIONS JUST LIKE  
THIS ONE.

BOMB LOAD: 12-500# GP.

FLIGHT TIME: 9.35

S E C R E T

424TH BOMBARDMENT SQUADRON (H)  
307TH BOMBARDMENT GROUP (H)  
Office of the Operations Officer

S E C R E T

APO #719,  
13 December 1944.

			(Voice)	(CW)	TARGET	ATTACK ALT.	ATTACK TIME
T	SHIP #	T/O	CALL LTRS	CALL LTRS			
ER	1619	0637	RANGER 3A	Q F 3/ A	CAROLINA	10,250'	1145I
G	1546	0638	RANGER 3B	Q F 3/ B	RUNWAY		
I	1276	0639	RANGER 3C	Q F 3/ C			
LE	1236	0640	RANGER 3D	Q F 3/ D			
E	0958	0641	RANGER 3E	Q F 3/ E			
S	1275	0642	RANGER 3F	Q F 3/ F			

SQDN ASSEMBLY: East of BALIANGO POINT, 424th circle left at 10,250' from 1022 - 1035.

FORMATION: By sqdns from base to FLECHA POINT to BALIANGO POINT. Group Box to COPTON POINT (10°00'N - 123°23'E). Form sqdns in trail at (10°55'N - 123°32'E) and hold to target.

ROUTE: Base to FLECHA POINT to BALIANGO POINT to COPTON POINT to turning point (10°55'N - 123°32'E to IP (11°01'N - 123°18'E) to target.

INITIAL APPROACH: 500' loss in altitude prior to IP. 40° left turn onto target. IP (11°01'N - 123°18'E) 30° to axis of Runway. Mag heading 238°.

POINT OF ATTACK: Bombing formation - By individual Sqdns in trail. 370th #1, 371st #2, 424th #3, 372nd #4.

POINT OF SIGHTING: Lead bombardier of each sqdn sight for range and deflection, all others for range only. Ind. AS of bomb run 160 MPH.

INTERVAL: 12 station - 100 ft. 12 x 500 lb. GP. Fusing 1/10 nose and tail.

INITIAL VELOCITY: Right breakaway 155 MPH (I). Group Box will be reformed immediately.

ALTERNATE TARGETS: Secondary: MALOGO. Tertiary: ILOILO. Fourth: DUMAGUETA. Alternate plan of attack as approached. Attack altitude and bomb interval same as primary.

BACK: Reciprocal of Route out.

COMMUNICATIONS: Command 6280 Kcs 4475 Kcs  
 Liaison 8455 Kcs (prim) 0600 - 1900 8045 Kcs (sec) 0600 - 1900  
 3664 Kcs (prim) 1900 - 0600 3475 Kcs (sec) 1900 - 0600  
 V. H. F. "A" Channel Bomb. Int. "B" Channel Bomber - Fighter  
 "C" Channel Tower "D" Channel Distress and Homing

GROUND STATION CALLS: MOROTAI - 2 A P, LEYTE - P 3 2, SANSAPOR - D C 1 5. Mission call sign - 1 M T/A. Gp. call sign 1 M T/A.

- NOTES:
- Flash report will be sent by Sqdn. Leader.
  - Radio discipline will be maintained.
  - IFF WILL BE ON AT ALL TIMES.
  - Weather to be requested 2 1/2 hours after target by lead operator, all others will monitor.
  - Fuel transfer in accordance with SOP cruise control chart. (2700 gals)

COMPOSITION: 1 Sqdn of P-47's, Rendezvous BALIANGO POINT from 1030 to 1035 at 10,500'. Fighter Leader Call: FRISCO.

ASSIGNMENTS: PLAYMATE 41 (Voice) will orbit off COPTON POINT (10°0'N - 123°23'E) from 1145 - 1245I CW (D Y 4/6).

CAL  
CARL S. LOOKER,  
Captain, Air Corps,

13 DECEMBER - MISSION # 19

FROM: MOROTAI

TO: CAROLINA AIRDROME, NEGROS

WE HAD PRETTY FAIR WEATHER  
 ON THIS MISSION THE TARGET AREA WAS,  
 HOWEVER, PRETTY WELL SOCKED IN WE  
 MADE TWO RUNS OVER THE TARGET AND  
 BOMBS SMASHED INTO THE RUNWAY. HAD  
 NO FLAK AT ALL AND OUR P-47 ESCORT  
 TOOK CARE OF THE INTERCEPTION WE  
 SPOTTED SERVICEABLE JAP FIGHTERS ON  
 ALACANTE AIRDROME BUT NONE TOOK OFF.

BOMB LOAD: 12-500# G.P.

FLIGHT TIME: 10:35

16 DECEMBER - MISSION #20..

FROM: MOROTAI

TO: PUERTA PRINCESA, PALOWAN I, PHIL.

BOUNCED THRU FRONTAL WEATHER; HEAVY RAIN, AND ROUGH CUMULUS ACTIVITY. A GOOD PART OF THE MISSION PROCEEDED THRU HOURS OF SOLID- SOUP TO BREAK INTO THE CLEAR AS WE APPROACHED THE TARGET.. MADE TWO RUNS AGAIN BECAUSE OF LOW CLOUDS BUT BOMBING WAS EXCELLENT AND TORE UP PLENTY OF THE BEAUTIFUL CONCRETE RUNWAY. SPOTTED NUMEROUS TWIN-ENGINE JAP BOMBERS AT THE AIRDROME ON THE GROUND AND SHIPPING ACTIVITY IN THE TOWN'S HARBOR.. SOME BOMBS WERE DELAYED-ACTION-FUSED UP TO 24 HOURS AFTER BOMBING.

BOMB LOAD: 12-500# G.P.

FLIGHT TIME: 11:25

21 DECEMBER - MISSION #21

FROM: MOROTAI

TO: FABRICA AIRDROME, NEGROS ISLAND.

