



## USS *Arizona* Memorial Teacher Tool Kit

Dear Educator:

This document contains a variety of primary and secondary sources that can be used to supplement your curriculum instruction. Primary sources are one of the best methods to bring history to life for students. They offer the most direct explanation of the events surrounding the attack on December 7, 1941. It is important, however, when using oral histories, to have your students distinguish between fact and opinion and understand that stories are based on memory and may not always be an accurate accounting. Secondary sources, such as maps and timelines, are useful and have been reviewed for accuracy by the history and education offices of the USS *Arizona* Memorial.

The contents of this document are intended for use as tools for teacher instruction. Take some out and use them as you see fit. The variety and scope are broad to give you the most latitude in use. Take one to emphasize a major point. Use a couple to supplement an existing lesson plan. Use many to build your own new lesson plan. How you use these teaching tools is up to you.

The National Park Service and the Arizona Memorial Museum Association are pleased to present this Teacher Tool Kit to you and look forward to your continued interest in the USS *Arizona* Memorial. Thank you for your interest in this national icon and the importance of December 7, 1941 in American and world history. And thank you for your efforts in conveying our message to future generations.

Kendall McCreary  
Education Specialist  
USS *Arizona* Memorial

[The PDF version of the Teacher Tool Kit does not contain the photographs folder.]

# Time Line of Events

## Pacific Phase of World War II

<u>Local Time</u>	<u>Hawai'i Time</u>	<u>Event</u>
7 December 1941 ~ morning ~ <i>Malaya</i>	6 December 1941 ~ afternoon ~ ~	An Australian pilot is shot down over the Gulf of Siam after spotting the Japanese invasion fleet. He is the first ally to die in the Pacific phase of World War II. *
7 December 1941 ~ 0645 hour ~ <i>Hawai'i</i>	7 December 1941 ~ 0645 hour ~ ~	USS <i>Ward</i> sinks a Japanese midget submarine outside the entrance of Pearl Harbor. This is the first shot fired by the United States in the Pacific phase of World War II.
8 December 1941 ~ 0000 hour ~ <i>Malaya</i>	7 December 1941 ~ 0650 hour ~ ~	Japan invades Malaya by attacking Kota Bharu. The forces of the United Kingdom retreat from Malaya to Singapore on 1 February 1942.
7 December 1941 ~ 0730 hour ~ <i>Hawai'i</i>	7 December 1941 ~ 0730 hour ~ ~	Japanese submarine sinks US merchant ship <i>Cynthia Olsen</i> 1000 miles northeast of Hawai'i. All 31 crew members take to their lifeboats and eventually all die at sea.
7 December 1941 ~ 0750 hour ~ <i>Hawai'i</i>	7 December 1941 ~ 0750 hour ~ ~	Japanese attack on O'ahu begins with an attack on Wheeler Airfield, soon to be followed with attacks on military installations at Kane'ohe, Hickam, Pearl Harbor, 'Ewa, and Bellows.
8 December 1941 ~ 0200 hour ~ <i>Thailand</i>	7 December 1941 ~ 0830 hour ~ ~	Japan invades Thailand at Singora and Patani. Thailand surrenders a few hours later.
8 December 1941 ~ 1420 hour ~ <i>Washington, D.C.</i>	7 December 1941 ~ 0850 hour ~ ~	Japanese ambassadors present the US with a message breaking off negotiations - one hour after the attack on O'ahu began. It was supposed to be delivered at 1300 hour - twenty minutes before the attack began.
8 December 1941 ~ 2000 hour ~ <i>Shanghai</i>	7 December 1941 ~ 0930 hour ~ ~	Japan attacks the International Settlement in Shanghai, captures American and British servicemen and the USS <i>Wake</i> - the only US Navy ship to be captured during the war.
7 December 1941 ~ 0945 hour ~ <i>Hawai'i</i>	7 December 1941 ~ 0945 hour ~ ~	Japanese attack on O'ahu ends. The first wave had ended around 0830 hour and the second wave had begun around 0900 hour.
8 December 1941 ~ 0400 hour ~ <i>Singapore</i>	7 December 1941 ~ 1030 hour ~ ~	Japan raids Singapore with planes, later invades Singapore on 8 February 1942. The forces of the United Kingdom surrender on 15 February 1942.

# Time Line of Events

## Pacific Phase of World War II

<u>Local Time</u>	<u>Hawai'i Time</u>	<u>Event</u>
8 December 1941 ~ 0827 hour ~ <i>Guam</i>	7 December 1941 ~ 1157 hour ~ ~	Japan attacks Guam. The forces of the United States surrender 10 December 1941.
8 December 1941 ~ 0630 hour ~ <i>Philippines</i>	7 December 1941 ~ 1200 hour ~ ~	Japan attacks the Philippines at Batan Island. The forces of the United States surrender at Bataan on 9 April 1942, and at Corregidor on 6 May 1942.
8 December 1941 ~ 0800 hour ~ <i>Hong Kong</i>	7 December 1941 ~ 1330 hour ~ ~	Japan attacks Hong Kong. The forces of the United Kingdom surrender 25 December 1941.
8 December 1941 ~ 1158 hour ~ <i>Wake Island</i>	7 December 1941 ~ 1428 hour ~ ~	Japan attacks Wake Island, southwest of Hawai'i . The forces of the United States surrender on 23 December 1941.
8 December 1941 ~ 1500 hour ~ <i>Hawai'i</i>	7 December 1941 ~ 1500 hour ~ ~	A telegram which arrived on O'ahu at 0733 hour finally reaches General Walter Short, stating that Japan is planning to present an ultimatum at 0730 Hawai'i time and advising General Short to be on alert accordingly.
8 December 1941 ~ 1140 hour ~ <i>Tokyo</i>	7 December 1941 ~ 1610 hour ~ ~	Japan issues Imperial War Rescript (see following pages) declaring war on the United States and the British Empire - eight and nine hours after attacking Hawai'i (US) and Malaya (Great Britain).
8 December 1941 ~ 1230 hour ~ <i>Philippines</i>	7 December 1941 ~ 1800 hour ~ ~	US planes are caught on the ground at Clark Field and destroyed by a Japanese air attack - ten hours after Hawai'i was attacked.
7 December 1941 ~ 2115 hour ~ <i>Hawai'i</i>	7 December 1941 ~ 2115 hour ~ ~	Six fighter planes from the USS <i>Enterprise</i> trying to land on Ford Island in Pearl Harbor are shot down by friendly fire; three of the six airmen are killed.
7 December 1941 ~ 2130 hour ~ <i>Midway Island</i>	7 December 1941 ~ 2200 hour ~ ~	Japanese destroyers <i>Ushio</i> and <i>Sazanami</i> shell Midway Island, northwest of Hawai'i.

\* The first ally to die in war with Japan lost his life before World War II began with Germany's invasion of Poland on 1 September 1939. On 19 September 1931, Japan invades the northern Chinese province of Manchuria, resulting in the death of the first Chinese in war with Japan. On 12 December 1937, Japanese planes attacked USS *Panay* and HMS *Ladybird* on the Yangtze River in China; first Americans and Britons to die.

