

P.O.W./C.I. - Wm. J. Priestly Books (2 of 2)

Folder 2

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Cpl. James S. Marans, 404th Aviation Co. Co. Maine St., Milford, Mass. Enlisted in Coast Guard (as a "Merchant Seaman") aboard in Virginia, shipped in N. H. 4. grad. 2. of the U. S. Acad. in Biology. As an aviator went to West of Co. (Had sub. Feb. 41 - Massachusetts (Ct)), had been involved in operations work at Newcomb and came to Philippines & W. Co. The W. Coast flow month - 500 new. The Priv. Act Co - first Woodhouse 194.

In operations unit at Newcomb consisted of 1 mobile transmitting & rec. unit, 2 tables operations & plotting table - both in form of large map about 15' sq. Co table comm. to master telephone & man oper. on each of maps & tel oper. heads into sea where info for. W. Co. unit as located flight. The man at that sea of the map plot of ships on the map accurately. operation as end.

The outfit's most affric. dur time down but Nov 20. The pack up after up N. & reports in. Gen. Cloggett now checked about 20. Then on 6-5 boys & finally at end of Nov. Col. Borgeal and recon. plane (was) & Marans J. Hopper which was sending up relay plane 87 which was under way. I did. Three planes were sent up on 27. One of them called down by about 30 mi. and that called down by about 30 mi. and that plane (144) on out to

COMMUNICATED

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Marans. Maj. Lane at Millbury, Mass. - had various friendly experiments flights. Both would find steel. The sector's flight of one plane had been plotted. Marans the only one trained on the oper. (work) and as. in P. Co. Keller & other men were sent to table shifted - ca. had log. of board and E. W. Chief. It was their responsibility of determining the good from the bad.

On Nov. 5, Capt. Sprague on duty under Maj. Lane. Received info. that Marans got word that a Navy reading that Marans had started in Hawaii. About an hour before Marans had the - Col. Campbell, Col. Slubby, Maj. Coy, Lt. Capt. Sprague, Ben. Brewster and other three. Plane followed to that until the 2nd. - the 2nd. Marans Marans for. Co. Co. could see letters. Three recon. near Co. Post. could to come in and was very reliable.

On Dec. 1, day of destruction of Ben. Cloggett plane blank noon - had about - last about 2 hrs. Marans & 3 other boys were "lost out of ledge" - box hole filled - Marans for. and found out on a runway - Sprague & Sprague. Sprague hit Ben. Cloggett plane and

Club - not in world. The Co. of Dec 5 & 6. - P. Co. Co. Co. Co. (145)

you in 1950. Capt. Mason, a C base man of word then. Lobby Camp, Cayle, Pres operators were still Major McKigan & Murphy (McKigan at the Point). Cal Cayle went S. in Feb. to set up a wire cross. He and Cal Campbell found people.

One night in Nov. 12 midnight to 1:30 AM Mass. for Capt. Hill - 2 crew's cutting through Bay. May. Cayle on phone - "wooden" 30 trees & small forest, 2 am. state, how long, teenage. Champion want 'em thing, another by. ask for another - long arguments - 2 into 20 ships! The big Hill OP gave good information.

Overlays & telephone logs & diaries kept. At Ketchikan's main map used for plotting info. for Co. Pastor. Name symbols - show indicate altitude, size of planes indicated by other symbols. The altitude known by obs. observation. Could be determined by 360 A - SA wire. Five telephone open between good if significant, but w/ radio.

The radar unit operated by telephone w/ station - photo of station. Full operators left to very seriously. Grade SSOP PLAN BOOK

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you in 1950. Beyond that - offered our better to other man.

Netting used at Ketchikan for Panama.

Net's setup: AN unit suspension reads info to Rd. think to spec master tel. oper. who gets down info. on the filter board than the small map and sends to) huge map up!



location of the flight of planes - maps to tell - number of planes but strength of echo (?) given size of formation to some extent. Co. P map data also plotted - comes in somewhat later - usually very reliable. Overlays kept of all important flights plus general view complete history of activity - are probably destroyed at summit.

Plotted platform for Stokes and AC. hrs of fs.

Grade SSOP PLAN BOOK

The 20th. Bd. stationed at Clark Pld. had taken off
 in moon to intercept J planes over Englis - nearred Bay.
 Two later and set to Clark about 9:30. Planes refused
 and hitting on pt. Heard nothing of ca. approx of planes
 to show and lower nothing of ca. flight - mated the lgt.
 Kelly, gdrjas lgt. abouted here they come - HB 0' head
 - 20 th. Bd. run for slope & attempt to take off - only 3
 got off pld. 5 other performed. w/ 1/2 hour pull on god.

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(105)

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1. Sgt. Jas. T. Highland; 1400. B. A.	2-4
2. Chief Jewel C. Casson; 121 On 55th.	4
3. In 300 (cont'd).	5
4. 1st Lt. Earl Ross; 4th Mine Comd.	6-9
5. Capt. Carl J. Davids; 21st FA	9-19
6. Maj. John Reiger; ADC Gen. Ranger	19-34
7. Maj. J. S. Chubert; S.I.F. West. D.	34-42
8. 1st Lt. Harold Bradley; 1st. Co. 58th. Abn.	42-55
9. 1st Lt. Henry B. Lee; 1st. Co. 58th.	55
10. Capt. Gordon; 1st. Co. 58th.	56-61
11. 1st Lt. J. S. H. Rhodes; 1st. Co. 58th.	61-67
12. 1st Lt. Kenneth Potter; 1st. Co. 58th.	67-69
13. 1st Lt. Eugene F. Cox; 30th. Co. 60th. Mountain	69-79
14. 1st Lt. William B. Shuman; 1st. Co. 58th.	79-87
15. 1st Lt. Conrad; 1st. Co. 58th.	87-91
16. 1st Lt. E. M. Bowler; 1st. Co. 58th.	91-95
17. 1st Lt. Howard M. Cameron; 1st. Co. 58th.	95-100
18. Sgt. Wm. J. Dixon; 20th. Co. 58th.	100-105
19. 1st Lt. Ray; 1st. Co. 58th.	105-111
20. 1st Lt. B. J. Morain; 1st. Co. 58th.	111
21. Sgt. Wm. Hughes; 1st. Co. 58th.	113-143
22. Sgt. Reator; 1st. Co. 58th.	143-149
23. Sgt. J. M. Mason; 1st. Co. 58th.	149-154
24. Sgt. J. S. Lay; 1st. Co. 58th.	154-158
25.	158
26. Sgt. J. S. Lay; 1st. Co. 58th.	158-163

Spalding Woodcock, 438 S. 136 High St., New
Britain Conn. Action at Iles Dec 5.

At 1200 noon Lt Col. Cpl. B. and Sgt. Roy & 40 escape
I flight then about 57 mi away. Cont. at position 1210
bombing Cpl. B. escape, Cpl. M. Bonough pleeter in
appt. Jan W/ Cpl. B., Radisson, Brita, Nelson & seat
blank, in passageway Brita, Nelson & Padd making
check on unit. Padd Moore, telephone man, on duty on
radio tent. Just before bombs start falling Blank & Moore
retreated to Co. post & took shelter. British deep by
they retreats shelter - Blank killed by shrapnel Moore
wounded - dragged toward ditch & killed by straffer.
Following H Co. British hit on passageway Padd
& Nelson. Nelson badly wd, shrap. in both arms - to
Mun. & lines on Maiten (Hoop Shrap). Cpl. M. B. only
on duty not injured. Cpl. B. got 3 frags. - in back -
2 in rear of right leg - to Mun. Hoop. 99.

120 frags NBO to W. radio tent & passageway. Escape
to open. was partially destroyed. A.C. tent burned
& destroyed completely by bomb - 1 dead man & 1 AC man
Coast for 30 ft killed. Some AC tents down. A.C. tent
tent hit & 2 AC killed. Co. Post of Red - 40 down - 4
down. Old post marked. Sgt. (Cpl.?) B. stays on open
was down 1st 37 NBO - then to shelter pit.

3d flight of 33 latly more AC tents - his flight - Cpl. B. falls
400 ft. No chance to - left P. 400 - 1 kg. gear attached.
Foster tower near open, was left some of planned
pass. The 1000.

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... 70 of Feb, 1 just of lines near Co. A of Feb.
1 an Feb, 1 72 on which, 1 of Coy Feb, 1 9 at away to
Rochester? - no passage of Feb. At 40 year W/ reporting night
told men they down to fresh. A.C. man cont. man
to cat. They saw heads & Feb. Claim 5 ft down by them
& by flight, 1 JNB of 1st flight of NBO. 2 shrapnel
downed in tent to J.N.

5 dead men lie 5 miles of 1st tent. Tent destroyed and
Dec 5 has some 70 W/ H. search. Should have Feb as
man of 1st man - see stream at escape carrying potagen
and locality. Cpl. Bradburn had escape man in
4th Co - crew at the accident. Casualties in 2 Co
had about about 50%

after bombing - man only. pt at that time long
near & modern. But there to state, train near British
& they tell about midnight. Casualties to climbing
in tent. PC took some quacking of Feb. on the
to prep. looking, later engine. further duty, but igno.
J. fighter returned after 2d flight of NBO for
s. and to. everything fresh of later & productivity
nothing left.

... at How could have been

To W. B. Baker, 1204 1/2, Rainbow Mine, 308
 Ohio St La Paz, Indians. Had La Paz Chicago Act.
 to 4 1/2 1882 minor Bangor Census. That Census was
 the surveyor to Cook. Went with Rainbow up Mt.
 Indian started to Moon Creek. At that bond of his own.
 Cook to Mt. Alta, 40 in Bag. To Koonin. Miss. Horn
 - stayed to find our scene. Horn's purpose to Cook
 to the river. To think to hide him his work. Cook
 again going to to ang. water & Camp. Horn to
 Laporte - near Bell. Horn with head. it. Cook
 to. next day - Horn has men around - on our
 in mind. Horn's reason for arguing. Horn is
 organized - Cook goes to Cook. Gets him to
 Horn. Cook had announced at Cook on his way
 to Laporte. bef. this

Cook comes to Laporte - Cook gets him to going
 to to get official recog for his acts. No reason
 met. Some to B. Baker. Cook & Cook. to H. Act. Cal.
 Horn's work directed mess. to Cook. to now go to
 meeting & organizing for action - Cook. Horn to
 Laporte. Cook not at meeting after that Cook was
 to H. Act. Baker in Jan 2, Laporte. Cook. Get
 bef. Cook. full. Capt. Baker sent to H. Act. to
 meet. about it was the 2. Cook's head. to
 that the second time. Horn says, the scene you
 want. do what you want. Horn's work
 to H. Act. Baker & his work. Horn off me J.

garrison for Bangor to Apoc - which being up
 the coast. Moore & Nole come to and S. of Bangor and
 see Bennett's Camp. with them Bennett not on same territory
 Horn & Nole set for great effort. by all the on his and
 did under Bennett not willing to visit. it was a
 ready. to then push route then the coast here. She
 effort in case to H. & H. did not work w/ gov's officials
 in arms of Ben whose major was work. w/ the below
 given. as night & talk w/ them - then Major Cook.
 w/ him & get food for J. Comiskey. Major of Horn
 are example.

Cook's case. full. let Horn understand as to the
 purpose & avoid further action. about 1 mil. after Cook
 full a conviction 1 at Bangor, it was one in
 Alaska (Alaska). in both cases for made unending
 man & end up by fighting each other.

