



NEWS

A publication of the Jimmy Doolittle Air & Space Museum Foundation

Vol. XXII, No. 1, 2004

P O Box 1565 • Travis AFB, CA 94535 • (707) 424-5605 • www.jimmydoolittlemuseum.org

TABLE OF CONTENTS

A RUGGED TRAVIS SERGEANT MARCHES INTO THE COMICS
PAGE 1,

CURATOR'S CORNER
PAGE 3

C-54 "SKYMASTER"
PAGE 3

C-133 "CARGO MASTER"
PAGE 4

MYTHS AND FACTS ABOUT GENERAL DOOLITTLE AND THE TOKYO RAID
PAGE 5-6

REFLECTIONS ON THE HISTORY OF THE 7TH BOMB GROUP (PART 2)
PAGE 7-10

2003 NEW MEMBERSHIPS
PAGE 10

USS LANGLEY, U.S. NAVY'S FIRST AIRCRAFT CARRIER
PAGE 11

MEMBERSHIP
PAGE 12

DATeline: SUNDAY, APRIL 11, 1965, SAN FRANCISCO EXAMINER

A Rugged Travis Sergeant Marches Into the Comics

A new military figure—square jawed, clean cut, competent Senior Master Sgt. George Lakewood—makes his debut today in Milton Caniff's "Steve Canyon" in the comic section of The Examiner.

Lakewood has a real-life model: square jawed, clean cut, competent Senior Master Sgt. George Morar of the 84th Air Transport Squadron at Travis Air Force Base.

The comic strip sergeant—Morar's hometown of Lakewood, Ohio, furnished the surname—will join Canyon and Poteet in the daily strip tomorrow in The Examiner.

Morar, selected Airman of the Year among 75,000 enlisted men of the Military Air Transport Service, admits to being in the dark himself about the adventures awaiting his counterpart.

DON'T KNOW

"How Caniff is going to work me in, I don't know. He didn't let me know anything," Morar said. "But the kids are looking forward to it."

Morar met Caniff twice last November at an Air Force Association convention in Washington.



His service career made a deep impression on the cartoonist, who is an earnest advocate of Air Force strength.

It is a career which might well inflate the chest of even a cartoon hero.

Morar wears on his jacket among other decorations, the Silver Star, Distinguished Flying Cross, Bronze Star, Air Medal and the Purple Heart with an oak leaf cluster.

During the Korean War, after his aircraft was shot down, Morar was a prisoner of war for two years and unflinchingly resisted Communist brainwashing.

continued on page 4

The Jimmy Doolittle Air and Space Museum NEWS is a publication of the Jimmy Doolittle Air & Space Museum Foundation. The NEWS is published four times a year. Subscriptions are free to paid members of the Jimmy Doolittle Air & Space Museum Foundation.

No part of the NEWS may be reproduced without written permission of the Jimmy Doolittle Air and Space Museum and Education Foundations.

Opinions expressed in the NEWS are those of the authors and do not necessarily represent the opinions of the Board of Directors, members of the Jimmy Doolittle Air & Space Museum Foundation, or the US Air Force.

Comments and questions about the NEWS may be addressed to Editor, Jimmy Doolittle Air & Space Museum Foundation NEWS, PO Box 1565, Travis AFB, CA 94535

JIMMY DOOLITTLE AIR AND SPACE MUSEUM Mission Statement

The purpose of the Museum is to portray the history of Travis Air Force Base's contribution to the development of airlift in the Pacific.

It's primary objectives are:

- To provide and maintain an aviation and aerospace, educational, scientific, cultural, historical and inspirational facility for the general public.
- To provide to youth, students and scholars historical research facilities and inspirational exhibits.
- To serve as a meeting place and forum for aerospace oriented organizations and individuals for the benefit of all Northern California.

* In accordance with AFD 64-1, Air Force History and Museum Program.

JIMMY DOOLITTLE AIR AND SPACE MUSEUM FOUNDATION BOARD OF DIRECTORS

Mr Warren Bailey*	972-263-6880
Mr Jack Batson*	(707)422-6179
Mrs Denell Burks*, VP/editor/membership	(707)447-9215
Mr Charles Dawes	(707) 448-6085
Mr David Fleming* President	(707)448-7448
Mr Dave Florek*, Secretary	(916)876-0494
Mr Earl Johnson*, Gift shop	(707)446-8990
Mr Charles Lamoree*	(707)451-3227
Mr Duncan Miller*	(707)425-0900
Mr Wally Mitchell*, Treasurer	(707)425-4533
Mr. Mike Peters*, President Education Fndn	(530)269-3209
Mr Bob Purves*	(707)446-4669
Mr Walter Scott*, VP Education Fndn	(916)678-2973
Mr Eric Schmidt, Restoration crew/docent	(707)446-3009
Mr Andrew Suihkonen* Treasurer Ed Fndn	(707)446-0068
Mr Bob Skinner	(707)448-8296

*Indicates also director of the Jimmy Doolittle Air and Space Museum Education Foundation Board of Directors

- *Mr. Mike Hubbard
- *Mr. Ernie Martini
- *Mr. Koerner Rombauer (707)963-5170

TRAVIS AIR MUSEUM STAFF

Curator
 Dr Gary Leiser (707)424-5605
 Ass't Superintendent
 MSgt. Joe Inocencio (707)424-5605

Jimmy Doolittle Air & Space Museum

Gift Shop

Bldg. 80, Burgan Blvd.
 Travis AFB, CA 94535
 (707) 424-4450/5598
 Fax (707) 424-4451



Present this coupon, for a
10% discount
 on all Doolittle Raider 61st
 Reunion memorabilia.