ORAL HISTORY INTERVIEW #463-1

with

Agnes Eun Soon Rho Chun (AC)

October 28, 1992

Nu`uanu, Honolulu, O`ahu

BY: Michiko Kodama-Nishimoto (MK)

MK: This is an interview with Mrs. Agnes Eun Soon Rho Chun at her home in Nu`uanu, O`ahu, Hawai`i, on October 28, 1992. The interviewer is Michiko Kodama-Nishimoto.

Okay. I guess we can start today's interview by having you talk about your parents, and the first question I have about your parents, Hee Chang Rho and Young Hee Chi Rho, is where did your parents originally come from?

AC: My parents came from Ong Jin in Hwanghae-do, Korea. My dad and mother [*Hee Chang Rho and Young Hee Chi Rho*] were married there and they had three children. Eventually their children all died when they were infants. My father, I believe (it) was in 1903, had a very good friend (whose) name was Mr. Lee, Hong Kee—Mr. Lee being the last name. And from what my mother tells us, he had planned to (emigrate) to Hawai`i, and in the process, talked my father into coming. My father (read and wrote) Chinese characters (so he must have had extensive schooling in Korea). I don't know whether they had a very difficult time in Korea concerning livelihood. My mother just said he upped and decided that he'd come with his friend. My mother found out from friends that he had left. My mother was living close to her sister, and so she stayed with her sister. My dad came out here, worked in the plantations, someplace in Kaua`i. Eventually (after a ten-year separation), when he came (to Honolulu), he (asked) my mother (to join him). (She arrived) here in (1912) and (so) had never (experienced) the plantation (life). (I only recall her saying that they lived) in the Palama area, close to Akepo Lane. (Therefore, she) never had the experiences that many of the Korean women had, like (working in) the kitchens at the (plantation) camp (cooking for the men and doing their laundry). My mother said she had an (upstairs) apartment in the Palama area (and that) things (were) so cheap at that time. Before (my father) went to work, (he would go) downstairs (to) the coffee shop/bakery and buy coffee for five cents a pot. (He also bought) pancakes and bread. So my mother (was quite comfortable at that time).

(However), my father got ill, and then was unable to work, so that's (when we) felt our hardship. (Before his illness, he was) working at the pineapple cannery (and) was in charge of (a group of men on contract) stacking (cans of pineapple and he was also a watchman). (As the lead person of the men, my mother tells us of how my father divided the money amongst the workers but considered the way he did it as stupid.) He would divide (the pay) amongst (the workers including) himself (and for example) if he (had) three pennies (left for six of them) he (would) not keep the pennies (but would) buy (box) matches, two for a penny, or whatever, (and he) would just divide it evenly. My mother said she thought it was so ridiculous for him to feel like that, but that character shows up later on (in his other ventures). My father had very good hands,

able to repair things and do things. (He made a) Korean chess (set which were) little wooden blocks with the (Chinese) characters on it. (He carved the characters on the blocks. Mother remembers the raves he received from his friends. He was a handyman.) He was so good at (doing) all kinds of things, (and repairing of things that) this friend of his one day told him, “You're so good with your hands. Let's go into a secondhand business. I'll be the one going around with my cart to pick up things (and) you fix (them).”

(They formed a business but) eventually they broke up (because of my father's honesty). My mother (tells about the used) charcoal stove (his partner bought for) fifty cents. My father (did such a good refurbishing job his partner said), “Let's sell it for \$4.50.”

(But) my father (would not go along with it saying), “How can you do that? You're selling it way over (the price you paid).”

That was one of the incidents I can remember my mother telling me. So eventually they broke up because the (partner) insisted on marking up the goods way over what my father thought was fair. But my mother again told me (that's how my father was). She says, “If the item was so good and was sellable (for the higher price), why (did he) get involved in that kind of (argument)?”

But eventually that's how it turned out. And I recall he did a lot of things. I remember he even made me pajamas. He was really good at a lot of things. I think, that's (how) my brother picked up (the trait)—in fact, my two brothers were always able to do things [with their hands]. My sister (Flora) eventually went into tailoring. When my father got ill, my mother at that time said that she didn't want to go on welfare, so she had my brother (Chong Hun) leave school when he was a junior, and my sister (Flora, when she was) in the eighth grade. She was (the third) in the family. My (second) brother graduated from high school. My sister, Violet, (the fourth in the family) finished two years at the university. When the war broke out, I was only sixteen (and a junior in high school).

MK: You know, backing up a little bit, you know, you mentioned that your father worked on a plantation on Kaua`i. Did you ever hear in conversations with your mother where on Kaua`i he worked and what type of work he did on the plantation?

AC: No, she never mentioned it. Probably because she never knew. All she could remember was that (he) was on Kaua`i. (His friend, Mr. Hong Kee Lee settled on Kaua`i and moved to Honolulu in the thirties.)

MK: And in terms of your mother's background, I was wondering, because she lived a really long time, into her (nineties), and lived with you, you probably had more opportunities to talk with her about her past. What do you know about your mother's family background and her life in Korea?

AC: I understand that she had one sister (and) a brother also. But I heard (more) of her sister (who) had three sons. (Before the Korean War in June) 1950, Korea was divided with the 38th parallel (running) above the state (of) Hwanghae-do (making it a part of South Korea). (Then after the war, the 38th parallel was re-drawn and Hwanghae-do came under North Korea.) What had happened was that in 1955, the Korean government, through Dr. Syngman Rhee—Dr. Syngman Rhee was here in Hawai`i many years and he had a lot of help from the local Koreans toward that independence movement. So in the meantime, my mother was one of the staunch backers of Dr. Rhee. So in '55, over fifty of the Koreans who were very staunch backers of Dr. Rhee (were selected) for a trip to Korea (sponsored by the president, the Korean Airlines and others). And so

my mother went (back to Korea for the first time since her departure in 1912). In fact, in 1950, she had wanted to go to Korea and was making preparations with some other ladies (to leave on June 30). We had a friend and his wife who left (earlier that month) and they (all planned to meet in Seoul).

(However, the Korean War, which started on) June 25, 1950, (prevented my mother from making) the trip. My mother had always talked to us about how good Korea was. (She complained about) the adobe soil in Hawai`i, saying that) when you (get mud on your shoes), it just sticks. (However, Korean soil never sticks. You can just brush it off.) (She also compared the Bartlett) pears that we have here (as being) so tasteless (compared to the Korean pears). She always wanted to go to Korea. (She was happy when the) opportunity in 1955 came along and she was selected. They (were treated as VIP [*very important person*] guests). One day, they were on the bus waiting to (go out when) this bus driver calls out, “Young Hee Chi Rho.”

When my mother went out (there were) two (elderly men) standing there. (One) fellow said his name was Kang-Sung Lee, and one was Sung-Nim Lee. (She) said “I don't know who (you) are.”

(They replied), “We're the sons of your sister.”

(My mother) wasn't sure because she had seen them when they were very young. She was kind of skeptical so the older one said, “I'm *Ka Dong*.”

(She then) knew that (he) was (her nephew). The word *ka dong* means, “dog doodoo.”

MK: Oh my goodness.

AC: It (is) a pet name in Korea, I don't know how it evolved. And so I was told that she really believed them. And sure enough, as they were talking, all the old (memories) came (back). (They told her) what had happened when the Communists (invaded). They had property, and (the Communists) wanted a whole lot of things and wanted to take over. She [*Agnes Chun's aunt*] refused. The boys told her that (the) servants ran away at that time. But what had happened was that they buried (her) sister. (The Communists did take) over everything. The servants came down (to Seoul) and somehow they got together (with the brothers), but nobody knows (for certain) what (had) happened.