AT 1143 BOMBS WERE AWAY  
OVER THE AIRDROME. WE AGAIN BOUNCED  
THRU HEAVY SOUP AND SEVERE FRONTAL  
ACTIVITY MOST OF THE WAY TO FIND A 5/10  
LOW STRATA-CUMULUS COVERING OVER THE TARGET  
BECAUSE OF THAT, SOME OF THE SHIPS IN  
THE FORMATION DROPPED ON THE QUADRINARY  
TARGET OF DUMQUETTE EN ROUTE HOME WE  
BOMBED THE PRIMARY BUT HAD TO SALVO THE  
LAST 12 OF WHICH MANY OVER SHOT AND EXPLODED  
ACROSS THE RIVER. SPOTTED MIRROR FLASHES  
FROM DOWNED AIRMEN ON MID-EASTERN COAST  
OF NEGROS WHICH WE NATURALLY REPORTED AT  
INTERROGATION... OUR ESCORTING P-47'S DID NOT  
GET THRU THE WEATHER AS USUAL AND IN THE  
TARGET AREA A NUMBER OF UNIDENTIFIED FIGHTERS  
WERE SEEN BUT THEY DID NOT ATTACK. WEATHER  
WAS EVEN MORE SEVERE ON THE WAY HOME  
AND WE APPROACHED THE 4000' HALMAHERAS AT  
500'. WE FINALLY BROKE THRU BEFORE THE E.T.A.  
AND CAME IN OK.

BOMB LOAD: 20-250# G.P.

FLIGHT TIME: 9:30

"46"

22 DECEMBER - MISSION # 22

FROM: MOROTAI

TO: HATETABAKO, HALMAHERA ISLAND.

UP AT 0400 TO MAKE A 2½  
HR. MISSION - NO JUSTICE. WE BOMBED FROM  
12,000' THE SUPPLY AREAS BETWEEN LOLOBATA  
AIRDROME AND HATETABAKO STRIP AT 0805.  
WE WENT IN BY SQDMS. AND SINCE THE  
TARGET WAS SMALL, THE BOMB CONCENTRATION  
PLASTERED HELL OUT OF IT. FLAK WAS HEAVY,  
INTENSE, AND ACCURATE. ONE BURST BLEW OFF  
OUR RIGHT DORSAL ANTENNA. AND ANOTHER  
SENT A CHUNK OF SCRAP THRU THE BOTTOM,  
UP THRU THE CATWALK TO LODGE IN A NOSE-WHEEL  
STRUT ABOUT 2' FROM MY BUTT SINCE, AS USUAL,  
I WAS IN MY POSITION NEXT TO THE A.P.U.  
IN THE "WELL" ONE GUNNER IN ANOTHER  
SHIP HAD HIS LEG SHOT OFF... LARGE EXPLOSIONS  
AND RESULTING FIRES WERE OBSERVED IN THE  
TARGET AREA. - OLD "236" COLLECTED ITS FIRST HOLE.

BOMB LOAD: 20-250# G.P.

FLIGHT TIME: 2:15



24 DECEMBER — MISSION #23

FROM: MOROTAI

TO: PUERTA PRINCESA, PALAWAN ISLAND.

OFFICIAL MISSION REPORT RESULTS:

" EXCELLENT. BOMB PATTERN COVERED THE WESTERN ONE-HALF OF THE RUNWAY AND THE APRON ON BOTH SIDES THEREOF. APPROXIMATELY FIFTY (50) BOMBS HIT THE RUNWAY, THE MAJORITY OF WHICH WERE IN THE CENTRAL PORTION OF THE WESTERN ONE-HALF OF THE RUNWAY. "

OUR BOMBS WALKED RIGHT ACROSS THE CONCRETE STRIP; BOMBED FROM SQDNS. IN TRAIL FROM 9900 F.A. AT 1223. HAD TO SWEAT-OUT GASOLINE ON THE WAY BACK.

BOMB LOAD: 20-250# G.P.

FLIGHT TIME: 10:25.

17 DECEMBER COMBAT MISSION # 24

TO: TALISAY A/D, NEGROS ISLAND, P.I.  
FROM: MOROTAI

OUR TAKE-OFF WAS DELAYED  
TWO-HOURS THIS MORNING DUE TO  
A RED ALERT AND A STANDBY ON A  
SHIPPING STRIKE. WE FINALLY GOT OFF  
AT 0815 FOR TALISAY AIRDROME. DUE  
TO A.A. DEFENSES, WE BOMBED FROM  
10500' AT 1314 AND RECEIVED NO FLAK.  
HAD SOME SEVERE FRONTAL WEATHER  
TO CONTEND WITH ON THE WAY BACK.  
SAW, AND REPORTED, CONSIDERABLE JAP  
SHIPPING ACTIVITY IN AND ABOUT BACALOD.  
HAD NO ESCORT AGAIN BUT NO  
INTERCEPTION EITHER.

BOMB LOAD: 12-500# G.P.

FLIGHT TIME: 9:25

5 JANUARY 1945 — MISSION # 25

FROM: MOROTAI

TO: SHIPPING SEARCH TO BORNEO

WE WERE LEAD SHIP OF A  
TWO SHIP FORMATION ON A JAP  
SHIPPING SEARCH OF Sulu ARCHIPELAGO  
AND SOUTH Sulu SEA.. THIS WAS THE  
FIRST MISSION AFTER A JAP NAVAL TASK  
FORCE STRIKE ALERT SINCE THE 1<sup>ST</sup>. WE  
WERE BRIEFED TO EXPECT MEDIUM A.A.  
AND POSSIBLE INTERCEPTION BUT GOT  
NEITHER FROM OUR ALTITUDE OF 7500'..  
WE BOMBED THE SHIPBUILDING YARDS AND  
INSTALLATIONS AT SANDAKAN, BORNEO,  
WALKING OUR BOMBS DIRECTLY THRU THE  
YARDS AS BRIEFED.. HAD GOOD  
WEATHER FOR A CHANGE AND SENT  
HOURLY POSITION + WEATHER REPORTS TO  
BASE.

