

S-E-C-R-E-T

S-E-C-R-E-T

VPB-52 OPERATIONS FOR SEPTEMBER, OCTOBER

Patrol Bombing Squadron 52, while aboard the U. S. S. TINGE, from 1 September through 20 September, flew 56 air-sea rescue missions covering Fifth Air Force strikes on Dutch New Guinea and the eastern Celebes area.

From 20 September through 31 October, the Catalina squadron was based administratively at Seaplane Repair Base, Manus, with detachments at Treasury, Green, Enireau, Hollandia and Woendi.

A summary of some of the rescues follows:

29 Sept -- A Catalina commanded by Lieutenant (jg) Martin V. Watts, USNR, landed off the east coast of New Ireland, 02-55 3, 151-16 E, and picked up an F4U pilot from VMF 115 who had made a forced landing an hour before. The Marine fighter pilot, whose plane had been hit by small automatic weapon fire while strafing installations along the east coast of New Ireland, was unhurt and in a life raft. The Catalina took off from Enirau, summoned by other F4U's. Lieutenant (jg) Watts rendezvoused with four of these Corsairs, which provided cover for him. He landed into the wind on rolling ground swells four to five feet high. The plane bounced twice and stopped fifty yards past the survivor, Marine First Lieutenant McKinney. The plane taxied up to the pilot, took him aboard, and took off, again bouncing twice. While the Cat was on the water, the fighter cover drew nearer, light anti-aircraft from the beach.

6 Oct -- In the best Catalina tradition, Lieutenant (jg) Edward R. Stell, USNR, and crew saved two Marines of VMSB 341, L. G. 14. Here is how the VPB-52 Intelligence Officer, Lieutenant Nicholas S. McGowin, USNR, tells the story:

"While standing by south of Cape St. George, New Ireland, Lieutenant (jg) Stell was told that an SBD crew had been forced down by anti aircraft fire about two miles north of Cape Gazelle (the northeast tip of Gazelle Peninsula, New Ireland). With fighter cover of two F4U's, he proceeded to the location, given, where he found the two survivors on a life raft, being circled by a PBJ, which dropped a float light to mark their position. The raft was being carried by the wind toward enemy-held Duke of York Island, and apparently would have reached it before rescue could have been effected by PTs or other surface craft.

"There were eight-foot swells running before a 20-knot wind, and the raft was within range of 4.7" batteries on Cape Gazelle, but Lieutenant (jg) Stell decided to land. Although the F4U's strafed the gun positions, the Catalina was under fire while on the water, the nearest burst, about 20 yards away, shaking the plane violently.

S-E-C-R-E-T

S-E-C-R-E-T

On the landing, the plane bounced once, then stayed on the water. As it taxied up to the raft, waves broke over it, shorting the inter-communication system. One engine was cut, and a line was thrown to the survivors from the blister as the Catalina taxied past the raft. After the survivors were taken aboard, the Catalina immediately took off, bouncing high into the air twice before gaining air speed. Except for two rivets popped, no damage was done to the plane."

29 Oct -- Lieutenant Robert E. Tollison, USNR, picked up the pilot of an F4U who had flown into the concussion of a bomb dropped by his section leader. The two F4Us were working over the northwest tip of Gazelle Peninsula when the mishap occurred. The damaged plane promptly headed out to sea, landing about four miles off shore, where Lieutenant Tollison landed and made the rescue.

30 Oct -- Lieutenant (jg) Roy M. Young, USNR, was summoned from Enirau to the rescue of a PBJ crew. Its six members had been bombing and strafing along the northwest coast of New Ireland when the PBJ's starboard engine was hit by anti-aircraft fire. The Mitchell landed 10 miles north of New Hanover where Lieutenant (jg) Young landed in eight-foot swells to pick up the survivors.

Other activities of VPB-52 included: Daily searches of sectors north of Manus during the movement of the Philippine invasion fleet through the area. All were negative..... Day and night anti-submarine searches from Hollandia from 9 to 20 October. The detachment of the squadron making this search moved to Woendi 22 October, continuing its work from that base. No sightings were made on any of these missions.

VPB-33 ENDS RECORD BLACK CAT TOUR

157,000 TONS SUNK OR DAMAGED

Undisputed Black Cat Champion of the Pacific, by virtue of 157,000 tons of enemy shipping sunk or damaged within a 33-night period, Patrol Bombing Squadron 33 has completed its tour of mid-night duty.

Under the leadership of Lieutenant Commander Fernald P. Anderson, USN, Commanding Officer, VPB-33 began its record-smashing Black Cat run 1 September, operating from the U.S.S. ORCA and the U.S.S. SAN CARLOS at Middleburg Island, Dutch New Guinea. On 23 September, the Cats proceeded to the U.S.S. HALF MOON at Morotai, the newest and most advanced Allied operational area in the Southwest Pacific at the time. From there, the squadron's crews pressed attacks on Jap shipping in the previously unexploited hunting-grounds of the western and southern Celebes, northern Borneo, the Sulu Archipelago and the central Philippines.

The new territory brought new dangers, but it brought, too, an impressive tonnage total of enemy ships sunk or damaged which surpasses all previous efforts of any outfit flying PBY's. The toll of Jap shipping losses, as assessed by the squadron, included the sinking of a 6,000 ton KATORI Class cruiser, and 10,000-ton CHITOSE Class Seaplane tender, four PF MATURI Class armed escorts, two 8,500-ton freighter-transports, a 10,000-ton transport and a 10,500-ton tanker.

In all, 43 ships totaling 103,500 tons were sunk or completely destroyed and 20 ships amounting to 53,500 tons were heavily damaged, squadron figures show. In addition, 43 miscellaneous small craft, whose tonnage could not be estimated, were destroyed or sunk and ten were damaged. In computing this tonnage, the lowest figure for the class of vessel concerned was used, except when definite observed features of design justified a higher estimate.

The squadron gives due credit for the success of its missions to the maintenance role played by PATSU units on the U. S. S. ORAJA, U.S.S. SAN CARLOS and U.S.S. HALF MOON. The units worked constantly to provide operational aircraft for the squadron's 1,025.2 hours on 75 combat missions, during which 116 attacks were made on enemy shipping.

An account of some of the most important attacks follows:

- 1 Sept -- Lieutenant Commander Fernald P. Anderson, USN, Commanding Officer, flying a Black Cat equipped with four fixed .50 caliber M/G in bow, strafed six barges 10 miles north of Manado Bay, Celebes Island, heavily damaging the vessels. Four more barges were rendered unserviceable, as were two sailing vessels in the area. One single-masted lugger was sunk. All attacks were made from an average altitude of 100 feet.... About an hour later, four miles south of Manado, a 2,000/4,000-ton FOX TARE CHARLIE was sighted anchored close inshore. In five attacks, the ship was strafed bow to stern and four 100-pound bombs were dropped in a stick, the latter exploding about 15 feet off the starboard bow. It was the squadron's assessment that the ship was severely damaged.
- 1 Sept -- Lieutenant James F. Merritt, Jr., USNR, Executive Officer and his Cat crew flew their first mission to Mindanao P. I. Ten miles north of Davao Town, a 100-pound bomb was dropped on a large barge, overshooting it by 30 feet. Five miles farther south, an EMILY was sunk at its buoy by strafing with the bow .30's. Two miles still farther south, a strafing run was made on a row of four barges at 50 foot altitude. Halfway through the run, a destroyer was sighted on the starboard side and its decks were raked with the .50's. The DD returned the fire with intense 40 mm. and .40 caliber; shore batteries at Davao opened up; two searchlights were trained on the plane. Lieutenant Merritt ducked out of the lights and proceeded down coast until a SUGAR CHARLIE was sighted. A 500-pound bomb was dropped squarely amidships, resulting in a tremendous explosion. Flame enveloped the ship. When the PBY circled

and returned to the scene 45 seconds later, no trace of the SUGAR CHARLIE could be found.

- 1 Sept -- A Cat commanded by Lieutenant Allan L. Wilcox, USNR, struck at Jap shipping at Ambon Harbor, Ceram. Four strafing runs at 100 feet destroyed a 300/700-ton SUGAR CHARLIE; two 500-pound bombs, released at lasthead height, scored near-misses (one being 15 feet from the hull) on a 2,000/4,500-ton FOX TARE CHARLIE, causing heavy damage; two sailing luggers were destroyed by numerous strafing runs.
- 2 Sept -- Four 500-pound bombs dropped from a plane commanded by Lieutenant (jg) John R. Zubler, USNR, scored near-misses on eight SUGAR CHARLIES clustered in Davao Gulf, Mindanao. On a second run, two parafrags landed amidships on one of the targets. Five strafing runs followed. Score: two sunk, three probably sunk, two damaged heavily. . . . Later, another SUGAR CHARLIE tied up at a wharf at Bee Bay was destroyed with 200 rounds of .30 caliber and 250 rounds of .50 caliber.
- 2 Sept -- Lieutenant (jg) Joseph McCabe, USNR, attacked a 300/500-ton SUGAR CHARLIE near Manado, Celebes Island. Three strafing attacks, made in power dives from 500 feet down to 100 feet, and a near miss with a 100-pounder demolished the vessel. . . . Three strafing runs opened up the attack on a 2,000/4,500-ton FOX TARE CHARLIE. Then, after gaining 1,000-foot altitude, Lieutenant McCabe's plane made a power approach to 100 feet and released three 100-pound bombs in train. The first and third straddled the target; the second burst squarely amidships. It sank within a few minutes. . . . On the way back to base, two anchored barges were severely damaged and probably sunk by two strafing runs.
- 3 Sept -- Lieutenant (jg) Mark R. Gilbert, USNR, and his crew strafed and seriously damaged six 300/700-ton SUGAR CHARLIES in Wasile Bay, Halmahera. Light, accurate anti-aircraft holed the plane's port aileron, port wing and tunnel. . . . Later, two barges were destroyed.
- 3 Sept -- A 3,000-ton freighter-transport and a small, cargo vessel were destroyed at Tidore Island, near Halmahera; in a four-hour attack by Lieutenant (jg) Maurice Moskaluk, USNR, and his Cat crew. Four 250-pound bombs were dropped, one exploding squarely on the bow of the larger vessel. Ten parafrags were dropped, two being near-misses and eight over-shooting, and 25 to 30 strafing runs, in which 2,500 rounds of .50 caliber and 500 rounds of .30 caliber were expended, were made.

- 3 Sept. --- Lieutenant (jg) Colin B. Sillers, USNR, on a Black Cat mission to Ceran, sighted a 700-ton freighter off the east coast of Amboina. Four 500-pound bombs and an equal number of 100-pounders were released at 100 feet and eight strafing runs were made. Although no bomb exploded closer than 40 feet to the target, the ship was down at the stern when the plane left the area.....One-half mile up the coast, two barges were strafed and sunk.....Four miles still farther up the coast, a 30-foot sailboat was sunk in two strafing runs.....Lieutenant Sillers returned to Ambon Harbor at 0130 for reconnaissance. He was at 1,000 feet when three or four 40 mm. shore batteries opened up with intense, accurate AA. The plane was struck in the port wing by a single shell. Defensive action was taken, three .50 caliber machine guns fired from the opposite side of the harbor, holding the plane six times in the after part of the fuselage. However, the plane made it back to base.
- 5 Sept. --- Two destroyer escorts of the MATURE Class were sighted moored side by side three miles east of Zamboanga, Mindanao, by Lieutenant Commander Anderson and his crew. After circling and coming in from the north, two 100-pound bombs were released at masthead height. Each ship was struck squarely amidships and both exploded, sending flames more than 1,000 feet in the air. When the Cat left the area a minute later, both were blazing from bow to stern. The fire was still visible at 40 miles.
- 6 Sept. --- Lieutenant (jg) John D. Warner, USNR, and his Black Cat crew sank or destroyed three freighters along the south coast of Ceran. The first target, a 500-ton SUGAR CHARLIE, was left in an unserviceable condition after a 100-pound bomb exploded 10 feet off its bow and after it took 350 rounds of .50 caliber. A 3,000-ton freighter-transport was sunk by two 500-pounders, one landing slightly forward of the fantail and the other exploding six feet off the side of the ship. The ship could not be found after the attack. The third target, a 1,000-ton FOX TIRE DOG, was hit squarely amidships with one of two 500-pounders released, as were all other at masthead level. The explosion threw debris 800 feet in the air. The ship was then strafed at will.
- 9 Sept. --- Despite intense and accurate .50 caliber return fire, which holed the wings and hull of his Cat 15 to 20 times, Lieutenant Merritt damaged two 6,000-ton FOX TIRE BAKERS near Zamboanga, Mindanao. Coming in on his run at masthead level Lieutenant Merritt dropped a 100-pound bomb amidships of his first target. As he pulled up to get squared away for another run, the second FTB was sighted and it was decided

to attack the new target. Again AA greeted this time from an estimated eight guns, but the attack was carried out and a 250-pounder dropped on the vessel, just above the waterline, amidships. Anti-aircraft still intense and the gasoline supply rapidly diminishing, the crew returned to base before complete results of the attack could be determined.

10 Sept. --- Lieutenant (jg) Warner and crew, on a mission to northern Celebes, sighted a 2,000-ton AD and a 4,500/5,500-ton AK at 124-03 E., 00-55 N. and began the action with an attack on the smaller vessel. Heavy strafing and two near-misses with 100-pound bombs caused the ship to rock. When last seen it was listing and sinking. The larger ship took a 500-pounder amidships, and another bomb scored a near-miss. Three 100-pound bombs were dropped, all for near-misses. In addition, 350 rounds of .30 caliber were expended. The target was left dead in the water and sinking.

10 Sept. --- Approaching in a masthead attack, Lieutenant Commander Anderson released two 500-pound bombs and one 100-pounder over a 500-ton freighter off Cape Bial, Ceram. One 500-pounder landed amidships and the other two bombs landed beyond the target for near-misses. Two of four parafrags, released at the same time as the bombs, landed on the deck. After the explosions, the Cat circled back to the scene, but no trace of the SUGAR CHARLIE could be found.

15 Sept. --- A Black Cat commanded by Lieutenant (jg) Columbus D. Reeves, USNR, sank a 2,000-ton freighter-transport five miles south of Bangka Strait, Celebes. A strafing run was made at 250-foot altitude, and then a bombing run in which four 500-pound bombs and three parafrags were released. Three of the 500-pounders exploded within 20 feet of the bow, while the parafrags fell short. A second strafing run was made and the pilot circled around to come in for a third. The only target presented his gunners was the stern of the ship protruding from the water.

16 Sept. --- Lieutenant Merritt and his crew destroyed an 8,500-ton freighter in a 17-run attack in Kendari Harbor, Celebes. The target was at anchor one-half mile off shore when the Cat made its first run, during which two 500-pound bombs and one 100-pound bomb were released at masthead height. The two 500's

landed amidships and the one 100-pounder slightly over the vessel. Several strafing runs followed. Then Lieutenant Merritt came in a minute too late for another bombing run in which a 500-pounder and a 100-pounder were dropped to make sure of the kill. As the plane passed over the ship, the starboard wing struck a forward king-post, biting out a one-foot square chunk of the leading edge of the wing. The 500-pound bomb struck the ship, but the 100-pound bomb failed to release. More strafing runs were made and then six parafrags were let go - five scoring near-misses, the sixth landing in an open afterhold, causing a muffled explosion and fire. As the Cat left the scene, the ship was a raging inferno. Plane was visible 40 miles out to sea. Upon arrival back at base it was discovered that large pieces of the freighter's king-post were embedded in the wing's leading edge, out of which a hole one-foot square had been gouged.

19 Sept. --- After successfully dodging four searchlights probing for his Black Cat from Wolfe Field and Zamboanga, Mindanao, Lieutenant Commander Anderson came upon a 2,000-ton FOK TARE CHARLIE anchored close to the beach in a cove west of Zamboanga. A fast attack was made and a stick of four bombs (two 500's and two 100's) was dropped. The bombs were off in deflection, but one 500-pounder hit the bow at the waterline and exploded. Intense, accurate, light and medium AA greeted the PBY as it circled and came back, and Lieutenant Commander Anderson, believing his plane hit, left the area, with a night fighter following. Damage to the FTC was assessed as heavy. At the base it was discovered the Cat had not been hit.

20 Sept. --- Lieutenant (jg) Sillers and his crew found four 300/700-ton freighters and a destroyer escort anchored off the northeast coast of Borneo. Two 500-pound bombs and one 100-pounder were dropped and one of the 500's was seen to explode against the hull of one of the vessels. At the same time, the destroyer escort opened fire and an explosive bullet entered the cockpit, slightly wounding Lieutenant (jg) Sillers and Lieutenant (jg) Reeves. With the AA still intense, (the crew also smelled escaping gasoline) the remaining bombs were jettisoned and the PBY headed for home. The freighter was at least heavily damaged and probably sank. The Cat's windshield was holed three times.

20 Sept. --- Lieutenant (jg) William Sumpter, USN, and his crew sighted a 2500-ton freighter and 700-ton light- or in Malalay Bay, Mindanao. At masthead level, two 100-pound bombs and one 500-pound bomb were dropped over the larger vessel. All three were hits and the ship burst into flame and sank in two minutes. Three strafing runs were made on the smaller ship, after which two 500-pounders and two 100-pounders were released. One 500 struck the bow, and the others scored near-misses, causing the vessel to capsize and sink.

23 Sept. --- In one of the best nights chalked up by the squadron's Cats, Lieutenant (jg) Sumpter blew up two destroyer escorts and sank a 10,000-ton seaplane tender in Davao Gulf, Mindanao. The tender, of the CHITOSE Class, was at anchor in the process of fueling the two DE's when Lieutenant (jg) Sumpter came in at masthead level. Two 500-pound and two 100-pound bombs were dropped in series. The first 100-pounder struck the nearest DE amidships; the 500's caught the seaplane tender amidships, and the final century exploded in the second DE. The resultant explosion of the three ships lifted the Cat 200 feet in the air. The destroyer escorts disappeared. Lieutenant (jg) Sumpter came around again and marked the crippled tender with numerous float lights. His gunners went to work - strafing. This, added to the effect of the two bomb hits, caused a raging fire, and oil and debris littered the water. When the plane left the area, the ship had rolled over on its side and was sinking.

23 Sept. --- In the face of intense, accurate 20 mm. and .50 caliber return fire, Lieutenant (jg) Robert W. Schuetz, USNR, and his crew damaged a 10,000-ton TARE ABLE at Toli Toli Bay, Celebes. As the Cat passed over the target on its bombing run, .50 caliber bullets entered the under side of the aircraft station, fatally wounding the navigator, Ensign LeRoy Flatau, USNR. Earlier, 20 mm. fire holed the starboard engine and wing, went through one blade of the propeller, blew off two top cylinders, knocked out the propeller control cable, blew off the cooling and sheered the gas vents. Nevertheless, the run was completed and four 500-pound bombs were dropped over the vessel - two about 30 feet away and two against the hull. With the starboard engine missing and the whole plane vibrating badly, Lieutenant (jg)

Schuetz climbed to 2,000 feet, the crew jettisoned all guns and ammunition, and the return home was made despite mechanical difficulties. The starboard prop had to be feathered and the 550 mile trip was on one engine.

23 Sept. --- Lieutenant Commander Anderson and his crew destroyed a 10,500-ton tanker in Kolono Bay, Celebes. A float light was dropped to mark the target, revealing not only the tanker but a small, escort vessel, both on the southern side of the entrance to the Bay. As the run was begun, both ships and shore batteries opened up with intense, accurate, light and medium AA - holding the port wing. Two 100-pound bombs and two 500-pounders were released over the tanker. One of the centuries and a 500 hit amidships; the other 500 struck close aboard the starboard side. The ship exploded, all ack-ack ceased, and flames rose several thousand feet in the air and spread across the surrounding water. The ship rolled over and sank. The fire was visible for 40 miles.

23 Sept. --- Lieutenant (jg) William R. Pope, USNR, continued to make the date a bad one for Jap shipping when he and his crew sank a 2,000-ton FOX TIRE CHARLIE 15 miles west of Amboerang Bay, Celebes. After an accurate strafing run, three bombing runs were made, and four 500-pound bombs and a century were dropped. One 500-pounder hit under the stern at the waterline; all others were near-misses. The crippled ship headed in toward shore and when last seen that night was aground on a reef. Return accurate, medium anti-aircraft slightly wounded a waist gunner, W. H. M. AMMc, (A week later the ship was observed to have slid off the reef and was lying on its side, awash in shallow water.)

24 Sept. --- A 4,500-ton FOX TIRE CHARLIE was destroyed by a Cat commanded by Lieutenant (jg) Gilbert, at 01-03 N., 122-22 E., Celebes Island. Two of four 500-pound bombs dropped scored direct hits. Bombs and flames shot high in the air. Turbulent weather delayed a second run until an hour later when the target, beached by the bow by this time, was treated with four 100-pounders, all of which tallied near-misses, and a score of strafing runs. Numerous explosions spread the fire and when the Cat headed for base the glare of the flames could be seen for 60 miles.

24 Sept. --- At Darvel Bay, Borneo, a Cat commanded by Lieutenant (jg) Robert F. Hendrie, USNR, sank a 4,500-ton FOX TARE CHARLIE, and heavily damaged and probably destroyed a 1,500-ton FOX TARE DOG. The larger vessel came first. Two 500-pound bombs and one century exploded 30 feet from the target. Two 500-pounders and two 100-pounders were let go, one of each scoring hits on the stern. The gunners then poured 2,800 rounds at the other ship. When the plane left the area, only the bow of the FTC was out of the water and the FTD was settling slightly by the stern.

26 Sept. --- A 10,500-ton transport was sunk and a 7,000-ton transport was probably damaged in an attack made by Lieutenant Commander Merritt's PBY off shore of Jolo Island, Sulu Archipelago, in the face of intense fire from both vessels and five escorts. Four 100-pound bombs and four 500-pound bombs and eight parafrags were dropped during the attack, which was made an hour and a half after the first sighting, under the assumption that the enemy had been aware of the presence of the Cat in the area. The first run was made at 100 feet, approaching up moon from behind a high point of land, and was met by ack-ack shortly before reaching the target. The bomb mechanism failed to function. A circle to the right was made in order to avoid the barrage and then the port bombs were released in salvo by using the emergency-release handle. The two 100-pounders and the two 500-pounders exploded under the stern of the 7,000-ton ship. Lieutenant Commander Merritt then headed for the larger vessel, again used the emergency-release handle, and dropped two 500-pound and one 100-pound bombs from the starboard wing. The three burst midships, sending debris and flames 500 feet into the air. The AA had been on all the time and continued as the Cat pulled away about four miles, and remained in the vicinity for three hours. Meanwhile, the ship had been engulfed in flames, the fantail had sunk, and the ship was slowly sliding under water.

28 Sept. --- Lieutenant (jg) Ian L. Hutcheon, USNR, while searching Polloc Harbor, Mindanao, sighted four 500-ton SUGAR DOGS, two 700-ton SUGAR CHARLIES, two luggers and two barges. The plane was subjected to intense .50 caliber fire, but succeeded in making home repeated bombing and strafing attacks from 200 feet altitude. One 500-pound bomb hit on the fantail of and sank on SC, while near-misses with on 500 and one century left the second SC listing and sunk by the stern. Strafing runs (3,000 rounds) sank two 500-ton SUGAR DOGS, seriously damaged two more, sank the barges and inflicted heavy damage on the luggers.

three fell short, but the third hit the ship's side and exploded inside. On the second run, another bomb dropped within 15 feet of the tanker. As the plane passed over the vessel, two 20 mm's and a 12,7 bullet hit the prop of the No. 4 engine. However, Ensign Barker managed to climb to 8,000 feet and returned to Morotai.....The ship was observed to be capsized the next day and was on the bottom 2 November. Photographs show it to be probably of the ANEBONO LNU Class, 10,200 G.T. loaded. The figure 0049 was painted prominently on deck.

31 Oct.--- Lieutenant Little and crew sighted a 5,000-ton TOW TIRE CHARLIE off-shore near Panay Island, The Philippines. A surprise attack was made from behind a hill, with five 250-pound GP, 4-5 second delay bombs being pickled. The first bomb fell short. The second was a direct hit, and the last three passed over the ship. As the PB4Y pulled away, the ship was burning from bridge to stern and settling.

VFB-104 SETS FAST PACE

- 1 Dec.--- Lieutenant Stanley A. Wood, USNR, found a 200-ton lugger anchored along the north coast of Celebes Island, at 00-55N, 123-08E, and destroyed it by bombing and strafing.
- 1 Dec.--- A SUGAR CHARLIE was set afire and left sinking by a Liberator piloted by Lieutenant (jg) Gerald L. Didier, USNR. The ship, sighted off the west coast of Mindoro, was bombed and strafed.
- 1 Dec.--- Lieutenant John H. Burton, USNR, sighted a 1,500-ton FOX TARE CHARLIE in a cove at 11-40N, 122-50E, and dropped five centuries which exploded about 200 feet off the stern. On the next run he dropped one 500-pounder which hit alongside the port bow and blew off a mast. Approximately 100 persons were seen abandoning ship - they jumped over the side and swam to safety on their backs. Another bombing run was made, and this time a 500-pounder dropped under the stern. Strafing by 2,000 rounds of 50 caliber caused a fire, and the PB4Y continued on its patrol. Lieutenant Burton returned to the scene four hours later, just in time to see the ship explode, with debris and flame rising 1,000 feet into the air. All that was left of the Jap vessel was a ring of flame on the water, and some floating planks.
- 1 Dec.--- Lieutenant Paul F. Stevens, USN, set fire to a 50-ton lugger by strafing, off the northwestern coast of Borneo; and then sank a 200-ton SUGAR DOG and slightly damaged two 100-ton luggers in Kudat Harbor, Borneo.
- 2 Dec.--- Lieutenant Raymond L. Ettinger, USNR, picked up a convoy of one DD, three PG's, one FTA, and one AO west of Culion Island, north of Palawan. This convoy had been traced from Borneo and presumably was headed for Manila. Three OSCARS pressed an organized attack and then climbed up above the PB4Y and dropped phosphorous bombs, but did no damage.
- 3 Dec.--- Lieutenant Commander Whitney Wright, skipper of the squadron, had a good day's hunting off Balikpapan Harbor. A 400-ton SUGAR DOG was bombed from 10,000 feet with three centuries, one of which exploded under the stern of the vessel, sinking her almost immediately. Fifteen minutes later a 1,500-ton SUGAR BAKER, at midships by a 500-pounder, burst into flames with smoke reaching up to 10,000 feet. Slight damage then was inflicted on a patrol craft, which returned the fire.

and hit the Liberator in the bomb bay with a 20 mm. shell. No one was wounded, however. On the 20th log, two encager RUFES made a couple of light attacks and then left the scene quickly without going to either side.

- 5 Dec.--- Lieutenant William E. Goodman, USNR, sank a SUGAR CHARLIE and a lugger which were tied up together at a dock off Talaud Island. An hour and half later, out out of Davao, he dropped two 500-pounders on the deck of a SUGAR BAKER, which sank immediately. On this run he made his approach at 60 feet, and had to pull up to 100 feet to clear the ship after his bombs were released. While passing over Bohol Island, the plane was trailed by an OSCAR, which apparently decided that discretion was the better part of valor.
- 5 Dec.--- Lieutenant (jg) Didier, USNR, was jumped by four TONYs south of Cagay, Panay. A 20-minute fight resulted, with the Japs making high runs starting overhead from 3, 6, and 9 o'clock. No damage was inflicted on the Liberator.
- 5 Dec.--- Lieutenant Wood sank a SUGAR CHARLIE with one century, just north of Jesselton, North Borneo. He also slightly damaged a 2,500-ton SUGAR BAKER.
- 6 Dec.--- Lieutenant (jg) Joseph D. Shea, USNR, seriously damaged a 100-ton SUGAR DOG and a lugger, off the western coast of North Borneo.
- 6 Dec.--- Lieutenant (jg) Jeff D. Hemphill was stalked by tragedy on this PB4Y patrol. He sank two SUGAR CHARLIES at Zamboanga, which lived up to its reputation as a hot spot for flak. The Liberator was badly damaged and the pilot steered a course for Leyte, not wanting to risk the long pull back to Morotai. No one was injured, and all hands breathed a sigh of relief as Lieutenant (jg) Hemphill made a safe landing with the crippled craft. Then the tragedy occurred. A DUTTY, attacking the Tacloban strip, crashed into three F4Us parked near the PB4Y. Ensign Norman P. Madison, USNR, copilot of the Liberator, and D.M. Holton, Rifle, were killed and four other members of the plane crew were injured.
- 6 Dec.--- Lieutenant Burton picked up three destroyers escorted by three fighters and one PETE, near Balikpapan. The ships opened up with three-inch and five-inch ack-ack at 6 miles, the nearest burst coming one-half mile from the plane at 3 o'clock.

- 7 Dec.--- Lieutenant (jg) Woodford W. Sutherland, USNR, made a brush with a V.L. off the west coast of Borneo, though tracers appeared to be going to the plane, Jap plane showed no sign of damage.
- 8 Dec.--- Lieutenant Goodman sank a SUGAR DOG and damaged another in Sandakan Harbor, and destroyed a 750-ton SUGAR CHARLIE north of Kudat Harbor.
- 8 Dec.--- Lieutenant Stevens flew over the Jap seaplane base at Toli Toli and attacked four PETES on the water. One of these was definitely destroyed by strafing and another was probably destroyed. During his attack on these planes, two other PETES, airborne, dropped phosphorous bombs on the Liberator, and then came in on high side passes. Both the top turret and tail turret guns of the PB4Y jammed, so Lieutenant Stevens retired momentarily for a little repair work. Then he came back to the scene and quickly got his guns on one PETE, which retired smoking into a cloud. The other stayed around long enough to absorb a full burst from the bow turret, and then he, too, retired in haste.
- 9 Dec.--- Lieutenant (jg) Shea strafed and damaged five luggers off southwest Bohol.
- 9 Dec.--- Lieutenant Commander Wright bombed and strafed a radar station near Tawitawi, causing some damage, and probably sank a 100-foot river boat at Sandakan.
- 10 Dec.--- Lieutenant (jg) Earl Bittenbender, USNR, made two bombing runs on a 5,200-ton tanker underway off Jessolton. However, the closest bomb exploded 25 feet from the ship. The Liberator crew also pumped 985 rounds of .50 caliber into the ship, causing some damage. The tanker had an escorting gunboat answered with 20 mm. but failed to hit the plane.
- 10 Dec.--- Lieutenant Henry S. Noon, USNR, picked up three destroyers off Balikpapan but kept out of their way and went in toward the harbor to see whether a convoy was forming. Before he could get a good view, he ran into eight or ten fighters, some of which were already on his tail. He put on full power and dived for the water, maintaining an average altitude of about 50 feet during the 45-minute battle which followed. The fighters - two TONYs and the rest mostly ZERES - tried the familiar box formation with 3-4 dropping

phosphorous bombs, but to no avail. Then several passes were made. Lieutenant Noon met these tactics by pulling up the nose of his PB4Y, forcing the Japs to dive under or break away. Even at this low altitude, several did dive under and managed to pull up in time. When the Japs finally broke off the battle about 200 miles north of Balikpapan, the final count was one ZEKU definitely destroyed and two probables, with the best score going to the top turret gunner. The BY4Y received numerous hits, all 7.7 caliber, and one member of the crew was wounded slightly. Just as was the case when Lieutenant Albert C. Fullerts, USNR, Liberator pilot of VPB-101, battled successfully with 11 Jap planes on 2 December 1944 (see BULLETIN No.5), superb flying by the PPC, coupled with disciplined teamwork by all hands, saved the day.

- 11 Dec.--- Lieutenant Wood and his PB4Y crew strafed a 2,500-ton SUGAR BAKER damaged 26 November 1944. By Lieutenant (jg) Edward H. Hagen, in a bay at Balabag Island. He also damaged a LITE tied up to a pier. Moderate, medium and light anti-aircraft was encountered.
- 11 Dec.--- Lieutenant Stevens continued the steady attrition of Jap planes at Puerto Princessa when he flew low over the seaplane base and airdrome, destroying two J.123 and two PETES, and damaging one RUFE, one J.12E and two PETES, all on the water or ground.
- 12 Dec.--- Lieutenant (jg) Shea's crew again demonstrated its aggressiveness during a tense half hour over Brunai, Borneo. First he strafed an airfield under construction near Brunai Town, destroying a steamroller and damaging a truck. Ten miles south of there, he dived on three trucks loaded with troops and strafed them. The trucks pulled up under some trees, and Lieutenant (jg) Shea then strafed the trees, with unobserved results. In the harbor near Brunai Town he straddled a 1,500-ton AK and then strafed it, leaving it afire. Six Japs were wounded on deck and two more went over the side. Nearby a river boat was steaming along, with someone on deck waving a white flag. The plane commander ordered his gunners to hold their fire while he let down to look over the boat. He was immediately met by light ack-ack from the boat. That decided its fate - a strafing run left it on fire and sinking. Lieutenant (jg) Shea then gave his attention to eight luggers, sinking two and damaging the others

by strafing. He also set fire to a large warehouse from which anti-aircraft fire had been coming. At this time, almost everything for miles around was pouring lead in the general direction of the P-41, and the plane was hit by six 7.7 mm and three 13.2 mm. Heavy gas fumes seeped through the plane, making it necessary to open the bomb bay doors and to secure all electrical equipment, including the inter-com system. The pilots had to lean out of the side windows to get enough fresh air to keep from losing consciousness. Three crewmen - William E. Abbott, A1M3c; Otto A. Adams, A1M3c; and Gordon D. Martin, A1M2c, climbed down to the bomb bays to check the damage. They found gasoline pouring from a severed hose connection between the No. 2 tank and No. 2 selector valve. Abbott held the hose together in his hands as he transferred gas from the No. 2 to the No. 3 tank. Martin was overcome by fumes, but managed to snake back into the after section. Finally, after Abbott and Adams had transferred 100 gallons, the former lost consciousness and slipped off the catwalk. Adams grabbed him and tried to pull him back, but lost consciousness himself and fell on the catwalk, from which he was dragged to safety. Abbott plummeted to his death through the bomb bay doors. Finally the fumes cleared. The plane landed with 90 gallons of fuel in its tanks. The courageous actions of Abbott and Adams undoubtedly were responsible for the Liberator's returning to base.

- 12 Dec.--- Lieutenant Burton set fire to and probably sank a lugger off Menado, strafed a nearby airstrip, scored hits on a damaged OSCAR, and probably sank a lugger at 01-10N, 124-25E, and damaged another lugger at 00-15N, 120-20E.
- 12 Dec.--- Lieutenant Ettinger sank a 400-ton SUGAR DOG off the north coast of Negros Island.
- 13 Dec.--- Lieutenant George Waldo, USNR, bombed and strafed a SUGAR ABLE and a gunboat near San Antonio Bay, Palawan. He slightly damaged the 7,000-ton SUGAR ABLE, but no damage was observed on the gunboat. The plane was hit by four 20 mm. shells, and Lieutenant Der Vartanian, A1M3c, USN, was wounded by shrapnel.
- 14 Dec.--- Lieutenant Goodman bombed, strafed and sank a SUGAR CHARLIE and two SUGAR DOGS in Davao Gulf.
- 14 Dec.--- Lieutenant (jg) Bittenbender was unsuccessfully intercepted by three JAKES and one PETE.

- 15 Dec. --- Lieutenant Burton, while cruising at 7,500 feet over the southwest tip of Palawan, sighted a SALLY. He turned to port and maintained his altitude, while the SALLY swung to starboard, made a 180 degree turn and dived to sea level. The PBY, still maintaining altitude, gave chase. The SALLY, seeing it was unable to shake the Liberator, made for land and headed up a ravine at the base of a mountain. The Liberator then pushed over, lowered its belly turret, and closed the range to 300 feet before opening fire. The SALLY'S starboard engine was knocked out, gas tanks were set afire, and the pilots apparently were killed. The enemy plane crashed in flames. At Basilan Island, Lieutenant Burton bombed and destroyed a lugger and damaged a 1,500-ton FOX TIRE DOG.
- 15 Dec. --- Lieutenant Wood sank a 300-ton lugger off the north tip of Palawan.
- 15 Dec. --- Lieutenant (jg) Edward M. Hagen, USNR, spotted three DD's and a FOX TIRE DOG off Jolo on a 90 degree course. No attack was made. Off Tizard Bank in the China Sea, an AOB class CG was sighted circling.
- 16 Dec. --- Lieutenant Vance W. Adler, USN, bombed, strafed and damaged two SUGAR DOGS in Davao Gulf. Two runs were made, dropping five centuries on the first and two on the second.
- 16 Dec. --- Lieutenant Commander Wright came in low over Liri and spotted two fat tankers, far out to sea. He started for the prey, but on closer inspection discovered an escort of four DDs. This altered the picture decidedly, especially when the DDs moved up at five miles with some stuff that was far too close for comfort. The squadron skipper noticed the DDs were camouflaged a brown color which was very effective.
- 18 Dec. --- Lieutenant Wood bombed, strafed and damaged one SUGAR CHARLIE, two SUGAR DOGS and four luggers near Josselton. Later, in Balabac Straits, he happened on a SUGAR BAKER, but since he had used all his bombs, his attack was confined to strafing, which did slight damage.
- 18 Dec. --- Lieutenant (jg) Hagen made three bombing and strafing runs on a SUGAR CHARLIE at the mouth of Davao Gulf, inflicting heavy damage. Further north, near Butuan, Mindanao, he strafed and damaged a SUGAR DOG.

- 19 Dec.- Lieutenant Burton dropped in on five 70-foot luggers in Butuan Bay, Mindanao, destroying two and damaging others.
- 20 Dec.- Lieutenant Adler attacked a SUGAR DOG off Northwest Borneo, with 100-pound bombs and strafing. The ship managed to survive this treatment, but when hit amidships by a 500-pounder she went all to pieces. Six luggers were strafed off Jesselton with unobserved results.
- 21 Dec.- Lieutenant (jg) Hagen swept down on a SUGAR DOG in Davao Gulf, plastering it with two centuries and scoring near misses with two 500-pounders. The ship was left in flames and was considered destroyed.
- 22 Dec.- Lieutenant Wood found the going hot as usual off Balikpapan. He sank a 2,000-ton SUGAR BAKER with two direct century hits and a near miss with a 500-pounder, set fire to two barges apparently loaded with oil, and strafed and damaged a riverboat. Shortly thereafter he was jumped by two ZEKES and a HAMP. A short but fierce fight developed, with Lieutenant Wood getting in a good burst on the HAMP, which retired definitely damaged. The ZEKES also left the scene after one more uneager pass. While homeward bound, near Bolaangitan, Celebes, the Navy pilot knocked a motor truck off the road.
- 22 Dec.- Lieutenant Burton sank a 600-ton SUGAR CHARLIE near Iri, Borneo.

ACTION HIGHLIGHTS OF VPB-104 SEARCHES FROM TACLOBAN:

- 10 Dec.- Lieutenant Walter H. Heider, USNR, while flying formation with a PB4Y piloted by Lieutenant (jg) Honor D. Board, USN, of VPB-117, had a brush with an OSCAR near the northern tip of Negros Island. The OSCAR was damaged, and it is not known whether it was able to return to base.
- 13 Dec.- Lieutenant (jg) Didier, flying in company with a PB4Y of VPB-117, also had a run-in with an OSCAR over the central Philippines. Although tracers seemed to enter the OSCAR, the Jap plane showed no signs of damage.
- 15 Dec.- Lieutenant (jg) Woodford W. Sutherland, USNR, sighted a convoy in two elements, position 15-10N, 118-10E, near Scarborough Shoals. The first element was composed of 4 DDs, 2 FAs and 2 DEs, while the second was made up of 1 FTA, 1 FA and 2 DEs. The Navy pilot later encountered two

United States submarines, and vectored them in for attack, directing them around the shoals and finally leaving them 30 miles from the convoy and making 17 knots. Two days later word was relayed to Lieutenant (jg) Sutherland from the captain of one of the subs, stating in effect: "Sank one destroyer MATSU class. Probably one more. Attack on other ships in convoy unsuccessful."

- 15 Dec. --- Demonstrating the effectiveness of incendiaries on wooden ships, Lieutenant Stevens dropped a 100-pound cluster on each of two SUGAR DOGS in the central Philippines, 11-53N, 123-12E. Both were destroyed.
- 26 Dec. --- Lieutenant Stevens, whose previous flights already had singled him out as a remarkable skillful and aggressive pilot, spotted and bombed a jap task force approaching Mindoro.
- 26 Dec. --- Another job of expert piloting, this time by Lieutenant Ettinger, saved a Liberator and its crew from destruction. The PB4Y first sighted an enemy convoy at 17-30N, 119-45E escorted by nine TONYS and a BETTY. The TONYS attacked and the PB4Y pushed over from its altitude of 8,000 feet and ducked in and out of stratus clouds at 1,500 feet. At 16-30N, 120-17E, another convoy, covered by four ZEKES, was seen. The ZEKES joined the TONYS and tried unsuccessfully to box the Liberator. The fire from the Liberator was so intense that the Japs broke off their runs at a safe distance. One TONY was probably damaged and retired. The fight lasted for 40 minutes. When the PB4Y finally broke from its thin cloud cover, all of the enemy planes were returning to their convoys.
- 28 Dec. --- Lieutenant (jg) Hagen shot down a MAVIS in an action which lasted only six minutes from the time of sighting to the final crash.
- 30 Dec. --- Lieutenant (jg) Sutherland seriously damaged one lugger and slightly damaged another off the coast of Hainan. A few miles further on he was jumped by a ZEKE, which was hit many times and finally skidded off to starboard, losing altitude. However, the ZEKE was not seen to crash so no kill was claimed.
- 31 Dec. --- The ever-present Lieutenant Stevens and his aggressive crew set fire to a SUGAR DOG at 24-25N, 123-00E, shot down a VAL a half hour later, and damaged three more SUGAR DOGS at 24-22N, 123-45E.

- 18 Dec. -- Lieutenant (jg) Didier damaged a SUGAR DOG and a SUGAR CHARLIE in the central Philippines, one at 13-00N, 121-27E and the other at 12-32N, 122-15E.
- 19 Dec. -- In a daring daylight attack, Lieutenant Stevens and Lieutenant (jg) Sutherland teamed up and sank a 5,300-ton FOX TARE BAKER, 310 miles west of Mindoro. The ship, in company with a FOX TARE DOG and escorted by a DD and a PG, was first sighted by Lieutenant (jg) Sutherland, who scored hits with two 500-pounders in a stem-to-stern run at 100-foot altitude. Lieutenant (jg) Sutherland then contacted Lieutenant Stevens, who was searching an adjoining sector, and the latter finished the job by bombing the crippled ship. The escorting vessels put up plenty of anti-aircraft but, perhaps because of the roughness of the sea, it was inaccurate.
- 22 Dec. -- Lieutenant Heider, returning from a routine patrol in poor visibility, was flying at 100 feet when he saw bullets hitting the water in front of his plane. He immediately applied full military power. A ZEKE, which was making a run from seven o'clock, rolled over and exposed its belly. The PB4Y took advantage of the opportunity to load the Nip plane so full of lead that it exploded in the air. The action was at 12-03N, 123-40E.
- 23 Dec. -- Lieutenant Ettinger engaged and probably destroyed a BETTY. When last seen, the Jap plane was streaming smoke from its port engine, the prop was windmilling and not feathered, and the plane was veering from side to side and losing altitude.
- 24 Dec. -- Lieutenant Goodman crippled a JAKE near Camranh Bay, Indo-China. The Jap plane made a very hard water-landing and was strafed until its floats were under water. The Nip pilot did not attempt to get out of the plane and the canopy was still closed when the Liberator left the scene.
- 25 Dec. -- Lieutenant Burton shot down a TABBY while patrolling off Luzon, at 16-55N, 118-54E.
- 25 Dec. -- Lieutenant (jg) Hemphill knocked out the engines of a 50-ton lugger off the northeastern coast of Formosa.

VPB-71 CONTINUES BLACK-CATTING

Patrol Bombing Squadron 71, which began Black Cat operations with its PBV-5As at Morotai 25 November 1944, continued its search-attack missions through 19 December, when it was placed on a maintenance and rest status. During the Black Cat tour of duty, the squadron sank or destroyed a FOX TARE CHARLIE, two SUGAR CHARLIES and four luggers, totaling 4,300 tons. Damaged were a SUGAR BAKER, a large oiler, a small tanker, three luggers and four barges. Also, considerable damage was done to docks, warehouses and barracks in enemy ports. Black Cat operations through 24 December were listed in Bulletin No. 5. Action highlight for the remainder of the night four follow:

- 15 Dec.- Lieutenant (jg) R. E. Feist, USNR, dropped six 250-pound GP bombs and made six strafing runs on an enemy freighter off the northeastern tip of Borneo, 05-13N, 119-13E. The following day, a Navy Liberator reported that a FOX TARE CHARLIE was beached on its side at 05-13N, 119-14E. There had been no previous report of a beached ship at this position.
- 17 Dec.- Lieutenant (jg) A. E. Lohmcke, USNR, bombed and strafed a 100-foot barge north of Davao, Mindanao. Only slight damage was claimed since no fires were observed and results could not be accurately judged.