(I could also remember that she had) a brother, and he was not a very good provider. He was sort of like a playboy. Her sister (however), was well-off. (She) stayed with her sister for ten years. It was ten years that my father stayed here alone and then brought her out here.

MK: And then in terms of the socio-economic class that your mother's family was in before she left there, how would you describe it? Was it a group of—was it a farming family, a landowning family?

AC: I don't know too much about her family, but what she told us was that my father's father, that would be my grandfather—was a clerk. It's not a clerk but some kind of official in the little town that they lived. In fact, one time, she said that the Rho family had one grandson, my father's (brother's son who was a) very smart boy. I understand he was kidnapped and was never heard from. (He was seen as a threat to those in power in the town.)

MK: And you mentioned that, like, your father was really quite well-educated. He could write Chinese

characters, Korean characters. How about your mother?

AC: It was so funny, my mother was not. My mother didn't (even) know how to hold a pencil. I remember during the war my sisters and my brothers were all (out of the house), they were married. I'm the youngest in the family, my sister right above me married in July, in 1942, and then my brother, the second brother, married in January of '42. And the oldest had married earlier. The first sister married before the war. And so what happened was that (only) I was living with my mother. During the wartime, our lives were really on hold because you couldn't go out anytime in the evening (with) blackout(s). (During that time) she wanted to learn (to write). She had (already) learned to read, because she was subscribing to this Korean newspaper, *The Pacific Weekly*. She also had these little Korean (story) books and she read those. I think I even have one, and she would read it over and over. One day, (she wrote) a letter to my sister in (Oregon). She had learned how to do this, writing, during the war years. I never knew that she was practicing so hard. One day I came home and she had this letter written (in) Korean characters, (called) *hangul*. (It looked) so very childish. I started reading it and (it) was so funny. She (wrote) she had gone down to the "*Su Tow Wah*." And I said, "*Su Tow Wah? What is Su Tow Wah?*" In Korean I asked her, "*Su Tow Wah ga mo yo?*"

Very indignant(ly) she said, "Why, *Su Tow Wah* is store."

"Why didn't you write the Korean word for store?"

Then it dawned on her (that she was using an English word). She gave (me a) sheepish smile. Then it dawned on me, (although) she was not speaking English, (she had) pick(ed) up these little words in English. (It) was so funny. She had never gone to school and was (actually) illiterate. (Another) experience (I remember involved) my (seven-year-old) son (and) my mother (at bedtime). They would lie down and then she would (converse with him in Korean). I never knew whether they really understood (each other), but I can hear (him) answer(ing) her yes or no, or whatever (in Korean). (One day) my mother told me that, "It's really embarrassing (because) Marcus told me that you live on this earth so long, and I only lived here a short while, and you can't even speak English." And he wanted to know how come. (Laughs)

Her (formal) education was nil, but she was a very smart woman, knew how to cook real well. (She sewed well, too.) I guess in Korea, they were doing handwork. (When) she came out here, (she) learned how to sew military trou(sers)—actually khaki outfits. (Since all ready-made clothes did not always fit properly,) the military (personnel), at that time, (utilized) tailors on the base, like Fort Shafter. (The tailors would cut out) trousers, (and contracted out to women who) would sew (on a piecemeal basis) at home, so my mother was doing that.

And as young as I was, (probably no more than six, while I was living at) Lopez Lane, I remember (hand sewing) buttonholes. My mother also sewed Korean dresses. She made all of her Korean outfits and I (kept some of) her clothes. Even up until the year before she died, she was making clothes for her friends who (were then in their sixties). They asked her to make their clothes for death [*burial attire*]. She (also) made many, many quilts. (The) patchwork quilts (were of geometric designs).

MK: And so she wasn't educated in a formal sense before coming to the islands, and she got married to your father. Would you know how that marriage came about in Korea? Did she ever tell you how it became that way, that she married your father?

AC: When we were growing up, no one ever thought (of) your background, (your) roots. And I never bothered to ask her. And what little I could gather from her was (about) her brother who was a playboy. (All) she would tell me was that how much problems he gave her. They were living in this place called Ong Jin (but he) he would be in Haeju, a different town, many miles away. She told me she would walk miles (looking for him), but she never mentioned other things, and it's a sad thing that we didn't ask her.

MK: Did she ever say anything about the times that she had those three children in Korea and lost them?

AC: I think all the three children died when my father was there. (My mother said they suffered from *kyongki*, seizure or stomach disorder.) When the child sleeps, they (experience something like a seizure). They would burn the needle (to sterilize it) and would prick (the) fingers and draw blood. (This) was supposed to be one of the remedies of treating the children.

MK: And then when your father unexpectedly left Korea and came to Hawai`i, what was her reaction? Did she ever share her reaction with you?

AC: The only time she would share her reaction was when things went wrong. She would say, "I don't know why I came out."

Then I would say, "Well, why did you come out here?" (We would kid her and say), "You shouldn't have come out."

Other than that. I never really found out from her.

MK: And when it came time to make the decision to follow her husband to Hawai`i, did she ever discuss how she came to that decision?

AC: No. I don't even recall my brothers or sisters mentioning the fact that they discussed it with her. Nobody seems to know. I guess she just decided that (it would be better to be with her husband than to be dependent on her sister).

MK: And then, how did she manage to come? How did she have enough funds to come and how was it all arranged?

AC: I think during the ten years that my mother was up there, I think my father was sending her money, but I really don't know and I never even asked. They (must have been) in touch for the ten years while he was out here.

MK: And when it came time for the voyage, later on did she talk about how the voyage was, coming to Hawai`i?

AC: No, all she mentioned was she came on the ship, *Mongolia*.

MK: And when she came, did she come with other Korean women that she was acquainted with or came to become acquainted with.

AC: No, she never mentioned that. But I don't think we had too many people coming from that area. Most of the picture brides who came out here, all came from the South Korea area.



MK: And so your father arrived in 1903. Your mother arrives in 1912 and they settled in Honolulu. By that time, your father was working for CPC [*California Packing Corporation*].

AC: The cannery.

MK: The cannery. When they settled in Honolulu, what type of neighborhood did they settle in?

AC: I think the neighborhood was a mix of Chinese and Japanese and Koreans. My mother mention(ed) that she had young lady (friends whose) children (she delivered). And in fact, there was one boy, I remember, Ernest Pai, (who was) delivered (by my mother and) lo and behold (Ernest) has (wavy) hair (like my mother). So she always says, “The boy was delivered by me, so he has my hair.” My brother(s), had (wavy hair, too). My second brother is the one that had real (tight) waves. I (have wavy) hair, (but) my two sisters don't have waves. My grandson (has wavy hair, too) but his situation is that my daughter-in-law's mother also (has wavy) hair. My son (Marcus) has (wavy) hair too. So, she [*Agnes Chun's mother*] always (said that), “All the children that I delivered are very gentle and good boys.”

(Laughter)

AC: I mean good children. There was another (boy named Harry Wheng, whom she) delivered, too. I remember those two because I know the boys. And she also delivered some children for (a) Korean man who had married a Spanish woman. This woman gave birth to about twenty or twenty-one children. But I think from this man alone, they had around seventeen or eighteen (children). (The family's name is) J-U-H-N.