BOMB LOAD: 9-250# G.P.

FLIGHT TIME: 9:15

7 FEBRUARY 1945 - MISSION #26

FROM: MOROTAI

TO: TAWAO A/D, BRITISH NO. BORNEO.

TOOK-OFF IN THE DARK  
VERY EARLY MORNING ON A SHIPPING  
STRIKE AGAINST JAP SHIPS INCLUDING A  
REPORTED SMALL AIRCRAFT CARRIER. WE  
RENDEZVOUSED THE GROUP WEST OF KANDI  
POINT NEAR SANTI GI ON NORTHWEST  
CELEBES COAST THE PROCEEDED TO  
SEARCH NORTHWESTWARD THE SEA AREA  
BETWEEN THERE AND TARAKAN AND  
OUT IN THE CELEBES SEA EAST OF  
TARAKAN.. SEARCHING IN VAIN AS LONG AS  
POSSIBLE, WE BOMBED OUR SECONDARY  
TARGET OF THE STRIP AT TAWAO ON  
THE NORTHEAST BORNEO COAST, BOMBING  
FROM 10600' AT 1003.. 15 BOMBS  
CRATERED THE CENTER OF THE EASTERN  
CENTRAL PART OF THE STRIP. THE PATTERN  
BLANKETED THOROUGHLY THE CENTRAL  
PORTION OF THE RUNWAY.

BOMB LOAD: 5-1000# GP

FLIGHT TIME: 10:05

10 FEBRUARY 1945 - MISSION #27

FROM: MOROTAI

TO: CORREGIDOR, PHILIPPINE IS.

TOOK-OFF AT 0610 FOR  
CORREGIDOR IN MANILA BAY TO BLAST  
COASTAL DEFENSE GUN IMPLACEMENTS.  
HOWEVER, JUST NORTH OF THE TALAUD  
ISLANDS, OUR NUMBER TWO ENGINE QUIT  
AND THEN CONTINUED TO CUT IN AND OUT.  
SO IN SOLID SOUP WE MADE A CAUTIONS  
TURN. (TWO SQUADRONS AND THE 5<sup>TH</sup> GROUP  
WERE BEHIND US) AND <sup>RETURNED</sup> TO OUR LAST RESORT  
TARGET OF THE BRIDGE AT DJAILOLO TOWN  
IN THE HALMAHERA.. OUR BOMBS WALKED  
FROM SHORE TO SHORE ON BOTH SIDES  
OF THE BRIDGE AND MISSED IT!

BOMB LOAD: 5-1000# G.P.

FLIGHT TIME: 4:50

16 FEBRUARY 1945 — COMBAT MISSION #28..

FROM: MOROTAI

TO: KENDARI A/D, CELEBES IS.

TOOK OFF AT 0610 THIS MORNING FLYING THROUGH CONSIDERABLE CUMULUS WEATHER EN ROUTE TO FIND OUR TARGET AT KENDARI WIDE OPEN. THE 424<sup>th</sup> WAS LEADING THE GROUP IN A COORDINATED ATTACK WITH OTHER HEAVY AND MEDIUM GROUPS WITH HAL JOHNSON MAKING HIS FIRST GROUP LEAD IN THE FIRST SHIP. DUE TO A.F.C.E TROUBLE AND NO TIME FOR ANOTHER RUN, HAL AND OUR SQUADRON MISSED BADLY. THE TRAILING SQUADRONS PLASTERED THE TARGET WELL. SINCE WE WERE FIRST, OUR SQDN. HAD NO OPPOSITION WHILE TRAILING SQDNS. SUSTAINED PROGRESSIVELY MOUNTING IN INTENSITY FLAK WHILE THE 5<sup>th</sup> GROUP BEHIND FOUGHT OFF INTERCEPTION AND THRU CONSIDERABLE HEAVY A.A. FIRE SUSTAINING MANY HITS AND CRIPPLES... WE BOMBED FROM 15000 AT 0953. — A 5<sup>th</sup> GROUP SHIP BLEW A TIRE & CRASHED ON T.O. BEFORE US, AND BURNED & EXPLODED. ANOTHER T.O. THRU SMOKE...  
BOMB LOAD: 28-260<sup>th</sup> FRAG.  
FLIGHT TIME 8 7:30

20 FEBRUARY 1945 — MISSION # 29

FROM: MOROTAI

TO: JESSELTON, BORNEO

MY TURN FOR A 1<sup>ST</sup> GROUP

LEAD WITH ANOTHER BOMBARDIER TO DO THE BOMBING AS HAL IS A BAD BOY! — FLEW WITH COLONEL BROCK, MAJOR VANDERPOEL FLEW CO-PILOT AND 1<sup>ST</sup> LT. DON MEERER WAS BOMBARDIER WITH 2<sup>ND</sup> LT. L.A.L. NAVIGATING. EVEN THE TAIL-

GUNNER OUTFRANKED ME; 1<sup>ST</sup> LT. JIM PERRY, 424<sup>TH</sup> GUNNERY OFFICER, FLEW THAT POSITION!

ONE THING ABOUT LEADING, YOU DON'T HAVE TO FOLLOW SOME CHARACTER ALL OVER THE SKY.