CURATOR'S CORNER



By Gary Leiser

The number of visitors to the museum is normally slow during the winter, but the past three months have been eventful none the less.

WHEN IT RAINS, IT POURS

In early December **Gerry Propp** tripped on a chair while working in the gift shop and broke his wrist. A few weeks later **MSgt Joe Inocencio** was rushed to the hospital for gall bladder surgery. While Gerry and Joe were recuperating, a violent downpour hit the base on a weekend. The water pump on the roof of the gift shop failed. Consequently, the roof leaked and the gift shop was flooded. The rainfall-flood scenario was repeated in February. The roof of the giftshop is not worth replacing. In other words, the entire giftshop would need to be demolished and rebuilt. As an interim measure we will try to get civil engineering to build a temporary roof over the present roof to divert rainfall.

The museum staff has been at minimum manning for almost a year: **MSgt Inocencio** and my self. Because of continuous deployments, it has been impossible to get additional personnel from wing organizations. This puts the museum in a precarious position when emergencies, such as the need for medical treatment, not to mention the desire to take leave, arise. Again, as another temporary measure, we will again have the services of reservist **Maj. Diana Newlin**, who played a leading role the

Doolittle Reunion and then, following its success, was deployed to PACOM the Pacific Theater of Operations. She is currently busy designing a special room to display all of the Raider items. She will also complete her Vietnam display.

NUTS AND BOLTS

In volunteer activity, which is so critical to the life of the museum, **Nabor Valle** has been busy expanding and improving the NASA exhibit as well as seeing to countless odd jobs. **Bob Zirzow** worked on the cockpit of the C-7. Charlie Moran has been devoting himself to the interior of the C-118. **Bob Jenkins** has been looking after the C-123 and ensured that the drain holes were open to eliminate rain water. **Bill Lancaster** built a plexiglass display case for our large model of the USS Hornet and assisted in building the "Doolittle Room." **Charles While** worked on our propeller cart to make it available for displaying our B-29 prop and also replaced an aileron fixture on the B-52. **Gary Vostry** attended to various projects on the O-2, C-126, and C-45. **Bill Santee**, **Robert Cassero** and others helped clean up the flood in the gift shop. **Marie** and **John Knebel** have assisted **Eric Schmidt** in collecting materials for an exhibit on the Wright Brothers. **Joe Tattersall** drew up a footprint for the cab that we inherited from the old control tower at Travis. Joe, Charlie Moran, Gary Vostry and others have expressed an interest in restoring the cab. We

are developing a plan to move it to the front of the museum where the volunteers can work on it. If this comes to pass we will make a call for assistance in restoration from former cab personnel. **Ben Reed** completed an in-house inventory of the collection. **Jim Martin** continues to inspect all aircraft. Sadly, a beautiful barn owl got into the C-124, but couldn't find its way out and starved to death.

Finally, it is a pleasure to mention two new life members: **Jack Batson** and **Charles Dawes**. In addition the following made generous contributions to the annual building-fund drive: **Barbara Comfort**, **Paul Bergerot**, **Stephen Carbonaro**, **Dorothy Clement**, **Ken Collins**, **Robert Foley**, **Carroll Glines**, **John Hindman**, **Walter Kane**, **John King**, **Jack, Sells**, **Raymond Righ-teous Wood**, and **Robert Worchester**. The museum also received several donations of books and a USAAF sextant from Larry Farner.



Our C-54 "Sky master" located on permanent static display between our base commissary and base exchange. Our web page details its history, renovation efforts and "moving day" images. (www.jimmydoolittlemuseum.org)

We would like to take this opportunity to thank the countless Historical Society volunteers, Travis AFB base agencies and personnel that have worked together to make this all possible

TRAVIS SERGEANT MARCHES INTO THE COMICS CONTINUED



*Master Sgt. George Morar
of the 84th Air Transport Squadron
at Travis Air Force Base*

In 1957, serving in Europe, Morar was designated Airman of the Year of the Tactical Air Command.

Morar achieved these distinctions despite a childhood and youth pockmarked by hardship.

His mother died while he was still an infant and he was sent to the Christian Orphanage in Cleveland, Ohio. He stayed in the orphanage until he was 6 and then lived with his father and step-mother.

Five years later, Morar's father died and his new home was with an older sister.

In 1940, when the U. S. was still seeking to emerge from the depression, he left school at the age of 16 and joined the Civilian Conservation Corps. He later worked at a number of jobs until his enlistment in the Armed Forces in 1943.