Starting 24 December, the squadron assigned a plane each night to operate with PT boats in an anti-barge patrol of waters between Morotai and the northern tip of Halmahera. On the first night of joint operations, Lieutenant Commander W.L. Kauber, USN, made a visual sighting at 0115/I 25 December of two 75-foot barges. A string of four 100-pound bombs was dropped and two direct hits were scored, destroying the barges.

Between 4 January 1945 and 7 January 1945, the major part of the squadron moved to Leyte, where it based aboard the USS TANGIER. The outfit was assigned to task of providing Tom Cat coverage for the huge convoys which were beginning to nose through the Philippines for the assault in Lingayon Gulf. The highlight of this coverage occurred 7 January when Commander Norma C. Gillette, Jr., USN, squadron commanding officer, picked up a radar blip near Manila, at 2230/I. He investigated and found that it was a Japanese destroyer of the HATSUHARU class. Three United States destroyers, summoned by Commander Gillette, intercepted the enemy ship, hit her repeatedly with salvos, and finally sank her. At 2330/I the Tom Cats were released by Commander Task Force 78 with a "Well Done".

On 10 January, Commander Gillette led 12 planes to Lingayen Gulf, where operations were inaugurated 12 January. Lieutenant Richard J. Harkins, USNR, observed a survivor in life raft off the Luzon coast 13 January and made a landing in the raft. The Catalina was damaged badly and sank, but all members of the crew, together with the Army pilot whom they had attempted to rescue, were subsequently picked up by a destroyer, the USS THIGGS.

VPB-146 LISTS OPERATIONS FOR NOVEMBER

Patrol Bombing Squadron 146, with Lieutenant Commander Jesse P. Robinson, USN, commanding, continued to fly its Ventura from Morotai in November 1944. At the end of the month the squadron was moved to Mokerang Field, Los Negros.

Action highlights:

- 3 Nov.- Lieutenant Commander Hadley M. Lewis, USNR, made two runs on an AK off North Borneo, dropping six 100-pound bombs and leaving the ship smoking and dead in the water. A destroyer, escorting the AK, was strafed by the turret gunner during the second run. The warship returned the fire, but holed the Ventura only once.
- 5 Nov.-- Lieutenant (jg) William C. Anderson, USNR, sank a barge off North Celebes by strafing.
- 14 Nov.- Lieutenant Kenneth D. Bradshaw, USNR, strafed a barge near the Celebes, and return fire scored three hits - two on the PV's prop and one on the right cabin tank. Two days later, the barge was observed to be beached.
- 15 Nov.- Lieutenant Erling G. Olson, USNR, fired 1,200 rounds of 50 caliber and dropped four 100-pound bombs on a 5,000/6,000-ton tanker off North Borneo. The ship was burned and beached.
- 20 Nov.- Lieutenant Richard H. Hart, USNR, successfully ditched his plane 200 miles southeast of Morotai. None of the crew was injured and all emergency gear was taken from the plane. Two days later, a PBM from VPB-20, also based at Morotai,
- 22 Nov.- A Ventura piloted by Lieutenant (jg) John P. Berlier was shot down by friendly carrier aircraft off Leyte. Although the plane was afire when ditched, there were no injuries to personnel, and the entire crew was picked up by a friendly destroyer after an hour and a half in the water.
- 26 Nov.- Lieutenant Clifton E. Jackson, USNR, was attacked by three

S-E-C-R-E-T

On 10 January, Commander Gillette led 12 planes to Lingayen Gulf, where operations were inaugurated 12 January. Lieutenant Richard J. Harkins, USNR, observed a survivor in life raft off the Luzon coast 13 January and made a landing in a Catalina. The Catalina was damaged badly and sank, but all members of the crew, together with the Army pilot whom they had attempted to rescue, were subsequently picked up by a destroyer, the USS THIGGS.

VPB-146 LISTS OPERATIONS FOR NOVEMBER

Patrol Bombing Squadron 146, with Lieutenant Commander Jesse P. Robinson, USN, commanding, continued to fly its Ventura from Morotai in November 1944. At the end of the month the squadron was moved to Mokerang Field, Los Negros.

Action highlights:

- 3 Nov.- Lieutenant Commander Hadley M. Lewis, USNR, made two runs on an AK off North Borneo, dropping six 100-pound bombs and leaving the ship smoking and dead in the water. A destroyer, escorting the AK, was strafed by the turret gunner during the second run. The warship returned the fire, but holed the Ventura only once.
- 5 Nov.-- Lieutenant (jg) William C. Anderson, USNR, sank a barge off North Celebes by strafing.
- 14 Nov.- Lieutenant Kenneth D. Bradshaw, USNR, strafed a barge near the Celebes, and return fire scored three hits - two on the PV's prop and one on the right cabin tank. Two days later, the barge was observed to be beached.
- 15 Nov.- Lieutenant Erling G. Olson, USNR, fired 1,200 rounds of 50 caliber and dropped four 100-pound bombs on a 5,000/6,000-ton tanker off North Borneo. The ship was burned and beached.
- 20 Nov.- Lieutenant Richard H. Hart, USNR, successfully ditched his plane 200 miles southeast of Morotai. None of the crew was injured and all emergency gear was taken from the plane. Two days later, a PDM from VPB-20, also based at Morotai,
- 22 Nov.- A Ventura piloted by Lieutenant (jg) John P. Barber was shot down by friendly carrier aircraft off Leyte. Although the plane was afire when ditched, there were no injuries to personnel, and the entire crew was picked up by a friendly destroyer after an hour and a half in the water.
- 26 Nov.- Lieutenant Clifton E. Jackson, USNR, was attacked by three

P-40's near Halmahera. His plane was badly riddled and was surveyed after a crash landing at Morotai. No members were injured.

28 Nov.- Lieutenant Commander Lewis and Lieutenants Herbert W. George, USNR, and James C. Clark, Jr., USNR, hit Tobin Island with 22 five-inch high-explosive rockets and 12 500 pound GP bombs. Five buildings, a radio tower and a 100-foot boat on a marine railway were damaged. Lieutenant Commander Lewis' plane was holed twice, but in general the ack-ack was light and inaccurate.

At Mokerang in December, half the squadron flew 300-mile sector searches while the other half was on rehabilitation leave in Australia. Total flight time for December was 550 hours. No service ammunition was expended.

VPB-25 OPERATES FROM MINDORO

Patrol Bombing Squadron 25 moved from Leyte Gulf to Mangarin Bay, Mindoro, on 28 December, 1944, basing on the USS HALF MOON and the USS SAN PABLO. Following are some notes, covering the period from the date of moving to 24 January, 1945, which were submitted by the squadron for the BULLETIN:

The improvement in weather on this side of the Philippines was counterbalanced by the much too frequent appearance of Nip aircraft that harassed us almost continually for the first week. We escaped with one strafing, and one very near miss of a 500 pound dud. A PT tender and an ammunition ship close by were not so lucky.

The tactical job at hand is the flying of four 12 degree, 700-mile, daylight searches west of the French Indo-China coast and a 600-mile night search down the west coast of Borneo to Brunai Bay. Numerous Jap merchantmen have been spotted as well as three Jap cruisers and three Jap destroyers.

One Dunbe mission to Cuyo Island was successfully completed with the rescue of two survivors from an LST.

Lieutenant (jg) Donald A. Riedl, USNR, and Henry R. Chaffee, Jr., AMM3c, USN, were killed in a crack-up on a reef and subsequent burning during an early morning take-off.

Two successful single engine returns from well out in the sectors have been made by Lieutenant (jg) Edward D. Crocker, USNR, and Lieutenant Bowen S. Larkins, USNR, the former of whom returned from a distance of over 600 miles on single engine.

The third single engine operation had a more spectacular conclusion. Lieutenant J. L. Stevenson, USNR, was forced to land 20 miles west of Lingayon Bay, with a 40-knot wind and 20-foot swells adding to the many other hazards. The landing was a remarkably successful one - they rode the sea for over seven hours, when the destroyer USS HOPEWELL effected the rescue of a well worn but happy crew.

On a night Borneo search, Lieutenant Commander Frank M. Scrows, USN, and his crew were chased for one and a half hours by five Nip planes that seemed to be getting some excellent fighter director control. Apparent lack of radar control in the planes, plus only fair visibility, prevented their closing. The chase began over Brunei Bay.

VPB-137 BLASTS TOBI ISLAND

Patrol Bombing Squadron 137, operating from Morotai, wiped out the Japanese radio station on Tobi Island, near Halmahera, in a series of raids during December 1944. The squadron, which flies PV-1s, is commanded by Lieutenant Commander John A. Porter.

On 1 December, Lieutenant Commander Porter, flying a search sector, was jumped by a NELL, which dropped a stick of four bombs, spaced at 150 feet, from 6,000 feet. The closest bomb missed the Ventura, which was flying at 200 feet, by about 500 feet. Lieutenant Commander Porter chased the NELL, but the Jap plane ducked into a cloud and made its getaway.

Principal actions were:

- 3 Dec.- Army Intelligence reported that the radio station on Tobi Island was still broadcasting periodically and was probably homing Jap night raiders to Morotai. Six Venturas, led by Lieutenant Commander Porter, made a daylight raid on the installations, dropping bombs, firing five-inch rockets, and strafing. Possibly because the high velocity rockets were piercing the light buildings without exploding, the damage to the structures did not appear to be substantial. The turret dome and astro hatch of a plane piloted by Lieutenant I. A. Enovold was shattered by enemy fire. The gunner, J. W. Sabrsula, ACM2c, and the navigator, R. E. Carney, LM2c, were cut around the face and head. The anti-aircraft was light.
- 6 Dec.- Lieutenant R. F. Bridston led six more PVs to Tobi Island, and this time nose fuses were used on the rockets. Damage to buildings was serious.

- 7 Dec.- The Venturas were loaded with 500-pound and 150-pound incendiary clusters. Four planes made the attack, flown by Lieutenant R.M.R. Deek made a direct hit on the radio station and destroyed it completely by fire. The other planes set large fires in two other areas. "Incendiary bombs proved to be ideal for the light wooden buildings and thatched huts," the squadrons action report stated.
- 8 Dec.- Lieutenant Bridston and three other pilots dropped 500-pound demolition bombs and parafrags. Photographs showed that every installation on the island, including living quarters and a boat shop, was demolished.
- 10 Dec.- Recent intelligence had indicated that the sea plane base at Lalos, Celebes, virtually erased by Lieutenant (jg) H. Morris, USNR, of VPB-101 on 13 October 1944, (see Bulletin No. 4), also had served as an aircraft assembly plant. Moreover, photographs indicated that there was still some activity in the few buildings left standing. Consequently, four Venturas piloted by Lieutenants Deek, Carlson, and Ray and Lieutenant (jg) E. Lee, bombed the remaining buildings. All but two bombs landed in the target area.
- 14 Dec.- Lieutenant Enevold spied a PETE over Tawitawi and knocked the Nip down on the water. The PETE managed to make a landing, but was strafed twice on the water and left burning.
- 16 Dec.- Three Venturas dropped more bombs and fired more rockets over the wrecked seaplane base at Lalos, Celebes.
- 17 Dec.- Lieutenant F. Y. Ames made two bombing runs on a car-rigged ship in Bongao Anchorage, Tawitawi. Results were unobserved. The plane was holed by 20 mm fire and left a tow. The following day an Army P-38, attacking a FOX TIRE DOG believed to be the same ship, was shot down.
- 19 Dec.- Lieutenant (jg) R. V. Hancock spotted the same FOX TIRE DOG in Bongao Anchorage. He made one bombing run, without success, when he was dive-bombed by three I-47's from the 13th Air Force. The Ventura turret gunner opened fire on the lead plane, slightly wounding the Army pilot. A very pistol recognition signal was fired by the PV, and the Thunderbolts bored in. Before the last I-47 was shot away, the PV had been holed 12 times. One tire was shot out, which caused the PV to ground-loop on the beach. Fortunately, no one was injured.
- 21 Dec.- Two planes piloted by Lieutenant J. C. Koch and Lieutenant (jg) R. V. Markham bombed a FOX TIRE DOG at Tawitawi with unobserved results. (The report did not indicate whether this was the same ship which was attacked 19 December and 17 December.) One plane was holed by medium

anti-aircraft fire.

23 Dec.- Lieutenant Commander Porter led a six plane strike on Manado, with a SUGAR BAKER, a SUGAR CHARLIE and many luggers, sighted the previous day, designated as the primary targets. The town and waterfront were partially obscured by low clouds, and a FOX TARE DOG, tied up on the south bank of the Tondano River, was the only ship to be seen. Lieutenant Commander Porter fired his rockets at the ship, but they fell short into the warehouse area. On his next run he dropped six centurions, which overshot onto four barges. Three of these sank. Lieutenant (jg) [redacted] unloaded all rockets and bombs in the warehouse area. Lieutenant Keach got one bomb hit at the base of a bridge spanning the river. The delayed fuse missile was seen to explode, causing certain damage. Another bomb went through the bridge, exploding in the water, and four rockets banged into the warehouses at the north end of the bridge. Lieutenant (jg) J. B. Locker shot a string of rockets into the south end of the bridge and planed six 100-pound bombs in the warehouses on the other side of the river. Lieutenant (jg) C. J. Yazel and Lieutenant (jg) R. L. Shafer pocked the warehouse area, and Lieutenant (jg) Yazel scored hits on the officer's quarters, two miles south of the river. Large fires were started. Intense light and sodium anti-aircraft met them and, to quote one pilot, "It looked as if Christmas had come a bit early at Manado."

VPB-101 OPERATIONS FOR DECEMBER:

Patrol Bombing Squadron 101 continued to operate its PB4Ys from Morotai during December 1944. Five enemy aircraft were destroyed in flight during the month and four others were destroyed on the ground or water. Five planes were damaged. Eight ships totaling 4,150 tons were sunk and five others, totaling 6,700 tons, were damaged.

"Of significance during the period was the almost complete disappearance of enemy shipping from the search areas," the squadron's War Diary says. "Puerto Princessa in Palawan, Brunei Bay, Marudu Bay and Sandakan in Borneo, which had been important ports of call, were usually empty."

Action highlights:

1 Dec.- Lieutenant Robert L. Hershberger, USNR, bombed and strafed a SUGAR BAKER and two escorts in Marudu Bay, North Borneo, sinking the SUGAR BAKER and an escort and damaging the second escort.

- 2 Dec.- Lieutenant Albert C. Lubberts, USNR, shot down three ~~ETIN~~ and one JACK and damaged one ~~PETE~~ and one ZENE. (See ~~ETIN~~ No. 5.)
- 2 Dec.- Lieutenant Horshberger spotted a BETTY through the clouds off the southeast coast of Davao Gulf. The Jap was at 2,000 feet, while the PB4Y was at 8,500 feet. The Liberator never gave the BETTY a chance to wake up, diving on her tail, smoking her port engine and causing the Jap plane to crash and explode in the water.
- 4 Dec.- Lieutenant David M. Carroll, USNR, searching to the end of Sarangani Bay, raised a lugger which he bombed and which made for the beach in a seriously damaged condition. Nearby, a gasoline barge was bombed and exploded.
- 5 Dec.- Lieutenant Commander Marvin T. Smith, USNR, blow up an oil tank and pump house north of Miri, Borneo.
- 6 Dec.- Lieutenant Everett E. Buhler, USNR, scored three near misses on a 6,000 ton AK at 06-37N, 117-32E.
- 7 Dec.- Lieutenant Carroll dropped in on the oil center of Tarakan and, discovering two PETES on the water, bombed and strafed them until they burned and were destroyed.
- 8 Dec.- Lieutenant Commander Smith made three strafing runs on Kudat strip, North Borneo, damaging one BETTY, one ~~SLEET~~, and two NICKS. Fairly accurate medium ack-ack was encountered from a crest just west of the strip. At Sandakan he sank one of six SUGAR DOGS with a direct hit from a century and strafed the others and nearby docks.
- 8 Dec.- Lieutenant (jg) Maurice D. Neimann, USNR, ran into a convoy of six SUGAR CHARLIES and three luggers on the southwest coast of Bohol, sinking one with a direct hit from a 100-pounder.
- 13 Dec.- Lieutenant Fred H. Morris, USNR, encountered intense 20 mm anti-aircraft from a hill southeast of the entrance to Dabawan Harbor, Balabac Island, and some 12.7 mm from a promontory in the southwest corner. The tail gunner was slightly wounded. Lieutenant Morris strafed the gun positions, with no apparent results.
- 15 Dec.- Lieutenant Lubberts engaged a PETE near Tolitoli, scoring hits, but no damage was observed.

- 16 Dec.- Lieutenant Carroll, while flying over Jolo at 8,000 feet, was heckled for 20 minutes by three TONYS and a . . . Only one pressed home a good overhead run, but no hits were received. Phosphorous bombs went wide.
- 17 Dec.- Lieutenant Commander Smith made six low strafing runs over Cagayan strip, Mindanao, destroying a DETTY and a TOJO and damaging a TONY. No anti-aircraft was encountered.
- 18 Dec.- Lieutenant David C. Twitchell, USNR, was attacked half-heartedly by four TONYS 10 miles east of Zamboanga, no damage.
- 23 Dec.- Lieutenant Horshberger made three strafing runs over an airfield, damaging a DETTY. He also scored several hits on a large, derelict FOK TARE off Labuan, Brunei Bay.
- 24 Dec.- Lieutenant Commander Smith bombed and strafed shipping and harbor areas at Sandakan, destroying one lugger on the ways and damaging another. Two warehouses were also destroyed.
- 25 Dec.- Lieutenant Twitchell damaged a lugger in Brunei Bay.
- 26 Dec.- Lieutenant Morris ran into three very eager OSCARS at 6,000 feet, over Miri. Featuring high overhead passes, their attacks were definitely ambitious but their marksmanship was bad and no hits were sustained by the FLAK in a 20-minute battle. The gunners of the Liberator were sure they scored some hits on the Japs. Lieutenant Morris' tactics were to turn into the enemy on each attack.
- 27 Dec.- Lieutenant Lubberts scored a direct hit with a century on a beached SUGAR BAKER at Kudat. He then discovered some new barracks in a coconut grove, which he attacked. It will be remembered that the old barracks were very heavily damaged 19 November by Lieutenant Commander Smith. (See BULLETIN No.5.) Lieutenant Lubberts also hit a truck and an automobile off a road.

TAIL WINDS TO A FIGHTING OUTFIT:

On 17 January 1945, CTF-73 sent the following dispatch to Patrol Bombing Squadron 101, which has received orders to return to the United States:

"Tail winds, happy landings and a joyous rehabilitation to one of the fightingest outfits to leave the SOWESTPAC."

VPB-117 SCORES 22 SURE KILLS

Patrol Bombing Squadron 117, flying its PB4Y's from the Philippines, shot down 22 Japanese planes during December. In addition, the squadron probably shot down five others, and damaged one. A total of 14,750 tons of ships were destroyed, 4,100 probably destroyed, and 6,400 damaged.

On 10 December, Lieutenant Bradford M. Brooks, USNR, and crew ditched their Liberator off Negros, following an attack by two aggressive ZEMES. The pilot and four others are missing; seven members of the crew were rescued. On 31 December, Lieutenant Stang, USN, crashed into Leyte Gulf, 300 yards off the north end of Tacloban strip, when his PB4Y ran out of gasoline. The pilot, Lieutenant (jg) William T. Bonn, USNR, was killed. Three members of other crews died as a result of wounds received in enemy action.

Outstanding missions included:

- 2 Dec.- Lieutenant D.E. Moore and his PB4Y crew, on a search flight from Tacloban, were attacked by a ZEME at 0930/I over Lubang Island. After turning toward the Jap, Lieutenant Moore got on his tail, and the gunners scored hits. The ZEME finally crashed on Lubang Island, and burned. Later, the Liberator inflicted slight damage by strafing a SUGAR BAKER and a lugger off Tablas Island.
- 3 Dec.- Lieutenant (jg) Edward F. Kittrell, USNR, strafed and probably sank a 500-ton patrol craft off Caiman Point, Luzon.
- 3 Dec.- Lieutenant W. P. Rhodes, USNR, sighted a JANE off the west coast of Mindoro, and shot him down after a chase in which the Liberator proved faster than the Jap plane.
- 5 Dec.- Lieutenant Commander Harold A. McGaughey, USNR, attacked a SUGAR CHARLIE off Romblon Island with three clusters of incendiary bombs. The vessel burned to destruction. Later he sighted a 4,000-ton SUGAR BAKER, camouflaged and at anchor off the southwest tip of Mindoro. The ship apparently was loaded with explosives, because it blew up with terrific violence after one strafing run. The explosion occurred just as the PB4Y was in position for a low-level bomb drop and flying debris did considerable damage to the plane. However, no one was hurt.
- 5 Dec.- Lieutenant (jg) S.L. Sutton, USNR, combined incendiary and 500-pound GP bombs to destroy a 700-ton SUGAR CHARLIE at 14-48N, 120-05E and a SUGAR DOG at 12-11N, 121-14E.

- 6 Dec.- Lieutenant (jg) Jan B. Carter, USNR, strafed and destroyed a lugger off the northern tip of Mindoro.
- 6 Dec.- Lieutenant Moore shot down another Jap plane - this time a JAKE - after closing a gap of 15 miles. The JAKE caught fire, crashed and burned.
- 7 Dec.- Lieutenant Commander T. P. Mulvihill, USNR, dropped incendiaries on and destroyed three SUGAR CHARLIES in a cove on the northwestern coast of Romblon Island. The plane was holed once by machine gun fire. On the way home, three more SUGAR CHARLIES, sighted at Busuanga Island, were destroyed by strafing.
- 7 Dec.- Lieutenant Commander McGaughey, using incendiaries, set fire to a SUGAR CHARLIE and a lugger off Masbate Island. Both vessels were destroyed. Off the northwestern tip of Mindoro, he surprised a JAKE, closing range to 75 feet before opening fire. The plane caught fire and crashed. Later, two SUGAR CHARLIES and two SUGAR DOGS were found in Calapan Harbor, on the northern tip of Mindoro. These were sunk by bombing and strafing.
- 8 Dec.- Lieutenant Carter opened fire from a distance of 1,500 feet on an IRVING, sighted over the Visayan Sea. The Jap, although damaged, managed to escape toward Luzon. Later, the PB4Y destroyed three SUGAR DOGS off the southwestern tip of Mindoro with incendiaries and strafing.
- 9 Dec.- Lieutenant Robert G. Garlick, USNR, approached undetected and shot down a JAKE.
- 10 Dec.- Lieutenant (jg) Carter shot down a JUDY over Capiz, Panay Island. When last seen by Lieutenant (jg) Carter, the enemy plane was plummeting toward the earth, streaming smoke. An Army P-38 pilot, who saw the JUDY crash and burn, confirmed the kill. Later, the Liberator was attacked by two HILTS. One of these was shot down. The other disappeared in the clouds. At 13-22N, 120-25E, the PB4Y dropped ten 100-pound incendiary clusters on a SUGAR DOG, which was consumed by flames.
- 11 Dec.- Lieutenant (jg) Homer B. Heard, USNR, was attacked by an OSCAR off the northern coast of Negros. The Liberator, without taking any hits itself, set fire to the enemy plane, which probably crashed. Later, while flying north of Mindoro, Lieutenant (jg) Heard and crew saw a TOPSY and a ZEKE. The ZEKE fled hastily, leaving the transport without escort. The PB4Y crew promptly shot down the TOPSY, which crashed into the sea. Three-quarters of an

hour later, Lieutenant (jg) Heard teamed up with (jg) Kittrell to bomb a 3,500-ton FOX TIRE BOG, at 121-59E. When last observed the ship was burning and sinking in the stern.

- 12 Dec.- Lieutenant (jg) Sutton, while attacking a SUGAR DOG off the west coast of Mindoro, sighted a TONY, gave chase, and shot it down. Results of the attack on the SUGAR DOG were not observed.
- 12 Dec.- Lieutenant Commander McGaughey, at 11-03N, 124-20E, sighted a TESS, definitely identifying it as enemy by the footballs on the wings. His gunners opened fire from a range of 150 feet, and the Nip plane crashed in flames. Ten bodies were observed.
- 13 Dec.- Lieutenant (jg) Carter strafed a 100-ton SUGAR DOG, which was destroyed by flames.
- 13 Dec.- Lieutenant Commander Mulvihill bombed and dropped incendiaries on a SUGAR CHARLIE and dock in Lubang Harbor, destroying the ship and damaging the dock. He also dropped incendiaries on a small shipyard at Calapan Point, Mindoro, destroying three SUGAR CHARLIES under construction, the building ways, and a large building.
- 15 Dec.- Lieutenant Commander McGaughey strafed and set afire a lugger at 13-48N, 120-38E. The vessel burned to the water line. At 13-41N, 120-50E, he destroyed two 100-ton SUGAR DOGS by strafing.
- 17 Dec.- Lieutenant Moore was returning from a reconnaissance flight to Camranh Bay, French Indo-China, when he spotted two TESS planes flying at 1,200 feet. The Liberator was at 2,000 feet. Vigilant for enemy fighter cover, Lieutenant Moore waited until the transports passed beneath his plane, then turned right hard rudder and dived on them. Both were quickly shot down.
- 24 Dec.- Lieutenant Commander McGaughey destroyed a 100-ton motor lugger in Verdi Passage.
- 24 Dec.- Lieutenant (jg) Sutton shot down a JANE at 21-30N, 122-40E. Two hours later, the PB4Y encountered a JANE, which was shot down after its engine caught fire.
- 26 Dec.- Lieutenant Ralph H. Castleton, USNR, after searching the Kong Harbor, sighted a BETTY at 13-40N, 119-50E. He set fire to port engine of the Jap plane, and a probable kill is claimed.

- 28 Dec.- Lieutenant (jg) Carter found a green TOMMY at 21-42N, 121-12E. The Jap plane caught fire at the starboard engine and crashed into the sea.
- 30 Dec.- Lieutenant (jg) Carter got his fourth and fifth sure kills of the month, when he bagged a JAKE at 20-40N, 121-47E, and a VAL at 20-47N, 121-42E. Both enemy planes burst into flames and burned on the water.
- 30 Dec.- Lieutenant Graham B Squires, USNR, searching off Formosa, sighted an EMILY at a distance of 18 miles. By ducking into clouds, the Liberator approached to within six miles before it was detected by the Jap.
- 31 Dec.- Lieutenant William J. Quinn, USNR, surprised an enemy biplane at 20-45N, 121-18E, and shot it down in flames. Continuing on patrol from Luzon to Formosa, he encountered a JAKE at 21-00N, 121-05E, and destroyed it at point-blank range. The JAKE had been flying anti-submarine patrol for a FOX TARE DOG, and the ship was also strafed by the JAKE before the Liberator resumed its patrol. The Liberator carried no bombs.
- 31 Dec.- Lieutenant Robert C. Garlick, USNR, found a TABBY off the west coast of Luzon and got on its tail before the Jap pilot knew of the Liberator's presence. On fire, the TABBY landed in the water. One survivor was seen holding on to the tail surface of the sinking aircraft.

VFB-33 ESTABLISHES BLACK CAT RECORD

The final Black Cat score of Patrol Bombing Squadron 33, which recently returned to the United States, shows that 116,500 tons of Japanese shipping were sunk and 80,500 damaged. These figures do not include 101 small craft, barges and sailing vessels destroyed. The grand total, including the small craft, is more than 200,000 tons sunk or damaged.

A light cruiser, four destroyer escorts and a large seaplane tender were among the 50 ships sunk by VFB-33, which has been commanded since 28 May 1944, by Lieutenant Commander F. T. Anderson, USN.

The shipping destroyed by this outstanding outfit established an all-time record for Black Cat operations. Here are other noteworthy highlights of the squadron's Pacific tour:

VFB-33 planes either covered the landing or appeared shortly thereafter at Baker, Admiralties, Hollandia, Aitape, Wakde, Dick, Noenfoor, Morotai, Leyte, Mindoro, Lingayen Gulf and Subic Bay.

The PBV-5s caused extensive damage in night bombings at Keopang and Arboina; were the first Allied aircraft to bomb Woleai and Wakde; were the first planes to conduct strikes from Morotai.

The squadron made the first night attacks on Borneo and the Central Philippines since the fall of Corregidor and, with VFB-34, was the first Allied squadron based in The Philippines since 1942.

VFB-71 FLIES BLACK CAT MISSIONS

Patrol Bombing Squadron 71 moved to Lingayen Gulf in January 1945, and began night reconnaissance flights there 12 January. Two destroyers were among the targets and when enemy shipping was scarce the pilots blasted land targets instead.

Action highlights follow:

17 Jan.- Commander Norman C. Gillette, Jr., USN, commanding officer, on a search from Lingayen Gulf, approached the harbor at Takao, Formosa, but found it alerted. Consequently, he turned south to investigate a searchlight 15 miles away. On approaching, he found that the light was at Toko seaplane base. As the Land Cat soared overhead, the seaplane lights were accommodatingly turned on and the PBV-5A was challenged by blinker. Commander Gillette quickly dropped a flare from 1,300 feet, which illuminated the target perfectly, and then made a gliding turn over the hangar and released a 100-pound incendiary cluster. This started

numerous fires, accompanied by explosions. No anti-aircraft was encountered, but when the Cat returned 10 minutes later, several guns opened up with moderate, fairly accurate ack-ack. The pilot skillfully avoided three searchlights. On leaving the area, the plane crew observed one large hanger had been gutted by flames.

- 21 Jan.- Commander Gillette returned to Toko and dropped two 250-pound G.P. bombs and two 100-pound incendiaries. All four hit in the congested area of hangars and large shops. Fires and a series of continuing explosions were started, and the flames were still visible when the plane was 30 miles on its homeward course.
- 21 Jan.- Lieutenant Glen I. Palmer, USNR, strafed and scored approximately 20 hits on a small patrol craft at 23-35N, 119-17E. Extent of the damage was undetermined. The Cat was hit once by machine-gun fire.
- 22 Jan.- Lieutenant A. O. Truner, USN, after covering his sector, approached Mako, Pescadores. He made a gliding run over Sokuten To and released four 250-pound G.P. bombs and two 100-pound incendiaries on shops, barracks and other buildings. His drop, which started large fires and explosions, was made at an altitude of only 50 feet.
- 23 Jan.- A large fire on a cargo ship of 8,000 to 10,000 tons was started by Lieutenant Melvin H. Warner, USN, who dropped four 250-pound bombs and scored at least one direct hit. The ship was in Kiirun Harbor. In retiring, Lieutenant Warner dropped two 100-pound incendiary clusters on a small island, with unobserved results.
- 23 Jan.- Lieutenant Richard J. Harkins, USNR, finding no shipping, dropped four 250-pound G.P. bombs and two 100-pound incendiaries on wharfs at Anoy, starting large fires. Light and medium anti-aircraft fire holed the plane four times, but there were no personnel casualties.
- 24 Jan.- Lieutenant (jg) Walter D. Levy, USNR, finding no shipping, bombed several large unidentified buildings on the southwestern tip of Formosa, at 21-56N, 120-43E. A large fire was started.
- 24 Jan.- Lieutenant (jg) A. J. Lehnicke, Jr., USNR, bombed a FTL TIRE ABLE and set fire to a SUGAR CHARLIE near the mouth of the Tainan Canal, Formosa. Light from the blaze caused the FTL to be a derelict. Undetermined damage by strafing was inflicted on a SUGAR DOG and a barracks building.

- 24 Jan.- Lieutenant (jg) L. T. Woodo, USNR, sighted a convoy of four freighters, six freighter-transport and two destroyers at 25-05N, 121-55E, on a course of 000 degrees at a speed of 10 knots. From an altitude of 100 feet, he dropped four 250-pound bombs on the destroyer, with unobserved results. No ack-ack was encountered on the run, but as the Land Cat circled back to observe results of the bomb drop, three ships opened up. No hits were scored on the PDY-5A.
- 24 Jan.- Lieutenant Harold F. Allen, Jr., USNR, damaged two SUGAR CHARLIES, six luggers and a large schooner, by dropping and near misses with 250-pound bombs, at 24-26N, 120-50E.
- 25 Jan.- Lieutenant Palmer sighted a cruiser, four destroyers and seven cargo ships in the outer harbor at Anoy and dropped four 250-pound bombs, spaced at 30 feet, on one of the destroyers. One of the bombs hit the side of the ship near the bow, and the explosion was followed by a billowing flame which rose 150 feet in the air. Several AA bursts were fired by the ship under attack, but these ceased when the bomb hit. One 20 mm shell hit and exploded in the mechanics' compartment, but caused no injury to personnel. Because of damage to the plane, the pilot did not remain to observe whether the DD sank.
- 25 Jan.- Lieutenant (jg) Curtis L. Layton, USNR, straddled a SUGAR DOG with two bombs, apparently causing little damage, at Toko, Formosa. Later, he dropped two incendiary clusters in the vicinity of an airport at Cikan, Formosa, starting small fires.
- 25 Jan.- Lieutenant Commander William L. Kauber, USN, after covering his sector and finding no shipping, dropped three 250-pound G.P. bombs and one 100-pound incendiary cluster on what appeared to be a barracks area in Karenko, Formosa. All bombs hit in the area and many fires were started.
-

VPB-146 LEAVES FOR HOME

Patrol Bombing Squadron 146 received orders to return to the United States in February and received the following message from CTF 73: "Good luck and goodbye to a fighting outfit which will never be forgotten either by the enemy or ourselves. God speed you on your return home."

VPB-25 SEARCHES FROM MINDORO

Patrol Bombing Squadron 25 continued to fly its PBM planes on

S-E-C-R-E-T

S-E-C-R-E-T

daylight searches during January 1945. As the month progressed, there was a notable decline in sightings along the French Indo-China coast. Principal sightings during the latter part of January were of two light cruisers off Camranh Bay 21 January and three destroyers 60 miles north of Quinhon 31 January.

On 26 January, Lieutenant James L. Stevenson, USNR, and crew were forced down on one engine north of Tanquan, French Indo-China. The partially sunk plane was located the next day, 100 yards off-shore. On 29 January, another plane sighted a large sign on the beach, built with tree branches, spelling VPD-25. Inevitably, the plane saw one survivor, and directed him by blinker to paddle off-shore in a small boat. The survivor, Charles L. Hamilton, RM 2/c, did so, and a submarine which was in contact with the plane quickly surfaced and took him aboard. Several attempts to arrange a rendezvous between the submarine and the other 10 survivors were unsuccessful, but word was received 6 February that they were all in safe hands.

S-E-C-R-E-T

S-E-C-R-E-T

VPB-71 FLIES BLACK CAT MISSIONS

Patrol Bombing Squadron 71, based on the USS TANKER 606, USS BARATARIA, flew its PBV-5As on long-range Black Cat missions from Lingayen Gulf during February. On 9 February when the TANKER departed from the Gulf, the squadron was officially based on the BARATARIA, with four crews on the USS ORCA.

During most of the month, low visibility and generally poor search conditions prevailed. On 13 and 14 February, planes of the squadron assisted in tracking a substantial Jap task force proceeding northward in the China Sea. On 28 February, the squadron received orders to have seven planes report to Fleet Air Wing 70 at Leyte by 1 March. Patrol Bombing Squadron 20, which flies P-40s, relieved Patrol Bombing Squadron 71 at Lingayen 1 March.

Action summary follows:

- 1 Feb.---Lieutenant Arcia O. Turner, USN, located a SUGAR CHARLIE near Tainan, Formosa, on his radar, but had to make three approaches before he could establish visual contact. As a result, the ship was alerted and taking evasive action when the first bombing run was made. Two 500-pound bombs were dropped on this run, with one bomb going wide and the second scoring a near-miss which caused the SUGAR CHARLIE to stop dead in the water. A second run was made and this time two 500-pounders straddled the ship, which immediately started to sink.
- 2 Feb.---Lieutenant (jg) Albert J. Lehmiche, USNR, and crew failed to return from a patrol over Formosa. The last contact with the plane was a routine radio check shortly after 0800. Special searches for the missing plane were conducted during the next three days, but results were negative.
- 5 Feb.---Lieutenant Allen J. Huttenberg, USNR, saw the phosphorescent wake of a ship entering the bay on the northwestern side of Ishigaki Shima. Closer investigation disclosed that the ship was a 1,000 ton SUGAR CHARLIE, moving at a speed of six knots. Lieutenant Huttenberg's Black Cat dropped a string of two 100-pounders and two 500-pounders on his first run, with the release from 100-foot altitude. The two 500-pounders, which were in the center of the string, straddled the SUGAR CHARLIE, causing serious damage. The ship stopped and began settling at the stern. A second run was made, with a century bomb and an incendiary cluster, both scoring direct hits. A white substance, believed to be rice, covered the water in the vicinity of the ship, forming a sort of circle of about 300 feet in diameter. Another direct hit was scored with a century on the third run, and the SUGAR CHARLIE was left with water covering its deck and the stern sinking.

- 27 Sept. --- An 8,500-ton merchant vessel was sunk near Molokai, Celebes, by Lieutenant Merritt and his Cat crew. After getting up noon of the target, the pilot made a steep turn to the right and made his bombing run at masthead height. Intense, accurate .50 caliber struck the plane many times as it came in, destroying the starboard oil tank, but the run was carried out and two 500-pound and two 100-pound bombs were dropped on the center line of the ship. It blew up. Due to the severe damage to his plane, Lieutenant Merritt left the scene immediately. After an hour starboard propeller was feathered due to loss of oil and the plane was flown the 450 miles to base on one engine.
- 30 Sept. --- Lieutenant McCabe sighted two barges, one 100-foot schooner, one 700-ton and one 1,200-ton merchant vessels, anchored in an almost inaccessible cove on the north coast of Celebes Island. Surrounding mountains made it necessary to skid the PBV into an attacking position. Ten strafing runs were made, destroying the large schooner.....Farther down the coast, underway, were the SUGAR CHARLIE and the TARE DOG. Two 500-pound and one 100-pound bombs were released and exploded on contact, scoring near-misses. The concussion from the blast, reverberating off the nearby mountains, almost flipped the plane on its back, but the pilot righted it and returned to the attack. This time he scored a direct hit on each vessel with one 500-pound bomb per ship. Both sank immediately.
- 2 Oct. ----- A 700-ton SUGAR CHARLIE was sighted at anchor off Basilan Island, by Lieutenant (jg) Sillers and crew. Glide bombing from 500-foot altitude, four 500-pounders were released by intervalometer set for 110 knots 40 feet at 100-foot altitude. All missed, the closest being 50 feet away. Six parafrags were let go, but missed. The gunners opened up and when the plane left the area the ship was severely damaged.
- 3 Oct. -- Edward G. Burke, ARL2c, USNR, was killed and two other crew members were wounded slightly in an attack in which Lieutenant (jg) Zubler's plane was heavily damaged and possibly sank a 3,000-ton inter-transport. The vessel and three shore positions opened up with intense and accurate .50 caliber and 20 mm. just prior to the release of two 500-pound and two 100-pound bombs at an altitude of 150 feet. The 500's burst amidships and Lieutenant Zubler made.

a steep turn to the left and flew away with the enemy barrage still seeking him out. The 600-mile run to home was made without further mishap. The crewmen who suffered minor wounds were Joseph W. Van Geel, ACOM, USNR, and William Stubbs, A11C, USNR.

- 3 Oct. --- A 6,000-ton KATORI Class cruiser fell to the Black Cat commanded by Lieutenant (jg) Sumpter. Two cruisers, one destroyer and one destroyer escort were sighted at anchor, protected by an anti-aircraft net, in Toli Toli Bay, Celebes. Believing the enemy had been alerted, Lieutenant (jg) Sumpter flew to sea and returned two hours later - 0100/I. Flying from behind a hill at 1,000-foot altitude, he made his run one and a half miles away from his target. When about a quarter of a mile from the ship, the four men-of-war opened fire with intense, light and medium anti-aircraft. The entire bomb load of four 500-pounders and four 100-pounders was released at 150 feet - the run being made directly down the center line of the ship. Two 500's and two 100's hit and exploded slightly abaft amidships on the port side, and the same amount of bombs hit and exploded forward of the starboard side. The entire ship burst into flame and Lieutenant Sumpter made tracks. Twenty minutes later, he approached to within a half-mile of the scene and all that remained of the cruiser was a mass of undistinguishable debris.
-

VPB-115 LISTS OPERATIONS

During September, Patrol Bombing Squadron 115, based on Owi, conducted daily searches ranging from 750 to 1,000 miles. Nine successful attacks were made on small enemy surface craft, sinking or severely damaging all. No personnel casualties or plane damage was suffered.

On 19 October, a detachment of six planes based at, and began conducting searches from, Morotai Island. During the Japanese naval sortie in late October against our forces in Leyte, The Philippines, the entire squadron augmented the Navy's operations from Morotai.

Some of the outstanding missions for October follow:

- 12 Oct. --- Lieutenant Hamilton M. Dawes, Jr., USNR, and his PB4Y crew were searching the extremity of a 1,000-mile sector from Owi Island when, at 1200/I, a 150-foot cargo ship, a 75-foot lugger and a 75-foot empty barge were sighted in Malusan Bay, Basilan Island,

The Philippines. The targets were a mile off-shore from the settlement and lumber mill at Maluso. The first run was made at an altitude of 100 feet on the cargo vessel of steel construction, and the barge, although bombs failed to release, strafing started a furious fire between decks of the ship. The Liberator's circle took it over an inlet where the 75-foot lugger was anchored. A 100-pound bomb was dropped, but missed and did no apparent damage. Returning over the larger vessel, the PB4Y dropped two contrails which exploded close to the port side and appeared to blow the ship's side in. On the circle over the lugger again, two 100-pounders were dropped - one scored a direct hit - and the lugger sank. A third strafing run was made over the blazing ship and the barge was strafed without visible effect.

- 14 Oct. --- Lieutenant John J. Coogan, USNR, flew over the Jap seaplane base at Lalos, Celebes, which VPB-101 had blasted the day before. (See article on VPB-101.) The base was still burning. Lieutenant Coogan made two runs on a nearby FOX TARE DOG, but his bombs failed to release. Next he strafed a PETE, which was probably destroyed, and also strafed three other PETES, with undetermined damage. He then made a third run on the ship, dropping his bombs in salvo with the emergency release. The bombs hit 100 feet from the ship, which headed for the shore and nosed into the beach. The ship was not seriously damaged, however, according to the squadron assessment.
- 14 Oct. --- A Liberator piloted by Commander James R. Compton, USN, Squadron Commanding Officer, approached the Malusan area around the southern coast of Basilan Island and saw a 100-foot river steamboat, a lugger, and a barge. A direct hit demolished the steamboat and a near-miss probably sank the lugger. The barge was damaged by strafing.
- 19 Oct. --- Lieutenant (jg) Jay L. Moulton, USNR, and crew strafed and destroyed a PETE on the water near Allen, Samar Island, The Philippines.
- 20 Oct. --- Lieutenant Dawes and crew spotted a BETTI taking off from Mahig Airfield, Palawan Island, The Philippines, at 1435/I. The PB4Y was at 2,000 feet, the BETTI at 500. The Liberator fired 350 rounds of .50 caliber, blowing off the plane's empennage and, with it, the tail-gunner. The enemy aircraft crashed and burned without scoring a hit with its 7.7 fire.

- 20 Oct. --- Three 60/70-foot barges were destroyed by Lieutenant E. F. Kahle Jennings, USNR, and crew, seven miles off the northeastern coast of Dumaran Island, 10-30 N., 120-00 E. Three century bombs and 2,500 rounds of .50 caliber were expended.
- 22 Oct. --- Commander Compton was the pilot of a PB4Y which attacked a 1,000/1,200-ton auxiliary schooner alongside a pier at Dunaquette, Negros Island, The Philippines. A minimum interval string of five centuries, dropped from 100 feet, straddled forward of amidships. During the run, a Jap fighter was observed landing at Sibulan Auxiliary Field. Flying low over this field, the PB4Y strafed the fighter on its landing run, causing it to ground-loop. Other strafing runs set fire to four planes, including the plane which had just landed. A gasoline truck and a hastily evacuated staff car also were lit. -- strafing run then was made on the ship. While no effects were observed from the straddle, strafing hits undoubtedly caused damage.
- 23 Oct. --- An entire convoy of six SUGAR CHARLIES and one barge was wiped out by a PB4Y commanded by Lieutenant Dawes. The attack was made off Siquijor Island, The Philippines. More than 20 bombing and strafing runs were made from an altitude of 50 feet. Five 7.7 slugs fired by the convoy lit the bomb bay section, causing minor damage. During the attack, two enemy destroyers or destroyer escorts steamed at full speed to get within range of the Liberator. Just as the last vessel in the convoy was destroyed, the war ships opened up and a burst, probably of three-inch anti-aircraft, caused minor shrapnel damage to the port wing. Many natives waved at the Liberator during the attack and put out in canoes to salvage the floating cargo.
- 24 Oct. --- Lieutenant Jennings and crew sighted three SUGAR CHARLIES and a large, steel barge in Soembang Bay, Borneo, 01-03 N., 118-52 E. Two bombing and strafing runs and ten additional strafing runs were made.
- 26 Oct. --- Lieutenant Jennings sighted a CL, probably of the MATORI Class, at 1130/I, 11-00 N., 128-00 E. Accompanying was a DD which was being bombed by Army B-2's from 12,000 feet. A J.M.E. was attacked at 8,000 feet by Lieutenant Jennings' plane, which got on the enemy's tail and kept from over-running by criss-crossing and banking. All guns of the PB4Y got in accurate bursts during four runs on alternate sides,

and the J.I.E. disintegrated and crashed. Return is believed to have creased the Liberator's starboard tire, for the plane ground-looped on landing. None of the PB4Y crew was hurt, but the plane was damaged beyond repair.