HAD THE USUAL CONSIDERABLE WEATHER TO CONTEND WITH BUT EVERYTHING WORKED OUT WELL, NAVIGATIONALY; AND WE HIT T.P.'S AND J.P. ON TIME ON COURSE. — HOWEVER, I DON'T

PARTICULARLY LIKE THAT POSITION, TOO MUCH IS EXPECTED AND TOO MUCH CAN GO WRONG.. WE

BOMBED THE STRIP WELL AT JESSELTON FROM 10000' AT 1141 AND PROCEEDED HOME SWEATING OUT OUR #3 ENGINE WHICH HAD BEEN THROWING CONSIDERABLE AMOUNT OF OIL FOR OVER TWO HOURS. — WE LEFT THE TARGET WITH 5 FIRES

AND SMOKE TO 10000' + SPOTTED NUMEROUS AIRCRAFT ON THE GROUND. — AT 1230 A

CYLINDER HEAD BLOWS IN #4 AND WE

IMMEDIATELY LOSE (AND FEATHER) THE ENGINE,  
WITH #3 STILL SPILLING OIL AND CLOSE TO  
200 MILES TO GO... WE COULD NOT HOLD  
OUR ALTITUDE WITH 3 ENGINES SO AT  
8500' WE BEGAN THROWING OVERBOARD ALL  
EXCESS WEIGHT, AMMUNITION, ARMOR PLATES  
AND SOON... I HAD DR. POSITIONS, COURSE,  
AND GROUND-SPEEDS WHICH WE RADIOED TO  
BASE EVERY 30 MINUTES... THOUGH WE COULD  
INDICATE BWT 135 M.P.H., ONE SHIP STAYED  
WITH US ALL THE WAY BACK. WE HIT  
MOROTAI WITH RELIEF RIGHT ON MY E.T.A.  
OF 1734..

FLYK HEAVY-

BOMB LOAD: 9-500# G.P.

FLIGHT TIME: 11:15



24 FEBRUARY 1945 - MISSION #30

FROM: MOROTAI

TO: MANGGAR 4/D, BALIK PAPAN, BORNEO

WE FLEW AS A CREW AND AS DEPUTY SQUADRON LEADER IN A-2 POSITION WITH THE 424<sup>th</sup> THE LEAD SQUADRON, TO BOMB THE STRIP AT MANGGAR, JUST NORTH OF BALIKPAPAN, BORNEO. THERE WERE SIX ENEMY FIGHTERS IN THE AREA. THEY DID NOT ATTACK US BUT DID CONCENTRATE THEIR EFFORTS ON THE 5<sup>th</sup> GROUP JUST AHEAD. ONE HELIXA CONCENTRATED BARRAGE OF HEAVY FLAK WAS THROWN UP FROM BALIKPAPAN BUT IT DID NOT BOTHER US AT OUR DISTANCE. — WE HAD A 35% COVERAGE OF BOMBS FOR OUR SQUADRON ON THE STRIP, NOT TOO GOOD BUT DAMAGING NEVERTHELESS.

BOMB LOAD = 7-1000# G.P.

1-500# G.P.

FLIGHT TIME : 9:55

28 FEBRUARY — MISSION # 31

FROM: MOROTAI

TO: SANDAKAN A/D, NORTH BORNEO

TOOK-OFF AT 0635 HEADING SOUTH OF COURSE TOWARD BORNEO IN SEARCH OF A REPORTED JBP BABY CARRIER. SPOTTED A BEACHED AND UNSERVICEABLE PBY CATELINA AT MAKALEMI I. BUT THAT WAS ALL. WE BOMBED OUR PRIMARY OF THE STRIP AT SANDAKAN BY INDIVIDUAL SHIPS THEN RENDEZVOUSED THE SQUADRON FOR A SEARCH FOR A DOWNED B-24 CREW (LYONS). OUR AREA WAS TO THE SOUTH AND JUST OFF THE COAST FROM TARAKAN THEN A TURN ON-COURSE TO BASE. WE SEARCHED AT 2000' BUT SHORTLY RAN INTO TERRIBLE WEATHER TO THE WATER. THROWN SOUP, HEAVY RAIN AND TURBULANCE, WE HAD TO CLIMB TO A SAFER ALTITUDE. THE WEATHER DID NOT BREAK UP IN THE SEARCH AREA (WEATHER WAS BLAMED FOR THE SHIP'S LOSS THE DAY BEFORE) SO AFTER BREAKING CLEAR WE CLIMBED AND PROCEEDED HOME. JUST BEFORE ENTERING THE WEATHER, OUR CAMERAMAN THOUGHT HE SAW SEA MARKER BUT LACK OF GAS FORBODE

OUR MAKING AN INVESTIGATION SO WE  
SENT MY DR. POSITION TO THE RESCUE  
"CAT" - IT WAS A FALSE ALARM.

BOMB LOAD: 7-1000# G.P.

1-500# G.P.

FLIGHT TIME: 10:40

LT. LYONS AND CREW WERE  
FROM THE 371<sup>ST</sup> SQDN. AND  
WENT DOWN AFTER A STRIKE ON  
TARAKAN IN SEVERE WEATHER  
THE DAY BEFORE. - WE FOUND  
A FEW DAY LATER, THAT ALL ARE  
PRESUMED LOST AFTER SEVERAL  
COMPLETE SEARCHES BY OUR BOMBERS  
AND THE RESCUE SQUADRON.

3 MARCH 1945 - MISSION #32

FROM: MOROTAI

TO: TARAKAN, PERSONNEL AND SUPPLY.

TOOK-OFF AT 0640

FOR BORNEO AGAIN, THIS TIME WITH A  
BIG LOAD OF FIRE BOMBS TO BLAST AND  
SCORCH THE SUPPLY AREAS AT TARAKAN.

AGAIN RAN INTO SOLID FRONTAL CONDITIONS  
WITH HEAVY RAIN AND TURBULANCE. AT THE  
TARGET WE FOUND A 10/10 CUMULUS LAYER

TO 8000' FEET IN THE GENERAL AREA WITH  
BUT 7-8 CU. ACTUALLY OVER THE TARGET WITH  
A 4' ALTO-STRATUS OVERCAST AT 16000'. WE HAD

TO MAKE TWO RUNS TO FIND AN OPENING

AND AT 1120 BOMBS WERE AWAY AT 11000'

WE HAD A 50% COVERAGE STARTING SEVERAL  
FIRES AS NAPALM AND GASOLINE WAS SPRAYED  
ALL OVER THE AREA, WHICH INCLUDED SEVERAL  
A #1 BARRACKS. — WE MADE A SIMILAR

SEARCH AGAIN FOR LT LYON'S CREW FROM  
3000', AGAIN NEGATIVE.

