

BEGIN

EVACUEE REPORTS

EVACUEE

REPORTS —

ARCHER,

WILLIAM L.

U S A F F E
ADVANCE QUARTERMASTER SUB-DEPOT
DUMAGUETE, NEGROS ORIENTAL

TEMPORARY RECEIPT

3 March 1942

I acknowledge to have received from Mr. Robert A. Grainger of Burbank, Cal., U.S.A., and Mr. W. Leland Archer of Dunns Station, Pa., U.S.A., the following described personal property for the use of the UNITED STATES MILITARY FORCES:

one (1) Airplane - Rearwin Cloudster, Model 8135, New Built:
June 24, 1941; Total Value: EIGHTEEN THOUSAND
FIVE HUNDRED PESOS (₱18,500.00) ₱18,500.00

Plus Spare parts:

two (2) - Landing gear axles -----	₱170.00	
two (2) - Landing tires -----	90.00	
two (2) - Tubes -----	32.00	
one (1) - Spare propeller -----	125.00	
one (1) - Landing gear Vee Strut ----	78.00	
one (1) - Tail wheel tire & tube ----	21.00	
one (1) - Paint spray & electric compressor -----	<u>120.00</u>	<u>₱ 636.00</u>
		<u>₱19,136.00</u>

This receipt must be present to competent United States Army officials for redemption when called upon to do so.

By order of Colonel J. D. COOK:

CERTIFIED TRUE COPY:

Courtney Whitney
COURTNEY WHITNEY
Colonel, Air Corps
Chief, Philippine
Regional Section

/s/ John H. Macon
/t/ JOHN H. MACON
Capt., Inf. USA
Procurement Officer

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20 AUG. 75



File in...

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GENERAL HEADQUARTERS
SOUTHWEST PACIFIC AREA
MILITARY INTELLIGENCE SECTION GENERAL STAFF

APO 500
30 June 44

Philippine Evacuee Report #192

Subject : NEGROS
From : William L ARCHER

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Name : William Leland Archer
Born : 1913, at Dunns Station, Pennsylvania
Education : BS in Mechanical Engineering, Penn State
Occupation : Caltex Oil Company, head of Lubrication
Department in Manila and Cebu; worked
on lubrication and overhaul of Diesel
and aircraft engines.
Service : In charge of USAFFE motor pool repair
shop at Dumaguete, Negros Oriental,
February-April 1942.
In PI : Since October 1938

Interrogated by G-2 GHQ SWPA

.....
Archer went into evacuation in the mountains of southern
Negros in May 1942, and stayed there until his evacuation to
Australia in February 1944. His information is thus limited
and largely hearsay. Information from his personal experience
is considered reliable.

* * *

JAPANESE BOOTY : Oil storage facilities in Cebu were destroyed
by USAFFE and the Japanese later took the remains away as scrap.
They had not replaced the facilities by early 1943, and Archer
knew of no other oil storage facilities available to the Japanese
in Cebu or Negros. The Japanese had taken all filling station
equipment, refrigerators, gas ranges and radios they could find
on Cebu and Negros.

NAGA AIRFIELD : Archer heard that the Japanese had a fighter
airfield on the Delisa Sugar Central property at Naga. Not con-
firmed.

LT ROBERT GRAINGER ATS : On Cebu before the war, was commis-
sioned 2nd Lt on Cebu by Major BYRD. His foot was later crippled.
Got a large sailboat with four others, provisioned it well, and
sailed from Asia, Negros Occidental, on 17 July 1942 for Australia
via Surigao Strait. Reported to have arrived in Perth.

LT JG "RED" CARSON : Annapolis graduate, left with Grainger.

LT "SWEDE" JENSON : Annapolis graduate, left with Grainger.

ENSIGN MCGIBBONEY : Georgia Tech graduate, left with Grainger.

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CPO HUNTER : Navigator from a destroyer, left with Grainger.

LOWRY : American, committed suicide in 1943. Wife and five year old son were captured by the Japanese in southern Negros in December 1943.

MR AND MRS GLUNZ, MR AND MRS CHAPMAN : Americans from the faculty of Silliman University at Dumaguete, Negros Oriental. All captured by the Japanese in southern Negros in December 1943.



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20 AUG. 75

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ARCHER

Dear Captain Higby:

(about April 7, 1944)

Saw Col. Brownfield this afternoon regarding Commission in Air Force. I can get on here as Civilian employee or Commissioned status.

First my status in Engineer Reserve should be discovered and if established and Commissioned, I should apply through your office for transfer to Air Force Branch and assignment to Col. Brownfield's office.

The only objection I have to this is the fact that I will not likely be able to get on flying status.

To do this I will have to return to the United States and undergo refresher training after which I could ask for assignment in this area.

If there are any developments please notify me. I am going out to camp tonight and intend to return to town Tuesday to see the mapping section.