27 Oct. ---A PB4Y commanded by Lieutenant James E. Little, USNR, found an abandoned 180-foot tanker dead in the water at 08-30 N., 116-40 E. Although strafed and directly hit by bombs, the ship did not burn and it was assumed that she had been burned out on a previous attack.

28 Oct. --- Lieutenant Monte Jenner, USNR, while crossing southern Luzon at 8,000 feet, sighted a train headed north on the Logaspi-Naga railway. The PB4Y approached at power dive speed and made two strafing and one bombing runs. A direct century hit between the locomotive and first car blew up both.

29 Oct. --- A PB4Y commanded by Lieutenant Commander Harwill E. Robinson, USNR, sighted a SUGAR DOG at 1115/I, 06-45 N., 117-40 E, underway. A direct hit was scored with a bomb and the vessel was left smoking and sinking rapidly.....Twelve miles from the above action a large SUGAR CHARLIE was strafed and set afire.

29 Oct. --- Lieutenant Robert H. Fagerland, USNR, and crew bombed and strafed a lugger at Luzon, 12-41 N., 123-24 E. She was burning fiercely when they left the scene.

30 Oct. --- Lieutenant Paul J. Bruneau, USNR, sank a medium-sized freighter-transport which was underway at 12-20N., 120-00 E. Six bombing and strafing runs were made across the beam at 100-foot altitude. Bombs dropped on the first run missed by 50 feet, but on the second and third runs the bombs hit very close to the ship's side. Strafing helped knock out the ship, which settled and disappeared, stern first.

31 Oct. --- Ensign Paul R. Barker, USN, and crew sank a 7,000/9,000-ton tanker anchored near the eastern shore of Marudu Bay, north Borneo. The approach was from the west at 200 feet, with the sun directly behind the tanker's beam. No anti-aircraft was fired at the ship in the first run, indicating that surprise was achieved. Three 250-pound, 4-5 second delay bombs were dropped by Co-pilot Ensign Bobby E. Treuberg, USNR, who had recently joined the squadron and was making his first bomb release. Two of the

S-E-C-R-E-T

S-E-C-R-E-T

- 10 Feb.---Despite accurate anti-aircraft, Lieutenant Everly V. USNR, made three bombing runs on a convoy of two TARE BAKERS and an escort vessel. Three hits were believed to have been scored - with two centuries and one 500-pounder - on the escort, but extremely bad weather prevented observation of damage.
- 10 Feb.---Lieutenant Glen I. Palmer, USNR, dropped two 500-pound bombs and two centuries on a 5,000-ton ship in the Pescadores area. Two brilliant flashes, which illuminated an area with a radius of approximately two miles, were observed. Again, bad weather hindered observation, but the squadron's evaluation was that the flashes were internal explosions. When the plane circled back over the area where had been made, no trace of the ship was found.
- 16 Feb.---Lieutenant Turner, in a tenacious attack which lasted three and a half hours, damaged a TARE BAKER and two SUGAR CHARLIES near Takao, Formosa. He first made radar contact with the ships at 2345/I, at a range of 17 miles. Six radar approaches were made on the TARE BAKER before satisfactory visual contact could be established. The SUGAR CHARLIES were effectively strafed on these attempted approaches on the main target. On the seventh run, made at 75-foot altitude, only one bomb released out of a string of four. This, however, scored a direct hit and started a fire in the forward hold of the ship. Thereafter, four more bombing runs were made, with two near-misses being scored with 500-pound bombs. These near-misses stopped the vessel. Damage was also inflicted by strafing and the ship settled at the stern. The Black Cat broke off the attack only after all of the bombs and ammunition were expended.
- 22 Feb.---Lieutenant Michael G. Leohr, USNR, attacked a SUGAR BAKER near the China Coast, south of Swatow, but his string of bombs fell astern of the target. The pilot's run was hampered by poor visibility.
- 23 Feb.---Lieutenant (jg) Lamar S. Mackay, USNR, sank a SUGAR DOG and damaged two luggers, by bombing and strafing, 55 miles east of Hong Kong.
- 24 Feb.---Lieutenant Turner bombed barracks in the Pescadores Islands, demolishing one building with a direct hit.

S-E-C-R-E-T

S-E-C-R-E-T

26 Feb.---Lieutenant Huttenberg sank a 2,500 ton SUGAR BAKER near Hong Kong, scoring a direct hit with a 500-pounder and straddle with two 250-pounders. The ship was seen to be down by the bow and only the stern, which was burning furiously, was visible when the PBY-5A left the scene. Proceeding on patrol, the Black Cat crew sighted a 4,000-ton ship of the FOX TARE class at 22-12N, 114-15E, and strafed it with 1,700 rounds of machine-gun fire. A 250-pound bomb also scored a near-miss. The extent of damage was not determined.

27 Feb.---Lieutenant Richard J. Harkins, USNR, sighted a TARE BAKER, two FOX BAKERS, a large unidentified ship and three destroyers at anchor off Swatow, China. In a bow to stern run on the TARE BAKER, he scored direct hits with two AN-M6 incendiary clusters, which started six separate fires. Two 500-pound bombs, which he had intended to drop, failed to release. Farther south along the China Coast, at 22-42N, 115-45E, he sank a SUGAR CHARLIE with a 500-pounder. Two other SUGAR CHARLIES were strafed and one of these was seen to be down at the stern. The attack was broken off when a twin-engine Japanese plane, possibly a NICK, made a run on the PBY-5A, firing a 20mm cannon. The enemy aircraft disappeared after its single pass. This was the first time that an enemy plane had fired at a VPB-71 plane on a Black Cat mission.

27 Feb.---Lieutenant Albin T. Maday, USNR, strafed three motor-launches south of Amoy, China. Fifteen minutes later his crew sighted a FOX TARE ABLE, two FOX TARE BAKERS and two destroyers, anchored at 24-00N, 117-50E. Dropping a string of bombs on the FOX TARE ABLE, Lieutenant Maday scored a direct hit amidships with a 250-pounder and a near-miss with a 500-pounder. The destroyers and five shore batteries opened up with intense anti-aircraft and the attack was broken off. On his return trip to base, the pilot dropped one 500-pounder, two 250-pounders and two AN-M6 incendiaries on warehouses and shops at Mako, Pescadores, despite meager, light ack-ack.

28 Feb.---Commander Norman C. Gillette, Jr., USN, commanding officer found a 5,000-ton FOX BAKER and two escorts, 10 miles south of Mako, Pescadores. A direct hit from a 500-pounder caused the FOX BAKER to explode and, subsequently, to sink. Light and medium anti-aircraft from the escorts and shore installations was fairly accurate and, as the scene became illuminated by the blazing ship, became extremely accurate. The plane was hit by a 20 mm. shell which knocked out the VHF radio equipment. Proceeding to the China Coast, Comdr. Gillette searched Amoy and Swatow, with no sightings. Returning to the Pescadores on his way back to base, the

S-E-C-R-E-T

S-E-C-R-E-T

27 Feb.---pilot confirmed the sinking of the FOX BAKER and dropped (Cont'D) a 250-pounder, for a near-miss, on one of the escorts. He then dropped incendiaries on and heavily strafed a small area on the southwesternmost island of the Pescadore starting fires which burned furiously.

28 Feb.---Lieutenant Turner found several medium-sized merchant ships and numerous small craft in Mako Harbor, Pescadores. He dropped two 500-pounders, one 250-pounder and one incendiary cluster on a SUGAR BAKER. While making this run, at 150 feet, he flew through a hail of intense light and medium anti-aircraft, which prevented observation of results. The plane was hit from bow to stern and two men suffered serious leg wounds. Nevertheless, neither the engine nor the controls were damaged, and Lieutenant Turner dropped the remainder of his bombs on buildings in the Pescadores before setting his course for home. He landed his plane on the water at Lingayen Gulf at 0820/I and immediately beached it on the seaplane ramp. Sixty-five holes were counted in the hull.

28 Feb.---Lieutenant Michel G. Emmanuel, USNR, found no shipping in Hong Kong, but picked up four bogeys, one of which closed to visual range. En route back to base, he dropped his entire bomb load across the main island at Pratas Reef, starting a large fire.

VPB-28 ARRIVES IN PHILIPPINES

Patrol Bombing Squadron 28 arrived in the Southwestern Pacific late in January 1945, with the first section of three B-24 planes landing at Leyte 25 January. Four days later, the squadron partially relieved Patrol Bombing Squadron 20 aboard the USS BARATARIA, flying night barrier patrols out of Lingayen Gulf. On 1 February, the squadron took over all three barrier patrol flights. These were continued through 7 February, and results were all negative. Also on 7 February, Lieutenant Commander John L. ELWELL, commanding officer, led a section of five planes to the USS HALF MOON at Mindoro. The following day, the squadron commenced flying daylight patrols from Mindoro. No bombs were carried and pilots were ordered not to strafe when there was any possibility of return fire. On 9 February the squadron officially relieved Patrol Bombing Squadron 25. Half of the VPB-28 plane crews were based on the USS HALF MOON and half on the USS SAN PABLO. On 13 February, the squadron assisted in tracking a Japanese task force proceeding north from Singapore. Lieutenant Carlton E. Soderholm strafed a SUGAR CHARLIE at 18-27N, 115-42E on 13 February. The ship was down at the stern and listing to port when sighted. On 27 and 28 February, the squadron returned to Lingayen and boarded the USS BARATARIA, preparatory to relieving Patrol Bombing Squadron 71 in night searches.

S-E-C-R-E-T

S-E-C-R-E-T

VPB-117 BAGS MORE PLANES

Patrol Bombing Squadron 117, commanded by Lieutenant Commander Thomas P. Mulvihill, USNR, flew its PB4Y-1s from Tacloban during the first week in February, and then moved to McGuire Field, Mindoro, on 6 and 7 February.

During February, the squadron's search planes shot down nine aircraft - seven JAKES, a PAUL and a LATE. Five other enemy planes probably were destroyed in the air, two planes were destroyed on the ground, and one plane was damaged on the ground. Thus the total of destroyed or damaged aircraft was 17.

Twelve vessels, totaling 10,575 gross tons, were destroyed or sunk. The largest of these was a 4,500-ton BOX TIDE CHAPLIE. An additional 22 vessels, totaling 20,025 gross tons, were damaged or probably sunk.

On 17 February, a PB4Y-1 plane piloted by Lieutenant Commander Harold M. McGaughey, USNR, executive officer, failed to return from a search mission. Subsequent information was received to the effect that the plane was shot down over Puerto Princesa, and all hands were lost. Lieutenant Commander McGaughey and crew had established an outstanding record of aggressiveness and had taken an exceedingly heavy toll of enemy aircraft and shipping. Also on 17 February, Lieutenant (jg) Homer B. Heard, USN, on a utility flight to Leyte, was forced to ditch near Bilinan Island, P.I., when both port engines failed. One man was pinned in the after section, but he was rescued by Lieutenant (jg) Heard as the plane was sinking. No one was seriously injured. Outstanding actions included:

31 Jan.---Lieutenant R. E. Empey, USNR, encountered a ZEKE near Miri, Borneo, and hits from the PB4Y caused the Jap plane's landing gear to drop down and the left wheel to be carried away. As the ZEKE turned, the PB4Y turned into it. Hits were scored on the Liberator by explosive and armor-piercing 12.7 mm. Although two hits were made on the Plexiglass of the bow turret and another against its armor plate, the bow gunner, John F. Oddenino, Jr., AMM3c, continued firing. When last seen, the ZEKE was smoking and, because of its damaged landing gear, the appraisal was that it could not have landed safely. The PB4Y, on returning to base, found Tacloban closed in, and made a successful landing. Since its throttle control of No. 4 engine had been lost, it landed with the No. 1 and No. 4 engines feathered.

7 Feb.---Lieutenant Commander Mulvihill chased a DINAH 30 miles south of Miri, but the DINAH was faster and got away. 20 miles north of Miri, he was jumped by an OSCAR which dropped six phosphorous bombs, but got no hits. The PB4Y

7 Feb.---gunners scored many hits on the Jap, which was on fire (Cont'd) when it broke off. However, since the plane was not seen to crash, only a probable was claimed. On Tabuan Island, Brunei Bay, 12 fighters were seen at an airstrip. Two strafing runs were made through intense, light anti-aircraft, and two of the parked planes - probably ZEKES - were destroyed by fire and a third was damaged heavily. Several Japanese at the airport were killed and a gasoline truck and miscellaneous installations were damaged. The PB4Y was holed twice in the port wing, but no personnel injuries were suffered.

7 Feb.---Lieutenant William J. Quinn, USNR, knocked down a JAKE which was escorting a convoy at 12-02N, 109-18E. He opened fire at 2,000 feet, but no damage to the Jap was noted until the range was closed at 1,200 feet. Then, after several hits in the cockpit, the JAKE skidded into the water. There were no survivors. This was Lieutenant Quinn's third Jap plane.

7 Feb.---On a patrol to the French Indo-China coast, Lieutenant Commander McGaughey sighted a convoy of tankers, escorted by two DE's, at 11-15N, 109-00E. A float seaplane, later identified as a PAUL, was circling the ships. Lieutenant Commander McGaughey had no bombs aboard, so there was no point in coming too close to the heavy accurate ack-ack which the ships were tossing in his direction. However, he did want that PAUL, which was circling safely within the range of the ship's guns. Finally, by various maneuvers, the PB4Y lured the PAUL away from the ships. These maneuvers included simulated bombing runs. Once the PAUL got in the clear, the PB4Y shot it down in flames.

8 Feb.---Lieutenant (jg) Jan B. Carter, USNR, destroyed a FOX DOG estimated at 1,000 tons and damaged a SUGAR BAKER and a patrol craft.

10 Feb.--Lieutenant Commander McGaughey's crew, despite anti-aircraft, made a bombing and strafing run on an APD-type ship at 10-50N, 112-10E. Three 500-pound general-purpose bombs missed, but many hits were scored with .50 caliber fire. On a second run, two more 500s were dropped, which exploded within 10 feet of the starboard side. Again the ship was raked with .50 caliber. The ship lost way, started trailing oil and appeared to be settling. Four hours later, on the return leg of its patrol, the PB4Y could find no trace of the damaged vessel, which may have sunk. At 12-45N, 109-30E, Lieutenant Commander McGaughey found a convoy of one destroyer, one destroyer escort and three tankers guarded by a JAKE. Although in the chase he had to pass within a half mile of the warships, which were filling the skies with flak, Lieutenant Commander McGaughey flew in for the kill and his gunners crippled the JAKE, which crash-landed and burned.

S-E-C-R-E-T

S-E-C-R-E-T

- 10 Feb.---Lieutenant William J. Quinn, USNR, destroyed a SUGAR CHARLIE at 14-00N, 109-15E. He intended to drop his 500-pound bombs in a string, but the release gear malfunctioned and all the bombs salvoed, hitting 30 to 40 feet to port of the SUGAR CHARLIE. The blast completely reversed the direction of the ship, which began trailing oil. She was observed two days later, partially under water near the shore.
- 11 Feb.---Lieutenant F. W. Kimball, USNR, heavily strafed and damaged a 2,000-ton SUGAR BAKER at 13-45N, 109-15E. Three 500-pound bombs were dropped, but all were long. Proceeding on patrol, he sighted a SUGAR DOG at 13-30N, 109-15E. He made eight strafing runs, scoring an estimated 2,000 hits. The SUGAR DOG was down by the bow, trailing oil and burning when the PB4Y left the scene.
- 11 Feb.---Lieutenant (jg) Carter, on patrol to Indo-China, sighted a SUGAR CHARLIE LOVE of 2,500 tons, a FOX TARE DOG of 1,300 tons and an auxiliary patrol craft at 11-20N, 109-05E. Circling the convoy was a JAKE, which immediately headed for adjacent hills on sighting the PB4Y. Lieutenant (jg) Carter immediately gave chase, closing to 100 feet as his gunners fired 200 rounds. The JAKE struck the top of a tree and crashed in flames. This was Lieutenant (jg) Carter's 7th plane since 1 December 1944. Returning to the convoy, the PB4Y crew dropped two 500-pound bombs, with 4-5 second delay fuses and 50-foot spacing, from 75-foot altitude on the SCL. The first fell 40 feet short and apparently exploded beneath the vessel. The second hit the side of the ship. The vessel appeared to be lifted and hurled over. A large column of smoke was observed on retiring, and the appraisal was that the SCL was destroyed. During the run, the FTD and the patrol craft were heavily strafed, and intense and accurate light and medium anti-aircraft was fired by the ships. The plane was hit and five of its crew were wounded. Hydraulic lines were severed in many places and on return to base it was impossible to obtain more than half flaps. Although grapefruit and tomato juice were added to the hydraulic reservoir, it was impossible to maintain brake pressure, and the PB4Y ran off the end of the runway. Because of the damage from ack-ack and the damage on landing, it was necessary to survey the plane.
- 11 Feb.---Lieutenant Empey sighted a SUGAR DOG at 14-26N, 109-15E and immediately started a bombing run, but all bombs exploded prematurely, as soon as the bomb bay doors were opened. Six strafing runs then left the SUGAR DOG down at the bow and sinking.

- 12 Feb. -- A PB4Y piloted by Lieutenant Robert G. Garlick, USNR, was at 11-20 N, 109-00 E when Ensign Robert J. Massey, USN, co-pilot, who was at the controls, sighted a HAMP. The planes exchanged fire, with the HAMP coming out on the short end of the transaction. Hit repeatedly, the HAMP was smoking heavily and losing altitude when it broke off its attack. The squadron's assessment was that the Japanese plane was damaged too seriously to be able to return to its base. The PB4Y was hit, but no injuries were suffered, except by Lieutenant Garlick, whose left leg was bruised when a hit was scored on the oxygen regulator by his seat. The PB4Y couldn't follow the HAMP because, just as the HAMP broke off its attack, an OSCAR appeared and made three runs. On none of these, however, did the OSCAR come in close, because the Liberator's turrets were putting out steady streams of fire. Finally the Jap dropped two phosphorous bombs from 5,000 feet on the PB4Y, which was at 200 feet. Both missed by half a mile. The OSCAR, still unwilling to trade punches, finally disappeared.
- 15 Feb. -- Ensign John R. Bouchier, USN, while tracking an enemy task force through the Borneo Straits, spotted a KATE through an opening the overcast and immediately shot it down.
- 16 Feb. -- Lieutenant A. G. Elder, USNR, made a masthead run on a 4,500-ton FOX TARE CHARLIE at Cap St. Jacques Harbor, dropping a string of three 500-pounders with 4-5 second delay fuses. The middle bomb of the string was a direct hit, and the ship exploded and was left with gunwales awash. Two ocean-going tugs of 200 tons each were then set afire by strafing. Both burned to destruction. Before leaving the harbor, the PB4Y strafed a launch, inflicting heavy damage and causing many casualties and the more than 50 persons aboard.
- 16 Feb. ---Lieutenant Thomas J. Hyland, USNR, probably sank a 750-ton FOX TARE DOG at 14-14 N, 109-13 E. He made two bombing runs, dropping two 500-pounders each time. One bomb hit under the stern and almost turned the ship end for end. Strafing did considerable damage and kept the ship's guns from being manned. About 25 to 30 persons jumped overboard. The ship is believed to have sunk.
- 16 Feb. -- Lieutenant Quinn, patrolling along the northwestern coast of Borneo, found a large barge or landing-craft with a truck aboard, on a shoal at 06-40 N, 116-20 E. A smaller barge was attempting to pull the larger craft off the shoal. Three strafing runs riddled both barges, and the truck burned and exploded. When observed four hours later, the larger barge had burned to destruction and the smaller had sunk. Off Miri, at 04-17N, 113-43E, the PB4Y was hopped by three OSCARS, which made aggressive runs. One of the Jap planes was damaged. The PB4Y was not hit.

S-E-C-R-E-T

S-E-C-R-E-T

- 17 Feb. -- This was the final flight for Lieutenant Commander [redacted] and his crew. Two patrol contact reports were received as follows: "0945/I. First report. Destroyed troop barge loaded with troops. Many dead. Many survivors. 02-55 N, 111-40 E. Course 240, speed five knots. Continuing patrol." "1000/I. First report this force. Bombed and sank one patrol vessel 03-30 N, 113-10 E. Continuing on mission assigned."
- 17 Feb. -- Lieutenant Empey sighted a SUGAR ABLE off the Indo-China coast at 13-35 N, 109-16 E, lying behind a small island. As he flew over the island to attack, the pilot discovered two DEs and another SUGAR ABLE, which had been concealed behind the island. These ships all opened up with intense anti-aircraft of various calibers, scoring several shrapnel hits on the PB4Y, but causing only slight damage. However, the ack-ack did cause Lieutenant Empey to make a hasty bomb drop and the three 500-pound G. P. bombs, released with 40-foot spacing, fell just short of lethal range. Many strafing hits were scored on the SUGAR ABLE, however, and its guns were silenced.
- 18 Feb. -- Lieutenant Commander Mulvihill ran into heavy, medium and light anti-aircraft fire from Balabac City, Balabac Island, off the northern tip of Borneo. He strafed these positions in return, and dropped four bombs which were long and landed in the water. However, considerable damage was believed to have been done by the strafing. The PB4Y was holed in several places. One small but very hot fragment came to rest on the co-pilot's chest, causing a slight burn which did not require medical attention.
- 19 Feb. -- Lieutenant Elder, in the face of heavy but inaccurate anti-aircraft, made two strafing runs on a 4,500-ton FOX TARE CHARLIE and two more on a 2,500-ton SUGAR BAKER, both in Camranh Bay. He had intended to bomb the larger ship, but all four 500-pound G. P. bombs released prematurely in salvo when the release switch on the instrument panel was turned on. Later, he strafed a gunboat at 10-55 N, 108-17 E.
- 20 Feb. -- Lieutenant Hyland, patrolling near Phan Rang Harbor at 11-40 N, 109-10 E, scored more than 25 hits on a JETTY, which finally escaped to the protection of anti-aircraft guns in the harbor. Later, off Camranh Bay, he sighted three JAKES, shooting down one over the water and another on the edge of the beach. The third JAKE escaped into Camranh Bay. Ten minutes later, two OSCARS appeared and scored about 15 hits on the PB4Y, but there were no injuries to personnel aboard.

- 23 Feb. -- Lieutenant Commander Mulvihill sighted three large bombers and four escorts, guarded by six JAKES, at 11-20 108-59 E. One of the JAKES was observed attacking the SEVENTH FLEET plane at speed from its seaward position to the cover of the escorts' guns. Giving chase, the PB4Y opened fire and shot the plane down in flames. The remaining five enemy planes paced the PB4Y as it retired. Several phosphorous bombs were dropped from above the SEVENTH FLEET plane, but they exploded harmlessly astern. The top turret, meanwhile, scored damaging hits on a JAKE, which disappeared smoking and streaming gasoline, and probably could not have landed successfully because of a damaged pontoon. After the other JAKES gave up the chase, the PB4Y relayed the data on the convoy to a friendly submarine. Commander F. G. Selby, USN, submarine liaison officer, who was aboard the plane as an observer, assisted in relaying this information to the submarine. The squadron's action report added that "The present very successful pro-submarine doctrine now employed by this squadron is based very largely upon the work of Commander Selby and the practical experience of this and other patrols he flew."
- 26 Feb. -- Lieutenant Elder scored approximately 150 strafing hits on a 1,000-ton FOX TARE DOG in Camranh Bay. His bombs failed to release because of the creeping of bomb bay doors, and he could not risk another run because shore-based batteries were alerted.
- 27 Feb. --- Lieutenant Hyland, flying his PB4Y at 300 feet, saw two JAKES flying in echelon at 1,500 feet, off Cap St. Jacques. Closing to a range of 200 feet, the Navy Search plane opened fire on the rear JAKE, scoring many hits and apparently killing the rear gunner. When the JAKE started spiraling and diving toward the sea, Lieutenant Hyland assumed that his adversary was about to crash. Consequently, the VPB-117 pilot turned his attention to the second JAKE. However, the first JAKE pulled out of his dive at the last minute, smoking, and proceeded toward Cap St. Jacques. Some hits were scored on the second JAKE. The Liberator then pursued the first JAKE and shot it down in flames. Proceeding northward up the coast, the PB4Y was jumped by a clipped-wing OSCAR which, from 4,000 feet above the search plane, dropped two clusters of time-fuzed fragmentation bombs. The first exploded 100 yards ahead and the second missed by only 15 yards, jumping the PB4Y but doing no damage. This drop was the most dangerous encountered by the squadron and its noteworthy because of the relative altitude of the OSCAR.

S-E-C-R-E-T

S-E-C-R-E-T

28 Feb. -- As Lieutenant Quentin R. Whitmore, USNR, approached two SUGAR CHARLIES underway at 10-20 N, 107-00 E, 107-00 E, on one of the vessels positively identified themselves by frantically waving a Jap flag. A string of five 250-pound bombs were dropped on the ship, with the third bomb scoring a direct hit and two or four just missing the stern and bow, respectively. The ship sank. Straggling runs, plus a near-miss with a single bomb, left the other SUGAR CHARLIE dead in the water. "It is hoped that the enemy will continue this positive identification procedure," the squadron's action report states.

VPB-119 BRINGS PRIVATEERS TO CLARK FIELD

Arriving from Kaneohe, T. H., during the middle of February, Patrol Bombing Squadron 119 went through a brief period of training at Mokerang Field, Los Negros, during the last two weeks of the month. On 28 February, the squadron received dispatch orders to report to Clark Field.

The outfit, which flies PB4Y-2 planes, was commanded by Lieutenant Commander R. C. Bales, USN, until 1 April. He is now missing in action, having failed to return from a patrol on that date. The last report received from his Privateer indicated that he was in the vicinity of Shanghai.

VPB-104 BLASTS JAP SEA AND LAND TARGETS

Flying a total of 139 patrol missions during April, aggregating 1,546.1 hours, Patrol Bombing Squadron 104 continued its daily searches with good results. Fifty-one vessels, totaling 5,855 tons, were sunk and 5,795 tons of shipping were damaged. Three Jap planes were destroyed in the air and one was damaged. In addition, a heavy toll was taken of land targets.

Action summary for April:

- 1 Apr.- Lieutenant (jg) Gerald L. Didier, USNR, dropped five centuries alongside a riverboat west of Hong Kong. She keeled over and sank immediately.
- 2 Apr.- Lieutenant John H. Burton, USNR, destroyed a 700-ton tug above Taichow, a 100-pounder exploding under her stern and subsequent strafing exploding the boilers and firing the superstructure. The tug was beached and abandoned. Above Tainan, Formosa, a SUGAR DOG and two luggers were damaged and left dead in the water.
- 4 Apr.- Lieutenant Stanley A. Wood, USNR, caught a SUGAR DOG off the western coast of Formosa, blowing up the vessel with a 250-pounder.
- 4 Apr.- Lieutenant Commander Whitney Wright, USN, planted a 100-pounder on a VICTOR CHARLIE fuel barge near Wenchow. The barge exploded. North of there, he bombed and strafed a 100-ton patrol craft, leaving her a total loss.
- 5 Apr.- Lieutenant Walter Heider, USNR, scored direct hits with two 250-pounders on a SUGAR DOG southwest of Hong Kong, leaving it dead in the water and trailing oil. Strafing followed but did little damage because of the vessel's steel decks.
- 6 Apr.- Lieutenant (jg) Edward M. Hagen, USNR, knocked off a SUGAR DOG southwest of Shanghai, scoring a direct hit with a century and setting her afire by strafing. A sea-truck in the same sector received similar treatment but escaped, although badly damaged.
- 6 Apr.- Lieutenant Raymond L. Ettinger, USNR, destroyed a lugger at 24-15N, 12401E.
- 6 Apr.- Lieutenant Henry S. Noon, USNR, worked over two SUGAR DOGS in the vicinity of Shanghai, mauling them with six 250-pounders and strafing. Sure kills were registered.
- 7 Apr.- Lieutenant Paul F. Stevens, USN, and Lieutenant Wood conducted a special search around Hainan Island at the request

of COMF 5. Near Yulin Bay, they teamed up on four steel SUGAR DOGS, a tug and a barge, sinking one SD and the barge and damaging the other vessels. Lieutenant Stevens' plane was holed by 12.7 fire and one engine cut out. Continuing the search, Lieutenant Wood sank a sea-truck and strafed four SDs, but they seemed to be of steel construction and his bullets bounced off without doing much damage.

- 8 Apr.- Although poor weather limited operations, Lieutenant Heider Knocked off a lugger, planting two centuries and a 250-pounder under her stern. The action was at 22-40N, 121-28E.
- 9 Apr.- Lieutenant Ira West, USNR, despite poor visibility, found a FOX TARE DOG northeast of Hainan and scored two direct hits. The ship was set afire and explosions were observed.
- 10 Apr.- Lieutenant William Fulwider, USNR, started a bombing run on a FOX TARE CHARLIE north of Wenchow, but was met with a hail of small caliber-to-40 mm. fire which scored numerous hits on the plane and wounded three men. Lieutenant Fulwider contacted a rescue plane and was escorted safely home.
- 10 Apr.- Lieutenant Stevens strafed and destroyed a sea-truck off the western coast of Formosa. Later, he damaged a lugger and tried unsuccessfully to explode a few, floating, horn-type mines.
- 12 Apr.- Lieutenant (jg) Jeff Hemphill, USNR, and Lieutenant (jg) Didier teamed up in an attack on a SUGAR DOG and a FOX TARE DOG northeast off Wenchow. Lieutenant Hemphill scored two near-misses and blew up the SD. Eleven strafing runs left the FTD burning and out of control. Lieutenant Didier also scored a near-miss under the stern.
- 13 Apr.- Lieutenant Commander Wright had a field day searching between Hong Kong and Fort Bayard. He sank a lugger anchored alongside a small island, and was in turn slightly damaged by ack-ack from the shore. Continuing his search, he strafed and damaged a radar station, then destroyed a large sea-truck, or SD, nearby and scored two direct hits to send another sea-truck to the bottom. A riverboat received the same treatment and was quickly sunk.
- 14 Apr.- Lieutenant Wood destroyed a SUGAR DOG off Tainan, Formosa, blowing her up with a century. Off Shinghiku, he spotted a BETTY on a course of 200 degrees from the airstrip. Before the BETTY could reach the protection of anti-aircraft batteries, she was streaming smoke from the starboard engine and many of 800 rounds fired were seen to enter her cockpit and fuselage.

- 15 Apr.- Lieutenant (jg) Hemphill scored a near-miss on a lugger east of Fort Bayard, and the crew of five immediately abandoned her for a life-raft. They abandoned the life-raft hurriedly, too, as a strafing run apparently killed them all. Turning back to the lugger, Lieutenant (jg) Hemphill's crew soon polished her off.
- 16 Apr.- Lieutenant Burton damaged a SUGAR DOG with two incendiary clusters along the eastern coast of Fornosa. Shortly afterward, he made a strafing run on a large junk, causing minor damage. Coming down the western coast, the Liberator jumped a herd of 16 luggers - some on the beach, some anchored just off-shore. Strafing started fires on four of them and the others were also damaged.
- 17 Apr.- Lieutenant (jg) Hagen started a run on a lugger off Huiling Island, but had to break off when intense ack-ack started spraying around him. The AA came from gun positions ashore. The lugger was damaged slightly by strafing.
- 18 Apr.- Eight of his bombs were salvaged by faulty operations of the release mechanism, but Lieutenant Heider scored near-misses on a SUGAR DOG at 25-10N, 119-30E. Then he poured 1,150 rounds into the vessel, which appeared to be carrying oil drums. Huge flames, punctuated by explosions, rose from the ship.
- 18 Apr.- Lieutenant Stevens dropped four centuries for four direct hits on a SUGAR DOG at 25-02N, 121-55E. She sank in 90 seconds. Later, at Port Taito, 22-43N, 121-15E, he dropped four bombs on a warehouse. White smoke streamed from the building for about two minutes. Oil storage tanks at the docks were strafed and damaged, but failed to catch fire.
- 19 Apr.- Lieutenant (jg) Didier bombed and damaged four stockade-like structures which appeared to be housing troops in the vicinity of Tsinglang, along the coast of Hainan. The buildings, blocked in by fences and moats, looked medieval and were located about five miles apart. Troops were seen drilling in one stockade, but strafing broke up the parade. The PB4Y-1 also scored a near miss on a SUGAR DOG and damaged a wharf at 19-35N, 110-51E.
- 19 Apr.- Lieutenant Burton staged a half-hour raid over Canton, China, without drawing a single enemy shot. He dropped a 500-pounder within 30 feet of a riverboat, damaging her considerably. He sank another with a 500-pounder that landed under the stern. He also trailed a string of five centuries across a railroad and warehouse, destroying an engine, dam-

aging two freight-cars and the warehouse. He also strafed tents and two more warehouses in the vicinity.

- 20 Apr.- Lieutenant Commander Wright sank a SUGAR DOG and two luggers with two direct hits and three near-misses out of eight bombs dropped at 24-36N., 121-53E. He also strafed and probably destroyed a truck at 23-09N, 121-24E.
- 21 Apr.- Lieutenant Ettinger scored a direct hit, a straddle and a near-miss on a riverboat at 23-05N., 113-20E., sinking the vessel in less than two minutes. The riverboat was 150 feet long, had four decks and weighed approximately 1,000 tons.
- 22 Apr.- Lieutenant George Waldeck, USNR, shot down a SALLY at 26-30N., 122-00E. He spotted the SALLY about 15 miles distant at 10,000 feet, gave chase and closed to about 500 feet. The top and bow turret gunners opened on it, each using about 200 rounds. The first burst hit the fuselage. The next hit the engines. The SALLY made a slow turn to starboard with Lieutenant Waldeck following. Then the Nip aircraft went into a series of snap rolls and finally fell off, disintegrating as it went down.
- 22 Apr.- Lieutenant Stevens inflicted minor damage on a riverboat headed seaward. He bombed and strafed her, but damage was only slight.
- 22 Apr.- Lieutenant Wood sank a 100-ton lugger anchored at 22-50N., 120-10E. He dropped two 250-pounders, scoring one direct hit.
- 22 Apr.- Lieutenant (jg) Didier dumped eight bombs on 12 SUGAR DOGS and quite a few luggers in a boat-yard at 24-36N., 121-50E, sinking 2 SDs and damaging two others. He also sighted 10 camouflaged luggers at 24-19N., 123-43E, and dropped a pair of 250-pounders and strafed with 300 rounds. No damage was observed.
- 23 Apr.- Lieutenant Commander Wright strafed and damaged a radar station, a radio station, a garage and a barracks around an abandoned airfield at 18-24N., 109-42E. The field had extensive defense installations but only one small gun appeared manned. The Liberator encountered heavy ack-ack at Yulin Bay, Fat Law airdrome and Bakli Bay. Cutting over from Hainan Straits to 19-12N, 110-31E, he bombed and strafed seven blockhouses on route, destroying four and damaging three.

- 23 Apr.- Lieutenant (jg) Hemphill sank a small lugger at 22-30N., 113-50E. A near-miss with a century sent the lugger under, stern first.
- 24 Apr.- Lieutenant (jg) Hagen left a 30-foot lugger sinking after four runs. He dropped seven centuries. He also bombed and strafed shore installations on Hana Shina.
- 24 Apr.- Lieutenant Noon ran into intense ack-ack as he attacked a SUGAR CHARLIE and a SUGAR DOG and several luggers at Suo, along the eastern coast of Formosa, dropping three 250-pound bombs, the 100-pounders and firing 500 rounds. His plane was ripped from bow to stern by the enemy fire, which damaged the bow turret, auxiliary power unit, bomb bay and vertical fins. Fires broke out in the auxiliary power unit and ammunition stores, and James Simpson, AMM3c, literally waded into the exploding ammo to fight out the blaze. Lieutenant Noon said his courage undoubtedly saved the lives of the crew and the plane. Simpson and three other crew members, Clifford E. Weymouth, AOM1c; George Mitchell, AMM2c, and Stewart Swan, AOM1c, were wounded slightly.
- 26 Apr.- Lieutenant Ettlinger shot down a TOPSY north of Formosa (26-13N., 121-40E.). He sighted the enemy aircraft about 15 miles away and closed to 200 yards astern, then pulled up to the starboard side, slightly aft, and pumped 500 rounds from the top and bow turrets. The TOPSY was hit in the engines, fuselage and gas tanks. The second and third runs left the TOPSY a ball of fire and it hit the water diving at a 45-degree angle.
- 27 Apr.- Lieutenant (jg) Hagen set a truck ablaze and damaged two others in strafing runs over southern Hainan. He also claimed serious damage on an automobile he identified as a "1937 Ford Tudor," but reconnaissance photographs showed it was a four-door. At 18-23N., 109-58E, he strafed and seriously damaged a camouflaged barge, causing her to explode. He also dropped seven centuries on railroad tracks in the southern Hainan area, with unobserved results, and inflicted slight damage on a blockhouse.
- 26 Apr.- Lieutenant Stevens dropped three 500-pounders and five centuries on a military camp area at Kiirun; but fogged-in conditions prevented observation of results.
- 26 Apr.- Lieutenant Commander Wright destroyed a blockhouse and damaged another in two 100-foot level bombing runs over southern Hainan, 19-05N., 110-27E. In attacking another blockhouse at 18-50N., 110-23E., he encountered intense, accur-

ate anti-aircraft fire. His plane captain, Robert M. Thornton, ALM1/c USNR, was fatally wounded; three other crew members were wounded; and the plane was holed 30 times. The blockhouse was seriously damaged and probably destroyed.

- 27 Apr.- Lieutenant Fulwider bombed and strafed a lugger off Tainan, Formosa, 23-00N., 119-50E., and left her burning from stem to stern. He scored a direct hit with a century and the bomb, although a dud, went through the vessel's hull.
- 28 Apr.- Lieutenant Adler shot down a BETTY in a 40-minute fight off the China coast near Foochow, 26-00N., 120-50E. He sighted the plane eight miles away, flying 3,000 feet below him at 5,500 feet. The BETTY turned north and Lieutenant Adler followed, closing in astern to 100 yards at an altitude of 4,000 feet. Both planes opened fire; then the BETTY dived for the water. The Liberator gave chase, its gunners busy all the while. The BETTY failed to return the fire. At 50 feet, the enemy aircraft began maneuvering radically, but Lieutenant Adler stayed with it. Finally the Jap pilot lost control and the BETTY plunged into the water and exploded.
- 28 Apr.- Lieutenant Waldeck scored three near-misses on a 50-ton lugger at 24-50N., 121-55E., and poured 1,150 rounds into the vessel. The lugger stopped dead, trailing oil and smoking. At 24-30N., 121-50E., Lieutenant Waldeck spotted an unidentified, silver-painted, single engine aircraft, apparently en route to Kiirun. The plane spotted the Liberator; ducked into the clouds and disappeared.
- 29 Apr.- Lieutenant Button strafed seven luggers anchored at a small island west of Formosa, 23-15N., 119-35E. Damage was negligible.
- 29 Apr.- Lieutenant Stevens sank a lugger anchored off Tosoki, Formosa 23-29N, 120-02E. A near-miss did the trick. He also sighted two OSCARS over Schinchiku and ran into heavy, meager, inaccurate ack-ack. The OSCARS tried to suck the PB4Y over the airfield, but Lieutenant Stevens didn't swallow their bait.
- 30 Apr.- Lieutenant Fulwider sighted seven OSCARS flying in formations of three and four along the eastern coast of Hainan, 18-45N, 110-15E. He also sighted two riverboats and several dore-licts at 19-09N, 108-36E, and six SUGAR DOGS, three riverboats and four trawlers anchored in Yulin Bay. Later, on one of the Paracel Islands, 15-50N, 112-20E, he dropped five centuries spaced at 50 feet. Two direct hits on a warehouse caused undetermined damage.

30 Apr.- Lieutenant Commander Wright scored a direct hit with a century and blew up a sea-truck in Formosa Strait, 23-45N., 119-51E.

30 Apr.- Lieutenant (jg) Hagen caught four SUGAR DOGS off the northern tip of Formosa, 25-18N., 121-33E., and made 10 bombing runs over them, dropping three 250-pound bombs and ten centuries. A direct hit left one burning and settling. Two centuries landed between the remaining two. One was gutted by fire and the other was beached with her stern resting on rocks.

VPB-119 HITS SHIPPING AND LAND TARGETS

Patrol Bombing Squadron 119, flying PB4Y-2 Privateers from Clark Field, sank 48 merchant ships totaling 11,620 tons during April, and damaged 13 merchant ships totaling 2,915 tons. In addition, 18 junks were damaged; two gunboats and one PT boat were sunk and one PT boat was damaged. One enemy plane was shot down; two were destroyed on the ground, and three were damaged on the ground.

As enemy ships and aircraft became harder to find, the Privateers began to seek out land targets, with considerable success. During the month two locomotives, 14 railroad cars, one truck and three blockhouses were destroyed. Three pillboxes, none blockhouses, six railroad cars, three bridges, three radar installations, one railroad dockyard and two barracks areas were damaged.

Action Summary:

- 1 Apr.- Lieutenant (jg) Walter Vogelsang, USNR, shot down a VAL off Toyohara. The VAL burst into flames and plunged into the water.
- 1 Apr.- Lieutenant Commander R. C. Bales, USN, failed to return from a search mission in the Hangchow Bay area. He was last heard from by Lieutenant John W. Holt, USN, who said the skipper of Squadron 119 reported he was having engine trouble over Hangchow Bay. Lieutenant Holt previously had sunk two SUGAR DOGS by strafing north of Wenchow and slightly damaged an FTD north of there in a cove.
- 3 Apr.- Lieutenants Holt and Vogelsang teamed up on an ocean-going tug towing a large barge. The barge was sunk quickly and the tug was left burning from stem to stern, with recurring explosions being observed. Lieutenant Holt had an engine shot out by 7.7 fire but reached Clark Field safely.

- 3 Apr.- Lieutenant (jg) F. D. Murphy, USNR, blew up two SUGAR CHARLIES off northeast Formosa. Strafing knocked off one of them and direct hit with a 250-pounder finished the other. The blast from this ship, which apparently was transporting dynamite, hurled debris into the nose causing some damage but injuring no one.
- 5 Apr.- Lieutenant (jg) A. L. Althans, USNR, burned a tug to the waterline in the Sakishima Group and damaged two barges she was towing. A near-miss with a 100-pounder destroyed a lugger.
- 7 Apr.- Lieutenant Holt destroyed two OSCARS and damaged three on the ground at Miyako Jima. He started a run on a beached SUGAR CHARLIE which turned out to be a derelict and ran into a hail of 20 mm. and 12.7 fire. The only way out was straight ahead, directly over Sukana strip where Lieutenant Holt spotted five OSCARS, and the gunners opened up. Lieutenant Holt's plane was holed by the ack-ack and the rudder cable was severed. This was repaired but later jammed. Nevertheless, Lieutenant Holt brought his Privateer home safely, negotiating a landing despite a trick cross-wind and no rudder control.
- 9 Apr.- Lieutenant (jg) Murphy strafed and sank a sea-truck and two sampans in the Pescadores. Off Kiirun, he caught a small junk entering the harbor and sent it to the bottom by strafing.
- 10 Apr.- Lieutenant (jg) J. F. Gallagher, USNR, inflicted slight damage on a SUGAR DOG off Hainan, scoring two near-misses. Several strafing runs set the vessel afire.
- 15 Apr.- Lieutenant W. P. Constock, USNR, dropped a 250-pounder on a SUGAR ABLE SUGAR outside of Amoy and the ship went up in a terrific explosion which rocked the Privateer. Nothing was left of the vessel but a smudge of burning oil. Nearby, the Privateer joined up with another PB4Y-2 of the same squadron and went to work on four troop-laden barges, each carrying about 200 soldiers. Strafing sank all the barges and killed most of the personnel.
- 18 Apr.- Lieutenant F. F. Matthewson, USN, dropped two 100-pounders squarely on a SUGAR DOG at 20-16N, 110-18E, sending the vessel to the bottom.
- 18 Apr.- Lieutenant (jg) Vogelsang dropped three 250-pounders on three bridges in eastern Formosa, 23-15N, 121-15E, but the bombs skipped and damage was minor. He scored a direct hit with a century on SUGAR DOG off Yonakuni Shima, sinking her.