Capt. Baker, had Sib. below had caught
 by J. - this head cut off & put in alcohol for 2
 w/ in. His apt down w/ J. & get away by then of
 both. Tell to help Bennett & give good over
 S. of Bangor. Caught by J. from the Id.

Capt. Baker, good man. ROTC instructor - caught by
 J. being - let out - became area. of about 1/2 finally
 caught again after 10 years - while J. was in
 S. of L. of. w/ 2500 men - saw him, saw. Family
 lived after 10 years. Many years ago. Family
 children joined. promised to be the
 staying to be the

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NOV 1955

NOV 1955

Apartment C, 453 N. Broadway,
 Lancaster City, Pa; the grand. 40. Born 1922 May 27.
 Joined army 2618, May 7, 41, S.C. Mountain, 1st Inf. M.C.
 Sec. 6 w/41 units in getting hit at Nurem. to escape
 at Augsburg, unit now open when plane came. Radio
 contact up - not contact with S.E. in house down
 to St. Ann after duty, equipt at Augsburg - a gp. leading.
 Sgt. Haldie a sgt. lts. on d. front at Canton - Germany
 appear in his - charges open, of com. sent to home - 1st
 accident, rd. 23, trucks - open 400 thousand. - off off & down
 in school - all killed. (1st unit - 2 p. - killed - wounded
 - English - Chow - show gun - Accut. etc. 2d unit
 empty - 3 ft in front - 2 1/2 in back - all killed - burst
 empty. 1 ft out of tank into top of tank - burst
 by Sgt. Tom. Chas. Cook (his father a danger - of
 bombator, scavenger of oil in station - positioned
 putting up bombator 1/2 pm. - house on d. No
 vehicle got there. all tanks were burned. One
 tank had 1 man in it. (house) tank 2 & 3 because
 of machine and paper. Lots of men were big blunder
 occurred to be German. Group is 1/2 to Augsburg
 this road in Feb. go came to Augsburg & 1st
 head for Conception. A General order Sgt. Haldie
 to the 1st unit. Conception was the 1st
 a det. Feb. 1941. 1st unit w/ paper - 1st unit
 when 1st unit. 1st unit w/ paper. 1st unit
 Haldie Haldie. 1st unit w/ paper. 1st unit
 1st unit. 1st unit w/ paper. 1st unit

STOOD NEXT TO NOSS

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Have many - go. Cont. to push them - 130 trucks - over
 power bus. after heavy losses. Met Chg. clips when
 a unit. Conner, Saldie, Saldie, & The Navy slides
 down hills. Conner's account - up hill (they) to
 be killed. They find a slide down to river & hope to
 get away - run into it again - you on p. his few
 Bal. zone - Met Chg. rifle in C. crossing. The
 men in the river bank. 1st unit killed two night & then
 do. back to Conception where Conner had re-
 ported them dead. No casualties by the Germans.
 At Conception split up to confuse go. Looking and
 searching for another ambush. Most down to
 Conception about 1 mo. later - down Conception
 1st unit - 1st unit & 1st unit. 1st unit.
 1st unit & 1st unit - down Conception to ground - 1st unit
 down Conception there. No ambush there.
 About two weeks later looking place sites of 1st unit
 plans to go there & wait for another come. There was
 tracks of some in daylight go. 1st unit to 1st unit
 of 1st unit - 1st unit there 1st unit. 1st unit, and
 high go. where rd. Conner rd. bank for 1st unit - 1st unit
 to a. up Conception. 1st unit. 1st unit to ambush. 1st unit
 come - clean up rd. & wait for another. 1st unit
 on both sides of road - 1st unit for 1st unit. 1st unit
 go. had the red flag. While getting into go. a
 load of 1st unit. 1st unit. 1st unit. 1st unit
 Cont. going on to 1st unit. 1st unit. 1st unit
 1st unit. 1st unit. 1st unit. 1st unit

STOOD NEXT TO NOSS

2d trip to B- May 5 - fr. Allanguague - B-172 on
 heavy trip - didn't go to (Seattle - Moscow - X-2).
 unknown till in fog 200 in air - to Brazil.
 Plans were for 30 hrs. w/ton. water. Too plane
 fly over to Panama - back to Brazil - some crew
 had by boat. Small in Brazil may had 80 hrs.
 fr. Equator. Many Jr. riv & river the town when
 was a post (Hank) in S. G. Back to U.S. &
 2000s down to Casso country - stops 100 to
 Km - distant. ships go better to station HB
 Station Hamilton. Fls Allanguague, Jimmy
 P. Langley, they were, Patterson. Fls Ohio
 Langley Fls. 77 Oakrose. 7 hrs Cpl. Brown
 & P-3 - 2300 B-172 (of these about 1100 modern
 service - storage - new ships) In July, Aug &
 Sept. 41 - ave. 50/mo. to Canton. At times
 Red P fly in & take them come to March to
 Jimmy & leave setup. Many Red P pilots
 were Canadian - some British fr. by trail
 in Feb. Saw 32 H Biplanes & 30th. Crews fr
 34 - going to CAF men their HB & heavy being
 Fls B-172 flown to a fld w/ runway on both
 sides of 7.5. Can handle - brought flew the
 plane to board - plane pulled across
 boards by ropes and floored to be fr.
 this by the pilots. Apparently the planes empty
 when pulled across. (60) actually found

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these 1 man - on 2nd. Red line 16" wide - if
 completion that am stopped out at line 2. Ca.
 in 20 seconds later same procedure at line
 2. 2nd day there w/H B, L B, 23000 & 4000 ships.
 P-3 flown to Br. - lighter planes coated & sent
 over 400, mo - P-36, P-392, C-47, 2000, 2000
 & 4000. Many Brewsters (used by Br. for Navy
 & fighter both (P-36) - 700) were Brewster
 also for DB. 700) also were Brewster fighters (P-36)
 on Oct 19, 41 10th. B-29. got orders to put
 every thing of value up but two before 32nd HB
 & 34th Recon. (HB) left there. All flying of 40th
 B-29. loaded on ships. 40th. loaded on train
 at Allanguague 7 PM. 7:00. Sept 19, 41. to
 McBase - left there 5:00. Oct. 4th. head
 for P. 3. Cpl. Bondora bringing things to men
 on ship - who were not allowed shore.
 Cpl. B left for X w. w/ Col. C. Bonds for
 Nov. 1941 (S. P. Cal). Oct. 5th. 3:45 a. & B-172
 w/ them but go to March fld. Cpl. B. the
 flighted Engo. - flew over and in to Km &
 part of nose there - all quiet until Oct.
 2nd at Allanguague where they had flown
 unmet. fr. X w. Friend of com. mission in
 denied they would be stationed in O. Home
 all AC men felt they were going there.
 when 1942. left 20th. 1st and told them to.

(about 2:00 p.m.)
 Left Hon. Eld. Feb. 23d. for Honolulu - took 12:30
 a.m. train, 2 days there. Present about 100
 2000 highland natives (not taken up at high
 altitudes). In Honolulu: 2:50 a.m. Feb 24th. to
 Maitai - 11 km. 37 mins. they took Feb 26th
 4:15 a.m. Feb 24th. for Hales - took 2 hrs.
 1-2 mins. (one solid long concrete runway)
 (S74C had short runway & about 15' amphip.
 plain) angles off from runway. Runway
 3500' long (B-17 needs about 5000) - it
 had been flattened off - low plain fields -
 had surface - 700 yds. wide off the fld.
 Many planes came in. Many men
 (like Pils) - about 500 am. in. about 300
 Mission there - has spec. a.c. man etc
 w/ them - had all food - vegetables. Mission
 about 40¢ / day (new man 4¢ / day for
 the people - added to reg. pay). Cheamer
 flying to give. Cpl B. 2 big boxes of sand
 mission - Cpl B. had given him - both of them
 one B-17 w/ motor turned out (all pump)
 left at Hales. In Hales. noon of Feb 27th
 for Peah Meneley 12 hrs x 14 mins. (could
 have come direct to Rd - further & easier
 but flying w/ clouds and/or to be dropped
 of all Meneley & back. Stopped P. Meneley
 Feb 10:00 p.m. Feb 29th, 1941 on NB runway

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there & saw. further runway - for 2000 planes.
 Many R.A.F. personnel - had no understanding
 only 15 or 20 planes there - about 50 w/ com. machines
 - no N.B. - 5 B-25's, some Hawaiian w/ am. men.
 (made in 1st & 2nd war) (B-40's a few,
 some) Bill (American). Some Bn. Navy & Mission
 - mostly a.c. (Rattler like Pils. some pulled
 into Meneley w/ canvas cover. Later bar
 built in 1942, there's no longer flying
 there - they better have a better one
 14 come & 140 R.A.F. (British) landed at Peah.
 - one went by either side (very large).
 about 10:00 p.m. 24th - am. they had machine
 but they're up to bring nothing but fuel.
 (No news, given an answer). Train at 11:00
 to be. next day - R.A.F. given big party. Some
 came at this & to airport rd - airport - R.A.F.
 coming there to fld. In. Cook's at 49th
 come to mission. the city on center. 25-30
 R.A.F. follow ahead to fld. - none know
 where the min was to go. Area of beach
 the B-17's & 4th. Cook's seen them there. Cook
 water Cpl. B. & puts them asleep.
 Feb. 28th - sleep till 8:00 p.m. Cpl. Cook's
 water him - says not to let till later night
 Cook's go to Peah M. but no more ext. or
 coast. Back to Peah - 1941 - Cook's
 & others - all taken 1941 going to Peah

My first trip, to meet Benjamin & Frank, Henry
who was for Long & Co. boats & engine & plenty
money for our use. That about about plan. From
usual location of gun & equip. Sgt. I had found
would to prop. to have anyone of gun & amos. to
report to Madamba. They took in only trained
men. I lost to 200 lbs, 200 lbs, 500 lbs, 500 lbs &
gives the amos. If rain had come he would
it to collect & all food, but food pack did not
want to gather too many.
Lyd. had this idea. Benny decided to go to
land to a part what they were standing on way
back. Benny unable to do catch Donald and
Capt. in the bay. Benny huge (heavy) of H. H.
(H. H. was 200 lbs) no case, nose flat - a
strong lively fellow. If said Benny to Capt.
I agree to try to get the same. In this trip
Benny shot near Kabungwan.
Got news about Amos. Sub of Lt. N. in Kab-
ungwan had started for Bengua but went N
to Kabungwan & there we'd meet for. This is plan
to raise \$500,000 in stamp money. (Below is
reference to Lt. N. to tell Sgt. I of his account.
& report to it newspaper & codebook. I should
come to Charles Harris in Long Co.
- will take - manual of Long Co. to Capt.
Lt. N. about 1946. I gather all
Capt. Brown. Sgt. I gather all
Lt. N. about 1946. I gather all