OVER SEAS

Assigned to the newly formed U.S. Army Air Corps, Morar completed basic training at Miami Beach, Fla.

In the summer of 1944 he began overseas duty in the Pacific. He flew com-

bat missions with the 494th Bomb Group as an armored gunner until the end of World War II.

Returning to the U. S. in January, 1946, Morar was assigned to the Air Proving Ground Command at Elgin Field, Fla.

There, he designed several tow targets that were used extensively by the command.

Among other achievements at Elgin, he earned a high school diploma. He has continued his education in the Air Force and by now has completed two years of college work.

Morar's industry and ambition have brought him success in the service—but success brings its own demands.

Flights and pre-flight preparation keep him upwards of 100 hours a week from his wife, Betty, sons Lee, 16,—and logically, Grant, 10, and daughter Lory, 5.

NEWEST

Assigned to Travis in February 1963, Morar rose within one year from student engineer to instructor engineer for the base's fleet of C-133 Cargomasters, the giant four-engined turbo prop carriers of the Minuteman missile.

This rapid promotion formed the basis for his new Airman of the Year award.

"We've been trying for years to get away from old-timer sergeants for this award, but you just can't do it," a Travis spokesman said. "Someone like George Morar always pops up."

The "old soldier" label is not entirely to the liking of the 22-year service veteran who keeps trim with six sport parachute jumps every free Saturday.

"Seriously, I don't consider myself an old soldier. Here I'm only 40. I see too many old 35-year-old people," Morar said.

Advance word about his addition to the Caniff ranks of Charlie Vanilla and Carrot Kane has made Morar the target of a standard parting joke:

"So long, George. See ya in the funny papers."



C-133 Cargo Master

C-133 CARGOMASTER SPECS

Primary Function: Strategic airlift

Contractor: Douglas Aircraft Co.

Crew: Ten [+200 passengers]

Unit Cost: N/A

Powerplant: Four Pratt & Whitney

T34-P-7WA turboprop engines

rated at 6,500-horsepower each

Dimensions

Length: 157 ft 6 in (48 m)

Wingspan: 179 ft 8 in (54.76 m)

Height: 48 ft 3 in (14.71 m)

Weights

Empty: 120,262 lb

Maximum Takeoff: 286,000 lb

Performance

Speed: 359 mph (579 km/h)

Ceiling: 19,000 feet (5,791 m)

Range: 3,975 miles (6,397 km)

C-133 Cargomaster

Achievements

- The C-133 was the largest turboprop transport to be accepted by the USAF.
- Two Cargomasters set transatlantic speed records for transport aircraft on their first trip to Europe.

MYTHS AND FACTS ABOUT GENERAL DOOLITTLE AND THE TOKYO RAID



During our 2003 Doolittle Tokyo Raider's 61st Reunion, C. V. Glines (in hard hat) advanced down Fairfield's main drag, Texas Street (a most appropriate street, since Glines is a Texan).

By Col. Carroll V. Glines, USAF (Ret)

As the Historian for the Doolittle Tokyo Raiders and Curator for the Doolittle Library at the University of Texas at Dallas, I receive many e-mails and letters asking for verification of information about General Doolittle and the Raiders. I am often surprised at the misinformation that has arisen over the years and the repetition of myths about the men and their mission that are perceived as facts by the general public. Here are some examples:

1 MYTH: A NUMBER OF RAIDERS WERE KILLED ON THE RAID AND SOME WERE DECAPITATED AFTER BEING CAPTURED BY THE JAPANESE.

Fact: After reaching China, two Raiders drowned swimming to shore and one died on the bailout. Eight Raiders were captured and three of them were executed by a Japanese firing squad after a mock military trial held in the Japanese language. The five others were sentenced to life imprisonment. One of these men died of malnutrition in December 1943. Three of these four survive and attended the reunion at Travis AFB in April 2003.

2 MYTH: SOME OF THE B-25s WERE SHOT DOWN BY ENEMY AIRCRAFT OR ANTI-AIRCRAFT ARTILLERY OVER JAPAN.

Fact: No aircraft were shot down. Fifteen of the 16 planes crashed or crash-landed in enemy-held territory in China. One aircraft landed intact near Vladivostok, Russia and the crew and plane were interned. The crew escaped to Iran after nearly 14 months in house confinement.

3 MYTH: THE RUSSIANS STILL HAVE THE B-25 AND USED IT DURING THE WAR.

Fact: The plane was never released to the U.S. and there is no firm evidence that it was used in combat, survived the war or is somewhere in Russia today.

4 MYTH: JIMMY DOOLITTLE WAS A COLONEL AND WAS PROMOTED TO BRIGADIER GENERAL AFTER THE RAID.

Fact: He was a reserve Lieutenant Colonel at the time of the mission and was promoted to Brigadier General skipping the rank of Colonel. He had resigned his commission as a regular First Lieutenant in 1930 and received a reserve commission as a Major; therefore, he never held the rank of Captain.