BOMB LOAD: 40-100# NAPALM

FLIGHT TIME: 9:50

6 MARCH 1945 — COMBAT MISSION #33

FROM: MOROTAI

TO: ZAMBOANGA, MINDANAO ISLAND

WHEELS - UP AT 0705 TO TAKE PART IN AN ALL OUT COORINDINATED STRIKE ON THE TIP OF ZAMBOANGA PENNINSULA NEAR ZAMBOANGA TOWN, MINDANAO. HAD PRETTY FAIR WEATHER ENROUTE FOR A CHANGE AND REACHED OUR ASSEMBLY POINT AT MATANAL POINT AT 0950. B-25'S WERE TO GO IN AT MINIMUM ALTITUDE AFTER THE HEAVY A.A. POSITIONS BEFORE US. WHILE P-38'S STRAFED AND BOMBED THE ENTIRE AREA. WE WENT IN AT 13550' BUT THE 25'S HAD DONE WELL AS WE RECEIVED NO FIRE FROM ANY OF THE POSITIONS. AFTER TWO - RUNS, BOMBS WERE AWAY AT 1122 AND WE TURNED FOR HOME. (OLE' "TWO-RUN", "SALVO" JOHNSON) WAS LEAD BOMBARDIER AGAIN) — THIS IS ONE OF THE FEW OVERSEAS MISSIONS WE'VE BEEN ON. OXYGEN; THE FREE AIR TEMPERATURE WAS +2° CENTIGRADE. — A PRE-INVASION SOFTENING STRIKE AGAINST BARRACKS, PERSONNEL, AND SUPPLY AREAS.

BOMB LOAD: 8-1000<sup>lb</sup> G.P.

FLIGHT TIME: 2:55

10 MARCH 1945 - MISSION # 34

FROM: MOROTAI

TO: SANDAKAN, BORNEO.

ON A TWO SQUADRON OPERATION WITH THE 370<sup>th</sup>, THE 424<sup>th</sup> TOOK OFF AT 0645. WE RAN INTO A FRONT JUST WEST OF THE HALMAHERAS AND BOUNCED THROUGH SOLID SOUP ALL THE WAY TO SANGA-SANGA WHERE IT BEGAN TO BREAK-UP. HAD TO RELY ON LORAN FIXES ALL THE WAY AND, THOUGH MY ETA WAS OFF, WE HIT OUR ASSEMBLY ON COURSE. WE BOMBED THE STRIP (E/W) AT SANDAKAN FROM 8500' WITH NO OPPOSITION. SPOTTED CONSIDERABLE SMALL SHIPPING ACTIVITY IN THE HARBOR AND RIVER MOUTHS BUT WE DID NOT GO DOWN BECAUSE OF FUEL-EATING WEATHER AHEAD. ENTERED THE SEVERE ACTIVITY OF THE TROPICAL CUMULUS FRONT AT SANGA-SANGA AND TOSSED AND BOUNCED ALL THE WAY BACK THRU AS ROUGH WEATHER, SUSTAINED, AS WE'VE EVER FLOWN INTO. - A "SNOOPER" SHIP WENT-IN ON TAKE-OFF THIS MORNING JUST BEFORE OUR TAKE-OFF..

BOMB LOAD: 8-1000# G.P.

FLIGHT TIME: 9:40

20 MARCH 1945 — MISSION # 35

FROM: MURUTAI

TO: CEBU CITY, CEBU ISLAND, P.I.

ZAMBOANGA HAVING BE  
RE-INVADED BY U.S. GROUND FORCES, WE BEGIN  
SOFTENING CEBU FOR A COMING LANDING IN  
THE CEBU CITY AREA. RUN INTO WEATHER  
EN ROUTE TO MINDANAO SO THE FORMATION  
PULLS A FRONTAL PENETRATION UNTIL WE  
BREAK THRU INTO THE CLEAR. LOW CLOUD  
COVER FORCED US DOWN TO 3000' FROM  
WHERE WE DID OUR BOMBING AFTER SEVERAL  
RUNS ON JAP SUPPLIES JUST OUTSIDE THE  
CITY. WE WERE BRIEFED TO BOMB FROM  
10000' BUT HAD TO BREAK UP THE SQUADRON  
AND GO DOWN TO BOMB INDIVIDUALLY. THE  
WELL CAMOUFLAGED AREA WHICH WAS  
NEVERTHELESS WELL PLASTERED. AT OUR ALTITUDE  
WE COULD FEEL THE CONCUSSION AS THE BOMBS  
EXPLODED BELOW.

BOMB LOAD: 40-100<sup>#</sup> G.P.

FLIGHT TIME: 9:00

23 MARCH 1945 - MISSION #36

FROM: MOROTAI

TO: CEBU CITY, CEBU ISLAND, P.I.

TOOK-OFF AT 0725 THIS MORNING TO HIT THE UNDERGROUND STORAGE AND SUPPLY AREAS ABOUT CEBU CITY AND FOUND THAT FOR THE MOST PART, THE SEVERE WEATHER PREVIOUSLY ENCOUNTERED HAD [REDACTED] DISSIPATED CONSIDERABLY. THE TARGET ITSELF WAS OPEN AND AT 1155 WE DROPPED OUR BOMBS FROM 7500' AFTER TWO PASSES. IT SEEMED THAT WE WERE BOMBING A SPARCELY BUSHED VACANT LOT BUT WHEN OUR BOMBS HIT THERE WERE FIRES, EXPLOSIONS, AND CONSIDERABLE SMOKE. THE GUERRILLA REPORTS WERE APPARANTLY CORRECT, AND WE AGAIN MADE THE RADIO NEWS REPORTS. RAN INTO SCATTERED RAIN SHOWERS EN ROUTE BACK TO BASE.