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sw - where? I see of 10:30 - 29th - at 10:00
Col. C. says - not stop that because, but 10th
& 10 min trip. As on Feb. 30th. At Port Benin
I had my own plane - no communication to
the time. I had 300 rds (gun) for practice, but
took to Benjamin saw ship which was said to
be 70 man in for China to P.D. - plane flew
N on N. then off to Benin. As 10:30 AM.
at 10:30 of Feb 30th. I was at a party, men & off
with a search ship - then later the Benin
holding - see remaining ship - need fueling &
servicing - all 15 ships landed in 15 min. I
got 2 times to two planes & 9 men crew/plane.
Benin. Later than my remaining helicopter
because. The god. came near Benin being
see. got that time.
Benin's job. a near equal to Madamba's job.
I had a bit of study - remaining amos off.
I had a job for main runway - 12 new men
descended near hangar but not good
for a while - consult with the roofing
and get blacker check in on top. Then
we had about 350 planes in field of 600 birds
for us. was army types. Heavy sea & separate
H. H. H. H.
Benin's job a Cp. shipping center. procs.
200,000 a P. Madamba in every way

Mrs. S. B. Noonan, 30 British Consulate, Hong Kong
 Shanghai Road. She, Mrs. Brown & Hanson
 being at dinner in city of Bangkok about 1941. She
 recalled seeing by mistake - to British Consulate, then
 about Dec. 1, 41 - Memphis's home ship - was off.
 Mrs. Noonan picked up Apr. 13, 45 by J. - takes out
 to Capt. in Am. Army by J. who had captured
 - and she wanted to capture a Capt. after that
 to see him - he treats him well. Had Capt. 5. 1941
 could see. 9 in rifle needed a Capt. captured in
 Saigon. He said not in him necessary in Saigon
 wife of family intended Regiments ad. in Bay.
 off - said "you Capt." Says later (Mrs.)
 Capt. Noonan (J. captured) from him to capture
 J. says - no! Capt. in Saigon - then was
 in Bay, or says, Billed 100 - to Capt. Noonan
 from Bay says - your wife & children alive
 you in. alive. On Billed - does smaller
 Bay of him, Interp. says how he could
 prove he was a Capt. - Mrs. says London
 & very happy - you live - very good.
 Col. N had tried to cover Noonan - Cons. no
 go. Col. Noonan said to go to city of the dead
 W. Griffiths - letter - Griffiths Capt.
 Griffiths - Ballalooang - intended as liv.
 Mrs. M. J. Clementson, Liberton - to Seattle in 1946
 Dress until as in P.S.

Mrs. Brown said: When Navy left the B. Brown
 some, being divided over to 17 to 18 (1941)
 - camp & good beach - 17 to 18 (1941)
 3 P.M. Saigon - who has been London
 etc for Navy - a good friend Mrs. Brown
 in S. C. (London, Saigon, good London place)
 London - met. Saigon 5' 8" on nine - he
 was New Zealand later Chg. off on flight to
 bank. Statham & Whiffers alternates and
 another plane - explained. Griffiths some
 times flew over Manila - & brought back

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5/11/45

Walt above seen. I had covered the
entire area at Binyon St. But missed it. (The
fight at Carbondale, horse, company of J. and
J. and many more things than to deal
with them.)

After quiet riding transmitted - birds - and
to see it again this day. Feb. 1938. (B.)
Ranger for Chiqui Radio Station of
necessary site of prop. Sta. near Chon-
naka near. Thence. Visit to his wife who
has stay at 4-5 days, then left & remained
at home. Allen - and 10 days, a later & Chiqui
stays longer. J. active river. Town. any
operation effective. One fight at Paddy when
J. attempt to honor. Feb. 18 - 18 of killed
1 Feb. meeting of J. Feb. - Joe Conception -
a volunteer, killed. Sgt. S. carried him
to home. Joe's name to clear my - his fall
he was a mechanic - then shot 2. in the
of J. Feb. in force of J. fine. a Feb. copy had
roads used by the 2 planes of road foot
of Sgt. S. who had about 100 Feb. J. S. had
a number of about 300. They returned by
their head & 1000 miles. Sgt. S. Feb.
was well designed & would had killed
moved to the station. Sgt. S. Feb.
could be Feb. Feb. Feb.
the location of the Feb.

SSON PLAN BOOK

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and second made of them. J. took both in
Carbondale - killed white bathing. J. performed
J. Binyon - big gun fight of Madambas
who had about 1000 - J. came out in Feb.
1000 men. Indian fighting in Binyon. J. come
in, at night - gave out 2 days & my it's in
and over 3000 killed - some of Madambas
men he, but he w/so stay & capture J. on
Feb. killed in this action.

Set on quiet & J. stay in Lagoon. Madambas
gets in car & driver to J. Feb. Madambas
Arlet's car - shot up badly by J. Feb. Madambas
has his men along road & J. proceed
He ambushed by the men. J. in Lagoon in
one number - 40-60 men were defended
in barge - ambushed etc. Madambas
wanted to cook them but in this more
Dispossession would come for Vigon
but could find none & left almost
ruined. Then they returned to
several times usually 20 to 30. High
along etc. destroyed. J. remember
J. Feb. of ambushed & being killed by fire
time & after about 1000 at grade.
at night at the (Grade)
following a crossing
J. did not come into mountain to

SSON PLAN BOOK

... had contacted
 J. & ambushed him in Montana. The Harris
 ... & ... sent out to get ...
 ... & ... & ...
 ... also ...
 ... of ... & ... - appeared by ... who
 ... of money allowed - to pay ... who report
 ... & ... & accepted as ...
 ... had met ... by & appeared
 ... as CO of all men & getting ... off ...
 ... & ... of ... had only 10
 ... men ... for ...

... to set up man. ...
 ... to ... & ...
 ... of ... better than ... who being a
 ... in ... & ...
 ... to ... to help them out ...
 ... he did not want ... of ...
 ... wanted ... to do fighting ...
 ... later ... of ... would
 ... of ...

... (H.D.)
 ...
 ...
 ...
 ...
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 ... & ...
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NOSS

Most of prop. members of anti-malloy (w)
 Road bloude hair. Men all large - few
 under 5'10" - mostly over 6'. These well-known
 big hand - glasses had been 1 hr. late - had
 slow & low flying. Numerous locomotives may
 have been with cattle - (and) - coffee & tea. Mayor
 called town speaker: Anger very bitter
 thought the some midgets - only saw 8:30 &
 1 Off (Col. S) over 6'. Any one more confusion
 in eyes - do not understand difference in
 size of some. Quite tall & well built. Some
 may much like some. Women (noting) as have
 long hair. In. In early Nov 20th 7:00 a. to
 Melbourne on. 8:00 p. to 7:00 a Nov. 30.
 then to Darwin again. & on. then 5:00 p.
 Aussie ships - motor ches - to. 11:45 p.
 Nov 30 - on Clack fld. 13:30 Nov 30. Col. W.
 Col. B. had gone 1 yr. H.S. (Darwin) & 2 yrs to
 College w/ Corg. Hog - sent him a wire
 for leave saying he was coming to Clack from
 for Nish - meet them 15-20 min out of
 Manda. Corg. piloting 7 P. 40 - assembled
 - Col. Edwards used by his duties. In. In
 Clack - Col. B. spoke. Nish - Corg. was
 was contacted by - who phone. Col. B.
 Corg. says - had Corg. "I'd let
 - had Corg. B. B. would take
 & stand by who 75 P. 40 would take
 (167)

84

quite a while. At 10 P. and about 20 miles
 later 9-40 an. - ledge chopping over Col. B. Re
 seeking to determine plane scatter. Col. B.
 says, that Corg. had said only one man
 was in - 7. Corg. Col. B. says wrong
 he'd just talked to Corg. Corg. was plane
 searched for P. in a search - the aircraft
 Corg. tells what good & had to be in 10 miles.
 9:30 - Corg. & Col. B. to Col. C. & Col. B. gets
 2 days off. - to Manda in early Corg. stops
 see. then - favorite house. Corg. tells &
 give, see the town. Town. 10:50
 P. 11th. Corg. was already in P. 40 2200 yds
 P. 10th. Corg. had. 1st 33d via 30th,
 7th & Manda. The plane could be
 like 15 plane was Col. Edwards. Col.
 at 10:50. (A total of 18 B-172 were in P. 40
 when Col. B. saw. 33 in total.)
 Fight. Nov. 45 - shot to down all ships
 (putting around plates in ships - ships
 many 7 mgs. but did not have them. Corg.
 - which was. Corg. had no
 could reach. on the left side the
 hands. Corg. had had the
 them. and in 1st P. 40
 (Bovine) - 1st P. 40
 (168)

1980 PLAN BOOK

1980 PLAN BOOK

all. Phantoms flying - made all adjustments
for wasteful flying. Coxy line under for
miles but no bombs. In practice bombing
accidents - mostly 100 # U.S. All flights over
2000 - descent measures & logged on tanks to
find iron time practice. In then to Div 5 - will
be in flight over the. Receipt on spec
main. To Mind - All Monte spec. 800
being sent there - told that was where
they were to mass. First of (over time)
and necessary - gas up w/ 5 gal cans - 6 man
carry them for show. plane. Will then
fly to area Jaws on ocean. head for
Bldg M. to class case of Div. 1. (11 ap.)
In then on train flights, ocean tower
to Div 7. Case of 1 ch. cannon 400 ch. engine.
had a plane loaded w/ his bombs (over
the for. 2d. Cpl. Co. plane (5) in. 14. 4 1/2
4 1/2 in. - to Div. 6 no reg. 10 of 1/2 in. 14.
Ketch for time & then on Div. 8 May 10
Barnwell CO.) 2d. Cpl. - will plane, under
Maj. Coomber - also loads (3) - Cpl. C knows
how to load. Maj. Coomber keeps key &
was if planes ready. Cpl. B says
Sally (B-17 Co) but I don't know
(B-17 Co). Maj. C says, will be off
and off of the head to the tower & find
1101

85

Don't you say not know it, but you're not
looking through plane for fun. Cpl. B said
"you didn't dig for hole last night at
1100" for fun. Maj. C: "It was when
you was being through you was being
with practice. I'm not awake & see".
Cpl. B says "I know so you think it was
some off - we're just playing the game".
Maj. C: "So we're all stuff and you're
stuck - we're all stuck as we were". Then
and changing head on. It's like a diplomat
when they're studied and we'll know
up someone? Cpl. B says, "Probably not
any more, we're used to this now - like
resistant duty". Maj. C: "I hope so, son,
I hope so - Calcutta & walk every".
Cpl. E asks for Cpl. B to come to his house
staying in Blaine. (Mach off. in water
at field.) Cpl. E asks about page report
to South. Cpl. B. turns report to him. Cpl. E
asks how plane was - what to be expected
for a course. Cpl. B said every day. Cpl. E
knows at class stage for local they were
carrying - mechanics all worked hard.
Cpl. E. admission Cpl. B - shift around -
is needed by Cpl. E very much. Cpl. E
knows old head - knows what Cpl. B
to - taught someone 1101. Cpl. E

and get wire. How long has she been
 under here in Capt. B's. I see. get wire, coffee
 come to get B - always called B - I see.
 Early Dec 2 - Col. E. head of Hons. bombing
 - come to make B at 4:00 a.m. + was used here
 to come to the line & see that all ships
 moved up - B gets wire left had some
 get some more. I came to see ships up.
 ships were 3/4 full of things of things of
 when loaded. 5:00 a.m. - the plane had heard
 radio radio the other Hons. had been bombed
 Col. E. ready to go - wanted to go to Dawson
 at the time. Man had know. of field of Juneau
 that plane was cancer there (36th Avenue)
 had many kind photos of Tawian. Col. E.
 made many trips back & forth to state. trying
 to get into Communism. Last time he came here
 for state. he said "Bad blood I had this
 was a hell of a mess!" He took off for
 Manila in a Beechcraft for Manila
 about 7:00 - at about 8:30 a.m. When he
 met he said to Cpl. B - if any thing I
 tell you but have ready for manual
 mission at 10:00 a.m. Cpl. B. could tell if
 his expression - Col. E. was said he wanted
 if going to see Cpl. B. came May, 1951
 the day going on an house. many people
 to get B here. (1951) (1951) (1951)

86

May 20th - says welcome. flew to Colon
 out by Cass. - land at Cleveland 9:30 a.m.
 Man to PK for 15 min - had to wear up
 ship again. Cpl. B. knew they were going
 so he put on all flying clothes, including flight
 suit & equipment. At 10:05 a.m. Cpl. B. on
 nose of a ship starting to leave in other
 ship - had to pilot long plane ship
 all checking in to him (flight commander)
 plane - all OK for flight. Col. E. came
 up in plane. leaves into plane - Cpl. B.
 says all set except for Col. E.
 Col. E. steps into pilot's cabin - saying
 like a boy - said "I don't see anything
 about dawn." (3 of the tubes & 4 of other
 tubes - 29th, 1-14th & 1-25th Regt.)
 Col. E. etc. doesn't tell Cpl. B. to do
 some - and relax. Col. E. wants to say
 things in mess. couldn't get below.
 Chief in Mess. wasn't in. (release take
 to fly? Cpl. B. says to Col. E. - just
 another day ain't but Col. E. say I mean
 than that. Cpl. B. said I've heard
 it's been learned here it had been
 time for Man. Col. E. says "I've 2
 times every day. make mistakes
 look at thought of it. making a
 mistake as at 11th then minutes.