Sincerely

W. Leland Archer



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Sincerely

W. Leland Archer



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STATEMENT OF ACTIVITIES AND QUALIFICATIONS OF WILLIAM LELAND ARCHER
AMERICAN CIVILIAN EVACUEE, FEBRUARY 1944



A. PERSONAL INFORMATION:

1. Birthplace: Dunns Station, Pennsylvania
2. Date of Birth: 13 December 1913
3. Occupation: Mechanical Engineer.
4. Education: B.S. Mechanical Engineering, Penn State University.

B. PERSONAL HISTORY:

William Leland Archer was the son of a farmer residing at Dunns Station Pennsylvania and led the average farm boy's life with the additional interests of athletics and mechanics, and graduated from High School June, 1930, at the Morris Township High School, Washington County, Pennsylvania.

Forced on with the desire for further education and being attracted to a mechanical career, he spent his next years attending Penn State University where he studied Mechanical Engineering with emphasis towards diesel and aircraft engines. During the period at Penn State he helped organize and was the president of a Glider Club. While acting in this capacity, some three years, the club purchased one glider and constructed one glider. According to the logs of the club, Mr. Archer participated in approximately 1800 flights.

Mr. Archer was active in R.O.T.C. at Penn State and completed the four year course with an additional two weeks active duty training and at that time was commissioned a 1st Lieutenant, Engineers. Unfortunately, all official papers and accounts of this commission were destroyed or confiscated by the Japanese at the time of the occupation of Cebu, 9th and 10th April 1942.

Mr. Archer graduated from Penn State with a B.S. Degree in Mechanical Engineering with the specialty for diesel and aircraft engines with the class of June 1936.

July 29, 1936, Mr. Archer was employed by the California Texas Oil Company, better known as Texaco, and was directed to the Port Arthur Refining Company at Port Arthur, Texas for a years extensive instruction by the company in connection with oils and fuels with respect to high powered engines and special emphasis on diesel engines and aircraft engines.

Having completed that phase of instruction, the company transferred Mr. Archer, as Lubrication Engineer, to the New York Office, Technical Division, Texaco Company. Here again studies, experiments, formulas, and specifications were closely considered. But in addition to the regular studies, consideration was given to reports from many Division Offices located in South America, Africa, some European and Far Eastern sectors. It was also Mr. Archer's privilege to work with research and experimentation with reference to fuels, with aircraft engines with the Wright Aircraft and Pratt & Whitney Companies.

Mr. Archer's brother, Harold Burns Archer, Experimental Testing Division, for Pratt & Whitney at the East Hartford Plant at the time they last made contact in 1941.

From the date of 9 August 1938 to the 7th December 1941, Mr. Archer was assigned to the Philippine Islands as Lubrication Engineer representing the Texaco Company. This assignment included the interests of the company along with recommendations of specified fuels and putting into use the experimentation and study previously mentioned along with more extensive observation as to effects and results.

Along with the observation of diesel machinery used extensively in the mining industry in the Islands, which was one of the primary reasons for his assignment to that area, Mr. Archer worked with the Philippine Air Lines, Philippine Aerial Taxi Company, and the Iloilo Negros Airlines with respect to aircraft engines.

As noted, most of the time spent in the Philippines, Mr. Archer was stationed at Manila. At that time direct contacts were made with the American Far Eastern School of Aviation at Nielson Airport, Manila. Contracts were in force with the Philippine Army and the School for the training of pilots and Mr. Archer having acquired a C.A.A. Commercial Pilot's Licence, No. 47107 with Instructors rating along with an Airline and Engine Mechanic's licence and a Third Class Radio Telephone Operators Licence, in his spare time acted as instructor for the school assisting the training program.

During this time arrangements were made to make possible the use of a plane from the school to enable Mr. Archer to make his business contacts to all commercial centers of the Philippines. At a later date Mr. Archer purchased his own plane, a Rearwin Cloudster, 3 place cabin model, 1900 lb. gross weight and service it in the hanger at the School.

Mr. Archer's time in the Philippines was as follows:

October 1938	to	January 1940	--	Manila
January 1940	to	June 1940	--	Cebu
June 1940	to	November 1, 1941	--	Manila
November 1941	to	January 1, 1942	--	Cebu
January 1, 1942	to	May 1942	Dumaguete. Working with the U.S. Army incharge of the Motor Pool Repair Shop.	
May 1942	Japanese occupation of the area forced Mr. Archer to retire to an isolated section 15 miles west of Dumaguete where he remained until the last of January 1944 when he was able to meet the arrangements of evacuation from the Islands.			

During this period, May 1942 to January 1944, Mr. Archer was mainly active in Self preservation against the Japanese Forces of the area. However, contact was made with the local guerillas and Mr. Archer worked extensively as was possible repairing the radio sets for the reception of the local station KGEI. Mr. Archer had previous contacts with the American Amateurs Relay League and was helpful to the endeavors of the guerillas in this respect. During that particular period he was able to supervise and help construct a water powered transmitter, receiver and battery charger. The battery charger being used to good advantage by all surrounding guerilla units.