His gunners sprayed a NICK and a GEORGE on the beach but failed to ignite them. Off Irionoto, the search plane destroyed a sea-truck with bombs and strafed a building on land.

- 19 Apr.- Lieutenant Holt's plane again was holed by ack-ack, but damage was slight and he bagged plenty of game. Four thousand rounds were poured into a riverboat and two gunboats in the vicinity of Foochow, 26-12N, 119-40E, sinking the riverboat and damaging the other vessels. Returning to the scene two hours later, he sighted only one gunboat and sank it with three 250-pounders. An oil slick on the surface indicated the other gunboat might have sunk also. After his plane was holed by ack-ack, Lieutenant Holt and his crew strafed machine-gun emplacements ashore.
- 20 Apr.- Lieutenant (jg) William Lyle, USNR, bombed and destroyed radar installations at Bakli Bay, Hainan Island. Two miles inland, he encountered heavy, intense anti-aircraft fire.
- 21 Apr.- Lieutenant Roger Atzenweiler, USNR, strafed and destroyed a PT boat, a FOX-TRE DOG and what looked like a small tanker, at 24-47N, 118-41E. His bow gunner knocked out a 20 mm. gun on the PT and set her afire. The tanker and FTD also were set ablaze. The Privateer's No. 3 engine was holed by 12.7 and 20 mm. and the tail-turret was damaged and the gunner injured slightly. The fire came from the FTD, which was sitting low in the water and appeared to have been damaged before. As the plane left the scene, the FTD exploded.
- 21 Apr.- Lieutenant (jg) Murphy destroyed a riverboat in the Wenchow area, at 27-40N, 120-55E. He made eight runs over the vessel, firing 3,000 rounds and setting her afire from bow to stern.
- 21 Apr.- Lieutenant Constock damaged 20 junks at Kiirun. He fired 1,500 rounds into the vessels, chasing all their personnel over the side. Two of the junks were left burning.
- 22 Apr.- Lieutenant (jg) Vogelsang sighted 14 power launches and luggers at Kiungshan Harbor and damaged three by strafing. He also strafed gun positions and barracks, silencing the guns. Ack-Ack was medium and moderately accurate over the harbor and airstrip. A lugger was seriously damaged while she was anchored at Waichow Island, 21-01N, 109-06E.
- 22 Apr.- Lieutenant (jg) H. W. Evans, USNR, strafed and damaged a radar station at 18-38N, 110-23E, and scored three hits with five 100-pounders on a radar tower and shack at 16-58N, 112-18E.

- 22 Apr.- Lieutenant T. R. Alkire, USNR, destroyed a truck in two strafing runs at 19-55N, 110-30E, and scored a direct hit with a century on a blockhouse at 19-10N, 109-30E.
- 22 Apr.- Lieutenant Holt destroyed two riverboats by strafing at 22-45N, 113-44E, and left another burning and dead in the water at 22-23N, 113-52E. Seven thousand rounds of ammunition were expended in the two actions. Then two OSCARS were encountered near Shakok, 22-45N, 113-44E. All of the Privateer's turrets except the tail and port-waist guns were out of ammunition. One OSCAR made four runs on the Navy plane and the other made two, and each dropped a pair of phosphorous bombs. The Privateer's two guns returned the fire, scoring hits on one of the Nips. The OSCAR headed toward land and disappeared smoking badly. The other broke off the action.
- 23 Apr.- Lieutenant (jg) Lyle sighted a TOPSY at 25-43N, 121-48E. The TOPSY was flying at 11,000 feet; Lieutenant Lyle at 5,000. The Navy flier tried to close for an attack, but the difference in altitude enabled the TOPSY to escape.
- 24 Apr.- Lieutenant (jg) Emanuele Passanisi, USNR, strafed a series of pill-boxes and blockhouses on Hainan, damaging three pill-boxes and four blockhouses with 4,150 rounds. Ensign George K. Smith, USNR, was wounded by return fire.
- 24 Apr.- Lieutenant Matthewson destroyed two blockhouses on Hainan and damaged four. He expended two centuries and 4,000 rounds of .50 caliber.
- 24 Apr.- Lieutenant Constock sank four riverboats, damaged two others and a patrol boat in three bombing runs at 22-30N, 113-10E. He dropped three 250-pounders and his gunners expended 3,000 rounds. Their plane was holed by ack-ack which damaged the bomb bay, the No. 2 engine and the starboard wing.
- 25 Apr.- Lieutenant Holt destroyed two SUG R DOGS and a lugger near Sento Island, 25-47N, 123-27E. He made 18 strafing runs on the lugger and scored four hits with four bombs on one SD. Strafing turned the other SD into a mass of flames.
- 25 Apr.- Lieutenant (jg) Vogelsang scored direct hits to sink two SUG R DOGS, or luggers, anchored at 24-40N, 124-40E, Minna Shina.
- 26 Apr.- Lieutenant Gossage riddled two 50-foot junks with 1,800 rounds, 30 miles off the China coast south of Macao, 20-30N, 113-45E.

28 Apr.- Lieutenant (jg) Vogelsang had a field day off the Canton, China area. He set a lugger afire by strafing near a tiny island in the South China Sea east of Luichow Peninsula, and forced two riverboats to beach, burning badly, at 22-55N, 113-26E. Twenty minutes later he strafed three more riverboats at 22-59N, 113-04E, and left them burning. A fourth riverboat and derrick were also strafed here. The boat failed to ignite, but the derrick was put out of commission. Ten minutes later, he poured 500 rounds into a small locomotive and six freight cars. The engine blew up and the cars caught fire. In this same area, he strafed and damaged a large derrick in a railroad yard-dock. It was a nice bomb target, but inner-plane communications were out and Lieutenant (jg) Vogelsang couldn't contact his crew. Forty-five minutes later, he sighted a large locomotive, hauling seven passenger-cars and a flat-car. Two 250-pounders dropped in front of the train and halted it. Three direct hits with 250-pound bombs blew everything to bits. Topping off the day, Lieutenant (jg) Vogelsang caught some 50 Jap troops marching along a road. They ducked into the ditches and started firing at the Privateer with rifles. Three strafing runs silenced their fire, killing many of the soldiers.

29 Apr.- Lieutenant Jacob damaged a blockhouse in north central Hainan with two direct bomb hits. He also poured 1,000 rounds into the structure which was located at 19-30N, 109-50E.

29 Apr.- Lieutenant Gossage left four three-masted junks full of holes and sinking off the South China coast. He scored three near-misses with three bombs on a pair of junks at 21-30N, 113-34E, and two more near-misses on another pair at 21-28N, 113-48E.

VPB-28 ENDS LINGAYEN DUTY; SINKS 76,950 TONS OF SHIPPING

Patrol Bombing Squadron 28 completed its tour of Mariner night operations from Lingayen Gulf on 23 April with a record since 1 March 1945 of 76,950 tons of Jap shipping sunk and 43,910 tons damaged. Sweeping the coasts, harbors and sea lanes of Formosa and south China, from Hainan to Foochow, the PBM-3D Nightmares battled the weather as well as the enemy. Although flying conditions were poor, not one flight was cancelled because of weather.

APQ-5 low-level radar bombing gear was used in five attacks (successfully in all) but most of the bomb drops were made visually after the plane was homed to the target by ASG radar.

Nine crews and six planes reported to CTU 73,4.7 aboard the USS ORCA, 23 April, with Lieutenant C. E. Soderholm, USN, executive officer, in command. One plane proceeded to the USS CURRITUCK for duty, with the remainder proceeding to Jinamoc for engine overhaul, under the commanding officer Lieutenant Commander J. L. Elwell, USN. Prior to 23 April, VPB-28 was based aboard the USS TANGIER.

Action summary follows:

- 1 Apr.- Lieutenant (jg) R. C. Dykins, USNR, sighted a large SUGAR ABLE, towing a three-masted schooner, making for the shelter of an island-enclosed bay northeast of Hong Kong. After two strafing runs, Lieutenant(jg) Dykins dropped five bombs on the SUGAR ABLE, scoring a hit amidships, a hit at the waterline amidships and a near-miss. There was violent explosion; the SA appeared to break in two, and she sank by the stern within ten minutes. The Nightmare then strafed the schooner, causing some damage.
- 1 Apr.- Lieutenant (jg) P. J. Richert, USNR, attacked a destroyer escort 20 miles off-shore between the Pescadores and Tainan. In two runs, the pilot scored a hit amidships with a 500-pounder, a very near-miss by the stern with a 250-pound bomb and with his last bomb, a 500-pounder, a near-miss that lifted the DE's bow out of the water. The ship was dead in the water after the second run and was assessed as probably sunk.
- 1 Apr.- Lieutenant W. L. Hermanson, USNR, ran into heavy fog over Hong Kong Harbor. He dropped five bombs through the overcast, with unobserved results, and was tailed out of the harbor by a bogie, which was shaken off in ten minutes.
- 2 Apr.- Lieutenant W. K. Karter, USNR, dropped five bombs by radar over the Kowloon docks. A 7/10 cloud cover prevented visual sighting. The bombs were observed to have fallen 300 feet east of the docks.
- 2 Apr.- Lieutenant H. E. Schmidt, USNR, picked up two bogies off Amoy, one following him six miles to the Pescadores, where he dropped five bombs on the main island. Release was made by radar. Results were unobserved.
- 4 Apr.- Lieutenant H. E. Thayer, USNR, sighted a convoy proceeding northeast, 15 miles off-shore at 22-28N, 115-26E. The convoy was comprised of a very large FTA, a FTU half as large, one possible cruiser three DDs or DEs and two unidentified ships. Approaching upmoon and upwind, Lieutenant Thayer achieved complete surprise and chose the largest

ship as his target. Homing by radar, he passed over the FTA at 200 feet and dropped five bombs. Four of them scored hits, sinking her. Visual sighting after the attack identified the ship as a 10,000 tonner.

- 5 Apr.- Lieutenant W. B. O'Brien dropped five bombs on three sea-trucks. A 100-tonner was sunk by a near-miss and the others were damaged.
- 6 Apr.- Returning from a negative search, Lieutenant (jg) Richert was required to make a forced landing when his port engine cut and the starboard engine throttle stuck. The mishap, luckily, occurred only four miles from the landing area. The shock of landing broke the ankle of Ensign A. B. Scouler, USNR, navigator.
- 7 Apr.- Lieutenant E. J. Dibble, USNR, was accorded a brotherly reception over Takao, Formosa, where harbor lights were turned on and blinker signals exchanged. Only a too-friendly searchlight prevented an attack on harbor installations.
- 8 Apr.- Lieutenant C. E. Soderholm, USN, established radar contact with a five-ship convoy, consisting of two DDs, one DE, a possible cruiser and a large merchant ship. Lieutenant Soderholm selected the cargo vessel as his target, but the ship was lost in the radar "sea return" caused by high waves. Proceeding to Formosa, the pilot picked up an unescorted ship north of Takao, headed north. An APQ-5 attack was carried out - the target being virtually invisible under the 600-foot ceiling. Coming in at 350 feet, using APQ-5 for range and ASG for deflection, Lieutenant Soderholm again lost the target on the scope in the "sear-return," but observed a light on the ship, and homed on that. APQ-5 triggered the bombs for at least one hit. The ship blew up and sank. In the flash of the explosion, the vessel was identified as a FTD, 1,000 tons. This attack represented the first use of APQ-5 gear by a PBM in an attack on a Jap ship.
- 9 Apr.- Southeast of the Pescadores, Lieutenant (jg) Dykins detected a five-ship convoy, consisting of two DEs and two large and one medium merchant vessels. After one reconnaissance run under the 600-foot ceiling, Lieutenant (jg) Dykins attacked one of the DEs, dropping three bombs which fell 100 feet astern of the target. As the Navy plane circled for an attack on one of the larger ships, eight Jap planes appeared from the direction of Toko. Forming a box, in pairs, 500-feet above the Mariner, they took turns in making bombing runs from different angles, dropping a total of eight bombs. All fell astern or to the side of the Nightmare. After three hours, Lieutenant (jg) Dykins shook off the Nips

with the help of night fighters which rose from Laoag. This action marked the first occasion known to the squadron of night attempts at air-to-air bombing.

- 14 Apr.- Lieutenant R. D. Brooks, USNR, sighted a SUGAR DOG in the vicinity of Takao and after several strafing runs, left the small tanker burning and dead in the water. Off Tainan, Lieutenant Brooks sighted four ships by radar and attacked with APQ-5. The ship selected as the target was several miles from the others, moving fast, and was identified as a DE. Two bombs were dropped, both over. The nearest one, a 500-pounder, landed 20 feet abeam, and probably damaged the DE. Then an APQ-5 run was made on the largest ship, dropping the three remaining bombs. One fell on either side of the vessel and the third, a 500-pounder, exploded at the stern. In the light of the explosion, the ship was identified as a SUGAR BAKER LOVE, 6,600 tons. She sank soon after the attack.
- 15 Apr.- Lieutenant Soderholm sank an unescorted 7,500-ton FTB west and north of Formosa. APQ-5 gear for range and the usual radar for deflection were used. Three direct hits were scored while the other two bombs straddled the ship.
- 15 Apr.- Lieutenant D. B. Danielson, USNR, picked up a radar target traveling at 20 knots, off Hong Kong. Homing by radar, Lieutenant Danielson dropped three bombs by seaman's eye at 150 feet and damaged the ship with one 500-pounder which exploded beneath the stern and with one near-miss over. The ship was definitely identified as a destroyer.
- 16 Apr.- Lieutenant O'Brien, flying a course from Swatow to Haitan, contacted by radar a group of 30 or more junks, moving singly and in clusters up to ten. The sighting was similar to many other groups of junks seen nightly by the Nightmares - except for the presence of two larger blips among those made by the junks. In a reconnaissance run over the ships, the largest blip was identified as a SUGAR ABLE, 10,000 tons, headed north at the unusually low speed of five knots. Undoubtedly, the speed of the vessel and the other ship were lowered to permit them to hide out among the junks in the hope that the Mariner wouldn't investigate. This hope was rudely shattered. Lieutenant O'Brien attacked the larger tanker at 200 feet, dropping three 500-pound bombs and two 250-pounders. The result: one hit, two explosions beneath the ship and two near-misses to starboard. The ship sank.
- 17 Apr.- Lieutenant (jg) Richert attacked a FOX TIRE BAKER, 5,500 tons, south of Amoy. Four bombs were dropped and two hits were secured amidships. Retiring 25 miles after this first

attack, the pilot came back in at 300 feet to drop his one remaining bomb. While 600 yards from the target, a flare burst behind his plane and the ship opened up with intense and accurate light and medium anti-aircraft fire, coming close to port. Turning to starboard, the Mariner was met again by AA. The turn threw the plane off course for the bombing attack and the fifth bomb was not dropped. However, the ship was seen dead in the water. Several small craft were nearby.

- 18 Apr.- Lieutenant J. L. A. Alldridge, USNR, sank a three-masted schooner off Toko, Formosa. Three strafing runs were made and a 250-pounder was dropped, resulting in a near-miss. Parafrags were successfully employed on other runs. Four planes from Toko arrived too late to help the Nip schooner.
- 20 Apr.- Lieutenant Brooks strafed a sea-truck off Takao. A half-hour later, while inspecting several derelicts along the outer shore of the low islands paralleling the coast, Ensign W. R. Jones, USNR, co-pilot, spotted a TARE BAKER, apparently in the process of unloading. The ship had not appeared on the radar scope, being masked by land. Proceeding 20 miles up the coast, the pilot reversed course and returned at 50 to 75 feet, pulling up over the target to drop two 500-pounders for two hits. Within five minutes, two-thirds of the ship was engulfed in flames. She was completely destroyed. In the light of the flames, the ship was identified as either the TAKATIHU MARU, 8,150 tons, or the BUENOS AIRES MARU, 9,600 tons.
-

VH-4 RESCUES B-25 CREW DOWNED ON FORMOSA SHORELINE

Illustrating once again the Navy's capability of rescuing downed airmen from under the very nose of the enemy, a rescue Mariner of VH-4 on 22 April aided in the saving of the crew of an Army B-25 which had gone down on the shores of the Formosa mainland.

While striking railroad yards at Taichu, on the northwestern coast of Formosa, the 308th Bomb Wing Mitchell was hit by medium ack-ack which damaged the port wing and aileron and started a fire in the port engine. The flames rapidly spread aft, forcing the pilot to attempt a landing before the fire ignited the fuel in the bomb bay tanks. With members of his crew at their ditching stations, the pilot headed down for a wheels-up landing on a huge salt flat lying under approximately a foot of water just off the town of Rokko.

Due to damage inflicted on the hydraulic gear, the port wheel slipped down, and when the landing was made the B-25 bounced heavily and slewed to the left; then hit again and stayed down. Except for

S-E-C-R-E-T

S-E-C-R-E-T

shock and bruises, the crew emerged unhurt. They immediately broke out the Mark 7 life-raft and set off through the surf to sea.

Meanwhile, the rescue PBM, piloted by Lieutenant Forrest Norvell, USN, had been summoned by the Army flight leader. By the time Lieutenant Norvell reached the scene the tide had gone out, leaving the B-25 completely out of water. The crew was struggling through the surf. The pilot set his plane down about a mile away and taxied towards their raft, stopping less than half a mile from the shore, just beyond the rolling breakers.

Almost an hour and a half passed before the survivors were able to paddle to the plane. By that time all of the B-25s and fighters, which had covered the scene of the rescue, were so short of fuel that they were forced to leave the area. Their presence, however, had discouraged the enemy from opening fire with shore batteries and had similarly prevented the approach of Jap fighters. With the survivors aboard, the PBM took off and returned them to the USS ORCA in Lingayen Gulf, for further transportation to their command.

The rescue marked the close of the squadron's tour of duty with Aircraft, SEVENTH FLEET. The next day the outfit was relieved by VEB-28. Lieutenant Norvell is commanding officer of VH-4.

FIVE-SHIP CONVOY DESTROYED BY LONE MARINER

In a lone, night attack 18 May, Lieutenant Warren R. Lasser, USNR, of VPB-17, sank an entire Jap convoy of five ships 15 miles north of Kiirun, Formosa. The convoy consisted of two FOX TARE BAKERS, one FOX TARE CHARLIE and two SUGAR CHARLIES, totaling 17,000 tons.

Lieutenant Lasser took off from Lingayen Gulf and headed for Formosa in fair weather, with one-quarter moon and good visibility. His patrol was uneventful until two junks were sighted just north of Toshin. In search of bigger game, he left them unmolested.

He continued along the western coast and rounded the northern tip past Kiirun, with no sightings. Then he proceeded off-shore about 15 miles, searching the sea lanes to Foochow and the Min River Delta. It was then that a target was picked up on the PPI scope, dead ahead at an approximate distance of 12 miles. The radar operator homed the pilot in, failing to notice four additional blips because he was intent on homing in the first target and was straining for a visual sighting. The homing was accurate and Lieutenant Lasser sighted the ship, a FOX TARE BAKER, at one-third of a mile. Believing that there was only one target, he set up to drop all bombs and started his run from the port bow to the starboard quarter.

By the time the pilot realized the presence of the other ships, it was too late to reset his bombs, so he let go with his full string. The first bomb detonated at the bow of the FTB; the others overshot. The course of the Mariner brought it down the starboard side of the second FTB, and the plane's gunners opened up. After the first few bursts by the bow gunner, the forward part of the deck of the second FOX TARE BAKER exploded. The ship was soon a mass of flames.

As the PBM turned to starboard, light anti-aircraft fire was thrown up from the bow of the third ship, a FOX TARE CHARLIE. The Mariner's bow gunner silenced the fire and then joined the other gunners in laying a blanket of lead on the enemy vessel. A steady pattern of bursts scored near the waterline, and the ship began to settle almost immediately.

Following this phase of the attack, strafing runs were made first on the northerly SUGAR CHARLIE and then on the other SC. Light anti-aircraft from these two ships was silenced. Then the PBM began a series of unopposed strafing runs on targets well-silhouetted by the flames pouring from the second FTB - now a floating holocaust. The first FTB, which had been observed listing to port and down by the bow, sank on the fifth run. On what was estimated to be the tenth run, the second FTB was found to have burned to destruction. Only floating debris remained.

The two SUGAR CHARLIES proved the most durable ships of the lot. On the twelfth and thirteenth runs, the Mariner flew directly over them, firing almost straight down. On the fourteenth run, the north-erly SUGAR CHARLIE gave up the ghost, and on the next run the other SC finally succumbed to the incessant hammering.

Then, suddenly, three Jap fighter planes appeared; but they were too late and too wary. Only one Nip made a pass as the Navy bomber broke off the attack and continued its patrol. The entire action lasted 80 minutes and exhausted the ammo carried by the Mariner.

VPB-17 ON BLACKCAT MISSIONS

The operational activities of Patrol Bombing Squadron 17 during the month of May consisted almost entirely of night shipping search and attack missions. These nightly missions were flown in the Formosa-South China coastal areas.

Under the command of Lieutenant Commander K. A. Kuener, the squadron flew a total of 179 flights for a total of 1359.8 hours. Throughout the month, VPB-17 was based aboard the USS TINGIER. Damage inflicted on the enemy amounted to one DE and one PT, damaged; ten ships, totalling 20,100 tons, sunk; seven ships, totalling 4,900 tons, badly damaged or probably sunk; one ship of 150 tons, damaged; 34 schooners and luggers, 153 junks, three barges and nine motor boats damaged by observed strafing hits.

On 9 May the squadron received a letter of commendation from General Walter Krueger, United States Army, Commanding Sixth Army, for VPB-17's Lingayen Detachment's field work while based aboard the USS ORCA.

VPB-104 SINKS 31 JAP VESSELS.

Patrol Bombing Squadron 104, under the command of Lieutenant Commander Whitney Wright, USN, conducted daily searches and offensive reconnaissance missions from Clark field during the month of May. A total of 142 patrol missions, aggregating 1482.3 flight hours, inflicted the following damage on the enemy.

SHIPS

Sunk: 31 vessels, totalling 1,525 tons.

Damaged: 7 vessels, totalling 410 tons.

PLANES IN AIR

Damaged: 1 VAL and 1 BETTY.

PLANES ON GROUND

Destroyed: 1 BETTY.

LAND TARGETS

Destroyed: 1 blockhouse, 5 buildings, 1 highway bridge, 2 automobiles, 1 bus, 23 trucks, 1 motorcycle.

Damaged: 4 barracks, 5 buildings, 6 blockhouses, 1 radio station, 1 mining plant, 2 trains, 1 automobile, 30 trucks.

Action highlights:

- 2 May- Lieutenant Paul F. Stevens, Jr., USN, dropped 10 centuries and poured 500 rounds into gun positions on Tung-Mei-Chow Island, south of Hainan, starting numerous fires.
- 3 May.- Lieutenant (jg) Edward M. Hagen, USNR, patrolling the coast of Hainan, attacked a five-car train at 18-21N, 109-11E, scoring near-misses on each of five bombing runs and obtaining many hits by strafing. Volumes of steam issued from the locomotive, and the train stopped. Damage was undetermined.
- 4 May - Lieutenant Ira B. West, USNR, inflicted slight damage on a 25-ton lugger off northwest Formosa (22-50N, 120-12E.) He poured out 600 rounds in one strafing run. Later, he encountered ack-ack from Midako airfield, but his plane was undamaged.
- 5 May - Lieutenant John H. Burton, USNR, scored a possible kill on a VAL over northeastern Formosa (24-35N, 121-50E) He chased the VAL into the mountains, where the Nip apparently holed up. Lieutenant Burton first spotted the VAL flying 200 feet below him at 800 feet and attacked from 6 o'clock about 400 yards astern, but the bow-turret gunner missed. The VAL executed a split "S" and crossed under the Liberator, but Lieutenant Burton burned quickly and stayed with him. The VAL jettisoned his depth charges and high-tailed it into a dead-end canyon walled on either side by 7,000-foot mountains and started circling. Lieutenant Burton could not maneuver his Liberator inside the canyon so he circled around outside waiting. The VAL peeped out twice and each time Lieutenant Burton's gunners got on him, scoring hits on its tail, wing and fuselage. Then the VAL vanished. A cloud overhanging the ravine prevented close investigation, but Lieutenant Burton surmised the VAL might have tried a landing on a sandy river bottom near a village in the ravine.

- 6 May - Lieutenant Henry S. Noon, Jr., USNR, sighted a destroyer, a destroyer-escort, and a landing craft north of Haitan Island; 25-30N, 119-40E. The landing craft fired medium, meager, inaccurate ack-ack at the Liberator and no attack was attempted.
- 8 May - Lieutenant Ira B. West, USNR, seriously damaged a SUGAR DOG anchored at Fort Bayard. He dropped seven centuries in two runs, scoring a direct hit. The vessel caught fire and its stern was wrecked. He also strafed an 18-foot speedboat and a VICTOR BAKER at Nampang Island (21-33N, 112-13E.) He dropped six bombs, three 250's and three centuries on a village there, starting fires in the town and grass fires throughout the island. Light, meager, inaccurate ack-ack came up from the Fort Bayard area.
- 8 May - Lieutenant Commander Whitney Wright, USN, destroyed a blockhouse by bombing and strafing and destroyed six trucks by strafing in northern Hainan. Four centuries polished off the blockhouse. He also damaged two blockhouses by bombing and strafing in eastern Hainan.
- 8 May - Lieutenant (jg) Edward M. Hagen, USNR, destroyed a lugger and damaged another in the Pescadores area. A direct hit with a 250-pounder, dropped in the midst of three luggers, registered the kill. He also scored two near-misses and fired 2,000 rounds of .50 caliber to damage a SUGAR DOG in the same area. Lieutenant (jg) Hagen then spotted a DE, a landing ship, a FOX TARE DOG, a gunboat, three SUGAR CHARLIES and four SUGAR DOGS at Amoy. His approach brought heavy, meager, inaccurate ack-ack from the docks. Medium, meager, inaccurate anti-aircraft fire also was encountered over the northern airfield.
- 9 May - Lieutenant (jg) Gerald L. Didier, USNR, scored three direct hits on a trio of 25-ton luggers south of the Pescadores (23-12N, 119-25E), and sank them all. He dropped three 250-pounders and five centuries in three runs from minimum altitude and expended 1,000 rounds on the luggers.
- 9 May - Lieutenant John H. Burton, USNR, inflicted slight damage on two trucks in southern Hainan (18-25N, 109-45 E), and also claimed "one cow scared." He sighted a FOX TARE DOG, a SUGAR BAKER, a SUGAR CHARLIE, two patrol craft, a riverboat and two luggers in Yulin Bay.
- 10 May - Lieutenant Tom McAuliff, USNR, scored a near-miss with a century on a lookout building in the Pescadores (23-15N, 119-35 E.), causing undetermined damage. He also damaged three unmanned luggers in the same area, firing 1,500 rounds

into them, and dropped three centuries on a pair of SUGAR DOGS with unobserved results.

- 11 May - Lieutenant Commander Wright destroyed a blockhouse, four trucks, a garage and a radio station in raids throughout southeastern Hainan. In destroying the blockhouse at 18-54N, 110-28E, he scored three direct hits with 250's. He and his crew saw at least 50 Japs and a Geisha girl go scurrying for fox holes as the blockhouse went up in smoke. In attacking the radio station, the Liberator was hit by ack-ack and Aviation Radioman, first class, Jack Laming, was wounded.
- 11 May - Lieutenant West scored seven bomb hits on a blockhouse in central Hainan (19-05N, 110-05E), destroying at least two-thirds of the structure. He also made nine strafing runs on two trucks at 18-40N, 110-00E, but they failed to ignite and damage was undetermined. He set three barracks afire by strafing at an abandoned airfield at 18-35N, 110-00E, and bombed and strafed a radio station there, scoring a hit on the corner of the building.
- 11 May - Lieutenant William E. Fulwider, USNR, sank a 400-ton SUGAR CHARLIE, a 40-ton tug and three barges, and damaged a 120-ton SUGAR DOG and a lugger in the Canton, China, area. He spotted a SUGAR CHARLIE, a SUGAR DOG and a lugger anchored near Sanchau (21-52N, 113-10E) and made four runs on them. He dropped a 250-pounder on the SUGAR CHARLIE and destroyed it. The SUGAR DOG took 1,000 rounds of strafing and was seen trailing oil out its seams. The lugger was slightly damaged by 300 rounds. A tug towing three barges at 22-58N, 113-30E, was the target for four of Lieutenant Fulwider's bombs. Two of them scored direct hits on the barges and the other landed squarely on the tug, sinking them. The other barge was damaged by strafing.
- 11 May - Lieutenant (jg) Hagon destroyed two trucks and sank a 30-foot motor launch in the Swatow area. A direct hit with a century blew the stern off the launch. Strafing destroyed the two trucks. A third was damaged.
- 11 May - Lieutenant (jg) Jeff D. Hemphill, USNR, scored a near-miss to damage a tug along the southwestern coast of Formosa, 22-40N, 120-15E. The vessel was left dead in the water. Proximity to an airstrip along the coast prevented the pilot from pressing the attack.
- 12 May - Lieutenant Burton strafed a blockhouse on northeastern Hainan. Damage was unobserved.

- 13 May - Lieutenant (jg) Didier scored two hits with centuries on a river-boat at 23-06N 113-56E, destroying it. He also destroyed a 100 x 300 feet, tin-covered warehouse and two smaller, adjoining buildings south of Canton, at 21-51N 113-09E. A direct hit with incendiary clusters set the three buildings flaming furiously.
- 13 May - Lieutenant Henry S. Noon, USNR, destroyed a bridge, a patrol craft, a 10-ton landing craft and a BETTY in a series of attacks along the Formosa coast. The landing craft was towing the BETTY. In addition, Lieutenant Noon dropped five 100-pound incendiary clusters on a 20-car train at 24-30N 120-40E, setting at least five cars afire; and damaged a lugger at 23-40N 120-10E, and a tug at 23-10N 120-30E, both by strafing.
- 13 May - Returning from a search, Lieutenant McAuliff ran out of fuel and was forced to ditch his Liberator off Lingayen. Two crew members were injured slightly in the ditching, but all hands made it ashore.
- 13 May - Lieutenant (jg) John Malloy, USNR, also ditched at sea near Lingayen. The PB4Y-1 was returning from a patrol to Indo-China when the plane commander was instructed to search for Lieutenant McAuliff's crew. He, too, reported being low on fuel, but prolonged his search after sighting a rocket in the vicinity. Following the second ditching, Lieutenant (jg) Malloy and two crew members were reported missing. All others were rescued.
- 13 May - Lieutenant Wood made a forced landing at Lingayen after the propeller of his No. 2 engine flew off and cartwheeled through the pilot's compartment. Lieutenant Wood suffered a broken arm and his co-pilot, Lieutenant (jg) Darrel Jay, USNR, was lacerated about the face.
- 14 May - Lieutenant Commander Wright destroyed a bus and possibly a truck on Luichow Peninsula, with incendiaries. In another attack, he destroyed an automobile, damaged another and damaged a truck, with incendiaries and tracers. In a third strafing run, another bus was damaged.
- 14 May - Lieutenant West failed to return from a patrol, but was reported safe in China. The last word received from the pilot was "attacking ship". Later, Chinese sources reported his plane had landed at an airfield there, with all hands safe and only one man wounded, he slightly. Reportedly, the plane was shot up by a heavily-armed lugger.

- 15 May - Lieutenant (jg) Earl Bittenbender, USNR, sank a 75-foot tug at 20-50N 106-46 E, in Tongki Gulf. He scored a direct hit on one run, and the vessel began smoking heavily, keeled over and sank.
- 16 May - Lieutenant (jg) Jay, USNR, destroyed a truck and damaged three others by strafing at 21-10N 110-20E, in the Fort Bayard area. The plane's gunners expended 1,200 rounds on the vehicles. Light, meager, inaccurate ack-ack was encountered, but the Liberator came through undamaged.
- 17 May - Lieutenant (jg) Hagen straddled a lugger with half a dozen centuries, bouncing it out of the water and onto the shore. The vessel was damaged seriously. The action took place at 22-24N 113-55E, in the Canton area. The Liberator also damaged seven trucks at 22-45N 114-26E, setting two of them afire with incendiary clusters. At 22-41N 114-35E, his plane ran into light, intense, accurate ack-ack and was holed. It was holed again when it ran into heavy, moderate, accurate anti-aircraft at 23-05 N 113-50E.
- 17 May - A Liberator piloted by Lieutenant (jg) Didier wiped out a rifle nest in the Swatow area, and was holed several times in return. Then the PB4Y-1 made five bombing runs on a riverboat at 23-33N 116-32E, scoring two direct hits with centuries and a near-miss with a 250-pounder. He also destroyed three trucks and a motorcycle by strafing along a five-mile stretch of road in the vicinity of 23-33N 116-41E.
- 18 May - Lieutenant Commander Wright destroyed a 150-ton SUGAR DOG anchored at 24-25N 118-14E, near Amoy, scoring two direct hits with incendiary clusters. He sank another 150-ton SD with incendiaries and a 250-pounder at 26-08N 119-45E, in the vicinity of Foochow. Light, moderate, accurate ack-ack came up from the western end of an island at 26-08N 119-39E and 12.7 fire went through the No. 3 engine prop and pierced the Liberator's wing.
- 19 May - Three hours after taking off, Lieutenant (jg) Richard S. Jameson, USNR, messaged he was ditching at 20-20N 118-30E. Searchers hurried to the scene, but found no survivors. Wreckage strewn about the surface of the water indicated the had exploded. The cause of the ditching was not determined.
- 22 May - Lieutenant Commander Wright destroyed nine of 16 small landing craft he caught beached and at anchor, at 26-40N 120-06E, north of Foochow. He made 15 bombing and strafing runs, dropping five 100-pound incendiary clusters, three 250-pounders and three centuries and expending 4,000 rounds of

ammo . The runs were made from altitudes ranging from 50 to 700 feet. The Liberator was holed twice by rifle fire and came in with a flat tire on the starboard landing-wheel.

- 26 May - Lieutenant Commander Wright destroyed seven trucks and damaged four by strafing and bombing along highways in north-eastern Hainan.
- 27 May - Lieutenant (jg) Hagen scored a direct hit with one of four centuries and sank a 60-foot launch in Chieh-shih Bay, 22-42N 115-36E.
- 28 May - Lieutenant (jg) Hemphill drew light, meager, inaccurate anti-aircraft fire over Nampang Island, but his plane was not damaged.
- 29 May - Lieutenant McAuliff strafed eight trucks in a half-mile stretch of road along the western Hainan coast, destroying two and inflicting undetermined damage on the others. He made 12 strafing runs over the vehicles at 200-foot altitude, expending 1,800 rounds.
- 29 May - Lieutenant (jg) Bittenbender damaged a BETTY in a brief aerial engagement, but lost the Jap plane in the clouds. Sighted at 27-00N 121-00E north of Foochow, the BETTY took hits in the port wing and fuselage, before it ducked into the clouds. Later, Lieutenant (jg) Bittenbender observed a SUGAR DOG anchored in a cove at 23-20N 119-15E, but didn't attack because he was low on fuel and had no bombs, having jettisoned them in chasing the BETTY.
- 29 May - Lieutenant (jg) Waldron inflicted undetermined damage in a railroad repair yard at 24-24N 120-30E, northwestern Formosa. He trailed five centuries, spaced at 30-foot intervals, across the yard, and his gunners expended 1,200 rounds of ammo on a locomotive, three freight cars and several buildings in the yard. He also strafed some 20 sampans at 22-20N 120-10E.
- 30 May - Lieutenant Becker destroyed a truck by strafing at 20-38N 110-03E, on the Luichow Peninsula. He also strafed and damaged three more trucks at 19-40N 110-40E, on Hainan.
- 30 May - Lieutenant (jg) Hagen sank a motor launch and destroyed a 75-ton SUGAR DOG at the mouth of the Canton River, 22-46N 113-33E. He made two runs on the launch, scoring a direct hit with incendiaries and expending 600 rounds. In four runs on the SD, he scored a direct hit with incendiaries and his gunners poured 700 rounds into her.

VPB-119 HITS JAP SHIPPING AND LAND TARGETS

Patrol Bombing Squadron 119, based at Clark Field under the command of Lieutenant Commander M. S. Ragan, USNR, exacted a heavy toll of Jap shipping and land targets during the month of May. The squadron flew 147 sorties, aggregating 1,457 hours. Damage inflicted during the month on the enemy was as follows:

Merchant ships - twenty three destroyed, totalling 4,135 tons; twenty seven damaged, totalling 4,140 tons.

War ships - One subchaser sunk, two damaged.

Planes - One VAL destroyed in the air.

Land targets - Destroyed: thirty five trucks, nine locomotives, eleven railroad cars, three blockhouses, one radio-radar station and two barracks areas. Damaged: thirteen trucks, four locomotives; fifty-one railroad cars, four barracks areas, one smelting plant, one mine installation, two airfield installations, thirteen blockhouses, two warehouses, one power house, two storage tanks, one gun emplacement and one artillery area.

Action highlights included:

- 1 May - Lieutenant(jg) Walter Vogelsang, USNR, in a profitable mission over southern Hainan, bombed and strafed numerous land targets. He blew up a truck and strafed troops at 18-38N 109-55E; destroyed three trucks, killed many troops and started fires in barracks buildings at 18-30N 109-55E; dropped a pair of 100-pound general purpose bombs on a two-chimney smelting plant and set fires in another barracks area at 18-12N 109-25E; strafed a locomotive, eight flat cars and some buildings at 18-20N 109-25E; riddled eight more flat cars and a truck at 18-25N 109-00E; bombed the Faw Law airdrome control tower and strafed the administration building and barracks there despite anti-aircraft fire; and damaged two small locomotives and communications and power lines at 18-50N 108-40E. Then he really went to work on a large railroad center at 18-50N 108-40E, where he destroyed three large locomotives by bombing and six more cars by strafing. He then started fires around a mine at 18-50N 109-25E, and ended up the day by chasing an unidentified plane which managed to get away.
- 1 May - Lieutenant John W. Holt, USN, an outstanding pilot who had left wide paths of destruction across Japan's seacoasts, was unreported on a search to Hainan. Commander H. M. Drake, USN, Fleet Air Wing 17 Operations Officer who had accompanied him as an observer, also is missing.

S-E-C-R-E-T

S-E-C-R-E-T

- 2 May - Lieutenant (jg) Montgomery V. Jacobs, USNR, damaged a blockhouse on northern Hainan, 19-55N 110-15E.
- 3 May - Lieutenant (jg) F. D. Murphy, USNR, destroyed a sea truck and a land truck by strafing at Weichow Island in the Gulf of Tonkin.
- 4 May - Lieutenant (jg) H. W. Evans, USNR, destroyed one blockhouse and damaged two others on northern Hainan, 19-50N 110-50E, by bombing and strafing with five centuries and 1,300 rounds.
- 4 May - Lieutenant (jg) Vogelsang blasted a large locomotive and several cars with two 250-pounders and five centuries at 22-47N 114-06E. He also destroyed two trucks by strafing and damaged a warehouse with a 250-pounder. Later, he destroyed a truck at the Fort Bayard area.
- 5 May - Lieutenant (jg) M. W. Jacob, USNR, fired 3,000 rounds into five trucks at Fort Bayard. Medium, moderate ack-ack was encountered.
- 6 May - Lieutenant Roger Atzenweiler, USNR, dropped five bombs and fired 1,500 rounds at a radio-radar station and barracks on the northeastern tip of Formosa, 25-43N 122-05E. The targets were destroyed.
- 7 May - Lieutenant T. R. Alkire, USNR, destroyed two locomotives and a warehouse and damaged four ore cars and warehouses on the north coast of Hainan. He also destroyed one blockhouse and damaged another. He ran into light but accurate anti-aircraft in the vicinity of 19-08N 108-52E, and his tail-gunner Lloyd A. Whitten, S 1/c, USNR, was killed. The Privateer was holed in the starboard wing, horizontal stabilizer and bomb bay.
- 7 May - Lieutenant (jg) A. L. Lindsell destroyed one and damaged nine blockhouses along the northern Hainan coast. A barracks area and seven trucks were also strafed.
- 7 May - Lieutenant (jg) Vogelsang, in 15 bombing and strafing runs on shipping in Swatow harbor, sank a SUGAR DOG with centuries and a 500-ton subchaser with three 250-pounders. He damaged tow small subchasers, three SUGAR DOGS, a truck and a water tower. Ack-ack holed his plane in 10 places, damaging the bomb bay, tail, wing and starboard waist turret.
- 7 May - Lieutenant Commander Hartsel D. Allen, USN, damaged a barracks area at Hoku Island with 500 rounds of .50 caliber.

S-E-C-R-E-T

S-E-C-R-E-T

He also strafed two trucks, one at 25-00N 121-55E and the other at 24-20N 121-45E. Meager ack-ack was encountered at 23-50N 121-35E, but the plane was not hit.

- 8 May - Lieutenant (jg) Jacob destroyed one SUGAR DOG and probably destroyed another south of Sanchau, China. Light, meager anti-aircraft fire from the shore hit the top of the Privateer's pilot hatch and the bomb bay.
- 9 May - Lieutenant F. F. Matthewson, USNR, closed 10 miles to overtake a VAL over Swatow. His bow, forward, after-deck, and starboard waist gunners opened fire at 500 yards, and the VAL burst into flames and spun in, with all gunners in the Privateer pouring the lead into her.
- 9 May - Lieutenant (jg) John H. Fette, USNR, poured 500 rounds into three trucks in the Fort Bayard area. All were destroyed.
- 10 May - Lieutenant Atzenweiler sank two luggers with 100-pounders in the Gulf of Tongki.
- 10 May - Lieutenant (jg) Vogelsang, the "one-plane airforce," fired 1,500 rounds into 14 trucks mounted on railroad cars south of Canton, China. He sank a riverboat with a direct hit and near-miss with centuries at 22-44N 113-27E. At 23-10 112-52E he blew up a locomotive and one passenger car. Five other passenger cars and 10 freight cars were damaged by strafing. Then, at 22-22N 113-12E, he blew up another locomotive with a 250-pound bomb and damaged seven cars by strafing. Near Sanshui he sank one large river boat and left two others burning. During the attack, ack-ack hit the tail of the Privateer, slightly wounding R. W. Wilson, S 1/c. Four runs were made on warehouses and ships along the Canton River. A direct hit with a 250-pounder sank a FOX TARE DOG tied up at a dock, and other ships and buildings were damaged by strafing.
- 10 May - Lieutenant (jg) Evans destroyed a FOX TARE DOG at 23-32N 120-00E and probably destroyed another at 23-45N 120-09E, by bombing and strafing.
- 11 May - Lieutenant (jg) W. H. Schedler, USNR, destroyed one truck and damaged five others by bombing, east of Fort Bayard, 21-05N 110-10E.
- 12 May - Lieutenant Mathewson strafed the air strip and buildings at Fat Law, China, with 2,400 rounds.
- 12 May - Lieutenant W. P. Comstock, USNR, strafed and damaged two river boats in the Swatow area.

- 13 May - Lieutenant (jg) Vogelsang again ran into anti-aircraft fire, this time while strafing a locomotive on Hainan. Carl Swift, ARM 1/c, USNR, was wounded in the arm and stomach. The plane's wing, two engines, tail, bomb bay and fuselage were holed by the ack-ack, which seemed to come from trenches and buildings in the vicinity.
- 13 May - Lieutenant Commander Allen strafed a 60-foot tug outside Kiungshan and left it listing. His plane was damaged by heavy, intense ack-ack, apparently radar controlled.
- 13 May - Lieutenant (jg) Lindsell destroyed a SUGAR DOG with three near-misses in the vicinity of Amoy, and damaged a pair of river boats at 26-08N 119-36E, also with near-misses.
- 14 May - Lieutenant (jg) Schedler polished off a 60-foot river boat with a short burst of strafing, near Canton.
- 15 May - Lieutenant (jg) Murphy sank a river boat and a power barge, by bombing and strafing, respectively, in the Canton River. Heavy ack-ack from a building on a hill overlooking the railroad wounded Harold H. Fair, Sl/c, USNR, in the leg and forearm.
- 16 May - Lieutenant (jg) Vogelsang damaged a 120-foot, ocean-going tug by bombing off the western coast of Formosa. Nearby he damaged a truck and a factory building by strafing, setting both afire.
- 17 May - Lieutenant (jg) Jacob sank a river boat and seriously damaged three coal barges near Dalong Bay in the Gulf of Tongki. He scored two direct hits and three near-misses with 100-pounders. Although heavy and medium ack-ack was encountered, his plane was not damaged. Later, he made 12 strafing runs, damaging an unidentified ship at 20-58N 107-40E.
- 18 May - Lieutenant (jg) Fette damaged a FOX TARE DOG just outside Kiirun Harbor.
- 19 May - Lieutenant (jg) Vogelsang and his crew, the "one plane air-force", failed to return from a search over the Hainan Island sector. This crew, from the moment it started flying, in the southwest Pacific, showed outstanding ability and aggressiveness in whittling down the Japanese forces. The Vogelsang actions listed above are just a sample.
- 21 May - Lieutenant Atzenweiler damaged four large junks by strafing and bombing in the South China Sea, 35 miles from Hainan. The junks, heavily loaded, were the largest seen by the squadron in this area.