Cpl. Lewis says would be home & home to
 hear - that only (certain) Col. E said
 "I'm a little above and aged Co. you
 said & I'm a little out of sight. They are
 always afraid to come in sight for what
 they have. They're either here or there
 in 7. saying about it you. They're out
 of town of ship - said they'd just passed
 at 5:00 p.m. said officially so not they
 will be there after 5:00 - coming off.
 So, this till noon many (B-17) (B-13)
 had been up on recon. for time to time -
 certainly they came in - sure as to be
 certain. Cpl. B in basement. Big radio
 there getting news - false news of
 bombing of Mexico, Clark etc. - set ge
 big fire out of it. Cpl. B had really
 shown at 11:30 - finish talk to Col. E
 set to go. Spine in as to hurricane.
 Cpl. B had Anderson stop at St. Joe in
 Oregon - on rd. for there - Anderson to
 live - C in basement & men say, look
 at that beautiful flight of Navy plane
 to show evidence in those comments
 formation & size of Navy plane. B
 looked at it all night at base -
 what did he think Navy plane that big.
 (113)

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Just as he came up he said to M. J. G.
 "Merly - how many engaged formation
 a review on me - I didn't know we had
 that many Navy planes. Sgt. M. says come
 to think of it I didn't either!" B then
 let me know how many he was saying and
 didn't know what it was. B then
 for 100 times! I said hardly hits at some
 time - I mean for a while then - get it off
 - made for home - some time you get it.
 O had to let me for you many. NB had
 already hit the 4 plane passed. Coming
 behind - Staffer - on B's - 2 x 4 at
 latitude to stagger - B falls flat over
 it just as frog bomb hits Clark's head.
 When by. Had he not fallen the bomb
 would have gotten him. Come to realize
 now - then why to head for ditch -
 either had to see cover. B was on
 opening bet. 2 - 1, the 1st Sgt. the other
 St. Mitchell. B had for most on it
 & St. M. P. 106 Sgt. didn't mean Spine. NB
 90 on - Staffer say. B could not
 into underly room - took if you could
 - knew 1st Sgt. had used a file bar. Club.
 & he found out - you & others to hand
 some (some age) - (some) I thought
 high - clip & high (14) to say to box

H. W. & I. got one - they were in no - going
all around it - refer to it. B. then to
say all ones but the 1st 40. 40 they in.
Chap and the Blues, go Chap. had something
up & down trying to get help - B. says
"Say, I got just the man that can help
you." Chap. says, "I will try, let's
go." B. says, "No more another one &
courage." Chap. goes along. Chap. the boats
& Chap. calls it blood tonic, he's all
weak. put up lead - B. leaves
a "H. W. put up." 1st 40 - 60 &
- Chap. talks about it. - In 1st. Chap.
con. this till 4:30 p. 30 & 40 put
lead - brought in. Deal to be. - in
converted to desperation - W. then J.
H. W. says B. & said - need a couple
men. H. W. comes to B. & says, "The
10 copy - men are con. & keep your
gun at least 100." 2 men come and
ask B. & sit down as they could carry
them - he asks them to sit down. H. W.
says "I think we have lost some. Co
is all bloody - B. says what you
and I have had no incident.
H. W. happy & glad for what he & Chap
had done. H. W. says, "I got off the Chap. till
10/10. B. was done (175) B. says, "I was

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near J. - calls B. over - says look
& says, "He's a person who all B. would get
highest award could be offered." Let's B.C.
Col. E. tells me about the man of Chap. & B.
Chap. says, "I will try, let's
go." B. says, "No more another one &
courage." Chap. goes along. Chap. the boats
& Chap. calls it blood tonic, he's all
weak. put up lead - B. leaves
a "H. W. put up." 1st 40 - 60 &
- Chap. talks about it. - In 1st. Chap.
con. this till 4:30 p. 30 & 40 put
lead - brought in. Deal to be. - in
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gun at least 100." 2 men come and
ask B. & sit down as they could carry
them - he asks them to sit down. H. W.
says "I think we have lost some. Co
is all bloody - B. says what you
and I have had no incident.
H. W. happy & glad for what he & Chap
had done. H. W. says, "I got off the Chap. till
10/10. B. was done (175) B. says, "I was

C of J. 1. Skiffers did more work in the
 the mission than elsewhere. 2. Skiffers would
 not catch fire in 30 ft. after time. 2 of the
 fighter shot down in May. of Feb 1967 by
 B saw 2 J planes - no other - (we
 WJ's last job - shot down to camp.
 Pk 2 that 2 days had stationary floor.
 Col. E said, Death, showed that planes had
 to be caught on gas. - some of it would
 have to pay for it (Marty B-17A near
 landed at Bomber. Some of B-17A had
 blown up in fragment of Bomber - (bomber
 would come in) Some of F-400 that
 turned over - all exploded for the
 explosion of cover over bomber. Bomber
 not to stay on J. night of 8th. - fighter J.
 would return to base again. There over
 to be Delaware - 1/2 hr. away - 106. his own.
 - now, there 4 days Dec. 4th. 1st. wait time
 bomb mission - 5 ships left of the area 16
 at Clark - under Col. Eubank. On the 11th. the
 B-17 left base was in cloud 11 + 4 pass. Took
 1/2 hr. cloud - 3 planes in fog 16 - Col Eubank
 in it - left cloud 9:15 a.m. - 100 J ships could be
 seen scattered N & S line - west of Virginia
 on the base - heard up - then on the 10 +
 left - pull off in die - 10. V. 4. left - Miss plane
 come to station at - (177) at 12:00 a.m.

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1. Lt. H. Cox pilot of one plane, Capt. Coagrove
 pilot of other ship, Col. Eubank pilot of other
 ship. One ship - Capt. Coagrove - 16-300 2-300²
 2. Ship had some 100 of 300th bombs. Col. E.
 had 36-100th bombs, 1300 & 1500th bombs.
 full loads released on the flight. Return
 to Clark about 12:30 p.
 Afternoon 2:00 p. some mission - Col. E.
 9-300th 2-500, 20-100th. Lt. Cox, 2-300, 36-100th.
 Capt. Coagrove all 300th 21 total. Fly at low
 altitude over water - based from mission 2 mi
 ft. ship in. taking own direction. One ship
 hit explosion & smoke - ship burst half
 in 2 - J. fly than air - J. tank thrown clear
 in air - looked like burning on water. Pilot
 & J. ships as like that. Pilot of ship - 26 bomb
 & 16 addit. pass. Some. 2-5 bombs released
 at air ship heading of ship scattered in the
 - 100 ft interval. Dive successive there,
 2 out further - real three parts - low
 C. Lt. Coagrove loaded with. Could the
 amount of fuel for land - indicating some
 only encounter only J. into - why fire
 had no 1/2 of 4 fire - one ship out. Lt.
 Col. not. w/ am. base hello in it. No J.
 plane there. Coming back for. This
 mission 200. Capt. Coagrove fired +
 200. 200. (at 170) for coming

into clouds. Dist. fr. sea. of Mt. Cook at
 altitude ~~measured~~ - Cal. radio antenna &
 antennae, seven cables - fr. 200 ft. to 400. base.
 Fairly cloudy, needles - made landy. Ok
 Dist. the apt. Clark has been handled with
 altitude - many dials but 200 ft. & A. Clark
 runway cleared for B-17a. At 5:30 p.m.
 off fr. Clark due to low clouds & in
 night - go to Kaituma. Pld. - from there all
 day of 12th - no action there. The other
 2 B-17s from the flight - 5:45 to Kaituma.
 Fr. Kaituma 6:00 a.m. Dec. 13 to the island
 - load again - this time Col. E. - flight cond.
 Maj. Whitcomb - pilot and Capt. Kelly pilot
 of 2d ship. Take off - Kelly - 2:50, 2d ship
 Col. E. - 3:15 - 2:30. Maj. Whit. - 3:45
 - 2:50. Fr. 10:00 a.m. - post-humans -
 some procedure. Kelly & Whitcomb con-
 sidered as coast pilot - had flown
 up fr. Midway - 2 local bombardier.
 - flight lasts till 5:30 - no action fr.
 7:00. All come on board. Prep for day 6
 at Co. 5. Low Kelly - 5.0 points & back up
 mid. 5.0 to 6.0. 2d ship to land.
 at mid. to land, end of 13th - cloudy
 in mid. night - at 10:00 p.m.
 - 2 B-17s at 10:00 p.m. - 17a in mid
 tail ships - 8. 17a B-17a in mid

and attend Capt. Kelly's ship in load
 w/o seeing on other. In about 3 min.
 they took the plane down. Then B. flight
 to ship - also 2 decide to make number
 Nelson - Ch. cause for 3 min. when
 used gunnery in Col. E. ship - which
 Kelly's ship in fire - said J. P. for firing
 other way - gaining alt. B-17a lands
 7th bay at 2. Come in fr. Ch. Report
 of the ship of Kelly - 8 loaded out Kelly
 bills in ship, one that landed and was
 stopped & killed (?), & a few by our
 land troops - thinking them from troops
 3 small caps landing.
 Dec. 14 - only month then some found -
 load 10/1000 - 3 ships: H. Cox, Maj.
 Whitcomb & Col. E. - under load mission.
 - flew off 7. tip of bay - Col. E. late bomb-
 ardier on inner shore - bombardier and
 flying land. Flammable. Maj. 7. 2 ship
 pulled out of flight 30 min. bef. at.
 at 10:00. H. Cox & Col. E. land.
 300 ft. point of Promosa - in road
 100 ft. at 10:00. 17a in mid
 - 17a in mid - 17a in mid
 - 17a in mid - 17a in mid
 - 17a in mid - 17a in mid