5 MYTH: ALL OFFICERS ON THE MISSION RECEIVED THE DISTINGUISHED FLYING CROSS; THE ENLISTED MEN RECEIVED NO AWARDS.

Fact: All Raiders received the DFC. General Doolittle was awarded the Medal of Honor by President Roosevelt. Two men received the Silver Star for assisting their fellow Raiders under extremely difficult circumstances. All Raiders also received medals from the Chinese Government. The three Raiders who died on the day of the Raid, the three who were later executed and the one who died in prison were awarded the Purple Heart posthumously.

6 MYTH: B-25 AIRCRAFT WERE DISPATCHED ON SECRET FLIGHTS FROM CALIFORNIA BEFORE THE RAID TO DETERMINE IF B-25s COULD FLY THE DISTANCE REQUIRED FROM THE CARRIER TO THE DESTINATION AIRFIELD IN CHINA.

Fact: No such long-range test flights took place. All arrangements were top secret. The aircraft were flown from Pendleton, Oregon to Columbia, South Carolina. The B-25s were modified en route by the addition of fuel tanks in the bomb bays and crawlways of each aircraft; none of this work was performed in California. The B-25 could not have flown the distance required if these extra tanks had not been installed.

7 MYTH: THE MOVIE PEARL HARBOR CORRECTLY PORTRAYED THE DOOLITTLE RAID THROUGHOUT.

Fact: Nothing could be further from the truth. There were so many inaccuracies and fallacies in that movie that it was a great disservice to the brave men who flew the mission. The

continued on next page

MYTHS AND FACTS CONTINUED

writer and director purposely distorted the facts and invented actions, personnel and dialog solely in the interest of entertainment. The movie deserved to “bomb” because of this and it did.

8 MYTH: AT LEAST TWO WRITERS IN RECENT BOOKS ABOUT THE RAID FREQUENTLY REFER TO THE B-25 MITCHELL BOMBERS AS “BILLIES.”

Fact: Neither I nor any other B-25 pilot, crew member, Air Force member or responsible historian ever referred to the B-25s as “Billies.”

9 MYTH: GENERAL DOOLITTLE WAS BORN IN ALASKA.

Fact: He was born in Alameda, California but did spend pre-adolescent years in Nome, Alaska.

10 MYTH: GENERAL DOOLITTLE PARTICIPATED IN BOMBING ATTACKS ON ALL THREE AXIS CAPITALS DURING WORLD WAR II.

Fact: He did bomb Tokyo and Rome but was not permitted to participate in combat missions over German-occupied territory because he had been briefed on and given access to Ultra, the code-breaking system that permitted the Allies to listen in on secret German military messages. In addition, he had been briefed on the invasion plans and General Carl Spaatz, his superior, would not allow him to risk being captured.

11 MYTH: GENERAL DOOLITTLE HAD BROTHERS AND SISTERS BUT NO CHILDREN OF HIS OWN.

Fact: He had no brothers or sisters. He and Mrs. Doolittle had two sons – James, Jr. and John. Both became Air Force pilots. James was a Major when he died in 1958; his son, James III, also became a pilot and retired as a Colonel. John graduated from West Point in 1946 and also retired as a Colonel.

12 MYTH: DOOLITTLE LIKED THE GEE BEE RACING PLANE IN WHICH HE WON THE THOMPSON TROPHY IN 1932.

Fact: He told me it was the most dangerous plane he ever flew. He said the controls were so sensitive that flying it was “like trying to balance an ice cream cone on the tip of your finger.” When asked why he flew it, he said, “Because it was the fastest plane in the world at the time.”

13 MYTH: DOOLITTLE WAS AWARDED AN HONORARY DOCTOR OF AERONAUTICAL ENGINEERING DEGREE BY THE MASSACHUSETTS INSTITUTE OF TECHNOLOGY TO HONOR HIS FLYING EXPLOITS.

Fact: He *earned* a Master of Science degree in 1924 and *earned* a Doctor of Science degree with a major in aeronautical engineering in 1925, both at M.I.T. while a regular officer on active duty in the Army Air Service.

14 MYTH: DESPITE HIS YEARS OF STUNT FLYING, THE ONLY TIME DOOLITTLE BAILED OUT WAS WHEN HIS PLANE RAN OUT OF FUEL AT NIGHT AFTER REACHING CHINA.

Fact: He attended Parachute School in 1920 at Kelly Field, Texas and was given the option of testing the ‘chute he had packed or not. He jumped. He later jumped from a Curtiss P-1 Hawk in 1929 when the wings failed. His second jump was in 1931 when the ailerons on a rebuilt Travel Air plane failed. His third jump was over China. Thus he qualified for the Caterpillar Club by parachuting to save his life three times.

15 MYTH: DOOLITTLE RETIRED AS A LIEUTENANT GENERAL IN THE REGULAR AIR FORCE.

Fact: He retired as a Lieutenant General in the Air Force Reserves, the only reserve officer ever to hold and be retired in that rank. He was promoted to four-star General by Act of Congress in 1985.