- 22 May - Lieutenant Commander Allen sank a 100-foot ocean-going tug at the mouth of the Canton River with a direct hit and a near-miss by 250-pounders.
- 27 May - Lieutenant (jg) Murphy destroyed three barges by bombing and strafing just south of Swatow. The barges, each about 75 feet in length, were loaded with oil and other cargo. Ack-ack hold the Privateer in the tail and waist.
- 28 May - Lieutenant Alkiro damaged a large junk at 23-28N 120-02E, near the Pescadores.
- 31 May - Lieutenant (jg) John Wolf strafed and damaged a motor-driven junk near Hong Kong. Later, he ran into medium, moderate anti-aircraft fire, which hit his port wing and No. 4 Engine.
-

SEA TARGETS DECREASE: VPB-117 TURNS GUNS ON LAND QUARRY

Operating from McGuire Field, Mindoro, Patrol Bombing Squadron 117 placed the emphasis of its April-May attacks on land targets in the area of the Saigon-Tourane Railroad. Bridges, railyards, station-houses, radio and radar installations and ship yards suffered under the hammering of the outfit's aircraft.

Lieutenant Commander Thomas P. Mulvihill, USNR, was relieved as commanding officer of the squadron on 8 April by Lieutenant Commander Roger J. Crowley, Jr., USNR,

During April and May a total of 299 armed search missions were flown for a total flight time of 3,429 hours. Twenty-eight enemy ships were sunk, aggregating 7,075 tons. Thirty-nine vessels totaling 8,500 tons, were damaged. One TOPSY and one SONIA were destroyed in the air; three OSCARS were probably destroyed in the air; one KATE and one ZEKE were destroyed on the ground, and one OSCAR was damaged on the ground.

Enemy ground installations destroyed and damaged included locomotives, freight cars, motor vehicles, bridges, shipyards, barracks, railroad installations. These became prime targets as ship sightings continued to decrease.

Action summary:

- 1 May - Lieutenant (jg) Walter L. Greene, USNR, strafed six box-cars on a siding 10 miles south of Bong Son at 14-20N 109-05E. They were left smoking.

- 2 May - Lieutenant Ralph H. Castleton, USNR, bomb ed two R/R bridges and strafed three R/R stations, a locomotive and a boxcar within a 10-mile span in the vicinity of 15-26N 108-38E. One bomb blew the supports from under the first bridge. Damage to the second was undetermined. Strafing exploded the locomotive.
- 4 May - Lieutenant Raymond L. Klassy, USN, strafed an abandoned SUGAR DOG, beached below Cape St. Jacques. Damage was undetermined.
- 4 May - Lieutenant Edgar S. Miller, USNR, dropped three 250-pounders at each end of a R/R tunnel at 14-25N 109-02E. Results were not observed.
- 4 May - Lieutenant Allan R. Vaatvoit, USNR, bombed one railroad suspension bridge, strafed one locomotive and several boxcars at 11-15N 108-15E. A direct hit with a 250-pound bomb damaged the tracks on the second span of the bridge. The locomotive was left smoking.
- 4 May - Lieutenant Robert E. Empey, USNR, bombed and strafed a R/R yard at Binh Dinh, 13-42N 109-07E. Two direct hits were scored with 250-pounders on the roundhouse, two on a repair shed, and two in the marshalling area. Several large fires were started among the boxcars and adjacent buildings.
- 5 May - Lieutenant Ralph H. Castleton, USNR, bombed and strafed R/R installations along the Saigon-Tourane R/R between 11-14N 105-15E and 11-16N 108-40E. One locomotive and five cars were bombed and strafed, leaving two cars destroyed and the locomotive damaged. A similar attack at 10-15N 108-20E set a railroad station on fire, destroyed a locomotive, and left several more locomotives and many boxcars in flames.
- 6 May - Lieutenant Commander Roger J. Crowley, USNR, strafed and damaged a SUGAR DOG at Camranh Bay despite light and heavy, accurate ack-ack. The Liberator was holed in the starboard wing, starboard flap and the after section. Next the search plane bombed and strafed radar installations at Cape Padaran, but the bombs fell long. Then several camouflaged railroad cars were strafed at 10-50N 108-00E.
- 7 May - Lieutenant Raymond L. Klassy, USN, strafed an airfield at Nha Trang and pill boxes on the seaward side of the spit at Camranh Bay; bombed one round-house which contained three or four locomotives, and machine-gunned another locomotive in the yard at Phan Rang. Several enemy personnel were killed in the vicinity of the airfield. Three direct hits with 250-pounders blew up the roundhouse and damaged the locomotive inside.

- 8 May - Lieutenant Miller bombed a railroad bridge at 11-12N 108-31E and strafed a locomotive and tracks alongside at 11-12N 108-37E. Two 250-pounders were dropped on the tracks at the end of the bridge. One exploded on the tracks, causing moderate damage, while the other bomb, hitting tail first, bounced back up but finally exploded about 20 feet to the right of the tracks. Farther south, a locomotive was holed at least 50 times; two bombs caused moderate damage to the tracks.
- 8 May - Lieutenant John Bell, USNR, bombed a freightyard at Tuyhoa. The amount of damage was undetermined.
- 9 May - Lieutenant (jg) Jerry P. Dougan, USNR, bombed and strafed an airstrip south of Tourane at 16-03N 108-11E. Direct hits were made on one hangar, and either a hit or a near-miss was tallied on the second hangar. The attack was made in the face of intense anti-aircraft from gun emplacements along the strip and from camouflaged buildings near the hangars. The Navy gunners accurately strafed two of the emplacements, causing explosions in the pits. When the PB4Y-1 pulled up to continue its patrol, large fires were visible in both hangars.
- 9 May - Lieutenant Edward C. Jenson, USNR, left a SUGAR DOG burning furiously at 09-31N 106-25E.
- 10 May - Lieutenant Baatveit, USNR, made runs on a railroad bridge, several flatcars, a R/R yard, a roundhouse and radio station. All targets were in the vicinity of Tuyhoa.
- 11 May - Lieutenant Commander Crowley attacked two SUGAR CHARLIES and a SUGAR DOG at Tourane, sinking one of the SCs and damaging the other vessels. Farther south, several luggers were strafed and damaged. The pilot then flew inland and strafed a hangar and damaged a transport plane parked nearby. Next, a radio direction-finder station was strafed and damaged. Working south and inland, the Liberator strafed a radio station. Inaccurate A/A was observed. Still working south, the crew strafed another radio station, a bus, and two R/R stations. To finish off the day's work, a strafing run was made on four locomotives and several boxcars at a depot at 15-00N 108-35E. The locomotives and two boxcars were damaged.
- 11 May - Lieutenant Miller and his crew sighted a number of SUGAR DOGS, luggers and sea-trucks on the Tourane River at 16-03N 108-13E. A series of strafing runs was made in which six 250-pounders, two 100-pound incendiary clusters were dropped and 2,700 rounds of ammunition were expended. Three sea-trucks were sunk and two were damaged.

- 11 May - Lieutenant Greene bombed a railroad bridge at 12-50N 108-23E. Two hits damaged the tracks, but damage to the structure was undetermined.
- 11 May - Lieutenant Klassy attacked several SUGAR DOGS and barges at Tourane, destroying three SDs and damaging two barges. Resulting fires sent smoke to a height of 2,000 feet as the plane left the area.
- 12 May - Three Liberators piloted by Lieutenant Edward O. Jensen, USNP, Lieutenant John Bell, USNR, and Ensign John R. Bourchier, USN, made a combined strike on a FOX TARE UNCLE, a SUGAR CHARLIE, two SUGAR DOGS and several sea-trucks and many other smaller craft in the Tourane River. On the first bombing and strafing run, Lieutenant Bell's plane was damaged by light, intense and accurate ack-ack, but before breaking away from the formation, Lieutenant Bell's gunners strafed a river boat and left it on fire. The two remaining planes continued the attack, damaging a lugger and several sea-trucks and barges, until the A/A damaged the hydraulic system of Lieutenant Jensen's PB4Y-1. The pilot broke off and headed out to sea. Ensign Bourchier continued the fight, dropping four 250-pounders over and scoring near-misses on the FOX TARE UNCLE. At the same time, fires were observed on the two SDs, a barge and a sea-truck. Then Ensign Bourchier made a final run on which water-front facilities took numerous direct hits with incendiary clusters and were subjected to heavy machine-gun fire. Several large fires broke out throughout the area. Fires were also started in two railroad cars by strafing.
- 14 May - Lieutenant Klassy and his crew damaged a radio station at Cape Tourane.
- 14 May - Lieutenant (jg) Paul J. Sullivan, USNR, and his crew inflicted damage on seven boxcars and the roadbed in a railroad yard along the Saigon-Tourane line. Farther south, the Liberator bombed and destroyed a locomotive.
- 15 May - Lieutenant Bell's gunners strafed several warehouses at Tuyhoa. Damage was undetermined.
- 16 May - Lieutenant Castleton bombed and strafed a Saigon-Tourane R/R bridge in Indo-China at 12-55N 109-22E. At 12-48N 109-20E, he dropped two 250-pounders alongside a R/R station, and damaged the tracks.
- 15 May - A Liberator piloted by Lieutenant Miller bombed and strafed a large sailing junk at 17-44N 107-37E, leaving it seriously damaged. The junk later sank.

- 16 May - Lieutenant (jg) Dougan strafed a SUGAR DOG anchored in an inlet of Tourane Bay, damaging her. The vessel appeared to be abandoned. Bombing and strafing runs were then made on two Saigon-Tourane railroad bridges at 15-35N 108-27E and on several boxcars and a locomotive on a siding at 15-33N 108-29E. Northwest of Tourane Bay, a camouflaged railroad bay was bombed, strafed and damaged. Anti-aircraft was encountered from the south end of the bridge, but did no damage.
- 17 May - A SUGAR DOG anchored at 09-32N 106-34E, south of Cape St. Jacques, was heavily damaged by a Liberator piloted by Lieutenant Klassy.
- 18 May - Lieutenant Jensen scored direct bomb hits on a FOX TARE DOG at 16-20N 108-00E.
- 18 May - Lieutenant Greene bombed three bridges at 15-52N 108-10E, 15-17N 108-42E, and 15-43N 108-18E. Also his gunners strafed four boxcars at the last location.
- 18 May - Lieutenant (jg) John R. Iler, USNR; scored a direct hit on a two-span bridge at 13-36N 108-59E, knocking out one span. At 12-58N 109-22E, he bombed another two-span bridge, knocking one span into the riverbed.
- 19 May - Lieutenant Bell strafed and damaged a locomotive at 11-15N 108-18E and another, pulling several cars, at 11-08N 108-12E.
- 19 May - Lieutenant Hyland demolished one boxcar and damaged two others at 15-50N 108-20E. A few miles farther south, the Liberator attacked another train, blowing up the locomotive and damaging at least 15 passenger cars.
- 20 May - Lieutenant Castleton made a bombing and strafing run on several boxcars and a locomotive in a marshalling area at 15-35N 108-30E. Smoke was seen rising from the area, but the extent of damage was not determined. A small station at 15-25N 108-32E was strafed. Two 250-pounders and 2,800 rounds of ammo were used in an attack on a larger marshalling area farther south. One engine house was destroyed; another was seriously damaged, and numerous boxcars and the station were riddled with machine-gun fire.
- 21 May - Lieutenant Commander Crowley's gunners strafed and damaged several flatcars and buildings at Binh Dinh. Meager, light A/A was encountered. At 13-02N 109-16E, two direct hits and strafing heavily damaged the buildings at a radio station. Then, at 13-02N 109-16E, the search plane bombed

and strafed airfield installations, damaging the buildings and runway. Radar installations were strafed at 12-30N 109-26E, Cape Varella.

- 21 May - Lieutenant Vaatveit bombed and strafed a locomotive and several boxcars on the Saigon-Tourane R/R at 11-16N 108-20E, leaving the targets burning. A camouflaged highway bridge was attacked at Long Phuoc. Amount of damage was undetermined.
- 22 May - Lieutenant Klassy attacked numerous boxcars and a locomotive along the Saigon-Tourane railroad. The locomotive was knocked over by a direct hit, and burst into flames. Three other attacks were made on rolling rail-stock, with another locomotive being exploded. Then came a strafing attack on the airfield at Nha, and finally a visit to Cam-ranh Bay, where his gunners peppered SUGAR DOGS, barges and luggers, as well as the dock area.
- 22 May - Lieutenant (jg) Conrad J. Leonard, USNR, bombed a R/R bridge at 12-15N 109-11E.
- 22 May - Lieutenant Miller bombed and strafed several boxcars at 15-43N 108-39E and again at 15-25N 108-37E. From a bridge at 15-50N 108-11E, light and moderate and accurate ack-ack was encountered.
- 23 May - Four direct bomb hits and strafing destroyed three boxcars and a section of track and left 10 other cars burning at 10-58N 107-23E. The plane commander was Lieutenant Empey.
- 23 May - Lieutenant Hyland strafed a truck and a steamroller at 13-50N 109-00E; bombed and strafed several railroad cars at 13-52N 109-07E, and made similar attack on cars at 13-49N 109-10E. A/A was encountered during the last attack.
- 24 May - A direct hit with a 500-pound bomb on a railroad bridge at 13-55N 109-10E, damaged one span, bent and broke the superstructure and ripped up a section of the tracks.
- 24 May - Lieutenant Kimball bombed and damaged a railroad bridge at 15-58N 108-12E, and strafed several boxcars at Quang Hai.
- 25 May - Lieutenant Vaatveit sighted six locomotives, about 65 freight-cars and 10 flatcars, loaded with trucks, at Huong Man. A bombing and strafing run destroyed the locomotive and two flatcars, and left others in flames.
- 25 May - Lieutenant Miller strafed and slightly damaged one camouflaged locomotive at 10-46N 107-28E. At 11-18N 108-20E, five

boxcars were damaged by strafing, and at 11-17N 108-42E, a locomotive was administered similar treatment. Twenty boxcars were subjected to two strafing runs at 11-22N 108-54E, with at least a dozen of them being left damaged.

- 25 May - Lieutenant Commander Crowley strafed a R/R station and a boxcar at 12-20N 109-21E, with the amount of damage being undetermined. Then bombs damaged the building and destroyed a smaller building at the radar station at Cape Varella. At an airstrip at 13-03N 109-17E, radio installations were set afire and damaged by two direct hits with incendiary clusters. Several other buildings were strafed. Still looking for targets, Lieutenant Commander Crowley made a bombing and strafing run on the marshalling yards at Tuy Hoa. One 500-pounder destroyed several boxcars and flatcars, and strafing damaged the roundhouse. At Binh Dinh, bombs were dropped for near-misses. Strafing damaged several boxcars, set one oil tank-car afire and damaged R/R installations. Light, inaccurate ack-ack was encountered in the last attack.
- 25 May - Lieutenant Klassy bombed and strafed the yards at Tuy Hoa, with undetermined damage. Five miles south a radio station was strafed, and at Binh Dinh the marshalling yards were bombed and strafed. Similar attacks were made at Phay My and Tan My.
- 25 May - Lieutenant (jg) Leonard strafed and sank a large three-masted junk at 15-25N 109-40E. At 16-35N 107-20E, he spotted a large canopy-covered truck hidden under some trees, and damaged it by strafing.
- 26 May - Lieutenant (jg) Harold A. Willyard, USN, and Lieutenant Empey attacked railroad marshalling yards at Muong Man, leaving large fires in their wake. Three locomotives and numerous boxcars were also damaged and set afire.
- 26 May - Lieutenant (jg) Lorin L. Moench, USNR, bombed and strafed a R/R bridge at 15-50N 108-11E. Strafing attacks were also made on yards at Tam Ky, Quang Nhay and Binh Dinh.
- 26 May - Lieutenant Hyland bombed and strafed a railroad station, several cars and a bridge along the Saigon-Tourane railroad.
- 27 May - Lieutenant Jensen attacked a roundhouse and a number of boxcars at 14-32N 109-02E, causing extensive damage.
- 27 May - Lieutenant Marvin B. Barefoot, USNR, bombed and strafed several boxcars at 14-20N 109-03E and blew up a section of tracks.

- 27 May - Lieutenant (jg) William D. Crawford, USNR, strafed four boxcars and blew up a locomotive at Phan Rang. Seven miles west of Thanh Sun, he fired a shed housing another locomotive, and strafed and slightly damaged 15 boxcars.
- 28 May - Lieutenant (jg) Greene bombed a radar station at Cape Padaran, demolishing one small building and leaving a larger building burning.
- 28 May - Lieutenant Miller and his crew attacked a number of flatcars and boxcars at Binh Dinh, inflicting heavy damage. Three miles south, they went to work on two groups of a dozen railroad cars each, damaging most of them. Nine other cars were damaged by direct bomb hits and strafing farther along the line.
- 28 May - Lieutenant (jg) Leonard damaged a R/R yard 25 miles south of Tourane, and later sank two barges and damaged a third in an attack on shipping in the Tourane River.
- 28 May - Lieutenant Klassy fired a camouflaged highway vehicle, which appeared to be an armored car or tank, north of Quang Tri. At 16-13N 108-05E, he spotted a locomotive pulling a 10-car train; destroyed the locomotive with a direct bomb hit and damaged the cars by strafing. At Cape Tourane, a radio station was attacked. A direct hit blew out one entire side of the main building, and strafing set fire to several smaller buildings.
- 29 May - Lieutenant Bell bombed and strafed a locomotive in a camouflaged shed at Long Song, 11-16N 108-37E.
- 29 May - A Liberator piloted by Lieutenant Dougan set a Jap lugger afire in Quinton Harbor, and damaged several boxcars at Tuy Hoa.
- 29 May - Lieutenant Empey damaged several flatcars and a water tower at 14-48N 108-57E, and at Quang Ngai bombed and strafed a R/R yard.
- 30 May - Despite light, moderate and accurate anti-aircraft fire, Lieutenant Crawford bombed and heavily strafed four locomotives at 15-10N 108-50E.
- 31 May - Lieutenant Leonard sighted a SUGAR DOG beached at 11-10N 108-36E. The vessel appeared to be in perfect condition but was abandoned. A direct hit with a 500-pound bomb completely destroyed the target.

31 May - Lieutenant Commander Crowley and Lieutenant Klassy teamed up in a strike on two shipyards and a radio station at Vinh. Their first targets were four SUGAR DOGS on the ways, which were hit with a 500-pound bomb and incendiary clusters. Next a camouflaged SUGAR CHARLIE was sunk and two SUGAR DOGS were heavily strafed. A few seconds later, the port gunners poured several hundred rounds into ways on the north bank of the river. In quick succession, came attacks on a junk and two SUGAR DOGS, after which both shipyards were heavily strafed several times. Raging fires broke out throughout the entire scene of the attack. Lieutenant Commander Crowley then headed down the river and made two strafing runs on a radio station, while Lieutenant Klassy's gunners poured lead into a lumberyard. The Liberators then left the area, but not until Lieutenant Klassy had made a final run on the radio station, rendering the station inoperative.

VPB-137 MAKES SERIES OF LOW-LEVEL ATTACKS ON FORMOSA

Venturas of Patrol Bombing Squadron 137 carried out a series of nine extremely successful low-level attacks on industrial targets on Formosa during May, making highly effective use of napalm drop-tanks and rockets.

In addition to these strikes from Clark Field, a daily search sector was flown from Guiuan Field, Samar. On 27 May, that section of the squadron based at Clark rejoined the remainder of the outfit at Samar, preparatory to returning to the United States.

Summary of important actions follows:

- 8 May - Lieutenant James C. Keach, USNR, sank a patrol craft anchored in Makung Bay, 22-47N 115-14E, scoring two direct hits with centuries. His gunners strafed another patrol craft and a junk, but results were unobserved.
- 10 May - Four Venturas, on the first of a new program of strikes against selected targets, hit a Butanol plant covering several acres at Mato, Formosa. Twenty-three direct rocket hits were scored on the plant. The Venturas, striking in pairs, also destroyed a nearby house, and bombed and strafed a railroad station, trucks and flatcars. Pilots participating in the strike were Lieutenant Commander John A. Porter, USNR; Lieutenant J. B. Locker, USNR, Lieutenant (jg) R. W. Markham, USNR, and Lieutenant (jg) H. E. Lee, USNR,
- 11 May - Four Venturas scored 31 direct hits on a Butanol plant at Kagi, Formosa, seriously damaging the factory. They also

damaged a cement bridge, hitting it squarely with a 250-pounder. Three 250-pound bombs scored direct hits on a town hall believed to be in Nansie, but damage was unobserved because of 10-second fuses employed. The Venturas' gunners fired 10,000 rounds of ammunition at buildings and towns on route to their target, and encountered moderate, heavy, inaccurate ack-ack from Kagi airfield and meager, light, inaccurate A/A from Kagi Town. Participating pilots were Lieutenant Keach; Lieutenant Robert V. Hancock, USNR; Lieutenant Carl Borgquist, USNR, and Lieutenant C. W. McAlhany, USNR.

- 13 May - Four Venturas led by Lieutenant I. A. Enevold, USNR, and piloted by him and Lieutenants C. J. Yazel, USNR, F. Y. Ames, USNR, and R. A. Ray, USNR, attacked miscellaneous targets in the upper Cagayan Valley on northern Luzon in an effort to give indirect ground support to the Army and native guerillas. Five 165-gallon tanks of napalm were dropped into a wooded grove just outside of Piggatan, reportedly used as cover for 300 well-armed and well-supplied Japs. Large fires were started but assessment of damage was impossible. All assigned areas were heavily bombed and strafed and several small buildings were destroyed. As he was flying over a large church in Magapit, Lieutenant Yazel was met by meager, light, inaccurate ack-ack fire from the windows of the church. Two rockets scored direct hits on the church, blowing out the windows on all sides and putting holes in the roof. The remaining bombs, rockets and ammo of all four planes were expended in towns and villages along the upper eastern Jap-held bank of the Cagayan River.
- 14 May - Four Venturas attacked selected targets near Shoka, Formosa. They put 10 rockets into a sugar plant at Unitsu and dropped three 250-pound bombs on barracks in the same area. Another 250-pounder scored a direct hit on a railroad warehouse. Farther south, they scored three bomb hits on barracks and put six rockets into another sugar plant. One plane was holed by ack-ack but returned safely. The plane commanders were Lieutenant Commander Porter, Lieutenant Locker, Lieutenant R. P. Pyszynski, USNR, and Lieutenant (jg) R. W. Markham, USNR.
- 16 May - Four more PVs hit selected targets at Shinei, Formosa, damaging what was thought to be an alcohol factory and several small buildings, as well as a railroad yard and several houses in a nearby village. Their bombs and rockets left fires that could be seen from 10 miles at sea. The pilots were Lieutenant Enevold, Lieutenant Yazel, Lieutenant Ray and Lieutenant Ames.

- 17 May - Four Venturas destroyed an assembly plant at Gtaka, Formosa, 24-05N 120-34E, and seriously damaged another factory in the town of Inrin, 23-56N 120-34E. Three direct rocket hits damaged a small building in Inrin. Moderate, light, inaccurate ack-ack came from the village. Pilots on the strike were Lieutenant Commander Porter, Lieutenant Locker, Lieutenant Pyszynski and Lieutenant (jg) Markham.
- 18 May - Four Venturas dropped eight 250-pounders squarely on a large factory at Taito, Formosa, damaging it seriously. In a valley between Taito and Tazato, they strafed and rocket-bombed a variety of targets, destroying a freight car and a truck and damaging a bridge, three buildings, and a small railroad yard. Intense, medium, accurate ack-ack from a hill on the western corner of Taito holed the gun turret on one Ventura, wounding the gunner, W. G. Damerall, AOMlc, USNR, in the arms and chest. Pilots on the strike were Lieutenant Hazel, Lieutenant Bridstone, Lieutenant Carlsten and Lieutenant (jg) Lee.
- 19 May - Two Venturas damaged buildings at Nonko, Formosa, 24-24N 120-52E, and Waoi, 24-07N 120-29E, and a sugar refinery at Shoka, 24-07N 120-33E. Pilots were Lieutenant Ray and Lieutenant Ames.
- 22 May - Four Venturas bombed and seriously damaged a butanol plant northeast of Shinci, Formosa, 23-20N 120-22E. Their bombs set off a terrific explosion. Two small buildings near Shinci were destroyed with rockets and a sawmill northwest of the town was damaged by strafing. At the controls of the Venturas were Lieutenant Pyszynski, Lieutenant Hancock, Lieutenant Enevold and Lieutenant (jg) Markham.
- 26 May - Four Venturas attacked selected targets near Byoritsu, Formosa, 24-33N 120-50E. They scored a direct hit with a rocket on the mouth of a railroad tunnel along the coast, damaging it seriously. Three 250-pound bombs and four rockets damaged freight cars and railroad tracks five miles south of Koryu. Three direct hits with rockets seriously damaged some buildings near Byoritsu. Pilots participating were Lieutenant Bridstone, Lieutenant Deck, Lieutenant Carlson and Lieutenant (jg) Hancock.
-

NAVY AIRMEN SAFE AFTER OVER FIVE MONTHS IN BORNEO

On 13 January, 1945, while on a search over northern Borneo, a PB4Y of VPB-101 was attacked by four enemy fighters and subsequently forced to land. Over five months later four of the original crew of ten reached safety after a display of fortitude and endurance it would be difficult to overpraise.

The patrol, starting from Morotai, had been uneventful. As a part of their mission they had dropped propaganda leaflets over Miri and at 1220 were headed up the West Borneo coast toward Brunel Bay. Lieutenant Commander Marvin T. Smith, USNR, acting commanding officer of VPB-101, was at the controls, flying at 7500 feet between two layers of clouds. The co-pilot and navigator, Lieutenant (jg) Robert J. Grahm, USNR, had just taken a bite out of a ham sandwich. Suddenly four Jap fighters, two Hamps and two Tojos, swept out of the clouds, attacking in pairs from eleven and one o'clock. Almost before the crew of the Liberator was aware that the enemy was engaging them, the Nips had knocked out two engines and had so badly wounded the nose gunner that he subsequently died. Destroyed also was the artificial horizon, and when the plane emerged from the clouds it was in a sharp glide after having lost four thousand feet of altitude. Lt. Cmdr. Smith leveled the plane off, but with only two engines it was impossible to gain altitude. Realizing that a ditching was inevitable, he headed the plane East, striving to get as far away as possible from such concentrations of the enemy as were at Brunel and Miri. Suddenly the enemy planes reappeared, and in the subsequent engagement Chief Robbins, the top turret gunner, and Fischer, a waist gunner, shot down one of the Hamps; the other planes thereupon broke off the battle. So much altitude had been lost, meanwhile, that it was necessary to land immediately before they ran into a mountain. Using the auxiliary hydraulic gear, Lieutenant Grahm had managed to put down the flaps. Lt. Cmdr. Smith made a perfect wheels-up landing, the plane skidding along for about 150 yards before coming to a gentle stop in the waist-deep mud. The crew immediately set about destroying whatever classified documents and gear they could find, in the process discovering the condition of the gunner. They broke out a rubber life raft, on which to drag him over the mud, and abandoned the plane, heading for a clump of trees on the side of the paddy. With them they carried a Gibson Girl radio, five pistols, the sail from the rubber raft, a glossary of Malay terms, a cloth survival map of Borneo, and two first aid kits, each of the latter containing iodine, gauze, eye lotion, and adhesive tape. The first aid kit proved to be virtually useless, and in a few hours the radio set had become such a burden it was thrown away.

At the clump of trees adjacent to the rice paddy the men paused to try to do something for the nose gunner. Even as they stopped, however, he died. While they were gathered around the body some natives came out of the bush carrying rice. These natives were of a Malay tribe, and by use of the glossary the Americans got them to agree to bury the body of the dead gunner. Despite the willingness of the natives to provide food, it rapidly became apparent that they were deathly afraid of the Japanese and might under pressure of this fear report the presence of the Americans. So the two officers and seven men decided not only to leave immediately but to go alone.

They headed for a high range of mountains lying to the East.

Progress was extremely slow, the jungle being almost impenetrably dense and the heat extreme. Worst of all was the myriad of insects, especially the mosquitoes and the leeches, the latter not merely making their way in through the apertures of the men's shoes but becoming capable of penetrating the khaki cloth of their uniforms. As they walked they discussed plans, the one finally agreed on being to go to Kudat, on the North tip of Borneo, where they had heard (falsely) that Australian guerrilla forces had set up headquarters. Although this trip would require at least two months of walking, they immediately set out to find a guide. Lieutenant Graham cautiously made his way into the first village they came to and located the chief. Using the glossary, he explained what he wanted. At first the chief was adamant in his refusal to permit a member of his tribe to undertake such a mission, not through lack of friendliness but because of reprisals the Japs would certainly take if they learned what he had done. Finally, however, he agreed to provide a guide as far as the next village; at subsequent villages the reaction was the same, and thus the party changed guides every three or four hours.

Making their way over the mountains and pushing on despite the condition of their feet, which were badly swollen from infected leech bites, they walked twelve hours a day for thirteen straight days. During this time their food consisted solely of rice and their beds of the dirt floor inside native huts. In a few days each of them was suffering from malaria and dysentery, and every day they grew weaker. In two weeks they reached the village of Pommaton, on the Lang Pasia river, where their condition was such that they could travel no more. At Pommaton their glossary was of no help, the people being Dyaks. Planning for the future, Lieutenant Graham began to compile a dictionary, and before he emerged from Borneo he had mastered several of the local tongues.

Though they were extremely reluctant to take care of the Americans (Lombis, a Jap headquarters, was less than thirty miles away, and Nip patrols frequently visited Pommaton), the Dyaks finally agreed that the white men could stay until they were strong enough to travel again. Arrangements were made to put three men in each house, so as to reduce the food problem for their native hosts. At this point the party was split, Lieutenant Graham and two crewmen, Harns and Robbins, being put up at a house some six hours' journey up the river.

For two weeks Lt. Cmdr. Smith and the five men with him rested and tried to regain their health. They had no medicine--the native cure for malaria, consisting of a mixture of hot water and wood ashes, proved no help whatsoever--and their health consequently became worse every day. On 12 February Lt. Cmdr. Smith got word that a party of thirty Japs was headed for Pommaton; he and the men quickly prepared to leave for Kemabong, a village on the route to Kudat. Shephard, the assistant crew chief, was at this time so ill

from malaria he could not walk, and it was decided to drag him into the jungle and leave him in a native sulap, a kind of basket. After arranging for one of the local natives to bring him rice, Lt. Cndr. Smith and four members of the crew set off. That afternoon the Jap patrol reached Pommaton and occupied the same house Lt. Cndr. Smith had just left. Shepherd could hear the Japanese from his sulap, and once a party of them passed within 300 yards of him. As he lay there, he says, his chief emotion was a desire to walk to the house and kill those Japs. As it turned out, he got a wry kind of revenge, for one of the Nips came down with malaria also; he died on the sixth day the patrol had been at Pommaton. The rest of the patrol thereupon left, and Shepherd was carried back to the house. There he remained for eight more days, fed by a Dyak native and his wife and crawling out of the house to relieve himself.

On 26 February Shepherd stood on his feet for the first time in 25 days, and he immediately decided to have the natives row him to the house where Lieutenant Graham, Harns, and Robbins were living. He had gotten out of the boat at the end of the journey and was sitting near the shore when Harns came up. Neither recognized the other. As they made their way to house, Harns told Shepherd that Lieutenant Graham had gone to a village named Lang Naut, where he had heard there were two downed Army airmen. Before leaving he had turned over to the men the sole weapon the party had, a .38 pistol and seventeen rounds of ammunition. Neither Robbins nor Harns, who were too ill to make the four-day trip to Lang Naut, had known that Lt. Cndr. Smith and the others had departed, nor, of course, had Lieutenant Graham.

With a native guide the latter started out on 18 February, a date he had circled on the calendar he had manufactured on the first of February. Following the main trail, he and the native struck up a lively pace, despite his weakness from one of many bouts with malaria. On the second day, however, their pace increased a hundred per cent, for a friendly native brought word that they had been informed upon and were being chased by seven Japs. The Nips had, in fact, stayed in the very camp Lieutenant Graham had vacated that morning. He and the guide left the main trail and struggled through the jungle. When they finally regained the trail Lieutenant Graham discovered that he was now following the Japs. Once he pushed on too fast: at one place he stopped the native owner vehemently requested that he leave, pointing for his reason to the floor, where the still-wet imprints of Jap boots could be seen.

Again leaving the main trail but heading this time in the right direction, Lieutenant Graham hiked for two more days before he reached Lang Naut. There he found S/Sgt Francis E. Harrington and Cpl John R. Nelson, gunners off an Army B-24 which had gone down some three months previous in the same area. Their plane had been hit by A/A fire during an attack on Brunei, a high caliber shell exploded

ing in the cockpit and killing both the pilot and the co-pilot. The other seven members of the crew thereupon bailed out, becoming separated during their fall. Harrington and Nelson, having made contact with each other, had decided not to move until they discovered the whereabouts of the others. Still convinced that Australian guerrillas were at Kudat, and in any event anxious to keep contact with Lt. Cmdr. Smith and the rest of the crew, Lieutenant Graham resolved to return to Pomaton and persuaded the Army men to accompany him. When they arrived back at the house Shophord was able to be on his feet most of the time, though he was still extremely weak. Robbins and Harms, however, were in pitiful condition.

Harms had begun to have attacks of dysentery shortly after the party had arrived at Pomaton, that is during the following 66 days he had an average of 22 bowel movements a day. In many cases he passed nothing more than blood, but the urge to defecate remained constant.

If such a thing is possible, Robbins was in even worse shape. There had developed at the base of his spine a huge tropical ulcer, about four inches in diameter and hollowed out to the extent that the bone was exposed. The odor of this ulcer was easily detectable for a hundred yards. The extreme pain of the sore denied him sleep, and he lay crying and moaning for several days. Finally he became delirious, and on two occasions deliberately rolled himself into the fire, from which Shophord dragged him and then had to hold him to keep him from rolling in again. Following this stage he became apathetic, apparently lifeless, and once Shophord regretfully dug him a grave, believing him dead. Even when he discovered that a faint heartbeat remained, he knew the end was near. A major complication in the case was the fact that Robbins had had no nourishment for several days, having developed such a revulsion for the unvaried diet of dry rice that he vomitted every time he tried to eat it. Shophord explained the situation to the native who cared for them. He brought his wife, who employed the following repulsive but nevertheless effective method of feeding Robbins: she would take a mouthful of rice, chew it thoroughly, and then open his mouth and transfer the rice from her mouth to his. Constant feeding by this method over a period of 48 hours brought strength and finally consciousness back to Robbins. Then it was discovered that he could retain the native dish of rice fried in wild bear lard, and though this was productive of dysentery he ate it rather than starve. His strength rapidly returned and soon he could move about, though the excruciating pain from the ulcer remained constant.

It was this debilitated crew that Lieutenant Graham found on his return with the Army men, and his pity was mitigated by what he describes as a kind of unreasoning anger, for he had hoped to set out immediately after Lt. Cmdr. Smith. Two days later, however, on 3 March, a native brought word that Lt. Cmdr. Smith and the four men with him had been led into an ambush, where they had been cap-

tured and killed.¹ Immediately it became obvious that danger lay on the road to Kemabong, and so it was decided that they all return to Lang Naut, food and living conditions there being much superior. It was agreed that the strongest men--Lieutenant Graham, the two Army men and Shepherd--would go first, carrying a large cooking pot and preparing the way. Harms and Robbins were to follow along, carrying rice.

Shepherd, who was still extremely weak, tired rapidly. On the second day of the four-day journey he was swaying as he walked. Before long he was stumbling. Finally he fell. He declared he could go no further. Lieutenant Graham, who could no more carry him than he could leave him there to die, hit upon a solution for the problem typical of the resourcefulness and skill he showed throughout their long ordeal. He had read a short story, he said, involving a doctor and a diabetic patient who took a trip together. Their car broke down several miles from the nearest town, and before they could get back to civilization the diabetic became desperate for his daily injection of insulin. The doctor had no insulin with him, but he knew that stimulation of the man's glands would provide a temporary cure. He therefore "confessed" that he had been his wife's lover and that this was a plot to get rid of him. The cure worked, and the man got back to civilization safely. Graham used the same method. He deliberately called Shepherd a yellow, coward, a quitter, a son of a bitch--every term of opprobrium he could think of. Shepherd reacted as expected; he rose from the ground intent on murder, and he lasted for the journey to Lang Naut for the sole purpose of getting revenge on Graham, who spurred him on with a steady stream of revilement. As Lieutenant Graham recalls the short story, the diabetic thereafter hated the doctor who had saved his life. Not so Shepherd. "I would never have got there if Mr. Graham hadn't done what he did," he said. "None of us would have got out at all" And Robbins echoes his statement.

Harms and Robbins, following the first party, had meanwhile run into a heavy rainstorm. In a few hours they were so chilled they felt attacks of malaria coming on; so they instructed the guide to lead them to the nearest shelter. They had no sooner arrived than Robbins began to have malarial chills, and Harms and the native boy lay on him to keep him warm. No sooner had Robbins passed into

 1 Major Tom Harrisson, commanding officer of the Australian guerrillas in Borneo at the time, later showed Lieutenant Graham's flight jacket which had been removed from a dead Jap. It was Lt. Commander Smith's. No trace was ever found of the four other crewmen. According to a native story, the men had been led into a trap by collaborating natives who subsequently helped the Japanese kill the Americans.

the fever stage than Harns started having malarial chills, and Robbins and the native boys had to lay on him. They remained there for the night, literally taking turns having attacks of malaria. In the morning they started again and travelled for three more days, on one day walking for thirteen hours. The trip was, however, worth the anguish, for at Lang Naut they not only were among definitely friendly natives but their diet was vastly improved, consisting of pineapples, hog meat, papayas, and a kind of potato. The attitude of the natives was the result of the sacrifice made by an American missionary named John Willfinger, who two years earlier had deliberately presented himself to the Japanese when they had threatened to take reprisals on natives who failed to disclose the whereabouts of their white friends.

On 16 March the men received word that the five other crewmen of the Army B-24 were staying at a village some four or five days away. Graham, Shepherd, and the two Army men decided to go to meet them, leaving Robbins and Harns, who were again seriously suffering from dysentery and malaria. On the journey, however, they met a Mr. William Makahanap, a Dyak official in the Dutch government. This man had not only been making arrangements for the hiding of the airmen but had reorganized an army of some 500 Dyaks, equipped with blow guns, who were harrying the Japs and keeping them free of the area. The Americans were, he said, to proceed immediately to the new hiding place, where they would be joined by the other five Army men.

This new hiding place proved to be a house situated in a small, deep valley at Pa Silau, the mountains surrounding it being so precipitous that the sun shone in the valley only four hours a day. They had to crawl down the mountainside, hanging themselves down by roots and bushes. At the house they found Mrs. Makahanap, who later nursed them through their recurrent attacks of malaria. On 24 March, four days after their arrival, the five Army men joined them. They were: 2nd Lt. Philip R. Corrin, Cpl Edward J. Haviland, Cpl James F. Knock, Cpl Dan G. Illirick, and Cpl Thomas Capin, all attached to the Thirteenth Air Force. Though they had been in Borneo two months longer than had the Navy men, they were in far better condition, chiefly because they had not attempted to do much walking and also because they had received food and aid from Mr. Makahanap.

The nine men remained at Pa Silau until 12 May, passing the dull days principally in resting. On 8 April they received their first communication from the outside world, to the effect that Australian guerrillas would attempt to take them out in six weeks. On 29 April they actually saw a white man, Major Tom Harrisson, of the Australian Army, who brought them medical supplies, a package of cigarets and word that preparations for their evacuation were well underway. From Pa Silau on 12 May, the group went to Lang Barang, from where they were to be guided to their place of evacuation. They remained at Lang Barang until 10 June, living in the home of a missionary.

By this time they had received supplies of medicine from the Australians, and the combination of medicine and good food was rapidly bringing them back to normal health.

Harms and Robbins, meanwhile, who had remained at Lang Naut, were regaining their strength after a series of difficult times. For the first several weeks of their stay, they had been ill with malaria. Then an infection from leech bites developed on Harms' left foot, swelling it to twice its normal size. The natives treated it by piercing his foot in hundreds of places with sharply pointed bamboo sticks, letting the fluid drain out. On his right foot, meanwhile, an ugly purple-colored knot had risen, from which drained a disgusting purple pus. Between the two infections, Harms was unable to walk for nine weeks. Though they originally had had ample supplies of good food, heavy floods had washed out the gardens, and they were back to an unvaried diet of rice. On 9 April, however, an Army sergeant named Sanderson was parachuted into the area with medical supplies, and under treatment Robbins rapidly became well and Harms was on the road to recovery. The latter, however, still could not walk when they received word 21 April from Shepherd of the projected evacuation. The following day another message, this from the Australians, informed them that evacuation headquarters had been set up at Balawit. Since this village was closer to them than was Lang Borang, where Lieutenant Graham, Shepherd and the seven Army men were, it was decided that Robbins would go to Lang Barang to meet the other two while Harms was being carried to Balawit. Robbins left that day. Harms remained until 28 May, and on 3 June was evacuated and sent to a Navy hospital at Morotai.

On 10 June Lieutenant Graham, Robbins and Shepherd received word to proceed to Balawit, the Army men having left several days previously. There they remained until the last week of the month, at which time they were evacuated in L-5s flown in by Australian pilots. The planes landed on "Harrisson Field," an airstrip consisting of mats made from lengths of bamboo spread out over a rice paddy.

SEARCH PLANES ATTACK ENEMY TROOPS
Fleet Air Wing SEVENTEEN

Special arrangements were made in the early part of July between FAW-17 and ComNavGroup China for search planes of VPB-119 and VPB-104 to contact a Naval Coast-watcher when flying in the Amoy area. The purpose of this contact was to enable the Coast-watcher to give the search planes any information he had obtained concerning enemy forces and movements and to point out any targets of opportunity which might be attacked. As the Japs started their evacuation of troops overland from Amoy to Swatow, the first dividends of this inter-theatre co-operation resulted.

On 12 July 1945, Lieutenant A. L. Lindsell of VPB-119 contacted the Coastwatcher according to plan. He was told to proceed to Chang Pu, 24-09N, 117-38E and to look for panels and markers put out by the Chinese to point the way to a concentration of Jap troops. He proceeded to the designated position and after circling the town six times discovered the panels pointing in a southwest direction. After proceeding approximately five miles in this direction another panel was seen changing Lieutenant Lindsell's heading slightly and leading him to a mountain trail. Almost instantly he came upon a concentration of Jap troops spread over three miles of the trail. It is estimated that they numbered about one thousand and their position was 24-06N, 117-29E. The troops were wearing green uniforms and had back packs, pack horses and horses pulling mobile guns. Feeling that there was a possibility that these troops might be friendly, Lieutenant Lindsell again contacted the Coastwatcher who advised him that if the troops had horses they were enemy. Lieutenant Lindsell attacked immediately from an altitude of three hundred feet, strafing the entire disposition. Five strafing runs were made, killing and wounding an undetermined number of men and horses. Lieutenant Lindsell also attempted to release his bomb load on the concentration but on his first run his hydraulic system was shot out and he was unable to open his bomb bay doors except manually, which method, under the circumstances, was too slow due to the fact that the troops dispersed immediately.

Breaking off the attack, Lieutenant Lindsell flew to the far side of the mountain which the enemy troops were climbing and waited there for about one half hour to give the enemy time to reform it's ranks. This strategy worked to perfection; he came up over the mountain and down upon the enemy which had reformed along the trail, again strafing the entire concentration and inflicting a great deal of damage.

The following day the Coastwatcher reported to another search plane that these attacks resulted in the killing and wounding large numbers of men and horses and that a Jap General had been wounded in the legs and had his horse shot out from under him.