MK: And so your mother, in essence, was like a midwife to . . .

AC: (Yes, for) the neighborhood people.

MK: Did she ever say how she learned?

AC: No, she never said how they learned.

MK: Did she do other things beyond the actual delivery?

AC: They delivered, (and) they cut the umbilical cord and then they tied it.

MK: Did she provide any care to the woman or the baby right after birth?

AC: I don't know (for sure but) they must have (since serving of the *miyok* soup (*wakame*) is a tradition). That is supposed to be good for childbirth, (to) clean out the system. (I also) understand (that) after my brother was born she lost (some of) her leg strength. She could not walk, she had to go from room to room (pushing) a stool. She said she (was still able to) cook although my father helped her. She couldn't stand up, but eventually she got well.

She went through a lot of hardship, (since) my father was ill and as I recall she worked at the pineapple cannery, (too) during my early years. I faintly remember that there was a nursery at the Hawaiian Pine [*Hawaiian Pineapple Company, Ltd.*]. I was there, and it seems like there was a ramp going up, and the nursery was right next to the ramp. And then the reason I recall that is

because I remember going into the cafeteria. And I think they had white stools. When we lived (in) Akepo Lane, (I remember living in a) house (painted green). Then right behind (these Akepo Lane houses where) Dillingham Boulevard is now (situated), that area was just covered with elephant grass.

Those tall, stringy-looking grass grew tall. (I remember seeing) my brother and my sister catch grasshoppers and they'd toast it and then eat the grasshoppers. And then I remember (there was a walking bridge) over that area. You'd go over (the bridge to go to the CPC [*California Packing Corporation*]) pineapple cannery. And then (there was a) ramp going up (to the Dole pineapple cannery [*Hawaiian Pineapple Company, Ltd.*]).

MK: And your mother, when she was at the pineapple cannery, what kind of work did she do?

AC: She was a trimmer.

MK: You know, at that time, I'm wondering, how much English did she know, to be able to get a job and everything?

AC: Nothing. Up until the time she passed away, she never spoke English. She (would) go to the store and converse with the Japanese ladies at the store (in few broken English words). (Most of the time) they would just (point to what they needed), *moyashi*, or whatever. I remember, when my kids were growing up, we'd have cream on the table, and then she calls it "Ku-rim." So my kids would call, say, "*Halmuni*, ku-rim," and then she would pass it over. And then, they'd be out there playing and then they'd say, "*Halmuni*, ba-ru, ba-ru," because that's the way she says, "Ball." (That's the way) they conversed.

During the wartime, when we were growing up at Pua Lane, I remember we had a wooden (icebox). First it was a small square, varnished-looking thing (with an opening on the top where) you'd put the ice (wrapped in a rice bag). (There was) a pan (under the icebox to catch the) water. We had ice delivered every morning. Then in the evening, we would take the pan (of water) out (and empty it into the *laua`e* fern) baskets (my father made). (The baskets were) hanging right alongside our porch. (Around 1940) we bought a new icebox. It was a white one, a little bigger (in) size. (I remember trying) to make Jell-O [*gelatin dessert*], but it never turned out too good because it wasn't cold enough. I was fourteen (at that time). (Sometime in 1945, we bought an electric refrigerator.)

In Pua Lane, I remember the last rent we paid there was \$17.50 (per month) and that was 1950. In 1950 I moved from Pua Lane to Aupuni Street, up Kam[*ehameha*] Heights (where my son Marcus was born in 1951). At that time, we had a refrigerator, gas range. I was collecting the rent at that time. Several years before then, before the war broke out, they condemned the place. They condemned the place because they were going to build the Mayor Wright Homes. I remember the Auld family. I think it was Harry Auld (who) owned that property we were living on. There were six homes in this little (courtyard). I believe it was about 5,000 or 7,000 feet of land. (Our) neighbors were (so close that if) you open(ed) your back door (you'd be about) ten feet (apart). (There were six units which included one duplex and four cottages.) The rent for the duplexes were \$16.50, and the (four) single (cottages) were \$17.50. When the Hawai`i Housing Authority took over, they asked me if I would collect the rent. I was getting ten dollars. They would give me ten dollars to collect every month's rent and take it down to the office at Hawai`i Housing (Authority). That office was in one of the buildings on King Street.

MK: So actually, you lived there for a long time.

AC: (About seventeen years.)

MK: From the time you were a small girl.

AC: I remember my father died in the middle house. We were living in the duplex, then we moved up front to the middle house, and then we moved up to the front house, you know. My father died in 1935 in that middle house.

MK: In 1935?

AC: [Nineteen] thirty-five. So I don't know how long we lived in the back house, but I remember the back house where my father was being treated (for his ailment). His stomach was (swelling) at that time. (My mother asked) this Korean man (to) come (to treat him with acupuncture). I remember climbing up (the) mango tree (and) look(ing) through the window (to watch the man stick a) gold needle (several times onto my father's stomach). I saw (a) small little peanut butter jar (with) a piece of paper in there, almost like a toilet tissue. He would light a match and immediately cover (the punctured) area. I could (see) the flesh come popping up. When we moved to the front house, my mother killed a goat in (the) yard (to get the liver). (My father) ate the liver raw with salt. (I also remember another incident) when we were living at Lopez Lane—about two streets away from Tamashiro Market. We were living downstairs (of a two-story cottage) and I remember my father being ill. That's where (my mother prepared a) black fish (over a kerosene stove). I remember a good, big-sized black fish. Looks like a carp, but I don't know what it is. She had a big pot with a little oil in it, and threw (the live fish) into the pot, covered it, and then poured water over it afterwards. (I remember seeing a) creamy(-looking stock) after it was boiled. Then he would drink that. (And at another time, my mother had someone bring her a black dog.)

MK: You were saying that your mother got a black dog . . .

AC: I understand it has to be a black dog instead of a white one. My mother put (the dog in a) rice bag, and then filled the tub and drowned him. She (then) butchered the dog and then made soup, put lot of green onions (in it). I tasted it, saw (that) meat was stringy (and had lots of) fatty oil on the top, but she (skimmed off) the oil.

(While) my father (was) at that house in Lopez Lane, (he was given) another remedy for his jaundice. (To) remove (the jaundice from his body, he was given a) honeydew melon (preparation). (They) take the (melon) stem and dry it real well and pound it into a powder. She would roll a piece of paper (in the form of a straw). (She would place some of the powder on the) tip (of the straw and blow it into his nostril). My father would (start) sneezing and I saw this yellow liquid, oil-looking liquid, drip down into a bowl. My mother said (the yellow) liquid (was so potent, it could dye a) white piece of cloth yellow (permanently). My father told her that (he would) never (take that treatment again as it was so very painful).

Those are the things that I could remember my mother (desperately trying to cure my father). He refused to have an operation, that's the reason she tried so many home remedies. (In 1935 the surgical successes were few so) he said he would rather die than go through an operation. I was nine [*years old*] at the time, and even after he died, I could hear (his) moaning (from the pain). I remember his funeral, too. It was held at our church (located in a lane off School Street). (The

church also) served as our (language school). The Korean care home (is now located at that site). I remember he had a lavender casket, velvet(een)-looking. (At) nine years old, that's what my recollection is.