Capt. Felix Harold Holmes, Sec. 2. Com. 1. 507
 Reelin Bay, Macao, Indus. Bond. Shabo
 Area 36 Nov 27th at 157th Nov Dec. Coast
 Area 36 Nov 28th on 2nd Coast 50 mi
 from town to Tchiga - baby boom visible
 to low base 34000 at first base. After
 first coast football - wild bird. Pallets
 in. Come to sec. base. Sept. 4, 41 at
 Pineda, Air Corps (trans. fr. 44th 20th
 Area) to P.D. 1st 33 41. To Mexico, Co.
 center - to class on Oct 27th. Pk off.
 at class. This test class bombed and 2
 Pk destroyed & 3d badly damaged and
 left. all equip to State Pk. - Popl town
 near the Dec. 21st under Col. Cook
 Pk. Cash off of 5th. Capt. Frank Turner
 was to do later work to straighten out
 Pk - held by Capt. Fox, Dec. 26. Pk
 open all a.m. - about 11:00 a.m. had F. I.
 mission take up, been etc. to be
 near. open at 3:00 p.m. Popl in
 Pk. at end - taken to get up to 4 lines.
 to Pk - New Popl / the two coast com -
 in 1st test by Col. Blomquist - for
 up and on Dec. 24th at 24th station
 1 hour then open. the 24th Dec 24th
 allowed to open in 24th Dec 24th
 people but had they wanted 1 hr

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and am. class to 2nd 16 - Very close to
 Calle Col Cook - order to open again - see
 as. Practically nothing left in the Popl
 except Pk get conveyor to Br. under Col.
 B. Cannon - for hold - Cavalry off into town
 at 2:00 p.m. jumps to Br - shuttles supplies
 & materials to Br. that's very well placed
 and a few partially destroyed planes
 sitting class. Conveyor to Br. under great
 difficulties. P. all around class when
 last day made.
 Capt. Gen. Col B Cannon gets a plan for Pop
 who reports to 5th. D.C. at 10:00, Eng.
 news there, as OB for fire. and then
 the 13. - assigns to Nov. 14th under
 Maj. Bailey on Br. adq., Base. 4th and
 Col. Lamb. of Co. 24th Hq. at Langoon.
 Col. Brown - CO of 24th P. 4th - gave
 Maj. S. order to go to relieve 17th P.D.
 N. of Salween Pt. with 50 + men. On night
 of 12th at about 10:00 P.M. the order that
 might go to Langoon. Pk. Bay of 14th
 getting equip stores. Just N. of P. 10
 P.D. at about 10:00 P.M. of night
 was seen per. of Hanoi. Langoon
 saw Heamer & saw
 saw. A.C. Br. 1141 consists of troops

...negot flying of instruments, 1000
batteries, interception problems. ...
...weird looking gear - starts would
...main cause. P-40s - many
...landings - ground loops,
...some crash 100 to 200 feet over.
...out of cover - to O.R.A.S. ...
...crash mid air - known ...
...to crash. Three P-40s - not re-
...planned.

In early Nov. about - undoubt. plane seen
Legaspi - 6 P-40s a loaded ...
...did not find it.

...sitting in P-40s (2-500, 4-300) better
...P-40 C due to failure of P-40 C to
...change guns. ...
...some hydraulic system w/ different valves.
...gun's condition - rubber hose to gun
...making info. to lower slope
...guns - trouble getting more ...
...to ... w/o ...
...label ...

...of ... none of these could be
...requested ...
...annually. ...
...of ...
...of ...
...of ...

SSON PLAN BOOK

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...missions. ... had been ...
...given in the ... situation, ...
...discuss ...
...guaranty - ...
...all - ...
...3 & 4th completed fine (...
...17th had completed ...
...scheduled after ...
...target range for ...
...Dec. 8: 20th ...
...men had ...
...off. ...
...to ...
...all early ...
...planes in ...
...plan - ...
...planned ...

...had been ...
...had ...
...had ...
...had ...
...had ...
...had ...

SSON PLAN BOOK

to be flying around - since they had many
 but also knew that if you took off you
 would soon run short - plane out of
 fuel. 3d Lt. J. A. [unclear] dispatched. (The 30th
 Lt. [unclear] had wound to Clark in July and the
 [unclear] at [unclear] had not returned)
 Lt. Moore, PO 3 - in spec. Hb - and flew put
 up. Plane had been warned many hours
 then run for plane. only delay was the
 [unclear] started which took about 30 days.
 All men had been in plane except Lt.
 Moore whose plane crashed to take off
 pos. He and 2 others Lt. [unclear] &
 Lt. Keaton got off ^{when 3} all others burned
 as they quit unable to take off
 One plane in take off pos. Lt. [unclear]
 - drop. hits ceiling, plane spins, seating
 cabin - burned to death. After Hb 3
 P-40s try to take off - 1st Lt. J. S. [unclear]
 shot down just as take off by dropper
 - killed & plane burned, 2d Lt. J. S. [unclear]
 & J. A. [unclear] - both killed during
 for take off - plane had been on one
 [unclear] - [unclear] to take off
 [unclear] [unclear] engaged dropper
 [unclear] to [unclear] and returned
 and Lt. Moore [unclear] 1961

COMMONWEALTH

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to land [unclear] of the bombing & dropping
 landed on [unclear] of [unclear] to avoid the
 hand [unclear]. Lt. [unclear] hit w/ [unclear]
 & sent to the [unclear] then to Manila [unclear]
 four weeks.
 Was the week of abt. 17th [unclear] sent
 to Clark. Run. of 2d [unclear] had and
 [unclear] all run. P-40s after [unclear].
 Mission for Clark. on [unclear] the
 [unclear] does Clark [unclear] all day
 no [unclear] plane. Feb. 10 [unclear] [unclear]
 all plane to [unclear] for [unclear]. All
 [unclear] and - mission and [unclear] to [unclear]
 [unclear]. Lt. [unclear] of 17th & Lt. [unclear]
 of 20th shot down near [unclear] - had
 [unclear] [unclear]. 17th & 20th [unclear] [unclear]
 of flying and [unclear]. Lt. [unclear] shot
 down in [unclear] - [unclear] & [unclear]
 in [unclear] - P. [unclear] of [unclear] left
 and [unclear]. He has them & gets to [unclear]
 - other [unclear] occupied by [unclear] [unclear]
 to [unclear]. [unclear] back to [unclear]. P-40s that
 run. were [unclear]. Policy - not to try
 to [unclear] [unclear] but [unclear] [unclear]
 opportunity - [unclear] [unclear].
 As [unclear] [unclear] [unclear] [unclear]
 - [unclear] [unclear] [unclear] [unclear]
 27th of [unclear] 17th [unclear] [unclear] [unclear]
 (1961)

SONS PLAN BOOK

at C. - took off at midnight to give
 Manila toward. Rd. duty - no legal. one
 pilot took off from Jeddah. flew to Saudi - killed
 him & duty & both planes.
 at Cloud bar 106 call. H. Cloud and
 M. Manley taking off in Saudi - his B-170
 returning over plane & B-170. Cloud
 & B-170 plane - Cloud killed. Manley
 got and Cloud became very dizzy
 & appeared to take off in places from there
 & take off from N. Manley accidently killed
 the other pilot. In Manley was 20th St.
 landing on Dec 10th - w/P 400 for the
 time in life - after stopping at 0900.
 got a hammer - tried to take off 4000
 ft. motor failed. fell in this place
 fell on sand strip & back of tree
 hit Lt. Henry Alder - Manley was
 eyes knocked half in his head. Co.
 crew chief killed, killed to long his
 head.

all dies. then time recon. D & S 4 plane
 main 4 aft. If gone to 1000 ft. Hill
 his they had him at 3000 ft. 4000
 1000? about 20 ft. 4000 ft.
 aff. an. 3400 ft. 4000 ft.
 4000 ft. 4000 ft.
 4000 ft. 4000 ft.
 4000 ft. 4000 ft.

SON PLAN BOOK

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mission, positive, no landing - 4000 ft. real
 down 2 planes. 3000 ft. H. Roberts
 17th St. shot down at Red Sea after recall
 at Caserta - both out in "manland" - 4000
 H. Woodrider & other plane at Cloud - 4000
 took off 4000 ft. on 4000 ft. tail
 shoot and instrument 4000 ft. plane in
 4000 ft. - both out - 4000 ft. but then
 dug about 7 miles to tail end. one
 H. Phillips - at Caserta - 4000 ft. 4000 ft.
 shoot at 4000 ft. - both out.
 Dec. 20 - 4000 ft. at Cloud. 4000 ft.
 4 - P. 35 2000 ft. - had been shot. to
 stop tanks in N. They go down down.
 by 4000 ft. Anderson 4000 ft. 4000 ft.
 H. Carter - Anderson 1 plane 4000 ft.
 1 plane - 4000 ft. 4000 ft. 4000 ft.
 2000 ft. & 2000 ft. - to 3000 ft. 4000 ft.
 4000 ft. of their planes. 4000 ft. 4000 ft.
 4000 ft. 4000 ft. to land the landing gate
 - 4000 ft. 4000 ft. - 4000 ft. 4000 ft.
 shot in gas tank - 4000 ft. - 4000 ft.
 Laguna de Bay, on the mission - 4000 ft.
 4000 ft. 4000 ft. 4000 ft. 4000 ft.
 4000 ft. 4000 ft. 4000 ft. 4000 ft.
 4000 ft. 4000 ft. 4000 ft. 4000 ft.
 4000 ft. 4000 ft. 4000 ft. 4000 ft.

SON PLAN BOOK

July 27, 1950 in Bolton. Plane to be
 flown to base - no fuel at Tulsa. Pil.
 will come - info. in is poor - perched
 fuel to fuel 20 - land at Midcom. 24
 Tulsa - move east side - to Tulsa
 land, but plane on landing at Midcom
 - 1000 Central - crashes into x burner
 hangar (H. Talley - P. 43 C - his first
 goal - full throttle - got in left hand
 unable to get out) - immediately in it.
 Pacey hangar. On landing at Tulsa
 H. M. West - being road across field
 along at its end of field - landing on corner
 & leave path - under plane. H. M. West got
 out at. Dr. Tubbs - all flying for miles
 & his. This plane at runway of all
 & the pilot miss. 34th P. fa. Pil. C.
 chg. d. is flying field. 20th P. fa. M. C.
 to Tulsa & 11 ch. to Tulsa. 3d P. fa. M. C.
 by base - to Mexico - 21st P. fa. M. C.
 this to base. City on that coast.
 Heat moves to base & Pilot P. fa.
 an eye to Br. about 22 V - 402 left. +
 of - 35 dr. 41st P. fa. M. C. down
 by rear troops.
 Heat moves to base & Pilot P. fa.
 mission & 11 ch. to Tulsa. 3d P. fa. M. C.
 Jan 4 1950. Sub group of N. C. command

SON PLAN BOOK

97

to Mexico, I plan for in. Feb. 4th
 move to base by 11:00. at 3:00 am
 the plane. the 9:50 pm. Pilot take
 off and state at base seeing them
 take off also. Pilot 90. just to my
 base 40 - base 90. not there. they
 go back to field - then to Mexicana on
 the field. base 90. tried to make
 contact w/ 90 - at 9:50 am. state. 7th
 most of 90 & 102 fail to reach. 10th
 the state. some 9-432. more
 but unable to do damage. Pilot 90.
 to base camp at Bolton. Pilot 90.
 to Mexicana. 10th flight. more
 to have seen on Log. but things in
 common. Pilot 90. that showed to
 Mex. 1. not. but bad weather. 1
 shot of gas - land. base, took the
 next moon (H. Talley, 11th P. fa.) in
 aircraft - crash into 7th. (base
 plane land in Mex. placed under
 arrest & confined to flight for coming
 down w/o radio.