On 15 July 1945, Lieutenant T. R. Alkire of VPB-119 contacted the Coastwatcher and was given the position of additional troops. He proceeded to the area but had difficulty in finding the identifying panels. He sighted a small number of troops scattered over the area and made two strafing runs, but not being positive of their identity, broke off the attack. It is not known whether any damage was inflicted.

On 18 July 1945, Lieutenant (jg) H. M. Waldron of VPB-104 was directed to an enemy troop position by the Amoy Coastwatcher. He discovered a concentration of about fifty men at 23-50N, 117-18E and thoroughly strafed them with approximately 500 rounds. It is estimated that at least twenty of the troops were hit.

On 20 July 1945, Lieutenant W. G. Bloxham of VPB-104 accounted for many more of these enemy troops and their equipment. He found a concentration of about 400 men at 23-43N, 117-06E with about 100 pack horses, proceeding along a country road. He pressed home his attacks immediately. On his first run he dropped three parafrags, which he was carrying for this specific purpose, scoring hits along the road the enemy was traveling. He then made several strafing runs, pouring 6500 rounds into the concentration. Twenty to thirty horses were seen to fall. An undetermined number of men were hit, but as the entire area was thoroughly strafed a large number of men were unquestionably killed.

On 21 July 1945, Lieutenant T. G. McAuliff of VPB-104 strafed an estimated 100 Jap troops at 23-37N, 116-49E. These troops were disguised as Chinese and were crossing a small bridge near a town. After one run Lieutenant McAuliff broke off his attack for lack of positive identification.

Following these attacks FAW-17 received a congratulatory dispatch from ComNavGroup China which also stated that approximately 750 Jap troops were killed in this series of attacks.

On 15 August VPB-20 concluded a total of nine and a half months of combat operations. It was the first Mariner squadron to operate in the Southwest Pacific area and was the first squadron to fly PBM's on Blackcat missions.

Action Summaries:

- 2 July - Lieutenant (jg) J. S. White, USNR, was forced down at sea in the Balabac Straits when an electrical shortage caused a fire in the port wing. Lieutenant V. L. Flint, USNR, despatched to the scene to locate the plane, did so and then vectored a PT boat to the downed PBM. Heavy weather prevented towing the Mariner back to base, and it was sunk.

S-E-C-R-E-T

S-E-C-R-E-T

- 5 July - Lieutenant (jg) E. E. Culp, USNR, succeeded in rescuing twelve survivors of a ditched PB4Y of VPB-117 at Triton Island in the Paracel Island group.
- 8 July - Lieutenant (jg) F. A. C. Eisele, USNR, sighted approximately 20 twin-masted schooners in Mandar Gulf, off western Celebes. Two were attacked and sunk. In Paloe Bay, south of Mandar Gulf, Lieutenant (jg) Eisele attacked and destroyed a 40-foot motor launch.
- 12 July - Lieutenant J. D. Roszell, USNR, as OTC, and Lieutenant (jg) S. P. Cadman, USNR, directed the rescue by a lifeguard submarine of seven survivors of a damaged Army B-24 off the southern tip of Formosa.
- 15 July - Lieutenant Commander James M. Brandt, USNR, sighted a destroyer and two destroyer escorts at 06-30S, 118-10E and tracked the three ships for forty minutes. Moderate, medium and heavy accurate A/A prevented approaching close enough for an attack.

VPB-104 CONTINUES CLARK FIELD SEARCHES

Patrol Bombing Squadron 104, under the command of Lieutenant Commander William Cole, USN, continued its operations from Clark Field during July and August, attacking and destroying enemy shipping and land targets on the China, Indo-China Coasts. The squadron operated in conjunction with VPB-119 under operational control of FAW-17.

Action summaries:

- 4 July - Lieutenant Commander William Cole, USN, on patrol over the Pescadores, sighted a lugger at 23-22N, 119-30E. Two bombing and three strafing runs were made. A near-miss damaged the lugger seriously, and it was left listing 20 degrees. At 23-22N 119-32E another lugger was sighted and in the subsequent attack destroyed. Continuing his patrol, Lieutenant Commander Cole found two luggers on a beach at 23-11N 119-25E; one century was dropped between them, blowing off the bow of one and the stern of the other.
- 5 July - Four strafing runs on a lugger at 19-33N 110-48E by Lieutenant Ira B. West, USNR, succeeded in sinking the vessel and probably killing two of seven men aboard it.
- 6 July - Lieutenant (jg) R. M. Williams, Jr., USNR, found a truck on northern Hainan at 19-54N 110-09E. He made four low-level strafing runs, scoring many hits and leaving the truck smoking.

S-E-C-R-E-T

S-E-C-R-E-T

- 6 July - Lieutenant (jg) E. W. Cardiff, USNR, attacked two junks in the Formosa Strait. The first, at 23-45N 119-45E, was sunk with a single 100-pound GP after hits by incendiaries in three previous runs had failed to set the vessel afire. The second junk was found anchored at 24-03N 120-17E. Heavy moderate, accurate A/A forced the PPC to break off the attack after two runs had been made; the junk was slightly damaged.
- 8 July - Lieutenant J. H. McGhee, USNR, found a large SUGAR DOG and a motor launch anchored at 19-53N 109-30E. Strafing caused the SUGAR DOG to blaze fiercely. Four similar attacks on the motor launch failed to set it afire though its hull was pierced and it settled low in the water.
- 9 July - Two bombing and strafing runs made by Lieutenant K. A. Burton, USNR, on a two-masted junk anchored at 20-05N 110-35E inflicted serious damage but failed to destroy the junk.
- 10 July - Lieutenant (jg) Harvey M. Waldron, USN, made two bombing and strafing runs on a heavily loaded two-masted junk at 23-43N 119-40E. Numerous tracers were observed hitting the target and two near misses with 100-pound GP's were scored. Serious damage was caused but the junk failed to sink.
- 11 July - It took ten runs, but Lieutenant McGhee finally destroyed two launches and two barges he found tied up to a pier at 22-25N 113-08E. Near misses with bombs set the launches and one barge adrift, the barge and one launch immediately catching fire. A series of strafing runs subsequently set the other launch afire and sank the remaining barge at the pier.
- 12 July - Lieutenant Burton attacked a three-masted junk at 22-23N 119-20E, knocking off one mast. A U.S. submarine surfaced before a second run could be made, threw a shell into the junk, and sent out a boarding party. Two Nip POW's were taken by the sub. Continuing his patrol, Lieutenant Burton attacked and blew the stern off a junk located at 23-03N 119-30E.
- 14 July - Lieutenant (jg) William G. Bloxham, patrolling the Southeastern portion of Hainan Island, bombed and strafed two blockhouses and a group of barracks along a five-mile stretch starting at 18-48N 110-23E. Two blockhouses and two of the barracks were hit and damaged by 100-pounders and strafing.
- 14 July - A truck proceeding along a Formosa highway at 22-25N 120-55E was set afire by Lieutenant McGhee. An hour later at

Taikanko harbor, incendiaries exploded a gasoline storage tank. A fishing boat in the harbor was set afire.

- 17 July - Two camouflaged trucks found along the edge of a small river at 22-57N 114-13E were attacked in six strafing runs by Lieutenant (jg) Bloxham. Many hits were scored and the trucks were left smoking.
- 18 July - Lieutenant (jg) William G. Shields attacked a ten-car freight train on the southern coast of Hainan Island at 18-19N 109-11E. More than 1200 rounds were expended in three strafing runs; the train stopped and steam was pouring from the locomotive when the plane left. The bombs hung up and could not be released.
- 18 July - A coast watcher in the Amoy area informed Lieutenant (jg) Waldron that enemy troops were located at 23-50N 117-18E. Lieutenant Waldron proceeded to the area and found approximately 50 Japs. About ten of the Nips were killed on the first strafing run, but by the time the PPC had circled for another attack the troops had dispersed into the underbrush and could not be found.
- 20 July - Lieutenant (jg) Bloxham also contacted the coast watcher at Amoy and was directed to a column of Jap troops at 23-43N 117-06E, proceeding towards Swatow. The Nips were taken completely by surprise, apparently having relied on the low ceiling and rain for protection. On the first pass Lieutenant (jg) Bloxham dropped parafrags; these fell in a string along the edge of the road; a number of horses were seen to fall and the whole column scattered wildly. The PPC then circled the area for half an hour, making between ten and fifteen strafing runs at any visible movement. It was estimated that the party contained between three and four hundred men and 100 heavily laden pack horses. Poor visibility prevented estimation of the casualties (see report for 21 July).
- 20 July - Lieutenant McGhee had a busy day. At 23-16N 119-40E he heavily strafed and damaged a beached lugger, at 23-15N 119-35E he bombed and destroyed another beached lugger, and at 23-38N 119-35E he strafed and damaged two anchored junks. Turning to land targets, in the course of the next half hour he heavily strafed and left smoking three locomotives. While attacking the last, at 24-17N 120-33E, medium, intense accurate A/A from three positions knocked out the number 1 engine. The port waist gunner silenced one of the three batteries, and the plane then proceeded to Laoag, on northern Luzon, where a safe emergency landing was made.

- 20 July - Lieutenant (jg) Cardiff made three bombing and strafing runs on a two-masted junk at 25-20N 121-35E and left it burning and listing.
- 21 July - Lieutenant Thomas G. McAuliff, USNR, on direction from the coastwatcher in the Amoy area, found several small boats crossing a river at 23-47N 116-49E. Being unable to determine whether they were manned by Chinese or Japanese, Lieutenant McAuliff did not attack until he saw an arrow-shaped panel on the beach pointing to the boats. A run was made on them and two of the boats were destroyed, casualties not being determined. The coast watcher reported, however, that in attacks made on 18, 20, 21 July 120 casualties were inflicted and a Jap general killed.
- 22 July - Thirteen luggers were destroyed or damaged by Lieutenant Commander Cole in a series of attacks. At 23-55N 120-20E, he heavily strafed and damaged two luggers. Southeast of this attack in the Pescadores at 23-22N 119-30E he heavily damaged two additional luggers. Then on Ryuku Sho, at 22-20N 120-23E, he bombed and strafed 16 beached luggers, destroying four and heavily damaging five of them.
- 25 July - While on patrol over Hainan Island Lieutenant (jg) Bloxham, found a group of luggers pulled up on the beach at 19-54N 109-32E. Six runs were made on the target, in which one lugger was destroyed and another seriously damaged. The PPC then attacked a barracks area about a quarter of a mile inland, setting three buildings afire with incendiary clusters. Subsequently, while flying low over Hainan at 20-32N 110-03E a rifle slug from the ground penetrated the radio man's compartment, hit the drift meter, and slightly wounded the radioman.
- 25 July - Five strafing runs made by Lieutenant McAuliff on four luggers beached at 23-12N 119-25E resulted in many hits but apparently slight damage. At 23-21N 120-17E the PPC dropped ten centuries on a group of twelve luggers. One was destroyed and two more left burning.
- 25 July - Lieutenant Burton found four luggers and ten small fishing boats in a harbor at 22-21N 120-22E, at Ryukyu Island. Three bombing and strafing runs were made with the result that one lugger was blown to pieces and two of the fishing boats were badly damaged.
- 26 July - Lieutenant (jg) C. R. Pepper, USNR, attacked a blockhouse on Hainan Island at 19-44N 110-37E. Four of the five bombs hung up, the one successfully released scoring a near miss and causing slight damage. On a nearby road he saw two trucks, both were strafed and left smoking.

- 26 July - Two junks were attacked at 23-28N 119-58E by Lieutenant (jg) Shields. When an incendiary cluster failed to blast one of the junks he dropped a single century on it, blowing the craft out of the water. The second junk was heavily strafed. Six camouflaged luggers on Ryukyu Sho were bombed and strafed with unobserved results.
- 27 July - Lieutenant Commander Cole sighted a large motor launch headed for Hong Kong harbor. After a low level bombing attack, Lieutenant Commander Cole made four strafing runs, expending 2000 rounds, and sank it. Nearby he found a landing craft, also trying to make Hong Kong. Five strafing runs resulted in wrecking and sinking the craft. At 22-50N 113-38E he found a river boat tied to a pier. When two bombing runs failed to inflict any damage, he made five strafing runs, sinking the boat at the pier.
- 27 July - Lieutenant (jg) G. T. Fischer, USNR, made eight strafing runs on four trucks and a bus on a highway near Swatow. Though all were hit and damaged, none burned.
- 30 July - Lieutenant Commander Cole scored many hits with .50 caliber slugs on a small lugger tied up to a derelict at 25-04N 121-56E.
- 2 Aug. - Lieutenant (jg) Conkey, on patrol over Hainan, attacked 2 barracks at 19-40N 109-35E. One was burned and the other was destroyed by a direct bomb hit. He then damaged another barracks at 19-43N 109-13E by bombing and strafing.
- 2 Aug. - Lieutenant (jg) Bloxham, on patrol over China in the Hong Kong-Canton area, strafed and damaged 1 bus at 23-01N 113-20E. Then he made two strafing runs along the Si Kiang river and damaged by strafing, 3 river boats, 2 tugs, 3 barges and four trucks.
- 3 Aug. - Lieutenant (jg) Fischer, on patrol over Hainan, destroyed 2 barracks buildings by bombing and strafing at 19-00N 110-20E.
- 3 Aug. - Lieutenant (jg) Waldron destroyed 2 luggers and damaged 5 with bombing and strafing on Ryukyu Island, 22-20N 120-23E.
- 3 Aug. - Commander W. S. Sampson, flying with Lieutenant Howe's crew, damaged 1 junk SE of Quemoy. Chang Chow coast watcher reported 6 Japs killed and junk heavily laden with supplies. He then destroyed 1 lugger and damaged 3 more by bombing and strafing at 26-10N 119-04E.
- 3 Aug. - Lieutenant (jg) Williams bombed, strafed and seriously damaged 8 luggers at 23-07N 121-23E.

- 4 Aug.- Lieutenant (jg) Shields, on patrol over the China coast, attacked and damaged with a near bomb hit and 1 heavy strafing runs 1 well camouflaged truck at 23-03N 115-25E.
- 5 Aug. - Lieutenant Commander Cole over the Indo-China coast attacked a wharf and coal loading facilities at 20-58N 106-40E. He destroyed 1 barge anchored at the wharf and two coal cars which were on the wharf. In thoroughly strafing the area he damaged 12 coal cars, 1 large water tank which was spouting water from numerous holes, and many buildings.
- 5 Aug. - Lieutenant Burton bombed, strafed and damaged severely 4 luggers on a beach at 23-12N 119-24E.
- 6 Aug. - Lieutenant (jg) Fischer, on patrol over Hainan, attacked 2 barracks buildings at 19-49N 110-50E. Both were damaged by bomb hits, and many strafing hits were observed. He encountered intense, inaccurate, small arms fire.
- 7 Aug. - Lieutenant McAuliff, over the China Coast, damaged 1 lugger at 23-15N 119-39E with near hits from his bombs, and very accurate strafing.
- 7 Aug. - Lieutenant (jg) Peffer destroyed a small landing craft by bombing and strafing at 23-30N 119-45E, and bombed and strafed a radio tower at 23-40N 120-09E.
- 7 Aug. - Lieutenant McGhee at Taikanko, Formosa attacked 5 luggers at anchor. His bombs damaged a nearby wharf, and all luggers were heavily strafed.
- 7 Aug. - Lieutenant (jg) Waldron on weather patrol tracking a typhoon, flew through to the center where he encountered winds of over 100 knots. He took a remarkable series of pictures of the clouds and waves, which were estimated at over 150' high.
- 8 Aug. - Lieutenant Burton in the Canton area bombed and destroyed a 70-ton river launch.
- 8 Aug. - Lieutenant Commander Cole, over the China coast, attacked and damaged 1 bus and 1 truck by strafing at 23-30N 116-37E.
- 10 Aug. - Lieutenant (jg) Peffer, over China, destroyed 1 camouflaged river launch with a direct bomb hit, and damaged a large barge by strafing at 22-45N 113-30E.
- 10 Aug. - Lieutenant McGhee, over the China coast, attacked at 22-42N 114-33E and destroyed with a direct hit 1 large 100-ton lugger.

10 Aug. - Lieutenant (jg) Reichert, dropped a string of bombs from 10,000 feet on a large lugger anchored at the Swatow River area; cloud cover prevented observation of the drop.

VPB-117 HITS FRENCH INDO-CHINA LAND TARGETS

Due to the continued reluctance of the Nip merchant ships to venture into the sea lanes, Patrol Bombing Squadron 117 flew aggressive searches into the protected inlets and navigable rivers of Indo-China after them. As a result they were successful in destroying and damaging 174 small cargo vessels and river craft during July and August. The squadron also continued to score heavily against ground installations in the Saigon-Tourane railroad area.

During the months of July and August 1945, pilots of VPB-117 flew 239 armed reconnaissance missions covering the South China Sea, the coast of Indo-China from the Bokong Delta to the Gulf of Tonkin, and, from 6 to 16 July, the west coast of Borneo and portions of the coast of Malaya.

Action summaries:

- 2 July - Lieutenant Raymond I. Klassy, USN, strafed a number of drums at a dock area at 14-30N 109-04E and rendered them useless although no fires were started. At the Tourane Airfield, he poured 1100 rounds of .50 caliber ammo into 2 steamrollers and 1 small building. The steamrollers were damaged and the building destroyed by fire. At 16-10 N 108-08E, he scored a knockout on a Jap dual purpose highway and railroad bridge. Near the bridge, he heavily strafed and damaged a number of partially loaded coal cars.
- 3 July - Lieutenant (jg) Conrad J. Leonard, USNR, heavily strafed 4 boxcars at 11-50N 108-40E. 11-35N 108-55E, he damaged 4 more boxcars. At the same place, he partially destroyed a brick building adjacent to the boxcars. At 11-35N 108-55E, he inflicted some structural damage to a highway bridge.
- 5 July - Lieutenant (jg) William Mustino, USNR, destroyed one span of a railroad bridge at Benonjes, French Indo-China. At He Tien, he damaged another railroad bridge. At Hue, he scored many .50 caliber hits on four boxcars.
- 6 July - Lieutenant (jg) Conrad J. Leonard, USNR, strafed an airstrip at Vinh, French Indo-China. At Bong Mei, he inflicted strafing damage on 3 locomotives and 20 boxcars. At 16-30N 109-35E, he scored a direct hit on a factory-type building and destroyed it. Before leaving the coast, he heavily strafed and damaged three more locomotives, two at Phuc Trach and one at 16-25N 107-35E.

- 5 July - Lieutenant (jg) Lorin L. Moench, USNR, scored a direct 250-pound bomb hit on a roundhouse at Tan Ky, 15-34N, 108-30E, and left it blazing. Two boxcars in the yard were heavily strafed and damaged. At Dalat, 11-55N, 108-24E, another roundhouse was hit with a 250-pounder and partially destroyed. At Camranh, he bombed and strafed a railroad station, four boxcars, and a truck. The station was damaged and the boxcars and truck destroyed.
- 6 July - Lieutenant Joseph W. Hellrung, USNR, severely damaged a large concrete railroad bridge at 12-42N 109-14E.
- 8 July - Lieutenant Commander Roger J. Crowley, USNR, heavily damaged 8 barges in a small confinement and a SUGAR DOG in a slip at 11-20N 108-55E.
- 8 July - Lieutenant Raymond L. Klassy, USN, bombed, strafed and destroyed a barge and a motor launch at Qui Nhon, 13-46N 109-14E. Just beyond the waterfront area about 12 boxcars were heavily strafed and damaged.
- 9 July - Lieutenant (jg) John R. Ilor, USNR, made two tree-top level runs on six boxcars and a locomotive at Tuy Hoa, 11-00N 108-10E. Direct bomb hits destroyed the locomotive and strafing heavily damaged the boxcars.
- 9 July - Lieutenant (jg) Conrad J. Leonard, USNR, and Lieutenant (jg) Joseph W. Hellrung, USNR, made a combined strike on a 10-car train at 10-55N 107-55E. As a result of bombing and strafing, they destroyed the locomotive and two of the boxcars. The remaining boxcars were damaged by strafing. At this point the two pilots separated. At an auxiliary airfield at 10-58N 106-45E, Lieutenant (jg) Leonard scored a direct 250-pound bomb hit on a hangar and destroyed it. Continuing on, he heavily strafed another airfield at 11-01N 106-43E.
- 11 July - Lieutenant Raymond L. Klassy, USN, seriously damaged a camouflaged FOX TIRE BAKER at anchor in the Mekong river near Saigon, French Indo-China. Near by, he heavily strafed a SUGAR DOG also camouflaged.
- 11 July - Lieutenant (jg) William D. Crawford, USNR, seriously damaged a SUGAR DOG at Qui Nhon, French Indo-China.
- 11 July - Lieutenant (jg) Charles W. Mustine, USNR, silenced enemy gun positions at a railroad bridge at Tien An, 16-58N and one north of Tourane. A strafing run killed two men manning a 7.7 gun position at the Tourane bridge and

destroyed the gun position. At Tien An, north of Tyne Tri, 05-45N 107-11E, two gun positions manned by one man each, were wiped out.

- 12 July - Lieutenant (jg) Joseph W. Hellrung, dropped a 250-pounder on the entrance of a railroad tunnel at 15-17N 107-53E, causing some damage to the tracks and the approach area. Following the railroad north to 16-14N 108-03E, he made three low-level strafing runs and set a warehouse afire and it burned to destruction.
- 13 July - Lieutenant (jg) Lorin L. Moench, USNR, scored two 250-pound bomb hits and damaged a railroad building at Tuy Hoa, 11-00N 108-10E. In the yard he destroyed two boxcars. At Binh Dinh, 13-53N 109-06E, he strafed and left six boxcars afire.
- 14 July - Lieutenant (jg) William Mustine, USNR, completely destroyed a motor launch (20Tons) proceeding up the river to Saigon. At Saigon, he sighted a large SUGAR DOG of approximately 300-tons leaving the harbor heavily loaded. Strafing and two direct 250-pound bomb hits sank the ship almost immediately.
- 14 July - Lieutenant (jg) William D. Crawford, USNR, bombed and destroyed a SUGAR DOG at 10-30N 108-43E. Nearby he sighted a PG boat and destroyed it with strafing and two direct 250-pound bomb hits.
- 14 July - Lieutenant Raymond L. Klassy, USN, seriously damaged a powered junk (150-tons) at 13-46N 109-14E. He also damaged a locomotive and 6 boxcars a few miles inland. Sighting a Jap lugger, he inflicted additional damage to its already strafed hull. At 12-36N 109-13E he destroyed a power boat.
- 15 July - Lieutenant (jg) Conrad J. Leonard, USNR, destroyed a George parked on the airstrip at Fin Mon, 11-45N 108-24E.
- 16 July - Lieutenant (jg) Lorin L. Moench, USNR, destroyed 1 span on a highway bridge at Phan Rang, 11-34N 108-59E. Nearby he destroyed a locomotive and heavily damaged another with bomb and strafing hits.
- 17 July - Lieutenant Raymond L. Klassy, USN, destroyed a warehouse (50 x 150!) at Van Fong Bay, 12-33N, 109-18E, by strafing with 1100 rounds of .50 caliber and a direct hit from one of four 250-pounders. A truck on the highway nearby was strafed and damaged.

- 20 July - Lieutenant Commander Roger J. Crowley, Jr., USNR, strafed the railroad installations at Quang Tri, 16-46N 107-11E, and with two incendiary clusters plus strafing destroyed a roundhouse and the locomotive and boxcar observed inside. At Dong Hoi, 17-31N 106-35E, he strafed the rail yards and dropped three incendiary clusters which resulted in damage to ten boxcars in addition to miscellaneous damaged from strafing.
- 20 July - Lieutenant Raymond L. Klassy, USN, damaged a sub-chaser (150-tons) at Ha Tien harbor, French Indo-China, 10-23N, 104-29E. At 10-04N 104-27E, he closed on a ship to 400 yards for identification due to darkness. At this range, the ship was identified as a Jap destroyer escort. At the same time the DE opened up with intense and accurate light and medium A/A. The DE was strafed with 1200 rounds in return and one forward gun apparently silenced. An estimated 500 hits were scored by strafing. The PB4Y-1 sustained heavy damage to its starboard wing, which had to be replaced upon its return. On the homeward trek, an automobile was spotted at 09-57N 104-44E and was destroyed by strafing.
- 21 July - Lieutenant Walter L. Greene, USNR, and Lieutenant (jg) Conrad J. Leonard, USNR, made a combined strike on Jap shipping in the inner harbor at Ha Tien, French Indo-China. This attack was made after an efficient network of Navy search bombers had tracked a Jap convoy of one destroyer-escort and several medium size merchantmen from off the coast of the Malay Peninsula near Singapore into the harbor of Ha Tien. Their attacks resulted in the sinking of 1 large oil barge, 2 coastal freighters (1100-tons,) 1 tug, and 1 SUGAR DOG.
- 22 July - Lieutenant Robert E. Empey, USNR, destroyed a river boat (150-tons) under way in the Saigon River about 8 miles below Saigon.
- 23 July - Lieutenant Commander Roger J. Crowley, Jr., USNR, destroyed two barges of 15-tons each at a dock area at 12-35N 109-13E. One incendiary cluster and 1300 rounds of AP1 tracers left the dock area in flames. At Tuy Hoa, 13-05N 109-18E, he bombed and strafed a large double warehouse. The building was left burning and one half destroyed. At Quin Hon, 13-46N 108-14E, he damaged 6 boxcars and a railroad station.
- 23 July - Lieutenant (jg) Orvis N. Fitts, USNR, damaged 2 locomotives NW of Phan Rang, French Indo-China, 11-34N 108-59E.

- 25 July - Lieutenant (jg) Lorin L. Moench, USNR, destroyed 6 cars and heavily damaged a locomotive at Phan Rang. He also dropped two 250-pounders on a railroad bridge and damaged it.
- 25 July - Lieutenant (jg) Conrad J. Leonard, USNR, and Lieutenant (jg) John R. Mahon, USNR, made a combined photographic coverage on the inner and outer harbor at Ha Tien, French Indo-China. Finding some barges and a river boat present, they made an attack and damaged 5 barges and the river boat. At My Tho, 10-20N 106-23E, they destroyed a small and large river steamer.
- 26 July - Lieutenant (jg) William Mustine, USNR, destroyed a warehouse, 100 x 125, on the outskirts of Saigon at 10-40N 106-45E. Down the river from Saigon, he destroyed a 20-ton barge by strafing and a direct 250-pound bomb hit.
- 25 July - Lieutenant (jg) John R. Ilor, USNR, heavily damaged a power boat (15-tons) and 3 barges (60-tons) at Tourane. He also damaged a lighthouse at Tourane. At Tan Ky, he destroyed 2 boxcars and damaged two others.
- 27 July - Lieutenant Commander Roger J. Crowley, Jr., USNR, destroyed a power trawler (250-tons) moored against a hillside. In the railway yard, he strafed and damaged 10 boxcars and miscellaneous installations. At Poulo Gambar Island, 13-37N 109-20E, he damaged a lighthouse. At the railyards at Dong Phu, 14-39N 109-03E he damaged 12 boxcars, an automobile and miscellaneous installations with strafing and one 100-pounder. At Quang Ngai, 15-07N 108-46E, he strafed and damaged 7 boxcars. At Tourane, he damaged a radio station and a hanger at the airstrip. In the river, he strafed and damaged 4 barges (400-tons total).
- 29 July - Lieutenant (jg) William Mustine, USNR, destroyed an oil warehouse and 4 barracks at the Hue military camp. Three miles to the east, he destroyed 2 hangars and a truck at Phu Hoi airstrip.
- 29 July - Lieutenant Robert E. Empey, USNR, damaged a hangar and airstrip at Tourane. A truck was also strafed and destroyed. Several gun pits (7.7 A/A) were silenced by strafing.
- 31 July - Lieutenant Thomas J. Hyland, USNR, returning to base at McGuire field, Mindoro, P.I., from a forced landing made several days previously at Nanning, China, strafed and damaged 15 junks of 100-tons each and killed at least 40 enemy personnel while crossing the Tonkin Gulf.

- 31 July - Lieutenant Raymond L. Klassy, USN, heavily damaged a 6000 gallon oil tank, a small warehouse or pump house, and 3 boxcars at an oil storage area at Phan Thiet. Below Phan Thiet, at 11-13N 108-19E, he destroyed a locomotive and damaged 14 boxcars.
- 31 July - Lieutenant Commander Roger J. Crowley, USNR, damaged 4 barges (20-tons each) at Qui Nhon. At Van Fong Bay 12-33N 109-18E, he destroyed a 7,000-ton SUGAR ABLE derelict under repairs.
- 6 Aug. - Lieutenant Commander Roger J. Crowley, Jr., USNR, and Lieutenant (jg) Conrad J. Leonard, USNR, made a combined strike at Saigon. Their box score was:
- 6 junks - 600-tons - Damaged
 - River Steamer - 500-tons - Destroyed
 - River Steamer - 400-tons - Destroyed
 - 7 Barges - 750-tons - Destroyed
 - 2 Barges - 300-tons - Damaged
 - River Oiler - 400-tons - Destroyed
 - River steamer - 400-tons - Probably destroyed
 - FOX TARE DOG - 1300-tons - Destroyed
 - Lugger - 75-tons - Damaged
- 1,700-pounds of G.P. and incendiaries and 11,500 rounds of AP1 .50 caliber were expended.
- 7 Aug. - Lieutenant Rober E. Hynes, USNR, sank one and damaged 2 river boats a short distance below Saigon. A few miles up the river, he silenced a light A/A tower and damaged another. Sighting a patrol craft (400-tons), he made a strafing run and damaged it. At the same time, a warehouse on the bank was strafed and damaged. Following this, he seriously damaged another river boat (150-tons) and 4 junks (100-tons each).
- 7 Aug. - Lieutenant (jg) Orvis N. Fitts, USNR, inflicted an appreciable amount of damage to Jap shipping near the Mekong Delta.
- Box score:
- 1 FTD, 1000 T; damaged
 - 1 SCL, 2300 T; damaged
 - 1 SD, 100 T, damaged
 - 1 river steamer; 1800 T; destroyed
 - 1 river steamer; 500 T, heavily damaged
 - 12 barges, 600 T, heavily damaged
 - 6 boats and 1 dredge, 500 T, destroyed.
- 8 Aug. - Lieutenant (jg) William R. Schmitt, USNR, destroyed a 25-foot power launch at 11-40N 109-20E.

S-E-C-R-E-T

- 8 Aug. - Lieutenant (jg) Lorin L. Moench, USNR, and Lieutenant Raymond L. Klassy, USN, made a combined strike in the Saigon area of Indo-China. Sighting a NELL preparing to land at the Bien Hoa strip, both planes opened fire with their top and bow turrets and scored many hits in the fuselage and engines of the NELL. The NELL nosed over, leveled out, and landed with the 2 PB4Y-1s still hitting it. As the PB4Y-1s passed over the NELL the tail guns of both planes opened up, the starboard landing gear of the NELL gave way and the plane ground looped to the right, still receiving a continuous stream of lead. It then burst into flames with no survivors noted. Two sedans were observed parked at the hangars, obviously waiting to pick up the NELL's ill-fated passengers. Both automobiles were heavily strafed as well as the 2 hangars and some adjacent barracks-type buildings.
- 8 Aug. - Lieutenant (jg) William Mustine, USNR, discovered a convoy of 52 powered barges of approximately 15 tons each off the coast near Hue, 16-36N 108-00E. Each barge held from 10 to 20 troops. He made 20 strafing runs, expending 3,000 rounds of APL tracers. All of the barges were damaged and eight were seen to sink before the PB4Y-1 left the scene. Others doubtless sank later, adding to the estimated 120 troop casualties.
- 9 Aug. - Lieutenant Robert E. Hynes, USNR, damaged 7 junks (525-tons) about 5 miles east of Cape St. Jacques.
-

VPB-119 SEARCHES TO CHINA COAST AND FORMOSA.

Patrol Bombing Squadron 119, flying PB4Y-2 Privateers from Clark Field, continued its offensive search missions during July and August. The squadron was under the command of Lieutenant Commander M. S. Ragan, USNR, until he was relieved in August by Lieutenant Commander A. L. Jacobson, USN. Searches covered the sea and coastal area from Hainan Island and the Indo-China coast to 27 degrees north, Formosa and the Pescadores Islands. While targets of opportunity decreased in size and quantity many ships were added to the already heavy tonnage destroyed by the squadron. The squadron operated in conjunction with VPB-104 under the operational control of FAW-17.

Action Summaries:

- 1 July - Lieutenant William Lyle, USNR, made two bombing and strafing runs from 50 feet on a lugger underway at 25-27N 119-40E. Near misses with the bombs and several hits by strafing left the ship dead in the water and beginning to settle.

- 1 July - Lieutenant (jg) M. W. Jacob, USNR, damaged two ~~BOGIE~~ ~~BOGS~~ at 18-15N 109-25E, headed for Yulin Bay.
- 5 July - Three bombing attacks were made from an altitude of 50 feet on a lugger at 23-05N 119-28E by Lieutenant Roger Atzenweiler, USNR. Near misses were scored on the first two runs; on the third the bombs hung up. Heavy strafing set the ship afire, however, and the vessel was three quarters under water when Lieutenant Atzenweiler broke off the attack. Lieutenant (jg) Jack Fette, USNR, attracted to the scene by the smoke some fifteen minutes later, confirmed the destruction of the ship. Lieutenant Atzenweiler, continuing his patrol, made two strafing runs on a three-masted junk at 22-42N 119-55E, causing it to settle in the water. It is considered probably destroyed.
- 6 July - Lieutenant (jg) A. L. Lindsell, USNR, found two large junks tied together with a platform between them near Tourane; the coincidence of the platform and a truck nearby indicated that the junks were being used as a car ferry. One bombing run from an altitude of 200 feet plus two strafing runs seriously damaged the junks and the nearby truck.
- 6 July - Lieutenant T. R. Alkire, USNR, attacked a motor launch at 23-28N 116-43E, making five strafing runs. Fires broke out and the launch settled on the bottom in shallow water. At 24-27N 118-00E some 45 minutes later, the PPC made four circular strafing runs on a cargo barge, which was beached.
- 6 July - A converted patrol craft sighted at 22-40N 114-33E opened up on the Privateer piloted by Lieutenant Commander H. D. Allen, who thereupon decided to attack. His first run, made at 200 feet, inflicted no damage, the bombs being short. On the second run three bombs were dropped and straddles were scored and the ship was left dead in the water. Two one hundred pounders dropped on the third run caused the ship to begin to settle by the bow. Then on his fourth and final run, a direct hit was scored on the stern, which was blown off, whereupon the ship sank. The port waist gunner found his guns jammed but joined the fray with his .38 revolver, expending nine rounds and claiming a fair percentage of hits.
- 6 July - Lieutenant J. F. Gallagher, USNR, made one bombing and strafing run on a FOXTARE DOG anchored behind the breakwater at Hoi How Bay, on Hainan Island. Light, moderate A/A fire holed the plane as five one-hundred pounders were dropped. Two scored near misses, but accurate assessment was impossible because the plane had to retire before the 40MM and 20MM gun positions, which were manned, could open up on them.

- E-T
- 8 July - While patrolling near Swabue, China, north of Hong Kong, a PB4Y-2 piloted by Lieutenant (jg) C. W. Stone, USNR, was hit approximately 40 times by light, intense machine gun fire. None of the crew was hit and Lieutenant (jg) Stone was able to get his plane back to base safely.
- 9 July - Lieutenant (jg) A. L. Lindsell, USNR, attacked a 50-ton river boat at 20-50N 106-30E. Three bombing runs followed by five strafing runs resulted in the destruction of the target.
- 12 July - Three runs from an altitude of 50 feet were made on a motor launch off Hainan Island at 20-03N 110-15E by Lieutenant (jg) H. W. Evans, USNR. Serious damage was inflicted.
- 12 July - Lieutenant Alkire, USNR, spotted two luggers anchored at 21-42N 112-47E. On his first run he dropped three 250-pounders, a near miss sinking one of them. On the last of four low-level bombing attacks a direct hit sank the remaining lugger.
- 12 July - Lieutenant (jg) Lindsell, USNR, under the direction of a coastwatcher attacked Japanese troops near Chang Pu, China, 24-09N 117-38E. A series of attacks killed many Japanese troops and their pack horses.
- 15 July - Lieutenant Commander Allen, USN, made on bombing and strafing run on a small lugger anchored at 19-16N 108-40E, leaving the lugger in a sinking condition.
- 17 July - Lieutenant Richard Gilman, USNR, expended 300 rounds in a strafing attack on a small fishing craft sighted near Tansui harbor, holing the vessel in many places. Heavy A/A fire from the shore forced the PPC to retire.
- 21 July - Lieutenant Alkire, USNR, missed with three centuries in an attack on three patrol craft tied up at a dock near Haiphong; the bombs fell long and destroyed a building adjacent to the dock. Serious damage was inflicted with 3000 rounds of .50 calibre fire.
- 24 July - Lieutenant S. S. Michele, USNR, expended 500 rounds on a small fishing craft in the Formosa Strait. When the boat was last seen its bow was under water.
- 25 July - A large barracks and two or three smaller buildings were destroyed by fire after an attack made at 19-44N 109-56E on Hainan Island by Lieutenant (jg) M. W. Jacob, USNR.

- 26 July - Lieutenant Gilman, USNR, inflicted serious damage on large junks and ten small junks tied to docks in Sasebo Harbor. Three parafangs were dropped and 3000 rounds of ammunition expended; positive assessment could not be made because of the necessity of withdrawing from the numerous known A/A positions in the area.
- 27 July- Lieutenant Alkire, USNR, was just about to make a run on a lugger at 26-07N 119-40E when two explosive shells hit his Privateer, one entering below the co-pilot's seat and exploding against the armor plate, the other entering the bomb bays. Ensign F. M. Bullers, USNR, was slightly wounded. Lieutenant Alkire successfully landed his plane at Misaki, on northern Luzon.
- 27 July - Lieutenant (jg) E. W. Evans, USNR, attacked with napalm incendiary clusters six luggers lined up on the beach at Ryukyu Island, 23-20N 120-18E. Two direct hits enveloped four of the luggers in flames, the fire spreading to the other two. Just as he had completed his second run, the PPC sighted a SALLY over Takao at 1500 feet, heading due south. The Privateer was on a reciprocal course. Lieutenant (jg) Evans put on full power and gave chase. The SALLY dropped two wing tanks and started to climb; it then took refuge over known A/A positions and closing on it became impossible. Two hours later Lieutenant (jg) Evans sighted two 50-ton luggers outside Kikun harbor. Strafing attacks left one lugger in flames and the other dead in the water. Fifteen minutes later a camouflaged 300-ton SUGAR DOG was sighted at 24-48N 121-55E. Having no bombs left, Lieutenant (jg) Evans made ten strafing runs, setting the ship on fire and causing the crew to take to lifeboats. All were subsequently killed. Shortly thereafter the industrious PPC made a run on Suo harbor, inflicting minor damage on six camouflaged SUGAR DOGS and two small tugs. The final attack of the day was made on three luggers at 24-33N 121-50E. Three strafing runs left two of them in flames and the third dead in the water.
- 28 July - Lieutenant (jg) J. H. Wolf, USNR, attacked eight trucks along a road on the Luichow Peninsula at 20-35N 110-04E. A strafing run from 100-feet exploded seven of the trucks violently and the eighth caught fire in the engine and was destroyed.
- 29 July - Lieutenant Gilman, USNR, made two bombing runs and eight strafing runs on a three-masted junk at 21-58N 120-30E, missing with the bombs but scoring several hits out of the 4200 rounds expended. The junk remained under way.

- 30 July - Lieutenant (jg) Lindsell, USNR, made five bombing and strafing runs on two luggers at 23-10N 116-37E. A direct hit sent one lugger to the bottom and straddles severely damaged the second.
- 30 July - Lieutenant Commander Allen, USN, made three strafing runs on a launch in the Hong Kong area, inflicting serious damage and leaving the launch dead in the water.
- 4 Aug. - Lieutenant Richard Gilman, USNR, heavily strafed and damaged a large junk and 7 smaller ones at 23-42N 119-35E. Later at 22-18 119-57E, he strafed and seriously damaged another large junk.
- 4 Aug. - Lieutenant (jg) Jack Fette, USNR, sank a converted patrol craft (250-tons) at 23-34N 122-30E.
- 5 Aug. - Lieutenant Commander H. D. Allen, USN, inflicted serious damage on a landing craft (20-tons) at 21-35N 112-38E.
- 7 Aug. - Lieutenant (jg) C. W. Stone, USNR, sank a lugger at 21-30N 111-29E. Later at 21-23N 111-15E, eight strafing runs caused the crews to abandon ship and small fires were started in two luggers. Both luggers were seriously damaged.
- 8 Aug. - Lieutenant T. R. Alkire, USNR, destroyed 4 luggers and 3 PC boats on the beach near Haiphong. One cluster was dropped on the adjacent buildings, setting them afire.
- 10 Aug. - Lieutenant R. M. Atzenweiler, USNR, was intercepted by three enemy fighters near Karenko, Formosa. He was flying at 2000 feet at 150 knots, when he spotted an OSCAR at 9 o'clock level - he then saw a FRANK and a HAMP at 7 o'clock high. He immediately headed for the deck reaching 260 knots indicated, all three enemy fighters staying with him. The three planes pressed home their attacks, making at least 15 runs singly. No coordinated attacks were made. The FRANK made only one attack and was believed to be damaged on that run; bullets were seen to enter the cockpit and wings. Most of the runs by the HAMP and OSCAR were made from the quarters, level. Their final two runs were from 12 o'clock high. The HAMP was hit in the engine and was smoking badly when last seen. No damage resulted to the privateer and crew. The tail guns jammed on the first run, which handicapped the plane considerably.
- 13 Aug. - Lieutenant Richard Gilman, USNR, destroyed a tug anchored in the Canton River.

14 Aug. - Lieutenant (jg) S. S. Aichele, USNR, sank a SUGAR DOG
23-42N 119-36E. Later, two luggers underway between
islands at 26-10N 119-57E were strafed and damaged.

VPB-25 LAST DAYS OF THE BLACKCATS

During July and August VPB-25 was based aboard the USS CURRITUCK in Lingayen Gulf, conducting nightmaro operations over the China Coast, Hainan Island, the Pescadores Islands and Formosa. The squadron was under the command of Lieutenant Commander James Skorez, USNR, until 24 July 1945, on which day he was relieved by Lieutenant Commander Curtis M. Kohr, USNR. Daytime searches of the China coast were also conducted for a period of one week commencing 23 July 1945.