MK: And that was the Korean Christian Church?

AC: (Yes, the) Korean Christian Church. We are located now on Liliha Street.

MK: And, you know, were your parents Christians in Korea, prior to coming to Hawai`i?

AC: I really don't know. I don't know whether they were Christians or not. All I remember (is that) when my mother was in Korea, the Japanese (had taken over) Korea. My mother said that there were many Japanese coming through their town. When I think about it, she never did say it, but she resented the Japanese coming over. [*Korea was subject to Japanese rule and administration, 1910–1945.*] I believe that was one of the reasons why it triggered her to come to Hawai`i. She says around 1910, “We had a lot of this disturbance with the Japanese coming through.” At that time, they weren't forced to take Japanese names. And I know you're Japanese, but what happened was that when she came out here, (this anti-Japanese thinking) carried over, so she mentioned (this feeling to me) several times (as I was) growing up. Even my sister (Flora) was telling me that my mother used to get so upset when they would come home with Japanese friends. My mother says, “Don't associate with them.”

(Remember the) Japanese slippers? She was (very) much against us wearing (those). When I was teenager (we had) Japanese neighbors, (the) Fukudas, and I always wanted to buy (a) Japanese (rice) bowl. One day I bought one, to carry (in my hand and eat, something that) Koreans (do not do). The Chinese (also carry their rice bowls). My mother raised heck with me and said, “Why? What's so good about that?”

So it carried on, my mother was very much against my sisters and brothers above me associating with Japanese or having anything to do with them. And even after I grew up, and was working, she was not too very keen about (my association with) Japanese. However, (her attitude changed). (When) I was working at Ford Island, (my Chinese girlfriend) married a navy chief who was a Caucasian. We also had a very close Korean friend who married a Caucasian chief in the navy. They were so nice. (As) my mother got to know them, she told me, “You know, I guess it really doesn't matter what nationality you are because you can have a rotten (Korean).”

And another thing that really convinced me that she changed her mind was that for a long time when the rice cookers first came out, I bought one. I made the rice (and liked it very much) because (you don't have) burnt rice on the bottom. Whenever we had that brown rice at the bottom, (we had to) boil (it and get it off the bottom of the pot). On a cold day it's okay, you can eat the rice and the hot water. But (on) ordinary summer (days), nobody likes to eat that and eventually, if (my mother didn't) eat it, it (went) into the (garbage). So when I bought that, she snickered and said, “Oh, it's Japanese-made.”

Anyway, when I make rice, I use that, and when she makes rice, she uses the pot. One day, (I told her), “Why don't you learn how (to use this rice cooker)? It's so easy instead of having to watch the pot (on the stove).”

She said, “What's so hard about that?”

(Finally) one day, (a) long time later, she said, “I notice (that) we never have any burnt rice (on the bottom, so) we never throw away (any rice now).” (At that time the thinking was to eat everything—we were told), “The children in Korea are starving (so don't waste any rice). Otherwise you're gonna go to hell and God will punish you.”

So one day she tells me, “Maybe I'll learn how to make the rice (in the cooker).”

And I said, “Great,” to myself. So I taught her how and ever since then she (made) rice (in the cooker and I never heard her say anything about Japanese). Now, her grandchildren married Japanese. So we have a *Haole* (and a Chinese grand)daughter-in-law, (three) Japanese (grand)son-in-laws, (and) one Thai (grandson-in-law). My son-in-law is English, Irish, Hawaiian (and) Chinese. She saw them (all) married, (and by then had already changed her mind about non-Koreans). So we got along very well. She, in her older years found that, everybody is equal. You find good and bad in every culture.

MK: But initially she came with her own . . .

AC: Ideas.

MK: . . . I guess prejudices about . . .

AC: Yeah.

MK: . . . Japanese . . .

AC: Japanese.

MK: . . . because of what she had experienced . . .

AC: Right.

MK: . . . in Korea, and as the years went by she changed her attitude. And in a kind of related way, I know that she came with her prejudices, she came with her medical knowledge, her Korean folk medicine. She came with that. And I think last time you told me that because she was older than many of the other Korean women that came at that time, she also was able to teach the other Korean women how to cook and . . .

AC: (Yes), that's right.

MK: Can you talk about that?

AC: Many of the Korean women out here were picture brides, and they came in the 1920s, I guess the last boatload was 1924. So she was looked up to by these ladies. And all throughout my life, I noticed that my mother (always received) very good comments. She was very straightforward and she was a good woman. And so all of these ladies who knew her (were) very much (impressed with her)—she was a likable person. And then, there were some students that lived at [the Korean Christian Institute]---see, when Dr. Syngman Rhee came out here, he had, back in the nineteen, what, '15, '16, '17, '18—I guess during that time, they were all Methodists. That's right, my mother came here and they had gone to the Korean church, which was the Methodist Korean church [*now known as Christ United Methodist Church*]. But you know, Methodists have a

headquarters. And so at that time, I believe Dr. Syngman Rhee wanted to---I don't know what his real reason was, but he wanted to do something, I think, have only Koreans or a Korean church. But anyway, it turned out that he had a following and they came out of the Methodist church, and then they had their own Korean Christian Congregational Church. And we had---he had followers. And then at that same period of time, he had a school, the Korean Christian Institute for the laborers, (so that) all the Koreans who were out here (would) have a school for their children. I think that's how he put it. We had many, many children at that time attend that school. And then, we had a good friend whose daughter was in that school, and then she also had her friends. They would [*all*] come over to my mother's home sort of regularly (to) have lunch or dinner. That's how I know that they (thought) very highly of my mother.

Those were the things and my mother spent a lot of time at church with the other ladies, doing relief work, work for the church also. They had two societies at church, it's called the Ladies' Aid Society, which is connected to the church. And then they have the Women's Relief Society, which is sort of like a charitable society. And so she belonged to those two and she organized a club. They called that the *Hyop Tong Hoe*. She got (her friends) together and then they said, "When we die, we want to make sure that we have our friends come over (to the funeral)."

And then so they had a club that they formed—I think they paid twenty-five cents a month. Eventually it came up to a dollar. And then what they would do is every time someone died, they would all come to the funeral. They had their own ribbons to identify the members, and they would pay a dollar, I think. And then, that money plus whatever they decided on—maybe a twenty-five dollar wreath. At that time, I guess, it was twenty-five dollars, right, they would (order) a wreath with their name on (it). Up until the time she died that club was still going strong, *Hyop Tong Hoe*, and she was one of the founders, yeah.

MK: You know, those two relief or aid groups that she was a member of, at what times would they go into action? The other club helped at funerals. How about . . .

AC: Oh, this was like when they had some kind of relief drive for Korea, clothing drive for Korea, and things like that. And I believe when they had disasters, they would help. And at one time, (during) some kind of disaster they were helping fold bandages, but not as members of the Red Cross. I guess they (Red Cross) must have solicited their help.

MK: You know, at the time that, say, your dad passed away, in 1935, and your mother was left a widow with a number of children, were there any Korean mutual aid groups that came to help her out? A church group, or anything that was set up that—in the Korean community—that could help someone like your mother?

AC: I don't think they had any kind of aid group that way. So my mother was always joining that *tanomoshi[-ko]*. (She'd borrow a sum of money), then she'd (re)pay. That's how (she managed).