New 4th P. fa. 11 P. fa. 11 P. fa.
 at Bolton. P. fa. 90, P. fa. 35. 11th P. fa.
 to Mex. 1. 11th P. fa. 11th P. fa.
 11th P. fa. 11th P. fa. 11th P. fa.
 take off for Mex. 11th P. fa.

SON PLAN BOOK

and previous escape - attempts to us. left
 bright - crash - Saturday 2-27 but
 neither hunt. 2-27 later handled by J
 area moves to Dixon line - glances added
 area Polar Capas road - 6 feet. 2 days
 narrow (2 planes). fully, completion of J
 D's head - obtained Hall, radiocarbon
 area. to have gone thru - flat trees. They
 his one of plane just after escape - however
 large hand, later the 2 together got to J.
 D's & escape convey of tanks - nearby
 all snow. must J D's on way back.
 front line reveals moon up - they
 call J D's & J D's. give the man
 J D's by landing.
 area. early Jan - obs. & recs. J D's
 shed a. plot in Valley & Maria. J D's
 Cibus, Madras - check shipping. check
 of some sort mission to find more. But
 J D's. Madras & J D's back to Br.
 J D's. Madras - please these but could
 Madras, Wolp, Basow & Olson
 stop at Belton - Belton & water find
 17. Kind of Belton - Belton - Belton
 18. 3rd of Belton - Belton - Belton
 Big of Belton - Belton - Belton
 of Belton - Belton - Belton
 trap back for. Belton - Belton - Belton
 (196)

SON PLAN BOOK

98

to cover my. Maria and other capt.
 Son George accg. 4 P-40s go up and
 protect landing of these P-40s in line
 D. around. Maria 19th Anderson, Baker,
 White & Blunson fly the missions - 4
 left together up to 12,000' - 70-80
 over Belton - good visibility. 4
 miss. after bay break - got 4 J to
 N - talk of the three - J head in
 climb under the 4 P-40s which
 so having area to get good shot - but
 fight missed ca. for ^{1st P-40} Belton
 plane barn. & he built out Belton in
 P. chute over Bagas (Belton, Italy) he
 had tagged 4 planes, & Belton P. 40
 into 4 P-40s get back to Belton get.
 The third plane fails to show up
 means of log. if at Belton & Belton comes
 in front of next day of Belton - got
 in 5th - 3.
 on Jan 1, bomb mission of Belton
 against 6 planes. 1st & 2nd off at
 3rd off runway in east, 2 Belton Belton
 in wing & H. Belton Belton & Belton
 long - here Belton Belton. Belton
Belton & 2 Belton Belton
 the Belton Belton Belton Belton
 free Belton Belton Belton Belton

by ref. Susan drops hammer on ground
and comes back. No sign of her. Her
car wanted flight to go - 3 planes to
Nelson & 3 to Rich. To look for the machine
had been seen. etc. says - wait for
2000. to give report. 2000. reports
DB at Rich. no sign. - G had no
contact w/ Nelson, as DB here. Then
had had from them - city in full light
felt certain insight for Hall thinking
him, G - he dropped & bailed
11:40 - 20. flight to Nelson, Nelson,
& Stearns to Nelson. O'Neil, Coates &
St. Jones to Rich. Nelson, Nelson
- they bomb separately - one black
- visibility not good. Rich. also
black out - bombed. Etc about 11:00
midnight - all plane land w/ 1000.
Get this & ldy. at 12:00 - etc. & near.
Mr. Poston & Stone down 2 J D B.
Back at base's meeting & recon
St. Stone & St. Jones & Coates. J.D.
St. Stone & St. Jones plane to fly up &
to meet down - shot down. J.D.
lady - set 2 spots in yard. Stone
J.D. for this. Rich.
in yard at 12:00 - Mrs. Coates
1. Nelson, Nelson, Nelson 1977 note

99

edge on edge of Co. - Mrs. Coates of us.
about 13 (p. Coates) attempt to run. 12:00.
P.H. 8-1402 Stearns on P. 10 B. - all top
off in line. Stein had to take off. miss
from - gave to Lullie - didn't all board
St. Stearns, Stearns had coming in.
Heads & 2 squads across on ldy.
party. This document started at 10:00
P. & ends about 1:00. Party had
away. Ann reported to handle J.D. Mrs.
Sutherland call Mrs. Geo. who goes to
J.D. - long out. ca. Mrs. Geo. to corner
in. After photo - Poston, Mrs. Jones,
White, & Sutherland. All 2 get off
from after this radio for Capt. W.D.B. &
14. J.D. take over Nelson, J.D. & J.D.
J.D. on Mustang. Mrs. Geo. for bombing
the party. Check, Hall & Stearns took
off to S. Jones (Stone had started but
could not find return) get sugar 100
banana & 1 qt. near. Come back after
had dropped bombs & went to J.D. 300
& to front as they practice J.D. They
said & near come back.

Ann Stearns Capt. DeLamar 10:00. 12:00.
photographer - photo mission to Coates
2 bank down - S. P. to go. Mrs.
Stearns 100 74. Mrs. Stearns 1977. Stearns, Poston

by ref. Egan drops bomb in front
 and cover base. He organizes. Mr.
 Egan wanted flight to go - 3 planes to
 Nelsons & 3 to Rich to bomb the region
 had been seized. etc. says - wait for
 20000. to give report. 20th. reports
 DB at Rich. no Nelsons - G had no
 wanted use of Nelsons, as DB here. When
 had had from time - city in full light
 felt intense in light for Hal, thinking
 him, G - he dropped & banded
 11:00 P. - 2d. flight to Nelson, Egan,
 & Steiner to Nelsons. Obley, Coates &
 2d. room to Rich. Nelsons, Egan, Nelson
 - they bomb separately - some blind
 - visibility not good. Rich also
 blind but - banded. Ego about 10:30
 midnight - all planes land w/ 10 tons.
 But this & fly at night - etc. & return.
 Mr. Patton & Stone down 2 J D B.
 Both at Nelsons leaving 2 room
 Mr. Stone & 2d. Plane to Nelson. flt.
 Mr. Stone take other plane to fly up &
 to meet down - shot down. I plan
 landy - set 2 appt. in J D Stone
 J D B C for this. This
 taking at 10:30 am - Mrs. Geo and
 2. Nelsons D. Round 1947 note

99

edge on Cape of Co. - most think of us.
 about 1300 began attempts to land. 400.
 P.M. 5-8-40 2d. stream on P 40 B - all took
 off in line. Stein. had to take off - miss
 down - gave to Nelson - etc. at Nelson
 2d. Steiner, Steiner had coming in.
 Head & 2. Egan's arm on edge.
 party. This debate started at 10:30
 P. & ends about 1:00. Heavy had
 away. and reported to Hinkle. Mr.
 Withstand call Mrs. Geo. who goes to
 flt. - long act. etc. now to be common
 Mrs. Geo. private - Patton, Brown, Stone,
 White, & 3 others. all 8 part
 soon after this radio for Capt. W D B +
 40. ft. talk over Nelsons flt & all
 flt. on Mustang. Mrs. Geo. for bombing
 the party. Obley, Hal & Steiner took
 off to S. base (Stone had started but
 could not find Nelsons) got sugar 1000
 bananas & 1 qt. rum. Come back, etc.
 had dropped bombs & went to flt. Mrs
 & 2. front as they passed flt. They
 etc. & near come back.
 Mrs. Geo. & Capt. DeLamater (P. 2. a. C. Sgt.
 photographer - photo mission to Carite
 2. and down. P. 40 a. to pack. Mrs.
 Nelsons 1947 2d. Nelsons 1947 / about Patton /

2-8-40 at 1600 hours
 2 at 11,000 ft. (altitude) 20-25,000'
 To Coast - on way 5th. 30 miles gets
 thin, saying G. had twin engine etc.
 flew into Mexico Mts. - thin, unable
 to see it - started back to Coast - low
 there - had to see for its. gone. Peko
 says G. coming - thin lands, the
 Yellowish lower safety, key figs 4-
 P. 400. - Checklands Coastal, Brown &
 Belton, Patten at S. Juan del, Stone in
 figs W. A. both coast in mts. 60
 planes lowered. least pretty, fast
 to find Stone. Many other com. later
 found Stone & Lavinia being
 Obs. no. of Feb - few more near
 Br. Ho. - to make out system of all safe
 & many w. Pas. below to come & take
 down. has & comes to close & other. Later
 Feb. flights - Pass. Rec. & Pass. 2. guide
 to Feb. pass - S. Lennando, Calongue,
 Maria etc.
 March 2 - Subic Bay 8:00 a moon.
 Capt. Moore & Capt. Tuller - 100. 100
 to Pass 20 - more. Don Estabana
 heard of G. Feb. 20. While going down
 called at Maria. fld. by Gen. George
 Lewis on the 2nd of Feb. 1940. to have

100

they have first on them & second by
 they get back. Geo. Case of air.
 have a plane ready to take the 2 planes
 remaining - refused to go to land of
 frag. carrier - not to stop - and
 had to hear it to H. Coast & ho. H.
 While a C-47s with planes - go up
 lower - C-47s covered by A-1 - White
 returned, reports much later. these
 Naval ops. Route of aft. P. 400 for Stone
 Br. & Cabes. 11:00 a. Capt. Ryan
 says 3-500* bombs - the
 command crew also made to rock for
 by 100 P. 40 - given Purple Heart - the
 will allowed bomb to the
 clear of group by spring. more. Two
 planes for Maria & 1 each other 2.
 C-47s, 20th Ps, Maria. fld. Feb. in
 the aft. by Capt. Tuller called Maria
 & says - want 2 planes for Maria.
 to prob. Balcon fld. - to protect air
 P. - Tracy & Thomas start to then
 had to go to Maria. where of ship
 was leaving - they strip ship which
 blow up - is looked like an mtd. d.
 steam of 100 tons. Tracy & Thomas
 come up Maria - light not faded
 on - 30 mb / hr. toll / 101 wind - not

Capt. Shelby P. Newman, 57th Inf - details of
on duty w/ 12th Inf, 57th Infantry Circle
Bass Point, Texas. Released service July 1946.
Encl. N.Y. News 1947. Comp. time R.F.C. as P.O.
Nov. 1, 1946 to 57th Inf (R.I.), to 11th Inf Aug 27 '40,
to 15th Inf Aug '41.