Action Summaries:

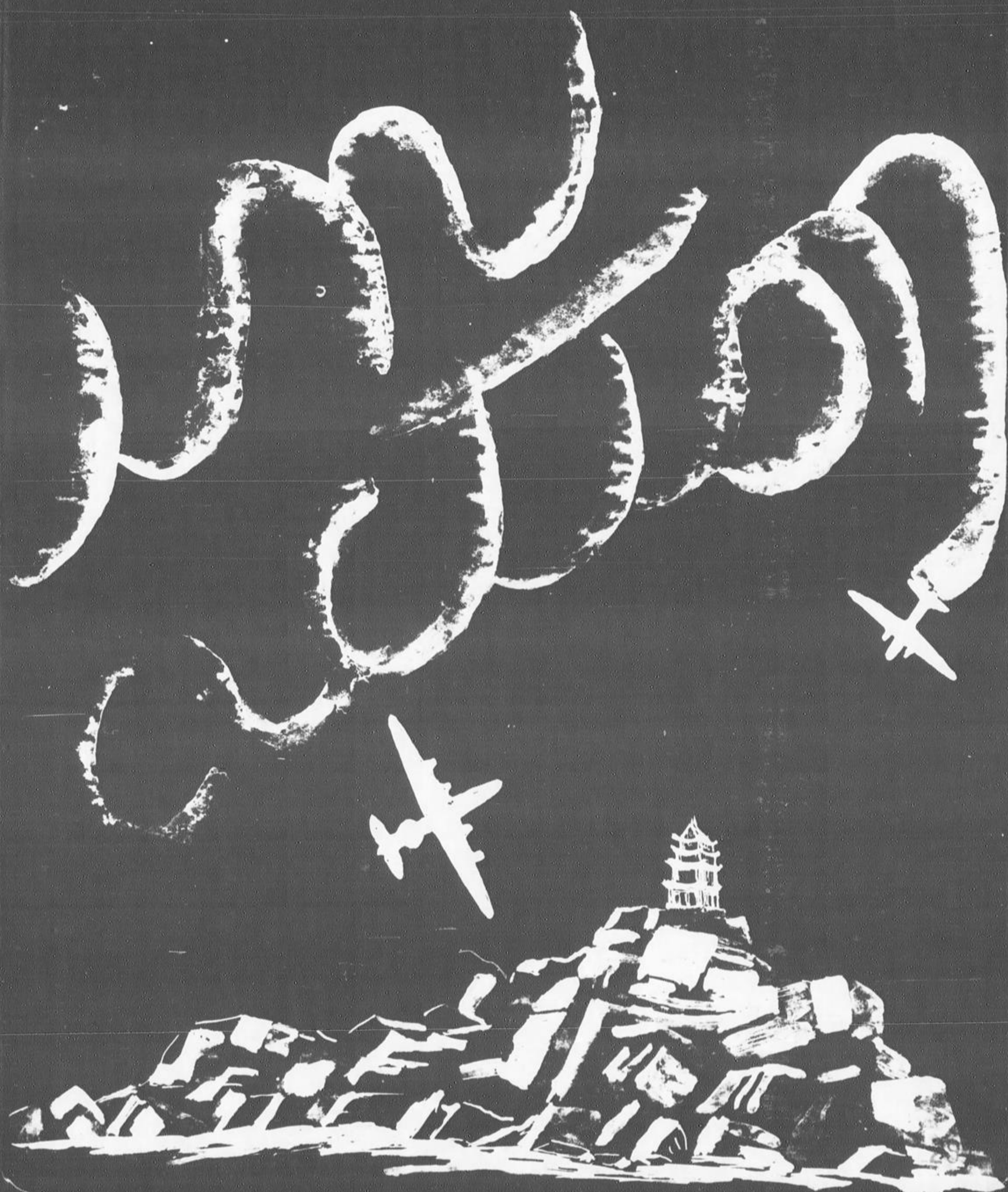
- 2 July - Lieutenant John Dalen, PFC of crew 21, caused considerable destruction to Japs evacuating Amoy Island by strafing numerous barges and junks carrying personnel from Amoy to the mainland.
- 3 July - Lieutenant Charles Peters and crew 20 played tag with two uneager twin engine night fighters in Amoy Harbor.
- 8 July - Lieutenant Seymour Geldklang and crew 22 found the same night fighter during a busy evening in Amoy strafing junks and barges.
- 14 July Lieutenant Charles Marzinzik and crew 13 sank a motor launch in the Pescadores Islands and received accurate M/G fire from a SUGAR CHAILIE in that area which holed the plane in numerous places and knocked out the bombing system.
- 19 July - Lieutenant Charles Marzinzik and crew 13/ ^{scored} near misses on a destroyer-escort in Hainan Strait.
- 18 July - Lieutenant Commander Frank Screws caught five large sea trucks steaming out of Kitchien Bay and in short order had 3 afire from bombs and strafing which shortly thereafter sank; the other two found refuge among the islands of the bay.
- 20 July - Lieutenant John Dalen and crew 21 found a large sea-going tug east of St. Johns Island and made two bombing runs. A close miss astern caused the tug to stop dead in the water. The second run produced a hit amidship, but the plane received intense machine gun fire from three posit-

ions, the plane being holed in several places causing minor wounds to the navigator Ensign Patrick Boyle and three crew members. The tug was left burning brightly and was assessed as a probable.

- 20 July - Lieutenant Charles Peters and crew 20 sank a lugger anchored off Quemoi Island in Mooy outer harbor.
- 21 July - Lieutenant Raymond Van Male and crew 22 found six large barges off Hong Kong, sank one and thoroughly damaged the remainder.
- 26 July - Lieutenant William Kline and crew 4 did considerable damage by strafing of fifteen small motor launches off the coast on Luichow Peninsula.
- 31 July - Lieutenant Commander Curtis Kohr and crew 31 attempted to knock out the gun emplacements along the beach areas adjacent to enemy shipping on Hoi How Bay, Hainan. The bombs were all dropped within the target area and did probable damage. The plane received several hits in the wing from machine gun fire.
- 13 Aug. - Lieutenant Charles Peters and crew 20 sank a SUGAR DOG in Southern Pescadores.
- 14 Aug. - Lieutenant (jg) Maynard Reid and crew 26 sank a SUGAR DOG in the Northern Pescadores and shortly thereafter in the same area set fire to a SUGAR CHILLIE LOVE with a direct hit by one 250-pounder. During the initial run intense accurate M/G fire was received from two positions and 25 mm. fire from a third position, holing the plane in numerous places but causing neither major damage or any casualties. On the seventh run they had the satisfaction of seeing their target keel over and sink.

A-N-N-E-X H

FLEET AIR WING 17 •



WE DESTROYED THEM

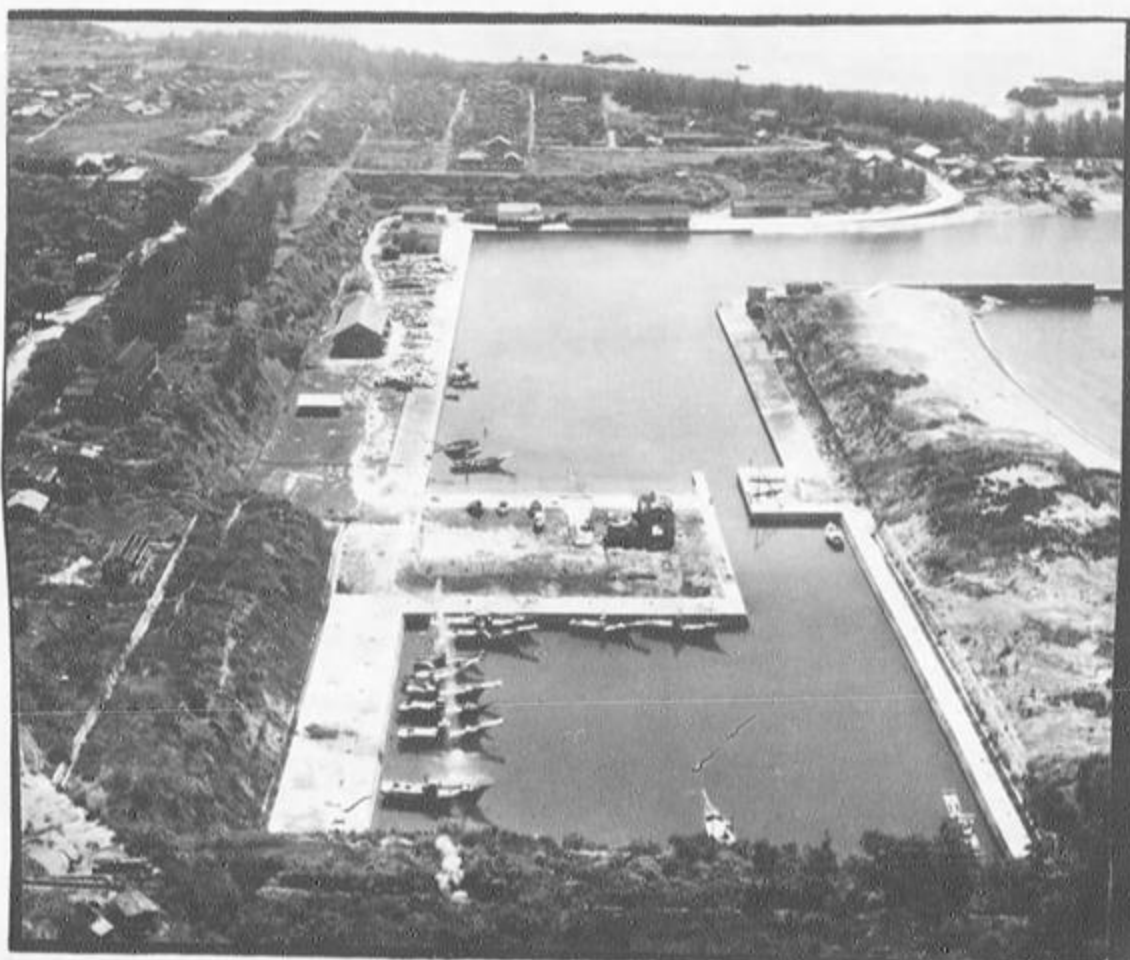


ON THE WATER



ON THE LAND

AND



OFF THE LAND

ON THE BUSES:

AND

IN THE BUSHES:

• LOCAL DRIVE-IN ~ FORMOSA

• JAP TROOPS WITH SUPPLY TRAIN

NOTHING ESCAPED OUR PILOTS ~

WE FOUND THE JAPS •

• IN THE SKY



• IN COVES



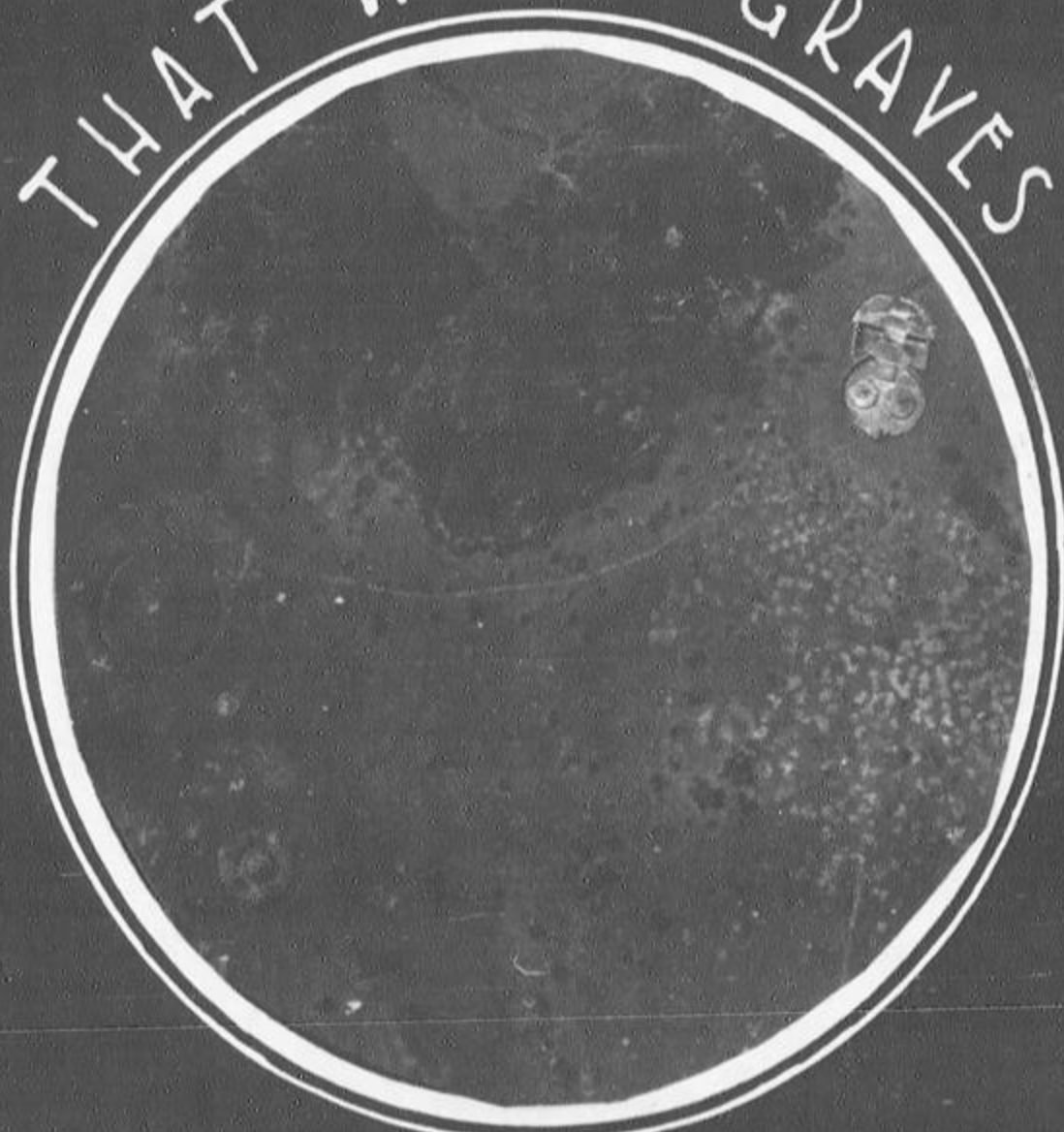
• ON TRUCKS

CHINESE TEMPLES



AND
GUN POSITIONS

THAT WERE - GRAVES



AND GAVE OUR PHOTO
INTERPRETERS - A HEADACHE!

THAT WERE - DUMMIES



AND GAVE OUR PILOTS
- A HEADACHE!

WE ALSO SAW :

BRIDGES
AND PEOPLE

AND

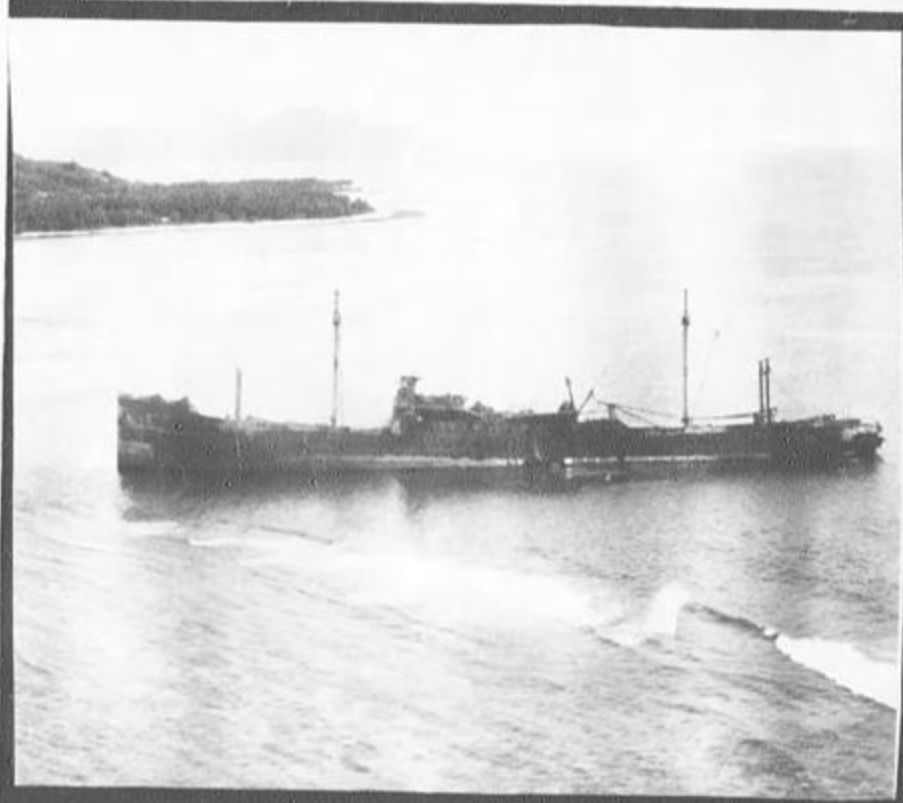


THE JAP
"SUPPLY LINE"



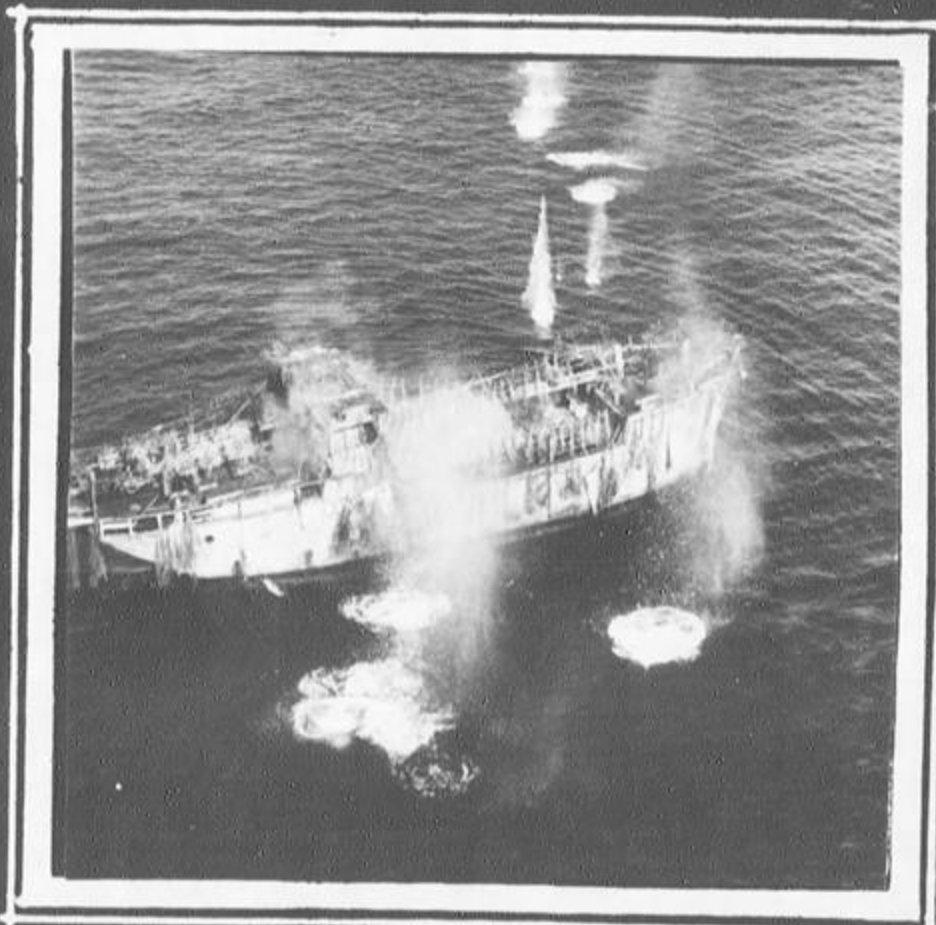
WE BOMBED •
WE STRAFED •

• LARGE SHIPS



FOX TARE ABLE

• SMALL SHIPS



SUGAR DOG

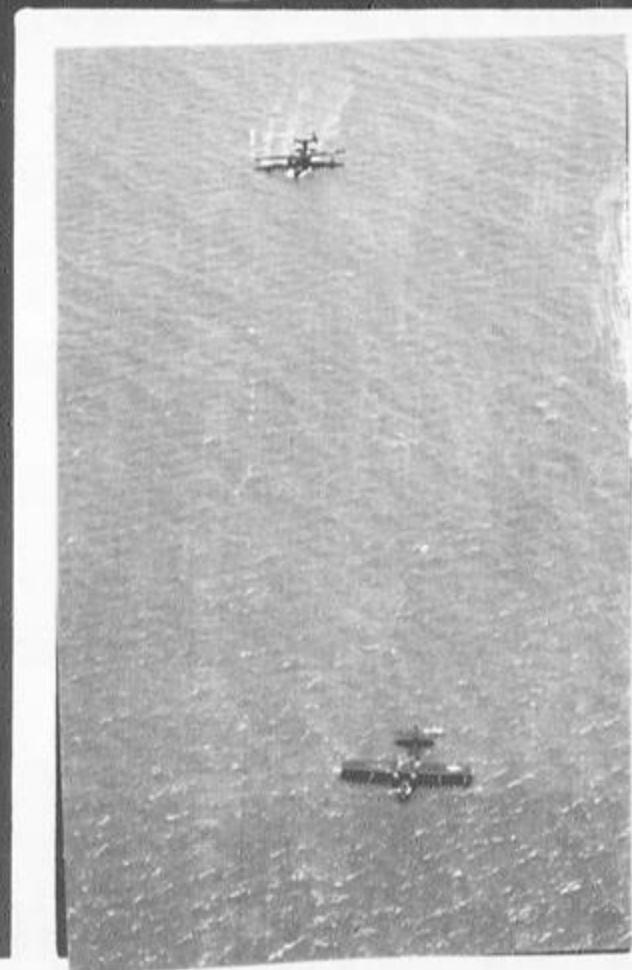
• and other JUNK



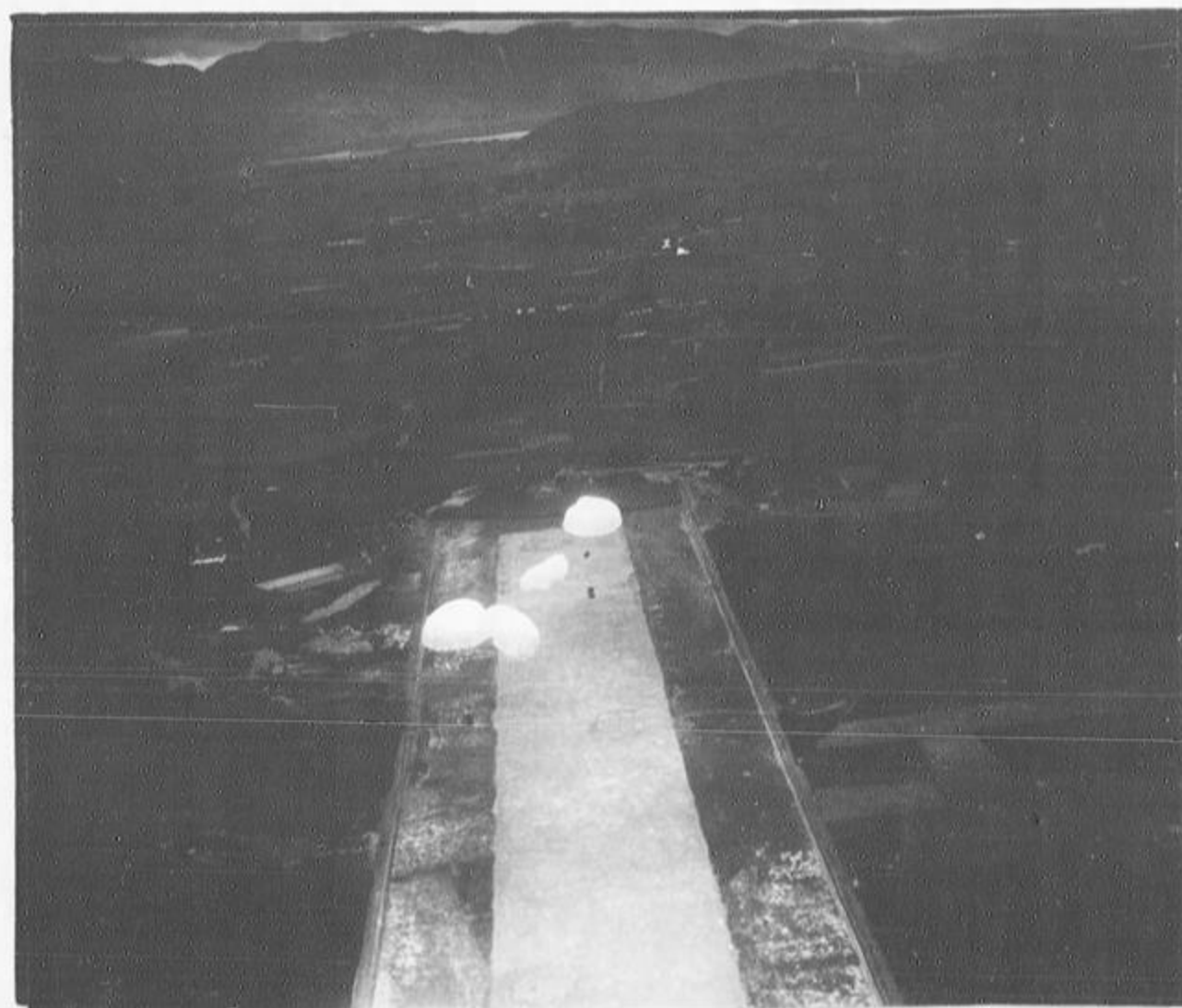
JUNK 297

PATROLS INCLUDED

- RESCUE OF PILOTS



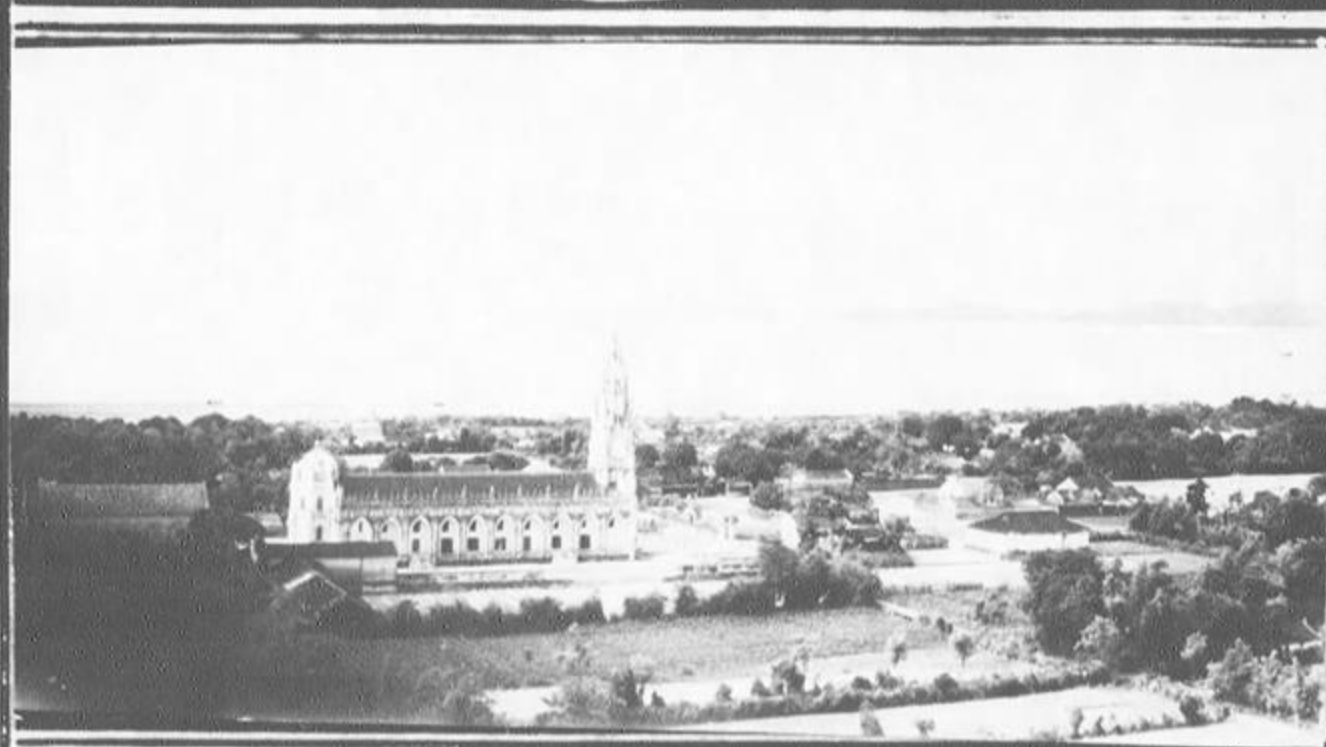
- LIAISON WORK WITH SUBS



- DROPPING SUPPLIES

CHINESE

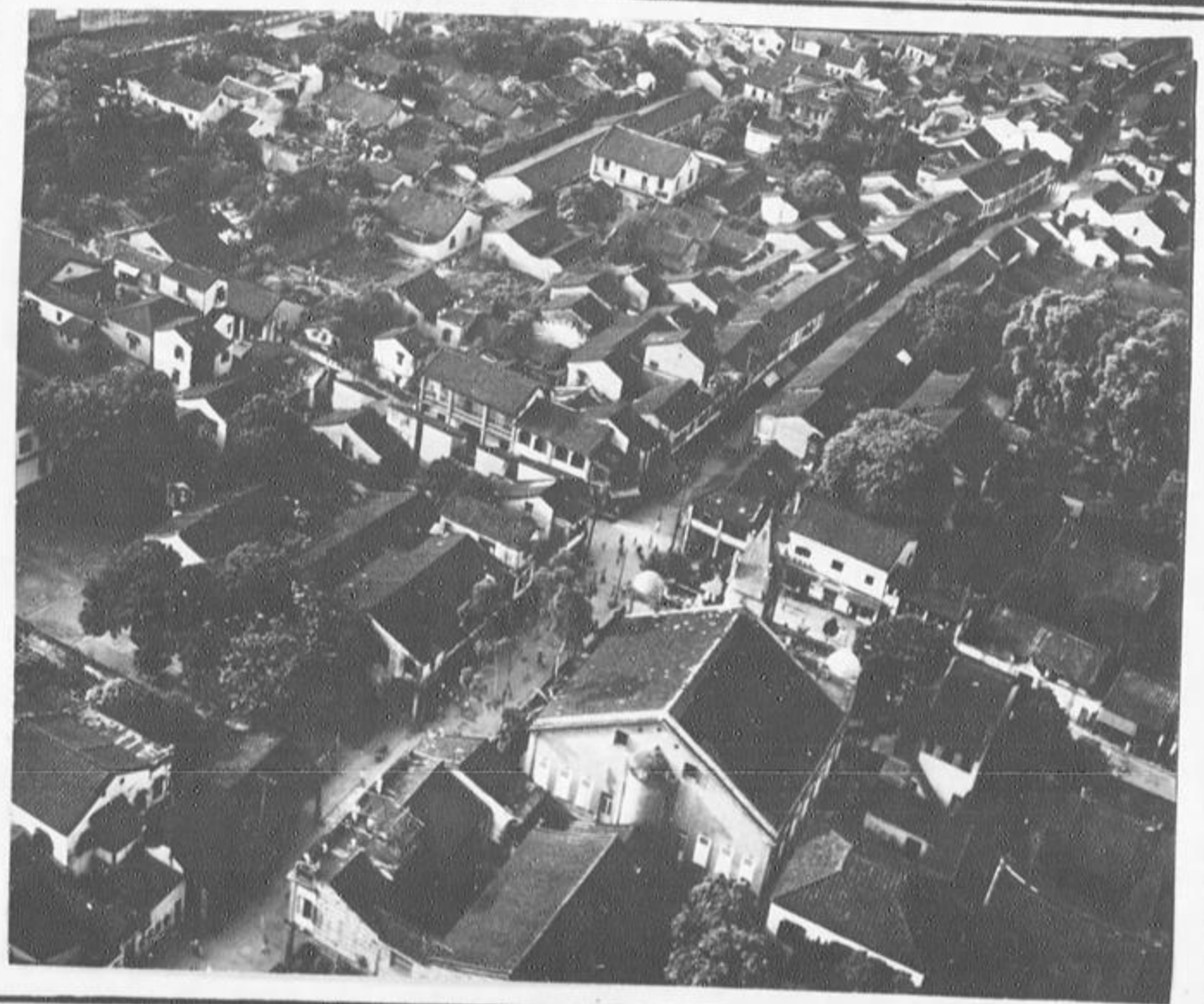
- RIVER BOATS



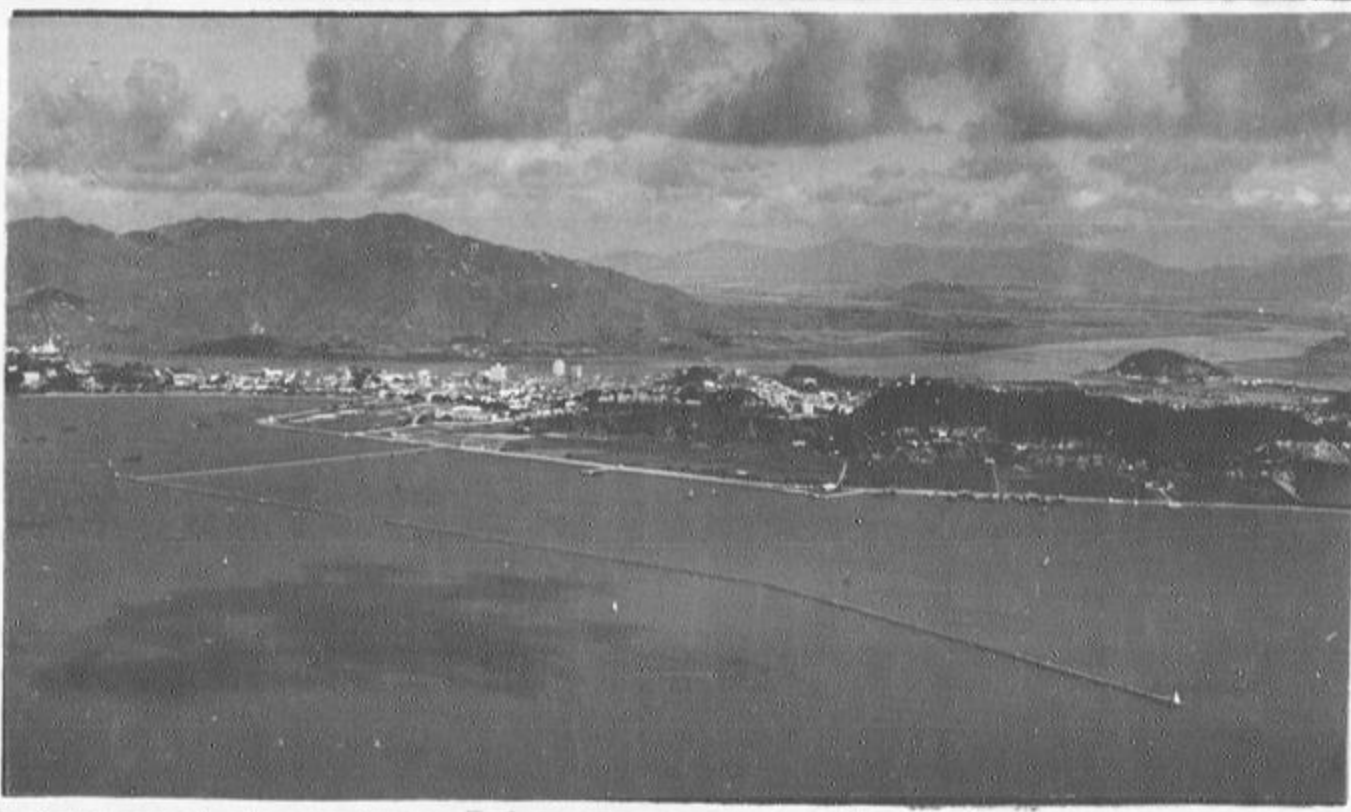
- CATHEDRALS



- HOUSES



ON SEARCHES
WE SAW :

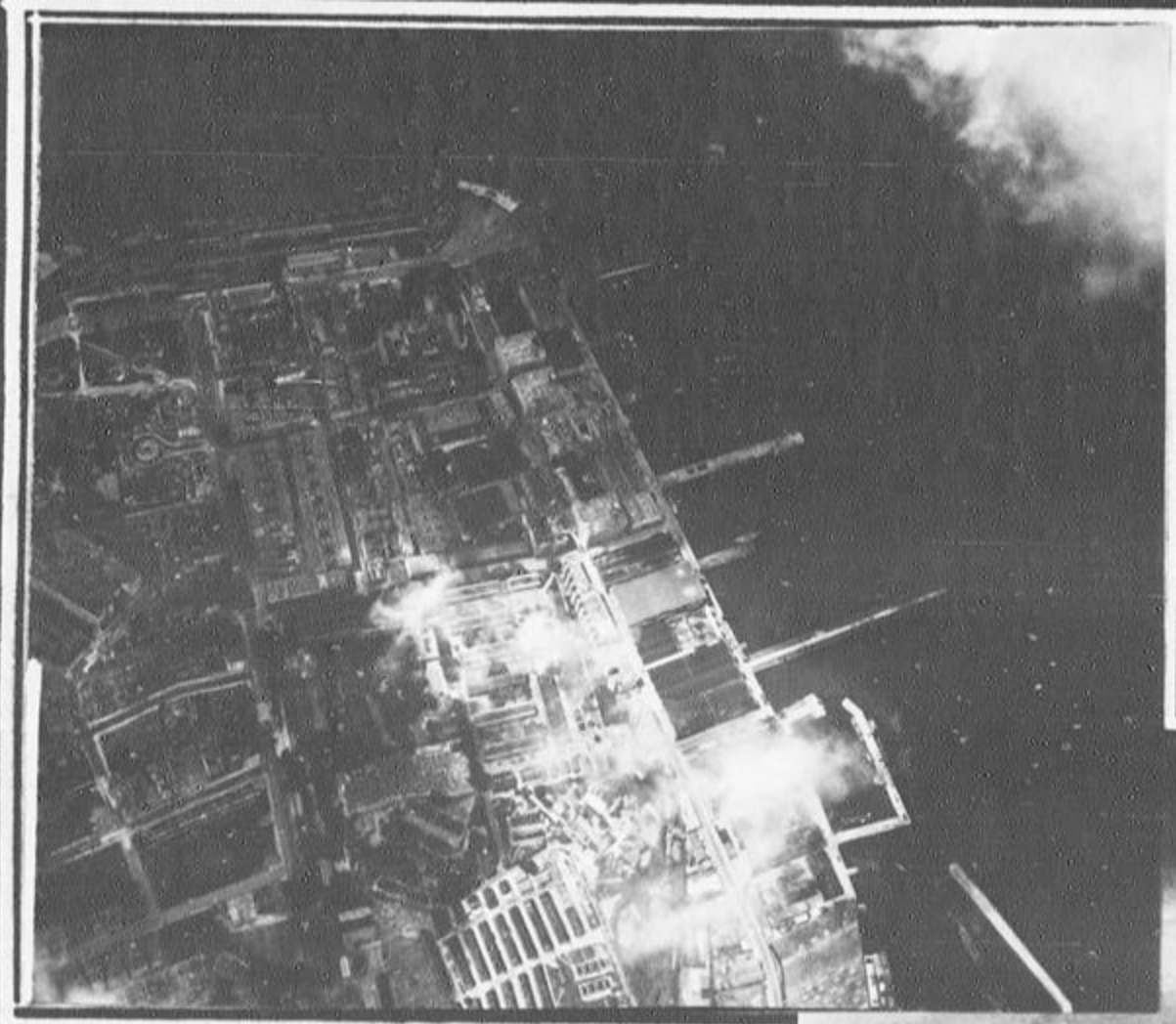


CITIES



• DOCKS

• HONG-KONG



RIVERS •

• CHINA



HIGHWAYS •

• CHINA



OUR TASKS WERE MANY ~ AND VARIED •

• WE

• SEARCHED

HARBORS



KEELUNG • FORMOSA

and ~

AIR STRIPS



SWATOW • CHINA

“ Patronize ”
 “ Fleet Air Wing · 17 ”
 “ We offer ”

Deluxe hotel service · Excellent cuisine
 Soft beds · valet service · The best floor
 and Casa Service · Gas oil bomb and
 Ammunition · first aid ·

Free aerial excursion to China, Formosa
 Ryukus · See the Japanese Empire in
 cherry blossom time at our expense
 Expert briefing & free daily travel folders ·

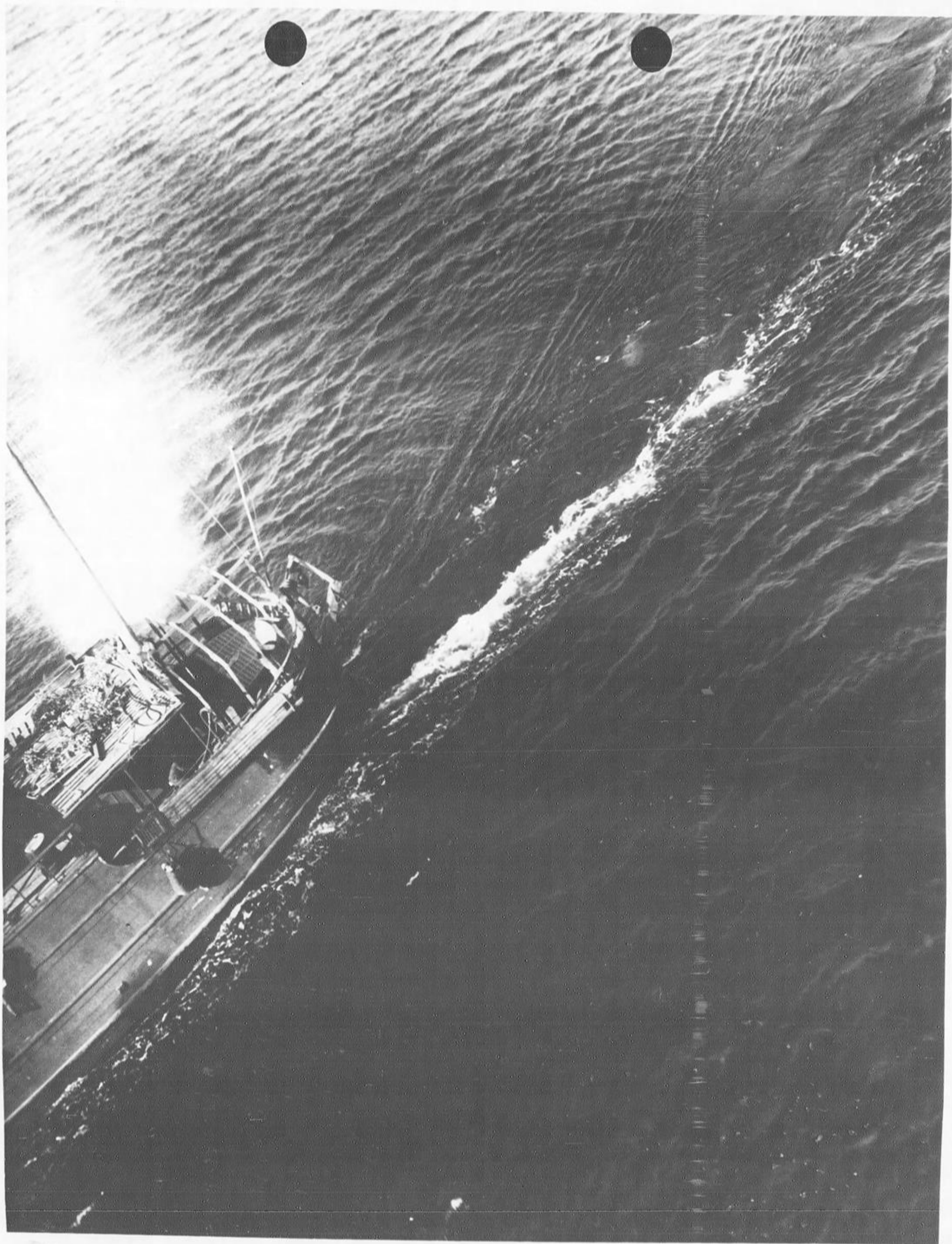
If you don't like our SERVICE we will provide excellent
 Ditties from our inexhaustible supply prepared by experts
 If you like it tell us and the higher Commands
 Warning · Take shower before using swimming pool
 The Management