MK: So at the time that your . . .

AC: And she would probably borrow. I remember there was this lady, her husband was in business and she had some money. And so I guess my mother would borrow from her and then pay her. I remember that.

MK: So when your dad passed away, there was no, say, a women's auxiliary group connected with the church that would [*help the family*] . . .

AC: I don't know. Well, I don't know whether they would have. But you know, at that time when my dad passed away, remember now, (many) Koreans were living in that area, the Palama area. Many, many, just all over. On King Street they had the [dry] cleaning shop. They had a furniture store. Our friend was an owner of a furniture store. They had all kinds of people living in that area: on Pua Lane, down below, up side, way over across Vineyard Street, then on Kanoa Street, and where St. Luke's Church used to be. Right opposite St. Luke's Church, they used to have cottages over there. Koreans used to live there and Koreans used to live behind Kanoa Street, behind the corner. There's an open market over there now. At the corner of the open market, on the *mauka* side, was where the Korean church used to be. At the corner of Kanoa Street and Pua Lane, (there) used to be a dormitory, single men's apartment. And it was right at the corner, and then they had the church, and then houses along behind there were Korean. So Koreans all over. Across the street of our place was a two-story building owned by a Chinese family.

And then I remember one time they had a fire up there and a Korean family also lived there and the man died, eventually as a result of the fire. (His) son was a U.S. post office worker. And in fact, (the man) was married to a Hawaiian woman, and their daughter used to work at C.S. Wo, I believe, as one of the designers, or interior decorator(s). I remember that family.

And so, when there was death, Koreans just rally around. We had friends---many of those people did not go to our church. In fact, we were one of the only ones going to Korean Christian [Church]. Many of them living there attended St. Luke's Korean church.

MK: And that's Episcopal, right?

AC: Episcopalian, right. And now they're located on Judd Street. Many of those people there are Episcopalian, and I still remember, I meet their children now and then. And during that time, prewar days, when you had (a) funeral, it was (from) six o'clock in the evening, or seven, all night at the mortuary. And the mortuary we were familiar with was Borthwick Mortuary, located on Nu`uanu [Avenue]. Corner of Nu`uanu and, I guess, (School) Street or something. At that time was very strict. We did not (serve) meat. They would have dinner, I mean, food to eat all night. And then I remember they had a little room, and whoever stayed overnight, they would go over there and they'd play *hwat'u*, you know, that Japanese cards [*hanafuda*]? They'd play (cards) and then the ladies in the kitchen would cook. They would cook only vegetarian. And then the next morning, you would have the funeral in the afternoon, I think. They must have lunch there too, if I recall. When the war broke out, then the evening overnight [*wake*] stopped, and then only from six to nine, or in the morning. But now, nobody does that (nighttime) hardly ever. I do remember sometimes they do, but now it's either six to nine (in the evening) and burial next day, private. Or now it's more popular now, it's in the morning. Open at nine (in the morning) and then funeral services at eleven, or after lunch. They cater the food during lunch hour. You know, nobody cooks and catering includes all kinds of food now, meat and everything. The tradition is gone of those periods.

MK: You know, you mentioned that in that area in Palama, Liliha, that place, you had lot of Koreans. And you were in the minority, you were going to the Korean Christian Church, others were going to the Methodist church and St. Luke's . . .

AC: Or St. Luke's, right.

MK: . . . Episcopal Church. How did religious differences affect you and your family? You know,

living in that community.

AC: Well, I guess there was nothing serious. I mean, they did their own thing. They go to this morning, five o'clock service. My mother went to church every Sunday as long as she could. Even after she became ninety, she was still going (to church).

She went to church, (but) she could hardly sing. She was not a singer, but she would come home and then she would kind of sing but she couldn't carry a tune very well.

During their prewar days especially, we had this Korean Christian Church being built. I guess it was around 1938, '39, or something like that, '37. But anyway, the church ladies did a lot of work by selling the *taegu*, *kim chee*, and all kinds of things, including *mochi*. They used to have this family up in Pohaku (Street), the Lees, that owned one of these machines to make *mochi*, the candlestick *mochi* for soup. This candlestick *mochi* is usually used during the holidays, in Christmas and New Year's. And at that time, we didn't have this commercial *mochi*. There was no commercial *mochi* shops for Koreans. You had the Japanese *mochi* (stores). But the only place you could make *mochi* was up at this Korean place. So the ladies would arrange to rent that place, and they'd make *mochi* and sell. But my father had a tree stump, (a) hardwood, and he had carved the inside and made this—what do you call that thing you pound it in?

MK: The mortar?

AC: (Yes.) Mortar. He made that and he also had made that mallet, the long-nosed thing with that handle. My two brothers used to be the ones to pound that. My mother was very good at that, and she was known for her *mochi*. Incidentally, I'll be demonstrating my *mochi* this Saturday and my *koch'ujang*. I learned how to do that, actually, by watching when she was doing that, they pound. They soak the rice overnight and they pound the *mochi*. And then they have a very fine sieve. There's a special sieve for that. Then they make a powder. I watched her during the war. After the war, nobody did anything. (After the war), I noticed that the Japanese had this rice flour (and) *mochiko* in little packets, ten ounces. So I told my mother, "Oh, let's make *mochi* (with the *mochiko*) one day."

After the war we moved and we never took (the *mochi*-pounding mortar). It rotted because many years we didn't do anything. So my mother said, "Okay, let's try."

So I bought the (rice) flour. We tried (and) failed. We (went) through the procedure again, (the *mochi*) still crumbled. So the next time, I told her, "Well, let's mix the *mochiko* in it."

So we tried it, it still crumbled. I said, "Let's put a little sugar." It still crumbled.

So eventually I thought about it and then I told my mother I'm going to use hot water and she flipped. She said, "You can't use hot water."

And then so I said, "Well, I'm going to use this," and it was a biscuit cutter. So I used the biscuit cutter and (cut the rice flour and *mochiko* mixture into the) size of peas. Then I put sugar in there with the water. But, boy, that thing got sticky. So that failed. So finally I said, "Well, maybe the sugar is sticky."

So I did everything with the hot water and flours. Then I put the sugar in after I had put the hot water in and it turned out. So eventually after many, many failures, I came up with a recipe. So I



(make the *mochi*) often now, whenever we have church functions, or elsewhere. And so I demonstrated that at the 75th celebration of the (Korean) immigrants' (first arrival in Hawai`i), at Blaisdell [*Center*]. And then I went to Wahiaw\_ Church. (Later) they asked me to do it at our church. So I did it at our church and I went to Wahiaw\_ Christian Church, and the Methodists wanted to know also. So I went there, and since then I had another demonstration at church. So this Saturday, I'll be demonstrating the *ddok* making. And I also made my own *koch'ujang* which was a formula unheard of. In the Korean style, you use that malt or whatever, that thing that sprouts. They use that as the . . .

MK: Starter?

AC: . . . starter, (yes). When my mother was living with us, normally I would make hot rice every day out of respect, unless she said, "Oh, well, let's eat the leftover." But I do the hot rice, so sometimes we have a little bowl here and a little bowl there (in the refrigerator).

One day, when I took (the rice) out, I realized I had a mixing bowl full. So I told my mother, "Let's make *koch'ujang*."