BOMB LOAD: 20-250# G.P.

FLIGHT TIME: 8:45



26 MARCH 1945 - COMBAT MISSION # 37

FROM : MOROTAI

TO : CEBU CITY, CEBU ISLAND, P.I.

D-DAY FOR THE "AMERICAL" INFANTRY DIVISION ON CEBU ISLAND, VISAYAN GROUP, PHILIPPINES. WE RENDEZVOUSED THE 30<sup>TH</sup> OFF MACTAN I. AND AWAITED WORD FROM THE SHIP BASED COORDINATOR TO ATTACK. B-25'S, CORSAIRS, HELLDIVERS, AND OTHER B-24 GROUPS WERE ALL OVER THE PLACE FOR AIR SUPPORT. OUR TARGET WAS A BUILDING AREA WHERE JAPS WERE SUPPOSED TO HAVE BEEN CONCENTRATED FOR HOUSE TO HOUSE FIGHTING. AT 1004 WE DROPPED OUR EGGS FROM 7000' AND CREATED SEVERAL FIRES & HEAVY SMOKE AS THE AREA WAS THOROUGHLY SMASHED. OF ALL THE B-24'S, WE HAD ABOARD THE MOTION-PICTURE CAMERA-MAN FROM THE 6<sup>TH</sup> C.C.U. SO AS THE GROUP TURNED FOR HOME, WE CALLED "CRACKER" (COORDINATOR) THE WENT DOWN TO 1000' TO PHOTOGRAPH THE SHOW. WE SAW THE LANDING BARGES LEAVE THE TROOP SHIPS HEADING TOWARD THE BEACHHEAD JUST SOUTH OF CEBU CITY. LCI'S & LCT'S ROLLED UP TO THE BEACH AND UNLOADED

MEN, TRUCKS, TANKS, ETC. WE SAW THE  
WELL SMASHED AND FLAMING BEACHHEAD AREA  
BOUNDED FLAT BY THE CRUISERS AND DESTROYERS  
FORMING A SEMI CIRCLE PATROL OUTSIDE  
THE LARGE CONVOY... WE SAW JAP ARMOR  
COMING FROM THE LAHUG AD AREA AND  
THRU THE FLAMING, SMOKEY CITY TOWARD  
OUR LINES AND SAW CORSAIRS & 25'S  
RAISING THE ROADS WITH MACHINE GUN  
FIRE FROM ABSOLUTELY MINIMUM ALTITUDE...  
ALL THE TIME WE COULD LISTEN TO THE  
SHOW OVER OUR RADIO WHICH WE COULD  
COORDINATE WITH OUR VERY RINGSIDE  
SEAT... WE SPENT CLOSE TO AN HOUR  
TAKING 1000' OF 35 M.M. FILM MAKING  
SEVERAL PASSES OVER AND ABOUT THE AREA.  
IN SPITE OF THE FACT THAT ON TAKE-  
OFF WE HAD A VERY BADLY TORCHING TURBO  
THAT THREW  FLAME TO THE TAIL AND HAD  
SEVERE WEATHER CONDITIONS TO CONTEND <sup>WITH</sup> EN  
ROUTE, IT WAS MY MOST INTERESTING  
MISSION SO FAR.

BOMB LOAD: 8-1000# G.P.

FLIGHT TIME: 9:45

30 MARCH — COMBAT MISSION #38

FROM: MOROTAI

TO: OELIN A/D, BANDJERMASIN, BORNEO

TOOK OFF AT 0600 FOR A LONG HAUL THRU THE CELEBES, ACROSS THE MAKASSAR STRAITS TO THE SOUTHERN TIP OF BORNEO TO BOMB THE RUNWAY AT OELIN A/D NEAR BANDJERMASIN, BORNEO. RAN INTO CONSIDERABLE FRONTAL WEATHER OVER MAKASSAR, BUT IT DISSIPATED TO 7 TOWERING CUMULUS ACTIVITY ALONG THE BORNEO SE COAST. AT BRIEFING WE WERE TOLD TO EXPECT FROM 6-20 INTERCEPTORS AT THIS NEW TARGET AND NO ESCORT OF OUR OWN, AS USUAL. CUMULUS ACTIVITY MADE LOCATING THE TARGET A PROBLEM AS THE LEADER TRIED NOT TO DRAG HIS FORMATIONS INTO THE CU. BUT AFTER ANXIOUS MINUTES IN THE ENEMY AREA WE FOUND IT AND MADE OUR RUN FROM 10000' AT 1332. SEVEN JAP. FIGHTERS HIT THE GROUP THOUGH NO ONE WAS LOST OR MORE THAN SLIGHTLY CRIPPLED. ONE JAP WHO FLEW HIGH AT 9:00 O'CLOCK OUT OF RANGE TO A FULL FIVE MINUTES, POWRED ON THE COAL AND MADE A BEAUTIFUL (?) PURSUIT CURVE ATTACK FROM 11:00 O'CLOCK HIGH. FLIPPING

A SPECTACULAR PHOSPHORUS BOMB AT US  
BUT MISSED RATHER BADLY FOR ALL HIS  
EFFORTS. ONLY ABOUT 2 OR 3 PASSES WERE  
MADE ON OUR SQUADRON AND ONE FIGHTER  
WAS SHOT DOWN BY THE SQDN. BEHIND US,  
SWEATING OUT GASOLINE WAS THE BIG  
PROBLEM, 4 SHIPS IN THE GROUP HAD  
TURNED BACK BEFORE EVEN GETTING TO THE  
TARGET. EVERYONE MADE IT BUT SOME  
LOST ENGINES THE LAST FEW MINUTES AND  
NONE OF US HAD A GREAT DEAL TO SPARE.  
WE SPOTTED CONSIDERABLE SHIPPING ACTIVITY  
ABOUT SEDOEKOF ISLAND AREA.