Encl. 2 of 12. This is American Ranger in 386
in Cagayan. Sgt. later Capt. to Mangaldan for
some time - then to go back to Manila & Bataan -
detached unit to Bulate Pass (1 rifle Co, 1 MG platoon) &
1 rifle Co. & 1 MG. Co. to Bagram. 1 rifle Co.
to 1st Regt. at Mangaldan. Regt. composed of 2 Co. and
1 rifle Co. which moved into Bataan after
the land at Ujyan. To Bataan by ferry by rail
by 2nd 1st Co. as 2nd Regt. & 1st Co. there.
About Dec 22, 1941, was 2nd 1st Co. Col. Bates
of 13th Inf had one Co. as 1st Co. as 1st Regt. Co.
of 13th Inf. on 1st Regt. as 1st Co. of 13th Inf.
I control the post under way of 2nd and 3rd -
In meantime the 1st Co. 13th Inf. sent to 1st Regt.
to support the post on 1st Regt. of 1st Co. 13th Inf.
midnight - get call for 1st Regt. 13th Inf. bridge
of 1st Co. Col. Bates, CO 12th. later news. Capt
of 1st Co. of Shelby - to was there as buffer
to 1st Regt. and Col. Donnell w/ 1st Regt. there
as there w/ 1st & 2nd & 3rd & 4th & 5th & 6th
to Col. Fadden, CO 1st Regt. - stop there. Sgt
and Capt. to Col. Bates (1941) Dec 16 - 1941

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had those used to use for the post there the
first - Col. Bates said 50 ft. across bridge.
Shelby gets troops off bus - find 1st Regt.
off - see 1st Regt. 13th Inf. & 1st Regt. Shelby
was with 1st Regt. to 1st Regt. and
1st Regt. 13th Inf. at night - 1st Regt. 13th Inf.
left off - this day 1st Regt. 13th Inf. &
1 PM left of Co. Bridge went to have lunch
down but 1st Regt. 13th Inf. left. Shelby
with 1st Regt. 13th Inf. & 1st Regt. 13th Inf.
corner in 1st Regt. 13th Inf. Shelby, order
fine on 1st Regt. 13th Inf. 1st Regt. 13th Inf.
across the rd.
Day light of 2:30 Shelby found 1st Regt. 13th Inf.
part on wooded hill ground level of
N-S ravine. Climb ravine - mid level left &
molar face. 1st Regt. 13th Inf. 1st Regt. 13th Inf.
below - 1st Regt. 13th Inf. 1st Regt. 13th Inf.
Shelby, 1st Regt. 13th Inf. 1st Regt. 13th Inf.
get to top - get clear spot - 1st Regt. 13th Inf.
ready to come off 1st Regt. 13th Inf. 1st Regt. 13th Inf.
1st Regt. 13th Inf. 1st Regt. 13th Inf. 1st Regt. 13th Inf.
& they were planted. One way to 1st Regt. 13th Inf.
come for wood - have brought to near
about 1st Regt. 13th Inf. 1st Regt. 13th Inf. 1st Regt. 13th Inf.
1st Regt. 13th Inf. Shelby, 1st Regt. 13th Inf. 1st Regt. 13th Inf.
Shelby, 1st Regt. 13th Inf. 1st Regt. 13th Inf. 1st Regt. 13th Inf.
1st Regt. 13th Inf. 1st Regt. 13th Inf. 1st Regt. 13th Inf.

having doubtless come up to 2. Put off early,
 we show not a chance, they have good cover,
 they are good soldiers. The men around open
 places - faded on big p. on at big open place
 Shelby - instant fire - I'll lead cross open
 you I follow. Shelby came across field & then
 I, I took them first - looks hard - no
 fire. He motions for them but they stay.
 Shelby goes on get out of fire - with
 my mouth - runs into P. off who said,
 "are you under fire. H. Bless to W. My."
 "There are some more Shelby" - I say
 "your sin" - W. Bless + 30 men to W. to
 S.W. to San Juan. cross stay. - then off.
 of Des. 23 - runs into May. From some
 20 of 1st Br. 13 c.a. who said this off. had
 2 bars. 400 yards. Set 100 water in 300.
 Col Pepper saw - tell him what happened. Plan
 to take pos. N of S.F. but lead next post
 would be N of Banning by Col Bonnell
 W/1st Inf. Hal across lake. Moore & Dool
 promised no comm'd. - about 300-400
 N of Br. & few of 1st Br. Lost 1st. Junior
 off of reg l. - many others. Path up
 bank by pos. at Banning. While there
 Brown plane C.A. on pt to my lands
 & plane & more inf. night mission
 set capt. Neal man (207) 2 1/2 hrs. Del.

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able to see back off shore - unity
 show - boats industrial - see our team
 pool plainly - My Br. 1st Inf in pos. on
 bank to River by Banning to W. 1st of Banning
 Brown & Shelby slipped back - had some
 light in bay - signal fr. 8 Co where
 to them. At dawn - aware of this team.
 was careful - 1 to post off B. at 1000 ft
 tent to baggage men. Shelby saw to
 Maj. P. get to col. my. + into it upon head
 20 of B. side of reg. 8 stand on
 they baggage - team in for pos. heard
 North + then I again Shelby followed
 them in w/c bandolier of com. from
 on in. My. shells - Shelby Brown in
 on 1/2 tank. To N. a general position
 of 1st - falling back toward Banning.
 Shelby starts N + sees Maj. Brown
 & Capt Blackburn - the go N - see how
 I had looked in fr. - night next to
 50 col. my. pos. - it could have some
 gorge - perfect shot. Capt. Miller (am)
 had been firing toward west to 1st.
 Blackburn Col. S. 18 Co of 1st. Shelby
 saw to back & press up my. & fire in
 on 1/2 lead still firing - on 1st. Shelby
 just beyond Blackman - 207) near N. to
 one machine gun.

of the platoon - in U.S. along was very
 depends on the weather when first
 up with Co. S. C. - Shelby reports to Gen.
 Cameron who says Coy. on Kelly Br.
 get there. In the N.S. Hq. 1st. at Cameron
 Br. told 11th Div. P. at Victoria - Shelby
 gave them & reports. Belites (Bos) units
 had gotten back. W/ remnants of troops
 there into - reconstructions. 22 Nov
 Bos. under Cameron & H. Davis,
 Mission to take up pos. at Anayal
 - pos. Oct. units coming from Anayal.
 & shift pos. class S. C. - then 400 contact
 they at 1st. to Lubas on side of the 11th.
 Div. orders to head at any cost. Col. Mason &
 Hq. of reg. pos. at Lubas - the 12th Div. 12 rifle
 Bns. & some of us 30. Maj. Brown & H. Davis
 passed. Lyle CO of other Bn. on front line 1. the
 day was on life, 15th and 16. day pos. & there
 for sea. day at Jp. joining the 15th. & hit the
 12th. & the 11th to do. as they pass plane when
 via Seaman - some troops pull straight
 back - others via Sta. B. W. - one rig or
 stand on way to near to Balanga then
 to C. head def. bet. Palar & Lunday. At 11th
 of Lunday pos. - ordered to take up front
 line in 7 troops. H. of Palar & Lunday. L. Hood
 (2.10)

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the pos. & pinelands in center. Maj. Davis stays
 in this area - crossed up under gun from 1st
 20th to 10. Bombing & machine called Shelby
 Co. & he knew many men in losses for rifle
 fire also - 10 to 100. result for. About there
 when this action finished. The new 13th Div.
 under Col. Phipps - 10th Div. Seaman &
 Cameron - pos. for up 148 70 rd. on to
 11. the 1st Div. Col. Hooper took over 2d Pl. in
 at 10. 11. the 1st Div. Later Col. Mason ret. Col.
 Phipps of 13th Div. - Col. P. to 1st Div. Staff
 there was no more action until last day
 of war - night of 8th. order to move.
 10. the 10th Div. (P) - white flag, bombing
 & some in shooting. Some got to rear to
 some. - Shelby & others go to Hill
 Shelby spent most of time in Camp Hill &
 lowland. after left 42 kind in lowland.
 kind of left Hill & home. hiding out. 1st.
 col. army finally. groups of groups and some
 pos. & of said pos. would send & take them
 during war. with J. Shelby & Col. Long stayed
 in Seaman to Kemp (J. Mill. Patton). Shelby later
 left in. say S. P. Contact - some to him go
 to S. P. - then to Kemp - tactical guidance
 am. see, pass food - no pass. in area, and
 then & later. Capt. of the pos. case & in area
 with him. name to (2.10) take to units

of request of same to J. Lopez to Brown, Jack
 saw name - then to Lopez - told name - etc.
 go to Mita & show the letter - no paid you
 - Long Shelby as hostage. Col. Mita - Mrs. Capt.
 2d Det. sent out a trip. Mita & Shelby ad.
 Col. Lopez back w/ company. In morning, went
 down to search up house. Shelby said - seeing
 his letter - had to be looked up w/ it - seeing
 nothing w/ J. saw only solution - etc. H.B.
 Mita - 2d Mita - 2d - little Col. going to
 look off - walk out & look in - then
 house, something, into open - near - mid
 for 10-15 min. - start all day - get in
 200 ft of S.I. - mud - down in mud -
 come to Camp. R. - saw many fish ponds to
 see fish. Come to rd. Col. Bacalar & H
 - had H. by D. - as close to house side
 & get to Mita. Shelby said to find other two
 - near Laguna Bay - then separate
 Magistrate - find 3 more bladders,
 Hunt & w/ D. - start for Bogota. at
 at house behind house. Then 4th Mita
 gains - get to Lopez. Run into more
 more - they say many J. & with col. these. 20
 - out to look - as now end of period they
 - at there - get active - I then forgotten
 - both. They they look for 1st of 1st
 - had been making tracks.

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one to look - all to Mita - then
 North again - get to Lopez again. All
 dangerous. Shelby to Calantia. Con-
 tacted agents of Lopez - Lopez's men at
 S.I. Lopez's men at S.I. Lopez's men at
 Lopez would be if he saw again - agents
 to S.I. Lopez. Capt. of Lopez says they
 would send to Lopez. Through letter to
 Lopez - who guarantees safety. Both
 letter report to Lopez - May 4 - Lopez
 from his June 20 - to Lopez's bag. Some
 mid. day. some sent to Lopez. Calantia &
 Bag. then his Lopez. to Lopez. Capt. S.
 made special prisoners & not accused to
 work, saved made his legs. Here they
 enjoy all privilege & other prisoners.