She said, "How can you make *koch'ujang* with that?" You know, it's not the right rice to begin with, you have to use the *mochi* rice because *mochi* dissolves, but this rice does not. She said, "You can't do that."

So I said, "Well, I hear some people use *miso* and *koch'ukaru*," you know, that pepper (powdered chili), "and just mix it and use that as *koch'ujang*."

So I used *miso* (as the starter), it's the Japanese *miso*, the rice, the red chili pepper, and I put some salt so that it wouldn't get rancid. And I said, "I'm going to put honey."

(Telephone rings.)

AC: And lo and behold, it worked. Excuse me.

MK: I'm going to end right here.

END OF INTERVIEW

#210 DONALD STRATTON: USS ARIZONA

**John Martini (JM):** Today is December 5, 1991. This is an oral history interview tape with Mr. Donald Stratton. On December 7, 1941, Mr. Stratton was assigned to USS ARIZONA. He was a Seaman First Class and his battle station was the port side anti-aircraft gun director on the mainmast. He was nineteen years of age at that time. My name is John Martini and this tape is an oral history tape in conjunction with the National Park Service and television station KHET in Honolulu.

Thank you. Thanks for coming.

**Donald Stratton (DS):** Good. Thanks to be here. Thank you.

JM: How did you get into the Navy? When did you enlist?

DS: Well, I enlisted right out of high school, in Red Cloud, Nebraska. Wasn't much going on back then, in those days. It was pretty tough times back in the thirties, as you know. And I was born and raised around there. Graduated from Red Cloud High School and wanted something to do, I guess. A recruiter was there, so we, two or three of us, enlisted in the Navy. Went to boot camp in Great Lakes.

JM: Was there any waiting time? Was there a list, a waiting list for guys who wanted to get into the Navy then?

DS: Yeah, they was, there were quite a few people. We didn't have to really wait, but there was quite a few people that were in ours, that would be getting in the service at that time.

JM: When you finished with Great Lakes, was ARIZONA was your first ship?

DS: Well, we --- you know, boot camp, whatever, we go home for a little leave for a short time, maybe ten days or a week, or something like this. And then back to Great Lakes and then from Great Lakes, right to Seattle and Bremerton, on the ARIZONA.

JM: When was that?

DS: That was in the latter part of 1940.

JM: Nineteen forty?

DS: Mm-hm.

JM: Was ARIZONA in for overhaul or some major work then?

DS: Well, yeah, they were in for a dry dock at that time, but they hadn't went in dry dock yet. We went in aft-- after we were aboard, we went into dry dock there.

JM: Okay. What were you --- where was your berthing area aboard ARIZONA?

DS: I was in the number six casemate, which is port side, third gun aft on the broad side guns.

JM: Okay. What --- wasn't that also the Marine area, too?

DS: Well, the Marines manned the broad side guns . . .

JM: Mm-hm.

DS: . . . on general quarters.

JM: But it was a sailor berthing, otherwise?

DS: Right. The Marines were in the aft of -- just in the break of the quarterdeck.

JM: Did you have any . . .

DS: The Marine division.

JM: Did you have any choice of ships, or were you just assigned to ARIZONA?

DS: Assigned to ARIZONA.

JM: Did you want a battleship?

DS: Well, it just --- everything was all new to us old dry land farmers, you know. (Chuckles)

JM: How'd you like ARIZONA?

DS: I liked it very much. It was -- of course, you know, we had just gone aboard as a boot, and that thing was in dry dock with all the people hustling around and all the lines and welding lines, and electrical cables, and scraping the sides and the bottom and painting, it just, well, you know, I couldn't take six years of this, I don't think. (Chuckles)

JM: And was it different once you got to sea?

DS: Oh yes, quite different, you bet. And of course, everything squared itself away and everybody had their bunks and everybody had their general quarters stations, and everybody had their chow, where they had chow. And oh yes, it was very different, and very good. I liked it.

JM: When you got out of Bremerton, did you come directly to Hawaii, or did you go down the coast?

DS: No, we came directly to Hawaii that time. And of course, all kind of maneuvers here and on the outer islands and Molokai, and the Big Island, and around. Had maneuvers and whatever, and what island, fifty-foot motor launch, twenty miles away from the ship and rigged targets for the fourteen-inch guns. And then kind of a lot of experiences. And of course, we, you know, back into Pearl Harbor and then back out again, for maneuvers. And then, in June, 1941, we came back to Long Beach and dropped the anchor off shore there and they give two liberties, port watch and starboard watch, for a week at a time, which I didn't inquire for me to get back to Nebraska, so I stayed on board and done liberty whenever I could.

JM: How was Honolulu for liberty?

DS: Well, it was all right, I guess. It wasn't a lot to do for sailors down in the Hotel Street or whatever, and a few bars for a few drinks. But at the beach once in a while, for a little R and R, but as you know, at that time, the coral was pretty bad in Waikiki, and you couldn't get in there and swim a lot, or much at that time.

JM: Were you in any of the inter-ship competitions, or any . . .

DS: Oh yeah, I was on the football team and I was on the rowing team.

JM: Were there any special rivalries between individual ships, like . . .

DS: Oh yeah, sure there was. You bet.

JM: Was there an arch rival of ARIZONA?

DS: Well, I think it was, worked into that, because we had the -- as I understand it -- the Hilton was Sixth Division, my division on the ARIZONA, and he was either our division heavy wrestling champ or the fleet heavyweight wrestling champ. I'm just not sure which right now, but huge man and very good.

JM: ARIZONA had been out on maneuvers and then she came back into port just a couple of days before the seventh, right?

DS: That's true. We should've --- my understanding was before, that we made our trip into Hawaii, or into Pearl, to tie up that we were supposed to have shot off, have test firing the following Tuesday. Instead we fired it on a Thursday, and we came into -- or Friday, I guess -- and we come in Saturday and we were there Sunday.

JM: Do you remember how you spent Friday night -- or not Friday -- Saturday night, before the attack?

DS: Well, no, just aboard ship is all. You know, whatever.

JM: Did you . . .

DS: I guess they had movies aboard and whatever, at that time. I don't remember exactly what I was doing at that time.

JM: How did the morning of the seventh start out?

DS: Well, just like everybody is up for reveille and -- which was 5:30 -- and I mean, I guess some of the people had permission to sleep in on Sunday morning. The band did, I think, because they were in the band contest the night before, which they came in second, but we were up and around. And of course, chow at seven o'clock and then quarters -- which was casemate six -- and just finished with chow and there was a few extra oranges laying on the table. I picked 'em up in my white hat and was going to take 'em down to a buddy of mine that just went down the day before to sick bay -- which was right below where the bomb hit the first, the big bomb. It was right below where the bomb hit the first, the big bomb. Went right through sick bay, as far as -- if my recollection of the situation of sick bay on the ship.

JM: When did you first know things were going real wrong?

DS: Well, I just come out, like I said, I had picked up some oranges and had 'em in my white hat and three or four sailors on the bow said, "Something going on there," gave us a yell and we went out and took a look, and I seen the bombs exploding on Ford Island and I thought I seen the water tower go over. But everybody kind of seems to tell me that there was no water tower there, but it was either the water tower or the fireman's tower, you know, where they practiced some of their stuff. But to me, it still seemed like the water tower, but . . .