BOMB LOAD: 9-500#G.P.

FLIGHT TIME: 13:00

4 APRIL 1945

MISSION #39

FROM : MOROTAI

STAGING : PUERTA PRINCESA, PALAWAN I.

TARGET : KUCHING, SARAWAK, BORNEO

TOOK-OFF AT PIDE THE MORNING OF THE 3<sup>RD</sup> WITH A LOAD OF 12-500# GASOLINE-NAPALM GEL FIRE BOMBS TO USE OVER KUCHING ON THE 4<sup>TH</sup>. BOMB DUMPS AS YET WERE STILL SMALL AT THE NEWLY ACQUIRED BASE OF PUERTA PRINCESA, (ONE OF OUR OLD AND HARD-HIT TARGETS) SO WE HAD TO BRING OUR OWN. WITH ONLY ONE SERVICEABLE STRIP AND NO TAXI LOOPS, WE HAD TO CIRCLE AN HOUR BEFORE WE COULD LAND.. BOTH FIGHTERS AND B-24'S FROM ALL 4 SQDNS WERE JAMMED TOGETHER LIKE SARDINES IN AN ATTEMPT TO GET ALL THE AIRCRAFT IN. AFTER A DUSTY AND DIRTY RIDE FROM THE STRIP, WE SETTLED DOWN IN A HASTILY CONSTRUCTED CAMP AREA WHICH WAS LOCATED IN A PALM GROVE ON THE EDGE OF A WHITE SANDY BEACH THAT EXTENDED FAR OUT INTO THE CLEAR GREEN WATER. IT WAS A VERY PRETTY SPOT AND TO TOP IT OFF, THE FOOD IN THAT MESS WAS 200% BETTER THAN WE HAVE AT OUR PERMANENT

BASE AT MOROTAI! — AFTER A SWIM & A  
SHOWER, WE HAD BRIEFING FOR THE NEXT  
DAYS' MISSION-- NIGHTS WERE COOL ENOUGH  
TO WARRANT THE USE OF A BLANKET AND  
SCORPION AND CENTIPEDE BITES KEPT DOC  
COOK BUSY. — THE NEXT DAY WE  
TOOK-OFF AT 0700 WITH THE ORIGINAL  
CREW EXCEPT FOR BUD HENRY WHO  
HAS FINISHED HIS 40 MISSIONS AND IS NOW  
TOURING THE PHILIPPINES.. WE PROCEEDED  
SOUTHWARD TO CAPE SIRIK THRU SOUPY  
BUT NOT DIFFICULT WEATHER, THEN ON  
TO THE TARGET WHICH CONSISTED OF  
SHIPBUILDING YARDS, INSTALLATIONS, AND DOCK  
AREAS AT KUCHING WITH OUR FIRE BOMBS.  
A NEW TARGET, KUCHING, (IN FACT THE  
FARTHEST WEST THE 13<sup>TH</sup> AAF HAS OPERATED  
TO DATE) SO OPPOSITION WAS NOT TOO  
WELL KNOWN. HOWEVER, CONSIDERABLE WAS  
EXPECTED SO WE HAD A GROUP OF P-38'S  
MAKING FIGHTER SWEEPS AND ACTING AS  
AREA COVER. — WE DROPPED OUR BOMBS  
AT 1205 THRU SCATTERED CUMULUS  
BUILD-UPS LEAVING A SMOKING AND BURNING  
WATERFRONT AREA BEHIND... A RADIO FLASH  
WAS PICKED UP ~~BY~~ TELLING US, WHEN WE  
WERE JUST ABOUT ABREAST OF JESSELTON,  
THAT A P-38 WAS LOST AND DITCHED.  
SO WE WENT DOWN TO 3000' TO SEARCH.

WHETHER HE HAD BEEN HIT, RUN OUT OF GASOLINE OR WHAT, WE DIDN'T KNOW BUT WE COULDN'T FIND HIM. - VISIBILITY WAS VERY POOR... WE WERE SUPPOSED TO MAKE ANOTHER STRIKE OVER THE SAME AREA THE NEXT DAY BUT THE EX-CRATERED STRIP WAS SETTLING UNDER THE WEIGHT OF 24'S SO WE HAD TO LEAVE FOR MOROTAI THE 5<sup>TH</sup>...

BOMB LOAD: 12-500# NAPALM

FLIGHT TIME: 21:35

(10:25 STRIKE)

AT PUERTA-PRINCESA WE SAW THE HAUC... OUR BOMBING HAD RENDERED THE BASE WHILE IN JAP HANDS. GOMB CRATERS AND WRECKED JAP AIRCRAFT WERE EVERYWHERE.. A COUPLE OF JAP PLANES HAD BEEN SALVAGED AND RECONSTRUCTED WHICH WE COULD INSPECT... NATIVES TOLD US OF LIFE UNDER THE JAPS; ONE OF THEIR FAVORITE TRICKS WAS TO MAKE AT BAYONET POINT AN UNCOOPERATIVE NATIVE DIG HIS OWN GRAVE ~~IN~~ INTO WHICH, ON COMPLETION, HE'D TUMBLE WITH A CRUSHED SKULL. AFTER OUR FIRST BOMBING, THEY SAID, JAP DEAD WERE CARRIED AWAY BY TRUCK LOADS.. WHEN THE INVASION FLEET WAS SPOTTED BY THE JAPS,

THEY REMOVED ALL THE AMERICANS FROM THE  
POW. CAMP WED BEEN SO CAREFUL NOT TO  
BOMB INTO A CAVE WHERE A GASOLINE  
FIRE CREMATED THEM ALL ALIVE. - THIS FACT  
WAS VERIFIED BY U.S. TROOPS WHO FOUND  
REMAINS.. - THEY HAD MANY VERY NICE LITTLE  
TRICKS TOO NUMEROUS TO MENTION HERE...