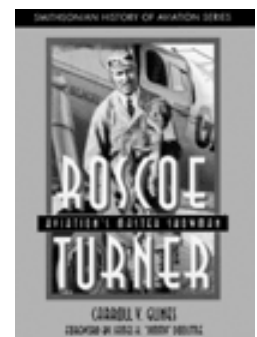
16 MYTH: AFTER VE DAY, DOOLITTLE TOOK THE 8TH AIR FORCE TO THE FAR EAST AND FLEW MISSIONS IN B-29s.

Fact: General Doolittle transferred from Europe to Okinawa to command the 8th there and some B-29s had begun to arrive on August 7, 1945, the day after the first a-bomb drop. Doolittle was asked by General Carl Spaatz just two days before the Japanese surrendered if he wanted to hurry and get 8th Air Force bombers in combat against the Japanese but he refused. He said, “If the war is over, I will not risk one airplane nor a single bomber crew member just to be able to say the 8th Air Force had operated against the Japanese in the Pacific.”

17 MYTH: DOOLITTLE IS THE ONLY PILOT TO HAVE WON BOTH THE BENDIX AND THOMPSON TROPHIES.

Fact: Not true. Roscoe Turner also won both trophies. Roscoe won the Thompson Trophy three times.

*Roscoe Turner:
Aviation's Master Showman
By: Glines, Carroll V.
Published By: Smithsonian
Institution Press*



REFLECTIONS ON THE HISTORY OF THE 7TH BOMB GROUP

THE "ABBERKERK", A TWIN-SCREW MOTOR-VESSEL, BUILT IN DANZIG (1939)



A drawing of the Dutch ship "Abberkerk" that evacuated 7th Bomb Group personnel from Java to Feemantle, Australia. The ship had accommodations for 19 passengers, but it left Java with 1,700 troops aboard. (Robert Graf)

(PART 2 OF "MY FIRST CRUISE AT GOVERNMENT EXPENSE")

By Marvin Riehl

My previous story told of the ground personnel of 7th Bomb Group being aboard the *USS Republic* troop transport with the original destination of Del Monte Air Field on Mindinao, Philippines.

After the attack on Pearl Harbor on December 7, 1941, our convoy continued to other destinations. The *Republic* docked in Brisbane, Australia on December 22 and we were offloaded the following day. We marched down one of the main streets to the Ascot Race Track. During the march, we were greeted by the wonderful Australian people. They crowded to line the sidewalks and cheered continuously as we went by. One lady had a baby buggy with her child in it and she rolled it along side of us for some distance. A male accompanying her said that one of our Navy ships paid a "goodwill" visit there ten months earlier. She had an American flag flying from the buggy. We soon learned that they, as a whole,

wanted to be like Americans rather than the British. Later I became fully aware of this when we were allowed to go into Ipswich for an evening. They had a skating rink and a dance hall where most of us visited. I was told I looked like "George Raft" but when they learned that I was from California and had never visited Hollywood, they were shocked. I got to visit three times in the month and a half we were stationed there.

At the Ascot Race Track we were billeted in tents mounted over wooden floors. Loose straw was piled to use as mattresses. The next day there was talk of re-boarding the ship and going north to Java. A few hours later this order was cancelled.

On Christmas Day we were treated to a good dinner of roast turkey. The next couple of days over a hundred of us were hospitalized with ptomaine poisoning. We thought perhaps those turkeys were on our ship and may have thawed out during the 32-day trip, but this was never verified.

Shortly after being released from the hospital, we were moved to Amberly

Field near the smaller city of Ipswich, located north of Brisbane. At Amberly Field, and also Archer Field, US maintenance personnel worked 12-hour shifts assembling 138 P-40 Curtis Warhawks, 52 Douglas A-24 dive bombers, and 5 C-47 transports.

We were awakened in the morning before daylight by the birds nicknamed "laughing jackass." Once awake, your nostrils filled with the aroma of cooking mutton. This was a 24-hour a day odor. Australia was without refrigeration and they cut their meat differently to make it last. Many months later when I returned to the US and my wife bought lamb chops for dinner, I became quite upset at the poor lady. It was many years before I could enjoy mutton again.

Quite a few of the troops went over the fence and into town at night and I heard many complaints that there was no such thing as a cold beer. I remember getting an ice cream cone and it was barely frozen, really mushy.

Amberly Field was a small grass field without paved runways. As the P-40s

continued on next page

7TH BOMB GROUP CONTINUED



Riehl's 88th Recon Squadron at Asbot Race Track, Brisbane, Australia. (1914) (Niles Fenton)

and Douglas Dauntless dive bombers became flyable, the pilots began checking out in them. Sometimes there would be a minor accident and sometimes a serious one. Once when I stopped in a jeep along the perimeter to watch a formation of P-40s land, they broke off single file in the usual way and as the first one landed it touched a bit of crosswind and both gears, which were spindly to begin with, collapsed. As it stopped the pilot looked at the incoming P-40 and tried to jump out of the cockpit. With the nose of the aircraft blocking the view on the ground the P-40 was immediately upon the hapless pilot on the ground and the right wing caught him and killed him. The gear also sheered from his plane. The other incoming aircraft, aware of the mishap, landed on another part of the field.