OUR MASCOT..TOJO

and

OUR CAPTAIN



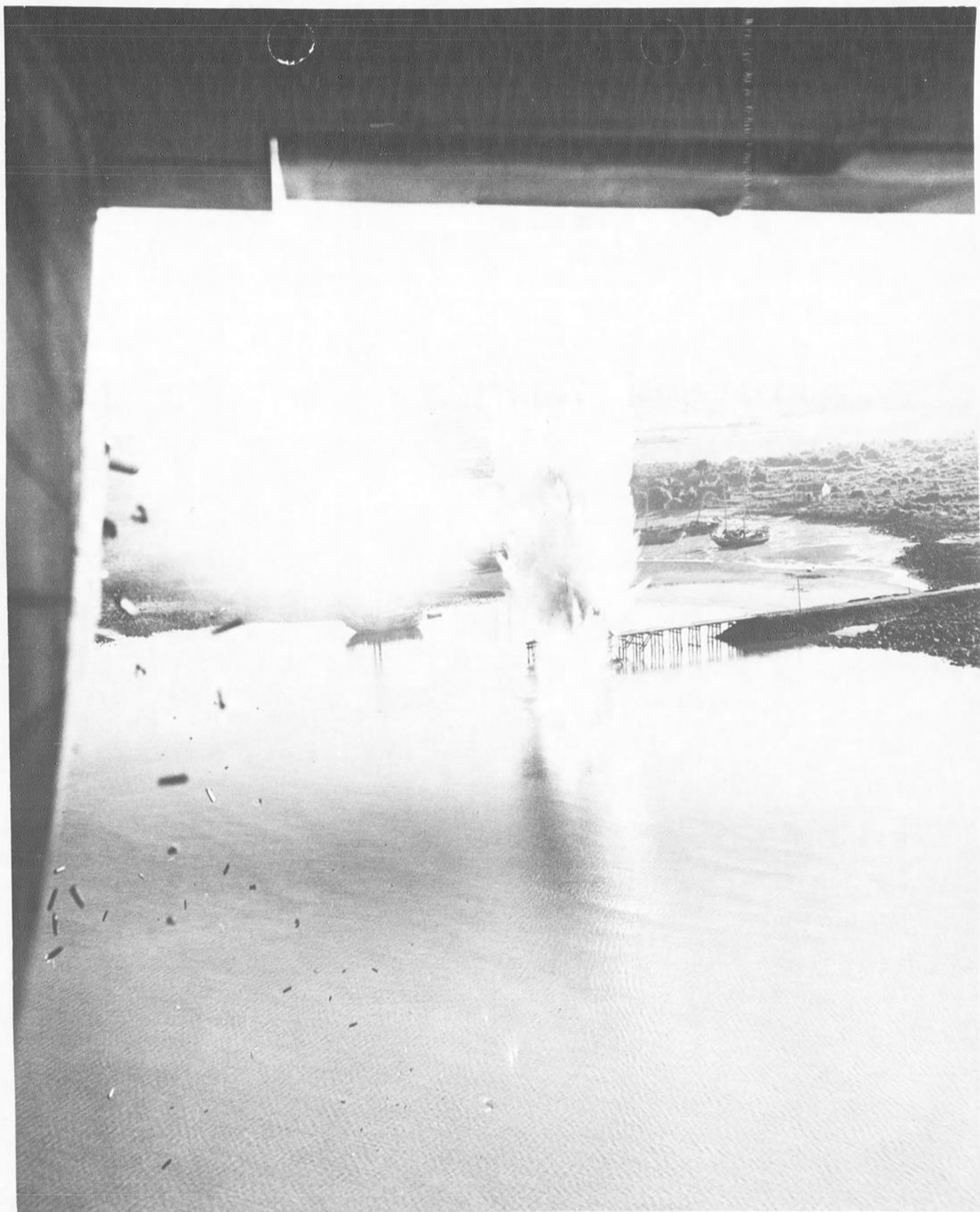
JAP SAILORS GO ASHORE WITHOUT THEIR LIBERTY PASSES.....near MIYAKO
JIMA



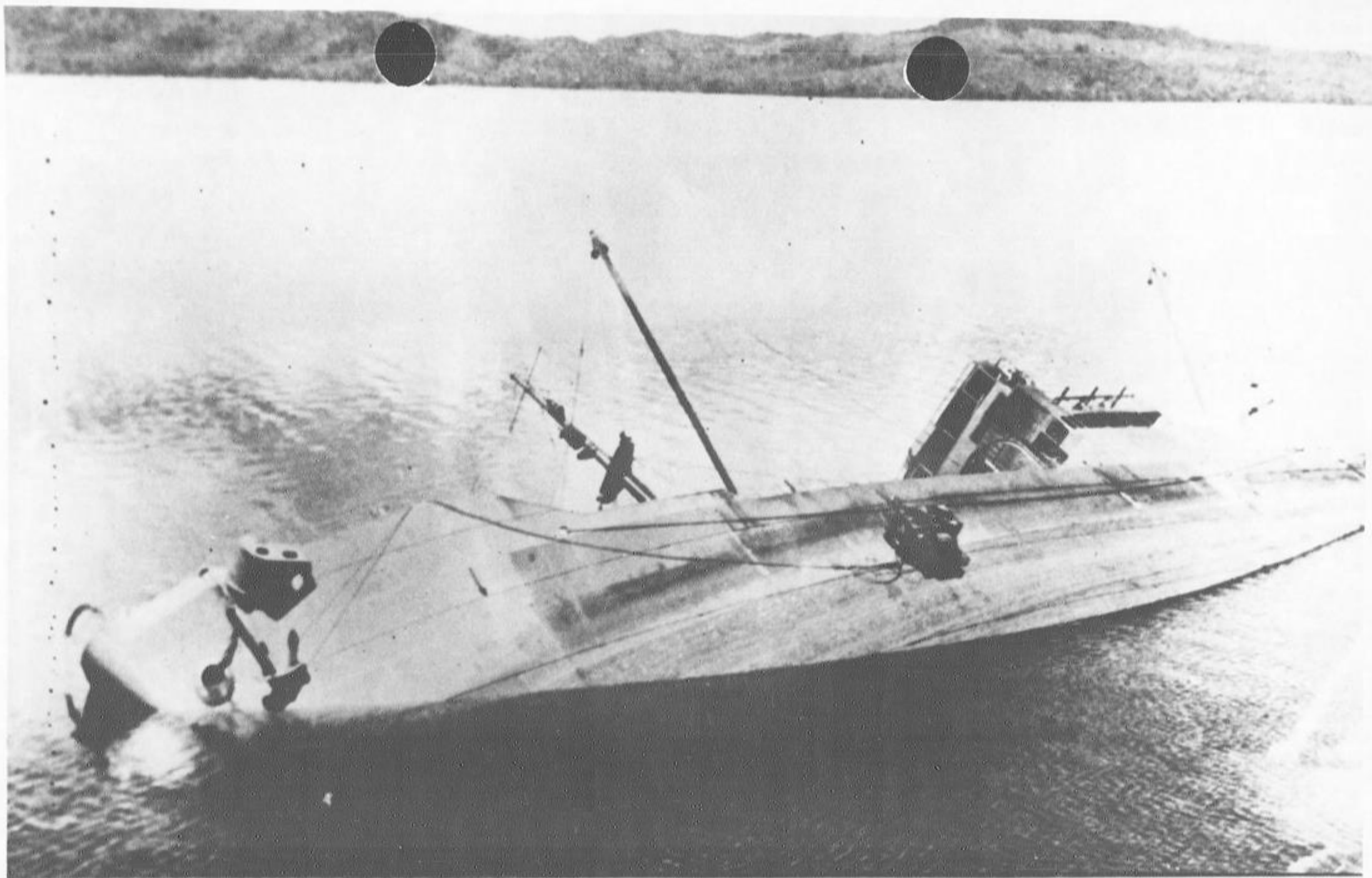
"BONFIRE IN JUNE"

at

WEICHOW ISLAND INSTALLATIONS



"DOCK AND CRANE--NO MORE" at HOI HOW BAY, HAINAN



LARGE JAP TANKER WITH A SLIGHT STARBOARD LIST



"LOCAL YACHT CLUB"....."way down upon the CANTON RIVER, CHINA



MR. "NATE" -- left holding the torch on KOSHUN STRIP, FORMOSA

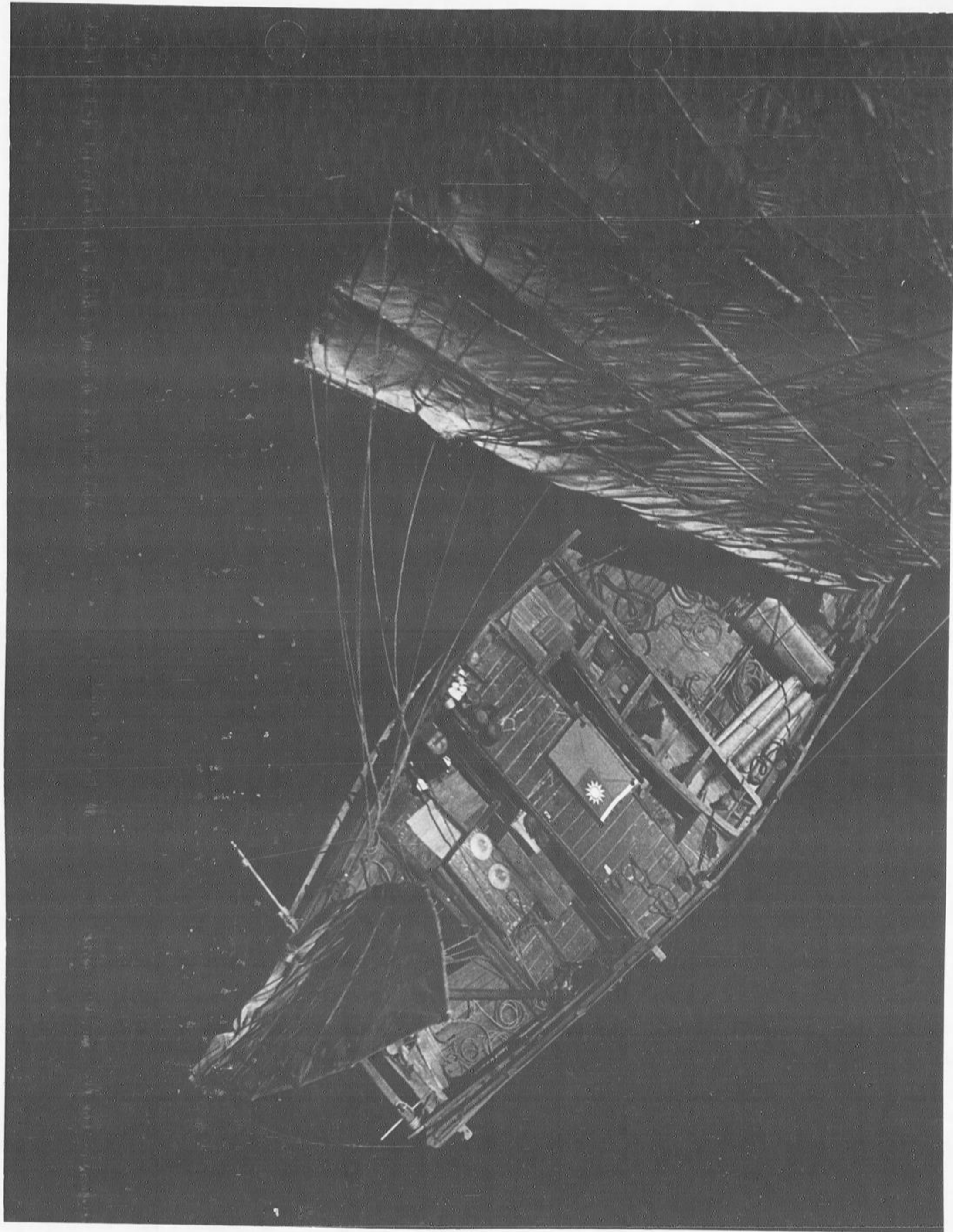


THE "PROFESSOR" CHALKED ONE UP THIS TIME...damage inflicted on plane
forced pilot to land in China

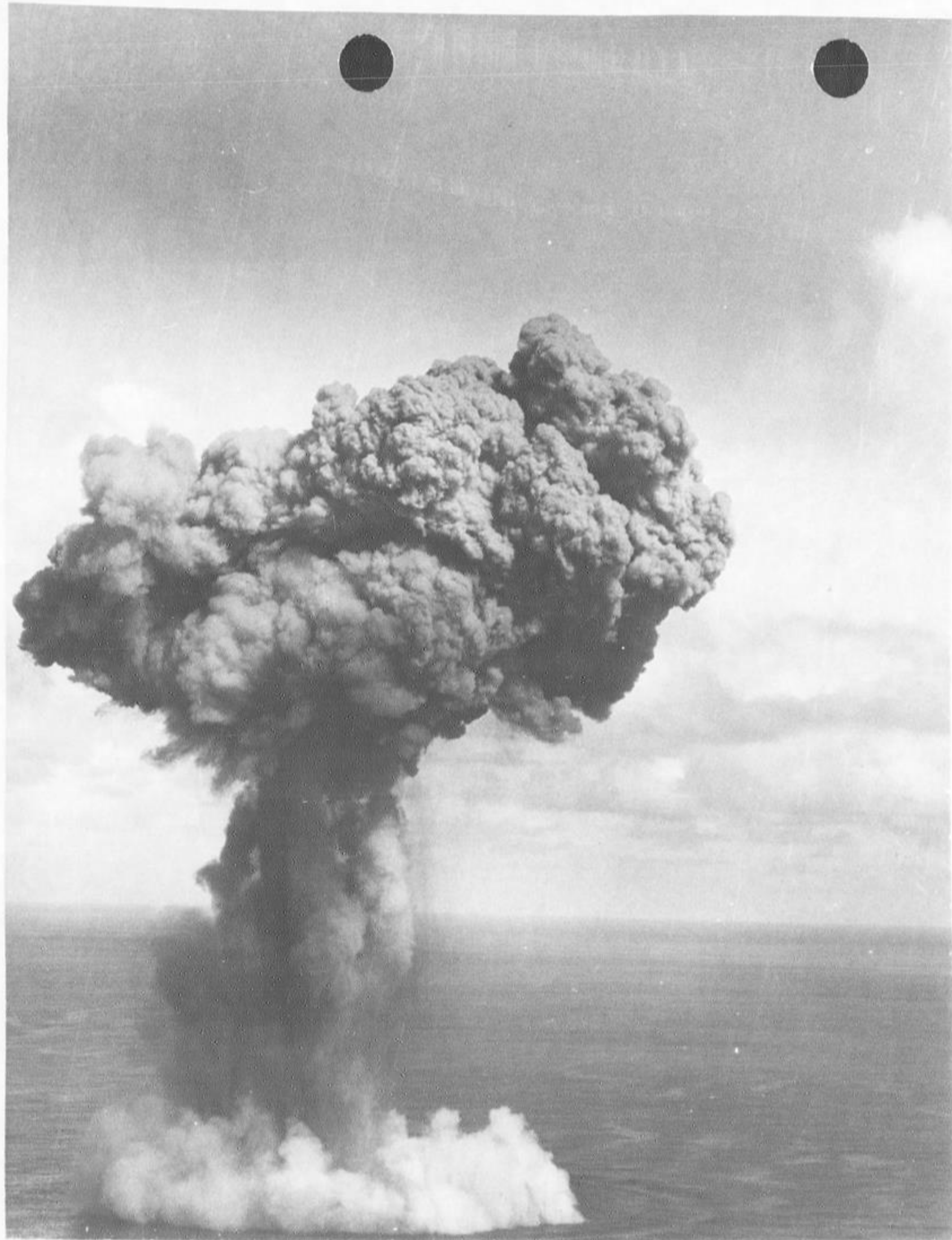


"FIRE, FIRE, FIRE IN THE BARRACKS"

in N.W. HAINAN



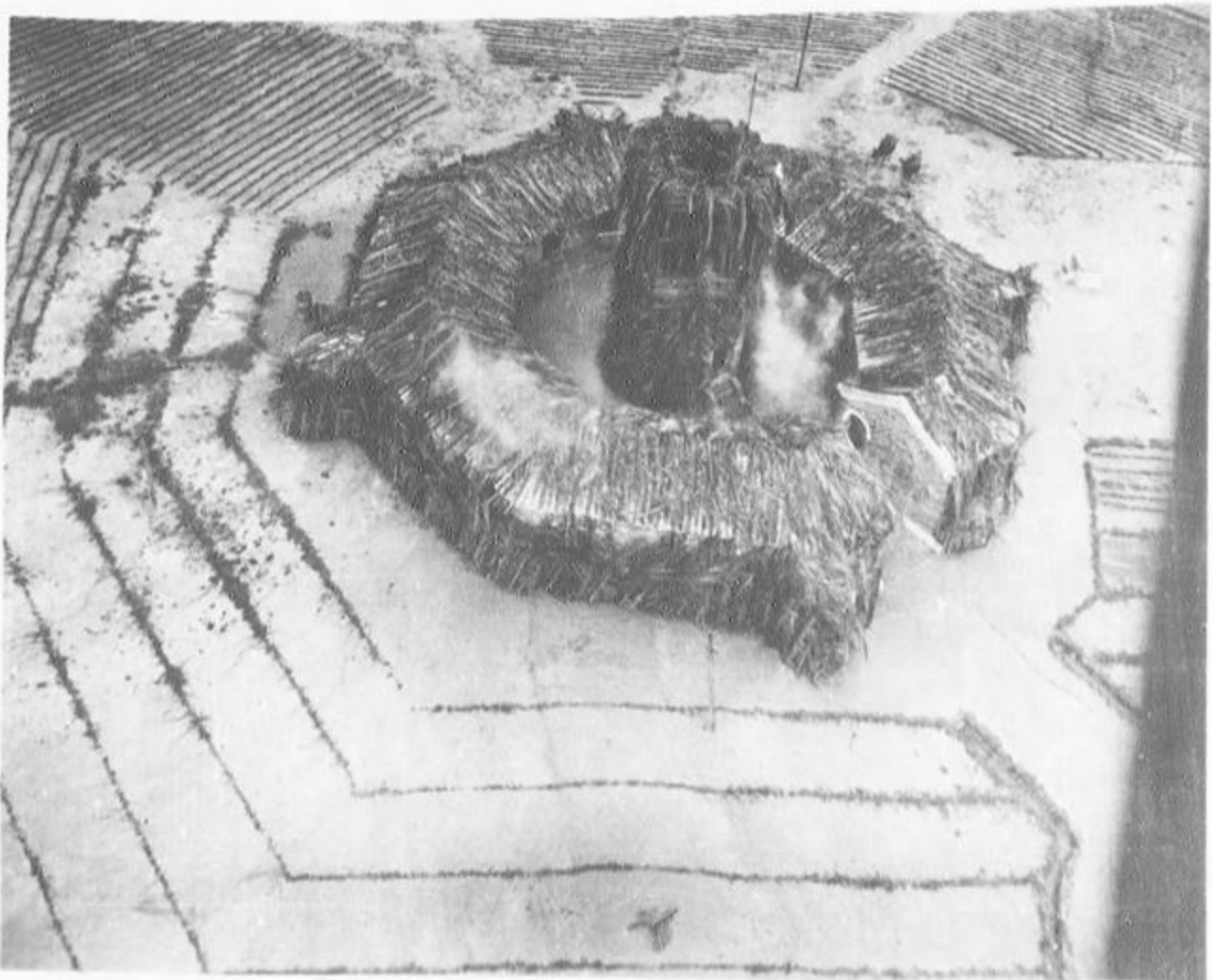
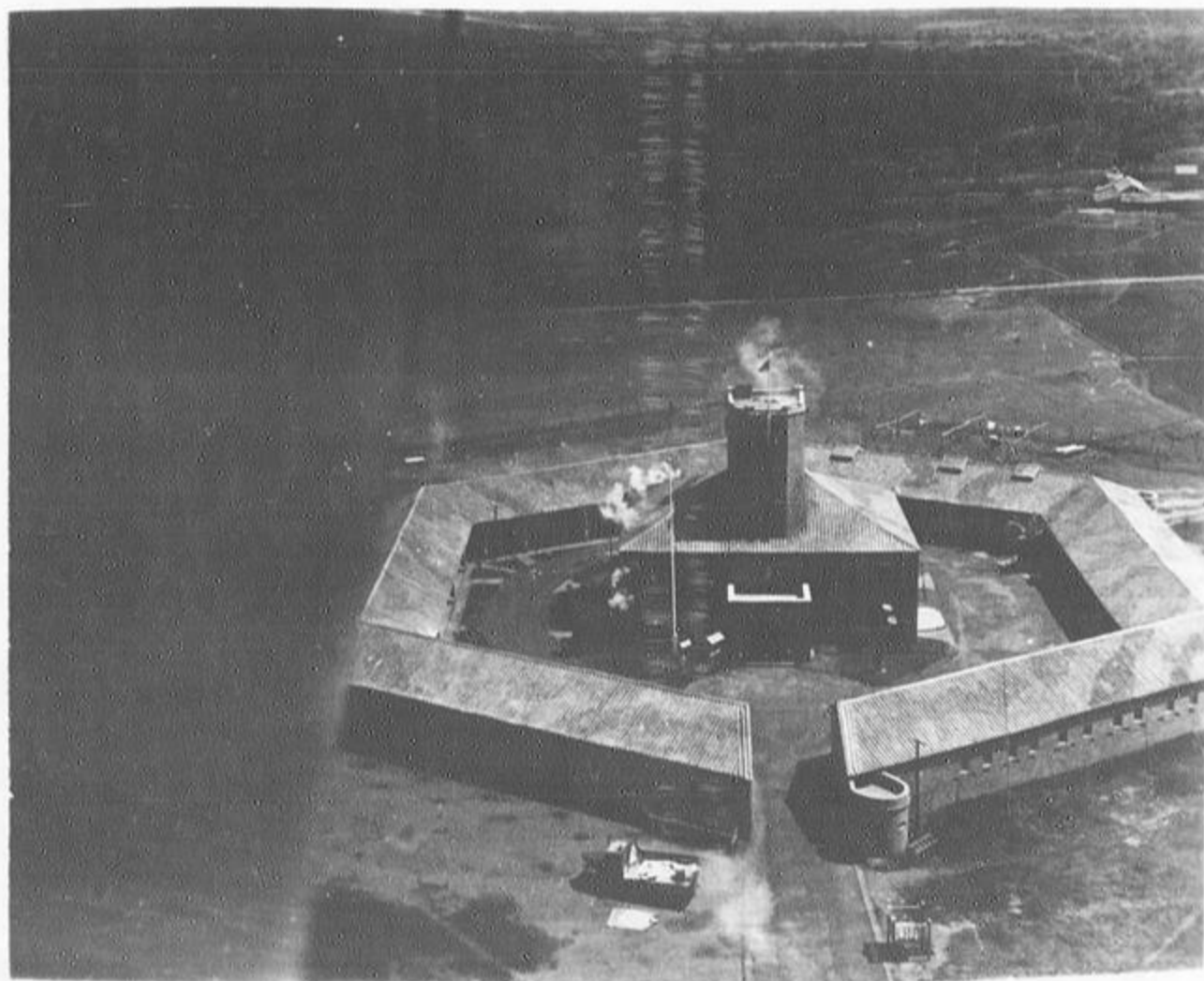
"CHINESE JUNK" -- after 3 passes the hidden occupants spread out the Chinese flag and then retreated again



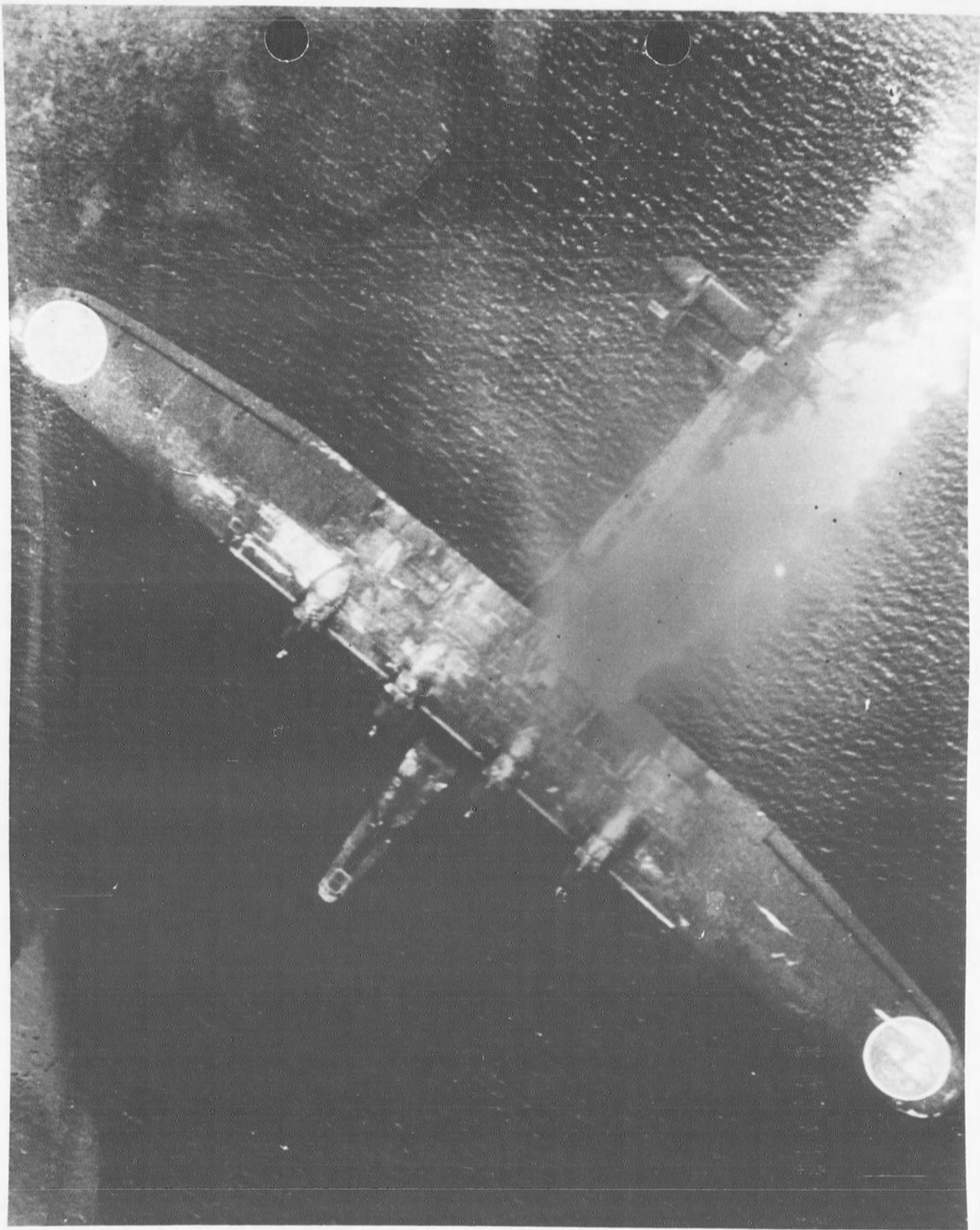
"NOW YOU SEE IT, NOW YOU DON'T".....SUGAR DOG OFF FORMOSA



"THREE BLOCKHOUSES BLOCKED OUT".....TSINGLANG, HAINAN



BLOCKHOUSES BEFORE THE BOMBINGS ON HAINAN ISLAND



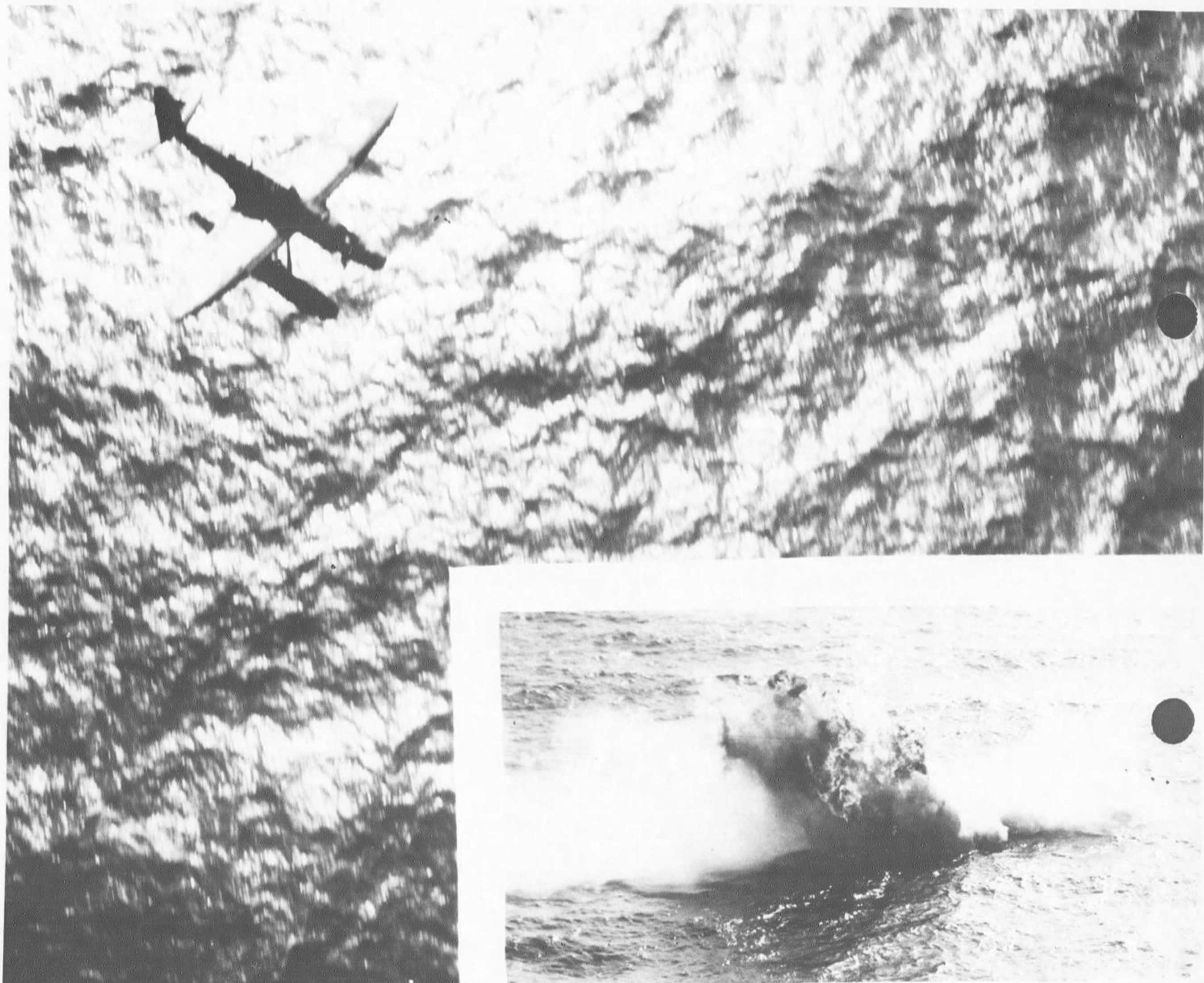
JAP FLYING BOAT, "MAVIS" GOING DOWN IN FLAMES....TOLI TOLI BAY



JAP MERCHANTS REGULARLY ANCHORED IN TAKAO HARBOR, FORMOSA



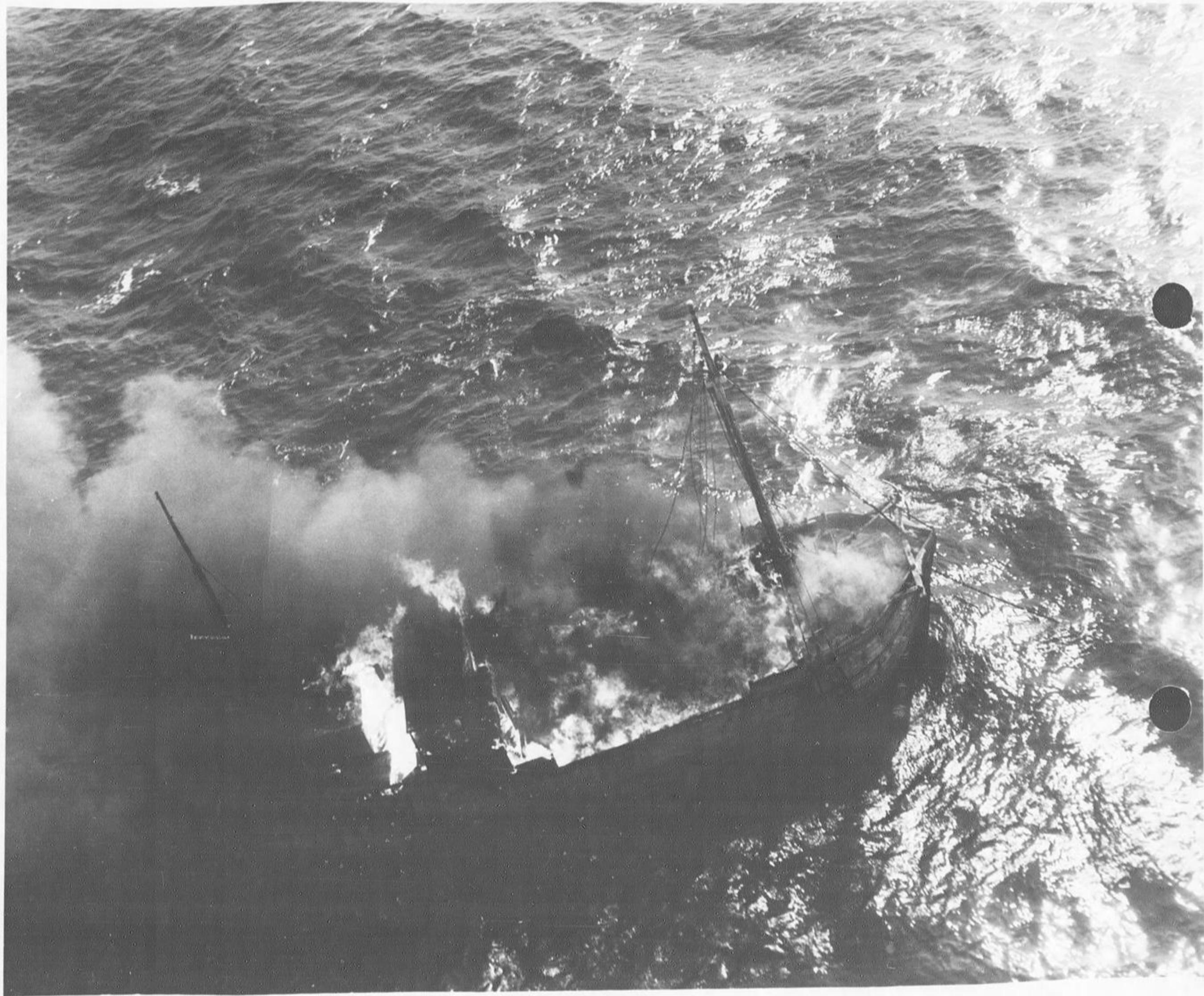
"CHASE NATIONA BANK AND SEARS ROEBUCK?"VICTORIA, HONG KONG.



"THE PILOT SHOULD HAVE REPORTED, 'EVERYTHINGS' JAKE"



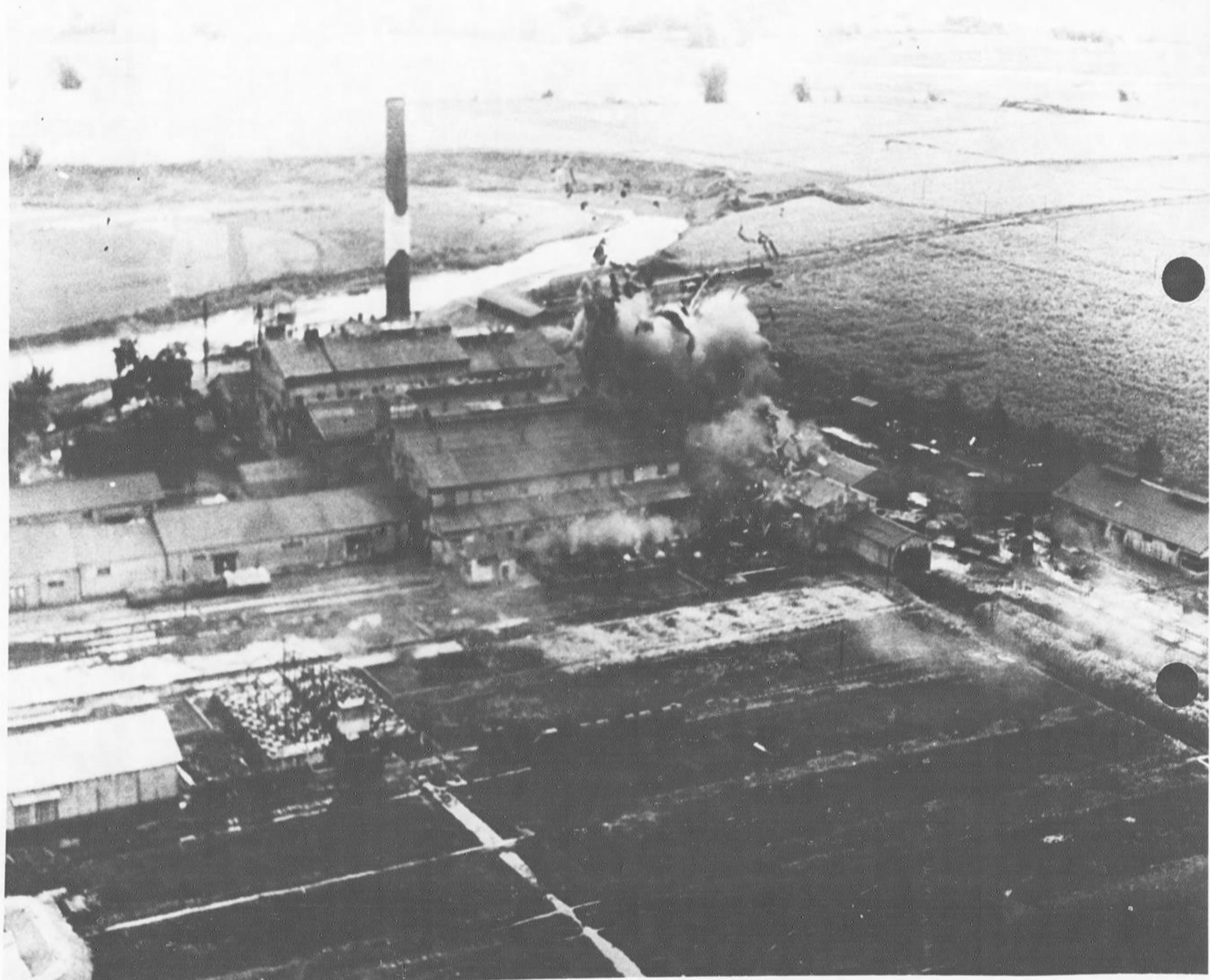
"END OF LINE"...and they ALL got off...FORMONAN CUPRESS GROVE



(HOT) SUGAR DOG.....no explanation necessary



WA. HUGHES TAKES A BATH NEAR FOCHOW, CHINA.



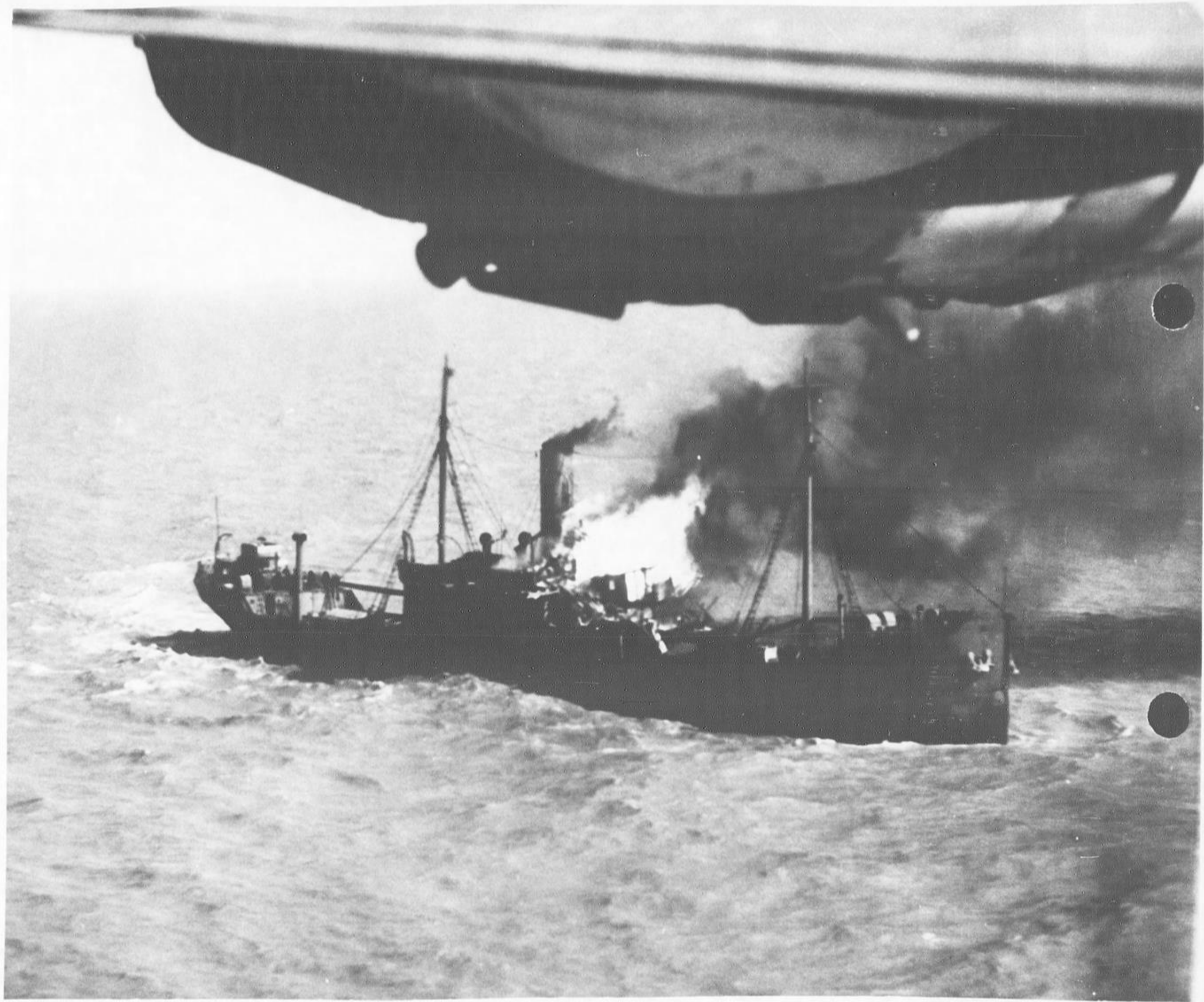
"ONE LESS BUTANOL PLANT..at SHEINEI, FORMOSA



KOWLOON DOCKS AND TYPHOON BASIN....KOWLOON CITY, HONG KONG HARBOR,
CHINA



"BIG SPLASH", made by 2 destroyed SUGAR DOGS.... near SUO, FORMOSA



FOX TARE DOG BURNING



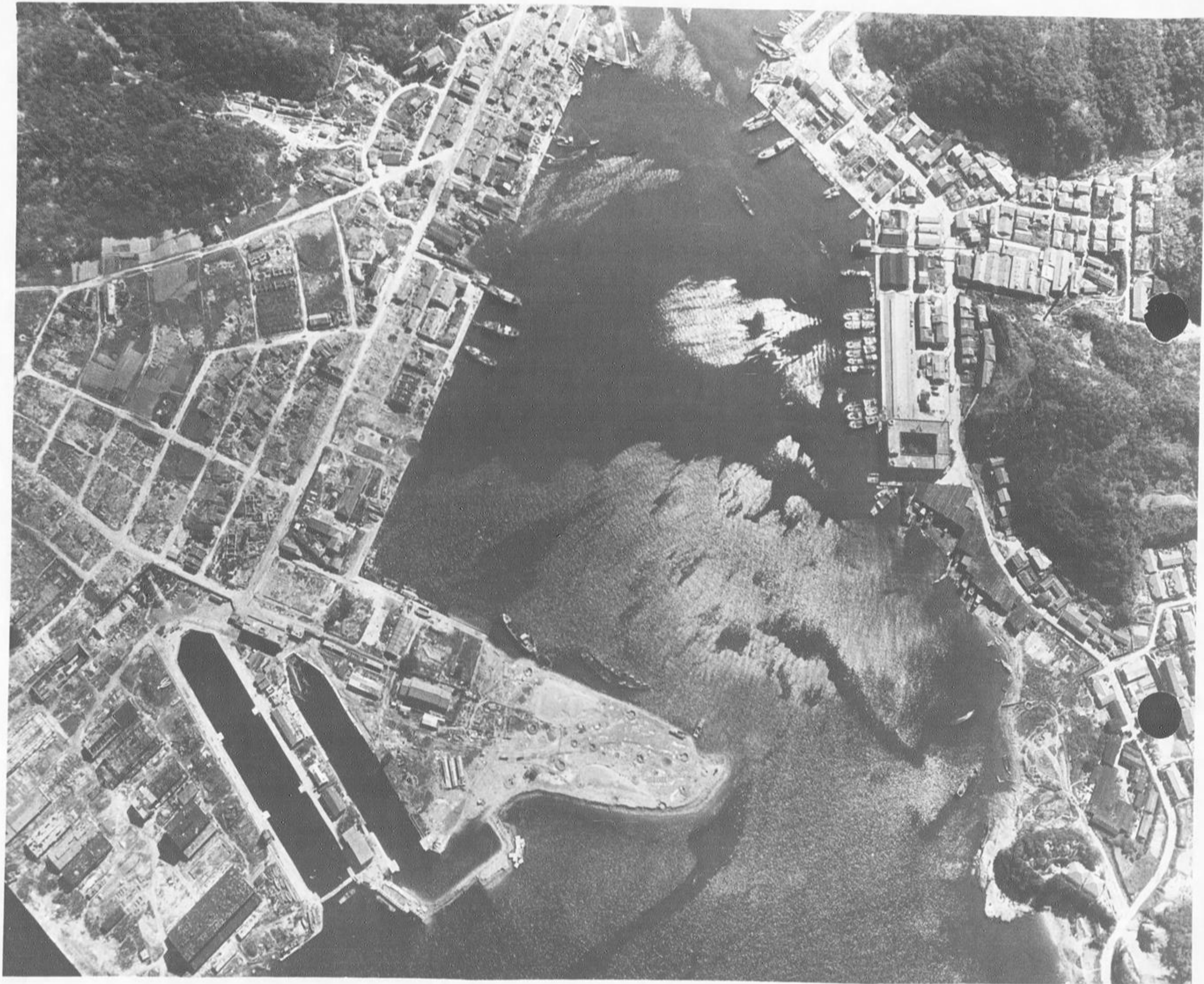
DO NOT WRITE ON THIS PHOTO CANTON CITY, CHINA



"I WONDER WHAT'S BEC ME OF SALLY" sunrise over FORMOSA



SHADOW OF PLANE ON SUGAR DOG



SMALL JAP SHIPPING VESSELS KEELUNG HARBOR, FORMOSA