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REMAINS.. - THEY HAD MANY VERY NICE LITTLE  
TRICKS TOO NUMEROUS TO MENTION HERE...

7 APRIL — COMBAT MISSION #40

FROM: MURUTAI,

TO: BIMA, SOEMBAWA ISLAND.

TOOK OFF AT 0115 AND  
HEADED SOUTHWEST THRU THE NIGHT EN-  
COUNTERING CONSIDERABLE WEATHER THRU  
THE MOLUCCA SEA AND OVER THE CELEBES.  
USED LORAN WITH DR. ALL THE WAY  
UNTIL DAY BREAK, DOING A DR DOG LEG  
AROUND FLAK INFESTED KENDARI IN THE  
CELEBES (WE COULD SEE, AS WE PASSED  
TO THE SOUTH, FLAK AS THEY FIRED  
INEFFECTIVELY AT SOMEONE TAKING MORE  
OF A CHANCE THAN I WANTED TO.) WE  
WERE THE LAST SQUADRON TO TAKE OFF  
BUT WAS THE 1ST SHIP TO GET TO THE  
TINY IS-RENDEZVOUS; WE CAME RIGHT IN  
ON COURSE + ETA JUST AS THE SUN BEGAN  
TO RISE. PLANES BEGAN COMING IN  
FROM ALL DIRECTIONS AND AFTER SOME  
TIME WE STARTED OFF, HAVING FINALLY  
RENDEZVOUSED AND OBTAINED A FORMATION,  
FOR OUR TARGET IN BIMA BAY. WE WERE  
AFTER A REPORTED JAP CRUISER AND FOUR  
ESCORTING DESTROYERS AND NEEDLESS TO  
SAY NORM + I (WE WERE FLYING A NEW CREW,  
OURS WAS NOT SCHEDULED) WERE PRETTY

TENSE AS WE APPROACHED. WE SEARCHED  
THE ~~BY~~ BAY THOROUGHLY BUT FOUND  
NOTHING BUT HEAVY FLAK WE DREW FROM  
THE AIRDROME AT BIMA THAT WAS UNHEALTHY  
TERRITORY, NUMEROUS FIGHTERS HAVE BEEN  
REPORTED ALL THROUGH THAT JAVA, TIMOR  
AREA AND WE HAD NO ESCORT NOR PLACE  
TO SIT DOWN IN AN EMERGENCY. WE  
BOMBED OUR SECONDARY THROUGH HEAVY  
FLAK AND ~~ON~~ <sup>WHEN</sup> THE SQDN. LEAD SHIP  
TURNED FOR ANOTHER RUN THROUGH THE  
STUFF WE SAID GOODBYE AND HEADED FOR  
HOME! SOME SHIPS WERE HOLED AND ONE  
~~ONE~~ HAD ALL RUDDER CONTROLS SHOT OUT  
BUT ALL PLANES MADE IT BACK, SWEATING  
OUT GAS, (SOME OF THE CRIPPLES) — HAD  
EVEN MORE WEATHER TO BATTLE ON THE  
WAY HOME BUT STILL BEAT MOST  
OF THE SHIPS HOME. — THIS WAS THE  
FARTHEST SOUTH THE 13<sup>th</sup> HAS OPERATED TO DATE.

BOMB LOAD: 9-500# G.P.  
FLIGHT TIME: 12:45

11 APRIL 1945 — MISSION #41

FROM 1 MOROTAI

TO: DAUAG, MINDANAO ISLAND...

HELLE AND CREW DIDN'T  
FLY TODAY BUT I FLEW THE LEAD  
WITH CRAWFORD WITH EDGAR DOING THE  
BOMBING... VERY LITTLE WEATHER SO HAD  
LITTLE DIFFICULTY. STEERED THE FORMATION  
AROUND AND OUT OF RANGE OF THE 20  
HEAVY GUN BATTERIES IN THE DAUAG CITY  
AREA TO BOMB OUR TARGET OF A WELL  
SITUATED AND CAMOUFLAGED SUPPLY AREA  
ALONG THE RIVER JUST NORTH OF THE CITY.  
THIS IS ANOTHER PRE-INVASION SORTENER  
THAT STARTED A COUPLE OF DAYS AGO; I  
WAS SUPPOSED TO LEAD YESTERDAY WITH  
WILLIE ROGERS BUT WE HAD AN ACCIDENT  
JUST BEFORE TAKE-OFF AND DID NOT FLY.  
(THAT STRIKE WAS TO CERAM TO OUR SOUTH)  
STRAFED WAVES FROM 1000' FOR GUNNERY PRACTICE  
ON ROUTE HOME..

BOMB LOAD: 12-500<sup>th</sup> GP.

FLIGHT TIME: 5:25

12 APRIL 1945 - MISSION #42

FROM: MOROTAI

TO: DAVAO, MINDANAO, P.I.

OFF AT 0620 ON WHAT WAS THE LAST, I HOPE, MISSION FOR NORM, HAL, AND ME. THEY EACH COMPLETED 40, AS DID BUD A FEW WEEKS AGO, TODAY. HAD [REDACTED] PRETTY FAIR WEATHER BOTH WAYS OF THE TRIP; FLEW A-2 POSITION SO NONE OF US HAD ANY LEAD WORRIES. BOMBS WERE AWAY AT 0917 FROM 8950' IN THE SAME GENERAL AREA AS YESTERDAY, NORTH OF TOWN ALONG THE RIVER, WHERE THE REPORTED SUPPLIES WERE STORED ABOVE + BELOW GROUND. A GOOD MISSION FOR A COMBAT FINALEE - REALLY ZOOT! TODAY I DROPPED MY 219,270<sup>th</sup> POUND OF INT. AND STEEL ON THE ENEMY; 109.635 TONS!

BOMB LOAD: 12-500# GP

FLIGHT TIME: 5:40