Soon after starting operations at Amberly, word came from the Philippines Command to discontinue parking the aircraft in rows and to disperse them

in the nearby woods if possible. This was soon accomplished. Every night some of us were posted on guard duty. We took this duty very seriously. One night I heard the guard on my right yell "Halt" followed by a running sound and a shot. The guard was an excellent marksman and evidently when the Officer of the Day came to investigate, they found the local farmer's horse dead, shot through the head. I don't know how much the farmer received in compensation and never heard anymore about it.

I suppose everyone has heard of Tokyo Rose. She was always coming through the airwaves on local radio stations and would taunt all of us in general. She seemed to get the names of the GIs that slipped into town at night and she would, in many cases, have their home towns and family locations. She would tell how we were going to be attacked soon. Of course, we all got a big laugh from it.

When the dive bombers were ready to fly, I was assigned as crew chief on one. One day as I was checking it out in preparation for flight, I had the engine revved up and there was a terrific explosion. I shut it down and upon investigation discovered the fire extinguisher cartridge had ruptured. It had nothing to do with the "run up" and was caused by the terrific heat from the hot summer sun beating down on the aft section of the aircraft in which it was installed. No serious harm done!

Since I had some experience in small planes prior to joining the Army Air Corps, I thought I would enjoy a ride in the A-24. When the pilot showed up and I made my request he said to grab a parachute and climb in. Thinking he'd probably be practicing landings, I was surprised when we were near the coastline and he rolled it over into a straight dive. I made sure my safety harness was properly installed and I was expecting a terrific increase in speed. I was

amazed how mild it turned out. With both perforated dive flaps deployed there didn't seem like any gain in speed and the "pull out" was just as mild.

Soon after arriving in Brisbane, we were given permission to send a telegram home. All we could say was that we were well, nothing about our location or anything else. We put this information on the regular Western Union paper and it was mailed to my parents. This was the second communication to let them know we were alive. The first was the card with our name on it that was put ashore in Suva, Fiji Islands. How long before these communications reached our loved ones, I do not know. My mother saved them and I have them in my life story records.

Time passed very swiftly with the long hours on duty and I was surprised when we of the 88th Recon. Sq. were told to pack all our equipment for shipping. We worked from dawn to night and I was thinking, if I can make it to my bed and a good night's sleep, I'll be okay come morning. We picked up all our belongings and moved back to the race track in Brisbane. As I entered the tent area I noticed those already there assembling in the area. I was told that Tokyo Rose had said the Japanese were going to bomb us that night. I was worn to a frazzle, so I slipped in on my pile of straw and dozed off. I was soon awakened as the First Sergeant stood over me and ordered me to get up. I begged him to let me sleep, but he refused. Dressed in summer khakis we were hauled out of the city and dispersed along the fence lines on the farms. As dawn began to break, it turned bitterly cold and shivering set in. At sunup several biplanes (British trainers) flew by. No sign of the Japanese.

A few days earlier the 11th and 22nd Bomb Squadrons' ground personnel had packed up and shipped out. After the

war was over, I learned that they were transported to Java where they were to service our aircraft that had made it to the Philippines and were attempting to stop the southward advance of the Japanese.

In the meantime, we were loaded onto a train at Brisbane and headed south. If I remember correctly, there were three different gauges of railroads to get to the southern tip of Australia (Melbourne). I can't remember switching trains, but I remember talking to some Aussies in Sydney. They wanted us to comment on their "bridge." We of course "oohed" and "aahed" politely but wondered if they knew about our recently opened "Bay Bridge" and "Golden Gate Bridge." I assume the type of construction of their bridge was an engineering marvel. In Melbourne we boarded the *USS Holbrook*, which had been loaded in Brisbane with our equipment and some personnel and set sail for the western coast of Australia (to Fremantle-Perth).

The second edition of the 7th Bomb Group history tells of the flight crews that made it to the Philippine Islands and participated in the struggle to slow the advancing Japanese as they took islands to the south. There were many battles and loss of aircraft and of course some lives. Some of the flight crews returned to the US after the attack. Many were assigned to other aircraft, including LB-30s which were the forerunner of the B-24 Liberator. They then opened an air route via South America and Africa and on to India and Australia.

As the fighting progressed, the aircraft of the 19th Bomb Group were forced farther south and finally into Java where the maintenance crews of the 11th and 22nd squadrons had arrived to help maintain the aircraft. At this point those of us on the *USS Holbrook* at Fremantle