... (unclear) ... no good way. ...
 March 24. Load of coffee for Cass. off. load plane
 known as it would take off. he changed
 out saying, "I want you people get
 in the old plane. It is not allow
 them to mess up crates - said he'd placed
 load of mi - none of his passengers had
 leave them - not at all well". (Fred)
 incessantly - said to have taken P-100
 plane into engine in any kind of upset
 Maj. Wm Ireland coming to Pd to get pilot
 & fly plane to Aust. - he was flying north
 and made - came to Br. W. idea of taking
 and A-C personnel and enlisted A-C men
 sent to Wind. to abd. basis for Im. days.
 Bradford made it legal to mail w/ nice
 Cdr on Pd trained - later transfer to a line
 for the Callanans. He Capt. Moore Capt. Lanning
 Lt. Wm. Stapp. took plane. The plane
 had no lights, no radio, no p. control. The
 pilot then Bradford flew W.P. Chester. Capt
 Bradford was prob. about 45 yrs. old. He
 had been flying and instructor has lost over
 100 lbs.
 25 lbs. ... 20 lbs. ... 20 lbs. ...
 DOMMWEALTH LE

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... flight duration ...
 the three - none qualified. After 2 hrs. the
 he was unpowered. Stinson had dropped for
 100 to 110 ft. - could not proceed but not
 well used. On Apr. 8 - original fuel used
 for another 2 hrs. After 2 hrs. which
 copiable pilots replaced engine & had
 copiable pilot - him to fill the best pilot
 available. Plans for large delivery was
 accounted by B-24's & subs. & P-51's for
 Mind 2 P-40's & 3 P-35's envelope to help
 reach their slope - B-24's no. rates and
 change tactics after Apr. 9.
 (P-100 on Br. flew in various manner after
 short flight - completely uncontrolled.
 2000 sq. ft. of glass - 2000 sq. ft. of air speed
 1000 ft. (at 10,000 ft. at 20% of air speed
 begins to pull up) at 4-5000 - P-51 remain
 at 200 - 2200. One day Stinson at 31,000 ft. by
 altitude (time at 32,000), at full prop.
 pitch & full throttle doing 150 and speed
 giving load speed of 2000 350 mph.
 load speed - P-51 has trouble up. (P-35
 do do not ...)
 low without ...
 at high alt. under ...
 DOMMWEALTH LE
 P-51 did not have ...
 TRACK - on Apr. 8 (2nd) there were 1-P-40's

Comdr. Leo Magauder Crook, 1951 Capt
San Diego, Cal. (then Sp4) Nov 71, see 16 46. To
his name. USN 1917-21. Duty - 1640 Rv -
Co, then Fletcher - San Diego Base - 6700 then 1000
Transferred to Pearl Harbor - then to 10 days
1925 - Com. of 4 R-1 tail 1927 - assigned to tail
2872 - g. 2nd. 2nd. 2nd. 1 yr. Columbia -
some other. 1 yr. Maxwell Regain. 3 months
444 plants in Coast. For Mexico 2d - attached to
2-44 - 1 yr. assigned to 28 S Div. 19 - on 2d
Cogn. Det. to Pearl H. 1927-1927. USN 1927
into. Cogn. Dept 3 yrs. - 2 M.D. practices
cannon in eng. motor. 1935 - to 2nd. Coast to
mini-28. Cogn. Off. 1936 - to Coast
for M.D. practice - for Washington, after
car park - ordered to proceed to Hawaii for
removal of war refugees. To Hawaii and
reid. 100 refugees to 2nd. 2nd. from
Outing in French. To Big. Cady, Liberator
accident another load of refugees - 2nd. 2nd.
to Valence, Barcelona, Sabon, Magiscol
Musseller - 2d. 2nd. 2nd. But this time
consider bombing, fighting, much war
practices - 2nd. 2nd. 2nd. 2nd. 2nd. 2nd.
2nd. 2nd. 2nd. 2nd. 2nd. 2nd. 2nd. 2nd.
2nd. 2nd. 2nd. 2nd. 2nd. 2nd. 2nd. 2nd.
2nd. 2nd. 2nd. 2nd. 2nd. 2nd. 2nd. 2nd.
2nd. 2nd. 2nd. 2nd. 2nd. 2nd. 2nd. 2nd.
2nd. 2nd. 2nd. 2nd. 2nd. 2nd. 2nd. 2nd.

COMMONWEALTH

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Report in plane this near number: 306 - led
2 P-51's to 5:30 - notified of in. flight.
11 P-51's of 20th CB - took off lat. Southeast
Caban. To keep in fr. covering S. be soon
to those 18 pilots (314 out of 6 planes
1 no. plane/flight) det. 15 more pilots
took need - refueled 9 got in near 10
had been flying at 15,000 ft (use by 10
about 3,000. The first flight 5:30
10:30. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2.
off of caban - got orders by radio.
At one time told 9 planes getting closer
to 5:30 (should be in sight) of 10 planes
headed North over Laguna of 2nd. 2nd.
The planes were in a position (upward
flight) hands, they hear the in. bombed
Boeing - Pilot actually happy war
thought was surprising and uncertainty
of the situation.
2nd. 2nd. 2nd. 2nd. 2nd. 2nd. 2nd. 2nd.
2nd. 2nd. 2nd. 2nd. 2nd. 2nd. 2nd. 2nd.
2nd. 2nd. 2nd. 2nd. 2nd. 2nd. 2nd. 2nd.
2nd. 2nd. 2nd. 2nd. 2nd. 2nd. 2nd. 2nd.
2nd. 2nd. 2nd. 2nd. 2nd. 2nd. 2nd. 2nd.

COMMONWEALTH

Time of capture came in to be known - Captains
 fired on it when zig zags - but they felt more
 distressed & could not
 So they fled to New York Lake, N.Y. and
 held out 1 wk. - set, New York & replace them
 on board & treated & gave to West Coast, 1957 -
 after to be called "Jack" - B ordered to go
 to your assignment as chf. Engr. So they
 but they never - to check surface as
 Cambodia - to Paultard Case National, but
 first mission was to Hawaii & Midway.
 So they fled, they did an air - sent letters
 & planning left in Indus. Sept. Jan 48, to
 assist them - accept. Majoring Capt. Perry
 H. Smith, Aug. 48 to go along to command
 the war, presence of Perry & his presence - mission
 of groundwater on R. 1st to school level, shipping
 up & down R. 4 miles. near. arrived
 you. to measure water content of these
 search. Also looked after interests of
 national moving up to school R.
 Since 1957 the river closed to moving, and
 of vessels - river guano released up
 never 205 mi. south. Reaching from 1957
 person, found to J. Smith. Feb. 7th. 1957
 COMMONWEALTH LE
 to 100. Ship at the end of 1957 14 times

110

one time for 5 men was used in your
 set. parties - sub. of. Repair, others &
 other boats & party, and then. Handed. It was
 fairly well - one made statement, but we
 do not know anything about their work? Capt. H.
 Smith. I really not believed accounts to get
 into work.
 If they were of party, the "Element" taken to
 Burma 1950. He had been seen in Yangon
 and other - but never the. up to know
 the 100 River navigable by guano boats of
 200 to 250 tons.
 about 1957 - order to be kept. to
 present. See Rao. 19 - no info. of history
 all 1957. But report on main island
 about the river. Since bonded up all parts
 on main island, reduced water level
 to a low level. It was put in 1957 to
 make it better. Along the way they
 succeeded for sea & the river, 1957.
 Boats had been hit in Hong. 1957.
 (T.S., Miss - they were in Hong & Indus)
 Miss. was called to China. (T.S., Miss)
 1957. 1958. 1958. 1958. 1958. 1958.
 1957. 1957. 1957. 1957. 1957. 1957.
 COMMONWEALTH LE
 numbers of small tags to Hong &
 but none were seen (1957) one & cost

At various blowing & continuing from
 time to time. Matter the only explanation.
 Connected Chinese section of ship. do
 three follow lead to inner or outer
 - said for clear weather - then have to
 stop of Japan, P. & by all means say
 away for. Continued the. actually
 come down about part of of Frackley
 suggested that this. Successor. then
 well. 1st 2 days o' east - ~~weather~~ fair -
 happened to be by your - Region
 & took off towards and all - in
 Frackley - see. wind they delayed
 by weather Cross channel near
 inson - rough & bad weather
 into. Made a note this Successor
 channel - that right in crossing to
 Japan - near so bad - necessary to
 that day was on low - on the
 ship sails 10° to side. Log
 - and no diffie. except could couple
 flooded. Inpos. to sleep or eat.
 on coming to lee of Japan - the mouth
 of the first ^{sub} and that they
 of interest - expected to see plenty of
 COMWELTH LE ^{then} ^{number} of
 plants of form. ^{right to} ⁱⁿ
 almost at the (227) way down - in

111

follow they - there is local
 Channel - I can't see why 2 miles
 - exchange water & for uniform time
 longshore water - then go back. Also
 stood them to closing formation - only
 common - unchange. local flag -
 and code open & look up no book - long
 time to look up - adm. times & groups
 more attention. I make no threat.
 on Manila Dec. 4th. Confusion in coming
 these unexplained - info. they had res. being
 error - this were guessed. being which
 were confusing. Put up off. A & B. Club
 Ed on Glasgow where & Yangtze Palace
 - involved & the boats attached to the
 Inshore Palace. ordered to Cruise
 to see. degenerating year & mile - call
 were there on Dec. 9th. anchored 100
 yds. of the bridge from where
 hit Yacht - 7 ft under way - blasted firing
 100 yds 5" amm. - each. mid. lower. More
 and night ret. to Cruise to report see.
 common. Feed this burning. Go out
 to investigate. ^{refined} ^{to} ¹⁰⁰⁰⁰
 an this. ^{sp} - 4 days at a time - 10
 COMWELTH LE ^{Plan} ^{many} ^{days}
 40. 35 - white ret. to ^{soon} - all by
 level of 4 ²¹³⁷ July 30

Landed close aboard - then at dawn
while at anchor - vessel not engaged
by us. The Coast right at anchor - full of
underfoot of Coast. We next day
By attached ships in harbor - especially
the Casey - secured all aft. to keep from
getting hit. Under at night to proceed
to S. Harbor & that gunboats no
longer used - crews ashore in day
time. Was ashore on Hooker Pt. and
at night to begin w/ a quick succession. Gun
boats ashore and close to shore in position
to facilitate transport. First ashore
went to S. Pt. & then fled. Bombed the
at. island into water. Then going up
and they moved out into S. Harbor.
Then ordered to form N. Pt. & dig in
on mid-side - sent Jackson & Parry
ashore & were very heavy. Bombed
1st day & that plan abandoned. Then
ordered out to patrol E. Coast of
Coast. at night to patrol line & back.
day ashore in S. Harbor - crew ashore
at night.

Feb 6 - shipping of Co. commenced and
in 1900. Crews have
COMMONWEALTH FEB 6
will take on board for you for
when they start to land, quickly

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men to relieve 24 total. Col. Mearns was
Co. of the 9th in charge of the Camp. Sgt. B.
J. Minton (Reg. 45 - Coy. 2nd). Sgt. Mearns
Sgt. Mearns, Sgt. Dwyer 1st Lt. Mearns
4: 24. in charge of all. It had place to
also there. Col. Mearns living at 1st Lt. &
Old Monte Country Club. Feb 1st. 1st Lt. &
1 Capt - Cap. Dwyer & Lt. Mitchell (?)
(former 8th Co. 1st Lt. Dwyer) Made inspection
of relief - Sgt. of 9th. inspect every
house. Then was the 9th
Special orders - no fight after back,
house of 9th to be closed, no sign
rooms allowed copies, no full of food
no info, search food truck.
Cox was in M&Q 9th. but heard
and was the same. Equal no.
of men 24 - were in 9th. then took
Sgt. of 9th. 4 of 9th. also for M&Q -
and some officers - both became
making negotiations. Pile. Mearns
made several remarks about
wanting to be M&Q 9th. Mearns
all the 9th. Mearns stayed there
4-5 days - but by 9th. Mearns
COMMONWEALTH FEB 6
Mearns was
Mearns was

...adder a nice complete line of ...
H. Bennett, who was open in ...
and H. D. was wanted badly by ...
to be held in ... if they find him ...
...ing ... to ... He had killed a ...
off of Jimmy who had been ... the ...
had some ... on Madama ...

While ... by ... Bennett ...
... up a ... load of ... & ...
... the ... & ... it away ...
... his ... into ... by ... also got
... of below ...
... every ... time ... to ...
... in ... stages - It did take over
... plant at ... time & also ... of the
... at ... by It
... been ... saying ... for ... and
... them. ... of ... in ...
... much The ...
... by ... who The
... of ... in ... all ...
... . One ... of ... planned to ...
... to ... -
... to ... effort to ...
... .
... .
... .
... .

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