were originally scheduled to go to Java also. But Java was about to capitulate. It was run by the Dutch (oil interests) and it was decided to evacuate. The *Holbrook* with us on board was part of a convoy headed north out of Fremantle on 22 March 1942. The next day we were joined by the aircraft carrier *Langley*. On its deck were 32 P-40s we had assembled earlier. It was the oldest US carrier in service and its deck was too short for takeoff of these aircraft. Also joining us were the *Sea Witch*, a diesel freighter whose hold contained 18 crated P-40s. The Dutch commander in Java requested these two ships continue up there, so they departed to the right of our convoy. The *Langley* was spotted by the Japanese and was sunk with a terrible loss of life. The *Sea Witch* made it to a port on Java and unloaded the crated aircraft and escaped to a safe haven. The P-40s in crates were bulldozed into the sea. The evacuation of Java was now in full speed. The Dutch were in charge and were burning all equipment. Our troops of the 11th and 22nd bomb squadrons plus all others were ordered to board any ships available. The 11th and 22nd squadrons, among others, boarded the Dutch ship *Abbekerk*, a freighter with accommodations for 19 passengers. A total of 1700 troops got aboard. The freighter captain refused an order to join a convoy and sailed south by southeast to Fremantle-Perth with the troops sprawled on the deck. These people then became part of the 19th Bomb Group in Australia. Sixty percent of the original 7th Bomb Group including several flight crews were now under or part of the 19th Bomb Group that had evacuated from the area of Manila in the Philippines.

It is impossible to impress the reader of this story with the seriousness of these flight and maintenance crews who struggled desperately to stop the ad-

continued on next page

7TH BOMB GROUP CONTINUED

vancing Japanese in their southward drive. The long hours without adequate rest and inferior equipment (airplanes needing engine changes and heavy maintenance but no parts available) speaks well for the troops who continued to fight back and eventually stopped the Japanese before they could take Australia. In December 1942, a good portion of those still in Australia were able to be rotated back to the US where they were very useful in the training of unseasoned personnel who would be going to combat zones.

In the meantime, the other forty percent of the original 7th Bomb Group continued our cruise on the *USS Holbrook* with us troops wondering where we were going. One day we anchored near Colombo, Ceylon and took on supplies.

Later a similar stop was made at Bombay, India. We finally docked in Karachi, India (now Pakistan) on 12 March, 1942. This ended my second cruise at government expense. Sixty-two days at sea, from 21 November 1941 to 12 March 1942.

Our job now was to reform the 7th Bomb Group into a fighting force again so that we could stop the Japanese advance in Burma where they took over the Burma Road into China and hindered our ground supplies to the Chinese. It must be noted that many of the 7th Bomb Group flight crews were shortstopped in the African Theater on the way to India. Also, after re-establishing the 7th Bomb Group in India (now Pakistan), several crews were pulled back to Africa to stop Rommel's advance into

Egypt. Many stayed and continued to fight on that front until the end of World War II. In India, we were at the end of both supply lines (half way around the world), so we had to make do with whatever seeped through.



A .PDF VERSION OF THE
TRAVIS AIR MUSEUM
NEWS

AVAILABLE ON LINE AT
WWW.JIMMYDOOLITTLEMUSEUM.ORG

2003 New Foundation Memberships . . . thank you for your support!

Charles A. Ewing

Mike Morgan

Ted Miller

Heather Jane Lobalbo

Carl Miller

John L. Rich

Raymond A. Slominski

Leroy John Adams

Dorothy M. Clement

Gilbert P. Ferry

Valerie Hetrick

Joseph H. Hogan

LtCol Leonard Melcher

Charles Ozuk

Trevor, Dawn, Brittany and

Jeremy Wiebbecke

Lowell Michael Wiese

Col Robert W. Wood

Jane Colgan

Felicia Bradshaw

Stephen F. Burg

Gerald G. Jones

William R. Rawlinson

SSgt Susan L. Reno

Robert Edouard E.

Humberto L. Garcia

Solano Garbage

Yin McDonalds

First Northern Bank

Sandra McCorkle

Harold and Shirley Morrison

Solitude Wines

Sam's Club Foundation

Cessna Aircraft Company/

Rombauer Vineyards

Col John and Priscilla Doolittle

Jack and Wanda Kennedy

Stanley and Patricia Teaderman

Col John and Gladys Molchan

Sheana Rombauer

Beverly Goggio

Ken Collins

Nina G. McCorkle

Charles Dawes

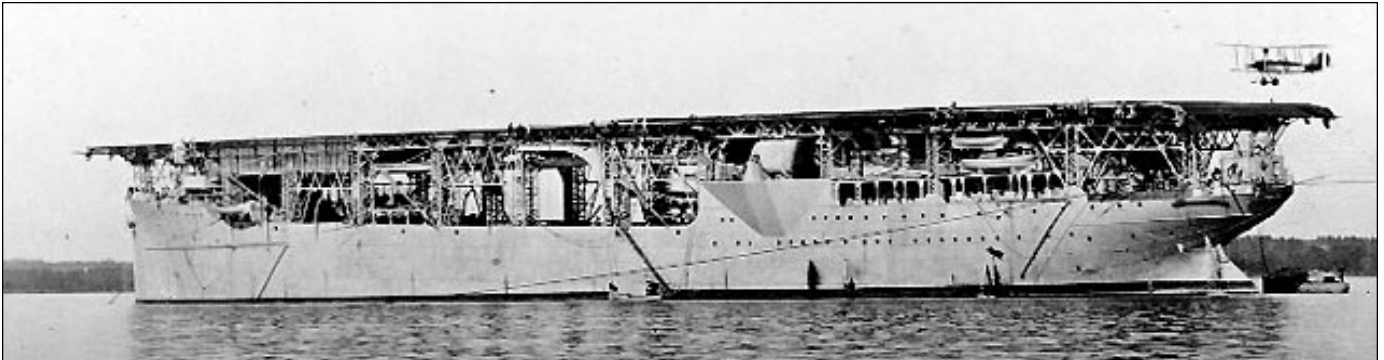
C C Yin

Jack Batson

Robert Frantz

Ruth Higdon

USS LANGLEY, U.S. NAVY'S FIRST AIRCRAFT CARRIER



The *USS Langley* was the U.S. Navy's first aircraft carrier. She was commissioned on March 20, 1922. The ship was originally the collier *Jupiter* (AC-3). Conversion had begun in mid-1919. *Langley* began operations in October of 1922 to prove that the aircraft carrier was a viable offensive weapon for the Navy.

Langley's life as an aircraft carrier was short. In January of 1937, *Langley* was placed in dry-dock to be converted to a seaplane tender. In April, she was reclassified as AV-3.

At the outbreak of World War II, *Langley* was anchored off Cavite, Philippine Islands. She departed

December 8th and proceeded to Balikpapan, Borneo, and Darwin, Australia, where she arrived January 1, 1942. She departed Freemantle, Australia, 22 February in convoy, and left the convoy 5 days later to deliver 32 P-40's to TjilatJap, Java.

Early in the morning 27 February, *Langley* rendezvoused with her antisubmarine screen, destroyers *Whipple* (DD-217) and *Edsall* (DD-219). Later that morning, nine twin engine enemy bombers attacked her. The first and second Japanese strikes were unsuccessful; but during the third *Langley* took five hits. Aircraft topside burst into flames, steering was impaired, and the ship took a 10° list to port. Unable to negotiate the narrow mouth of TjilatJap Harbor, *Langley* went dead in the water as rushing water flooded her main motors. At 1332 the order to abandon ship was passed. The escorting destroyers fired nine 4-inch shells and two torpedoes into the old tender to insure her sinking. She went down about 75 miles south of Tjilatjap with a loss of 16.

Though she never saw combat as an aircraft carrier, *Langley* was vitally important to proving that naval aircraft could be launched and recovered at sea and could provide enough firepower to win battles. The lessons learned aboard her are still in use today aboard the Navy's most sophisticated carriers.



USS Langley off the Hawaiian Islands, May, 1928

<http://www.grunts.net/navy/ships/usslangley.html>

Photos courtesy of the U.S. Naval Historical Society and the National Archives

MEMBERSHIP: JIMMY DOOLITTLE AIR & SPACE MUSEUM FOUNDATION

A membership in the Jimmy Doolittle Air & Space Museum Foundation is an excellent gift for birthdays, holidays, thank yous, retirements or memorials. Being a part of history is a gift that keeps on giving!

Mail this form and check to: Jimmy Doolittle Air & Space Museum Foundation
P.O. Box 1565
Travis AFB, CA 94535.
For further information phone: (707) 424-5605.



Membership Form (Please print) Date _____

Name _____ Membership # _____

Address _____

City _____ State _____ Amount Enclosed: _____

Zip _____ Phone _____

New Renewal

ANNUAL DUES AND MEMBERSHIP CATEGORIES

<input type="checkbox"/> Individual Patron	<input type="checkbox"/> \$15.00/1 yr.,	<input type="checkbox"/> \$40.00/3 yrs.,	<input type="checkbox"/> \$65.00/5 yrs.
<input type="checkbox"/> Family Patron	<input type="checkbox"/> \$25.00/1 yr.,	<input type="checkbox"/> \$70.00/3 yrs.,	<input type="checkbox"/> \$115.00/5 yrs.
<input type="checkbox"/> Contributing Patron	<input type="checkbox"/> \$100.00/1 yr.,	<input type="checkbox"/> \$295.00/3yrs.,	<input type="checkbox"/> \$490.00/5yrs.
<input type="checkbox"/> Sponsor Patron	<input type="checkbox"/> \$250.00/1 yr.,	<input type="checkbox"/> \$745.00/3 yrs.	
<input type="checkbox"/> Benefactor Patron	<input type="checkbox"/> \$500.00		
<input type="checkbox"/> *LifePatron	<input type="checkbox"/> \$1,000.00		

Business and Cooperate Annual Membership Available
*Life patrons may make this total contribution in any amount over a five consecutive calendar year period. Approved as tax deductible by both United States IRS and California Franchise Tax Board.

Whether you can give an hour or a day, volunteers are needed in the Gift Shop and office; with the restoration and maintenance crew and as a docent. Please call 424-5605 for more information. Thanks!

Jimmy Doolittle Air & Space Museum Foundation
P. O. Box 1565
Travis AFB, CA 94535

**PRSRST STD
NON PROFIT ORG.
U.S. POSTAGE
PAID
Vacaville, CA
Permit No. 9**