JM: You could actually see planes?

DS: Oh yes.

JM: Did . . .

DS: And you understood exactly who they were, right away. I mean, you seen the Japanese rising sun on that. I just started immediately for my battle station.

JM: Had they sounded general quarters yet?

DS: No, not at that time.

JM: You just knew.

DS: Yeah. But then, I had, you know, you worked from the main deck up to the boat deck, and then up the ladder, past the bridge and on up to the sky control platform, they called it.

JM: And the gun director was right above the bridge, it was the small, boxy looking affair that . . .

DS: That's right, on the port side. Of course, there was one that's identical on the starboard side. And then the big T, was the director for the big guns, fourteen-inch guns.

JM: Guns were fourteen-inch. So you headed up there, did somebody give the bugle call for general quarters? What was going on the P.A. system?

DS: Oh yeah. "This is no drill. This is the real McCoy. Everybody to your battle stations."

Well, it takes ten men to mount the director and we were all there, so I mean, you know, as far as I know, everybody was at their battle stations.

JM: Did any of the anti-aircraft -- you were giving -- excuse me, I should back up. You were giving direction for the five-inch guns and the five-inch A.A. guns?

DS: Well, it's, you know, the director finds the range and they set the sights. And the pointer and the director gets on target, and they relay remotely to the guns, and they match the bugs and they're pointed in the same direction as the, as the range finder is, or the director is.

JM: Were you acquiring targets, attracting 'em?

DS: Oh, we were firing 'em. We had a ready box of ammunition behind every gun and we had to break 'em open and all the ready box ammunition, as far as I know, was fired, but -- and I don't remember, recall any more. I know each ready box, I think, held fifty rounds, but I think there was two behind each gun. But I, to recall, I don't know for sure.

JM: Go ahead.

DS: We were shooting at like ninety degrees, at some high altitude bombers, and we weren't reaching them at all.

JM: They were above you. Do you have any memories of any torpedo planes coming at *ARIZONA*?

DS: Well, I seen 'em coming in from Aiea. I seen the torpedoes in the water, but I just don't recall -- and the *WEST VIRGINIA* got hit. And of course, the *OKLAHOMA* got hit . . .

JM: What did . . .

DS: . . . three or four, and capsized. I seen her roll over.

JM: What was the impression of when those torpedoes hit? Did you hear 'em and . . .

DS: Well, yeah, we, of course --- everything was so -- it wasn't out of control, but it was -- you don't understand unless you were there, the noise factor and all the guns going off and everybody on all the ships, and whatever, you know. And all the explosions mixed in.

JM: Do you remember any bomb hits on *ARIZONA* before the big one?

DS: No, I don't. I --- we were tracking the target and sending some sights, setting some sights for the anti-aircraft gun, and I remember that we got hit. I didn't know what it was at that time, but it just shook the ship like it was a piece of paper. And then, it wasn't very few seconds after that, why, a huge explosion and it just enveloped us. I mean, I guess, the fireball went four or five hundred feet in the air.

JM: How . . .

DS: And it took the whole -- enveloped that whole foremast.

JM: How close were you to the explosion?

DS: Well, the bomb hit on the starboard side, right aft of number two gun turret. And of course, into the magazines, the explosion just literally blew 110 foot of the bow of the ship clear off, I heard. I mean, number one turret up in the air, and for a while there, they thought it was off the ship, but they -- I guess it went up and come back down into the cavity. But tremendous explosion.

JM: Did you stay conscious?

DS: Through the morning explosion? Oh yeah. And we were --- then, a little track control man standing along side of me -- of course we were all just inside the director and we were all just kind of burning up, gradually, I guess, you

might say. But he opened the hatch and jumped out, and I reached out to close the hatch, and that's where I got all of this, which I've been -- they just done a couple of skin grafts on me in the last couple of years. But anyway, we stayed 'til the flames kind of subsided and we had a little breather, kind of blown away the smoke and stuff, away from us, toward the *PENNSYLVANIA*, or the dock over there.

JM: What happened to the other men that were inside the director with you?

DS: Well, a couple of 'em were killed right there. There was six of us, or maybe eight of us. I'm not really sure, but they keep saying six, but seemed to me like there was a couple more sailors, but Dvorak and a couple of other -- Sorensen, and -- they died in the hospital the next morning after we had got into the hospital.

I think they --- excuse me.

JM: I was going to say you were kind of --- finally it died down and you got a little break?

DS: Well, yes and no. There were --- the *VESTAL* was tied up outside of us and her bow to our stern. And there was a sailor on the after decks with a hose trying to work on some fires, I guess. They caught a bomb, but it was a dead one, clear through and out the bottom. But anyway, we got his attention, and he threw us a heaving line and we pulled over a heavier line and tied it off on the *ARIZONA*, and then we proceeded to cross the line, hand over hand, to the *VESTAL*, which I guess she was about forty-five foot in the air and about sixty-foot across the deck and across the water, and onto the *VESTAL*.

JM: Can I ask what your injuries were, aside from the burn?

DS: That was all that, but I'm burnt over sixty percent of my body.

JM: Pretty amazing to go hand over hand over a line, even in the best of . . .

DS: After you're burnt, yeah.

JM: Yeah.

DS: Yeah. But I had a lot of help from up above, I guess, which I still have.

JM: Did you know how bad the *ARIZONA* was damaged, right away?

DS: Oh yes. Yeah. I knew she was -- I knew they broke her back. I knew that.

JM: 'Cause you canted forward, didn't you, during the whole massacre?

DS: Well, yeah, I guess it was just about that time we were, it was canning forward when we were going forward, across the line.

JM: When you got over to the *VESTAL*, what did they -- where they able to give you first aid and give you help?

DS: No, no. No. No, we stayed aboard there for a while and then they'd hustle us down the gangway and they got us on the motor launch, and took us over to the landing and they put us on an open air truck and took us to Naval

hospital there. Stayed there for three weeks, I guess. And they were sending some of the sailors back to the U.S. on the USS [HUGH L.]SCOTT. And they kind of bypassed me and I said, "I'm not going?"

"No, we don't think you're going to make it. You wouldn't make it right now. We'll have to give you some more medical attention."

I said, "I want to go."

He says, "Well, if you can get up out of the bed, help me change the linen, why, you can go."

So I got up. But when I laid back down, I didn't get up for quite a while.

JM: How long were you hospitalized?

DS: Well, I was hospitalized 'til September in 1942. I guess when I was capable of standing up, rolling over, and stand up along side the bed, I weighed about ninety-two, ninety-five pounds, or something.

But slowly, but surely, started to come back. I went to Corona, California for convalescence for a couple of months, and then my left arm and hand wasn't working very good, so I was medically discharged. So I went back to Red Cloud, Nebraska and was around there for about a year, and I reenlisted and went through the draft into the service again -- Navy -- which took me to Omaha, Nebraska and they held me there for ten days so they'd get permission from the Bureau of Navigation for me to have my same service number, the second time I was in the service, which was a good deal. I don't know how I was so smart in them days. I wouldn't have to fight the VA and all that for two numbers.

But anyway, they sent me back to service and I went through boot camp again in FAIR-GOOD, Idaho. They tried to convince me it was the best thing because I had to get my shots and all this, but it wasn't too bad because I was a recruit CPO for 120 men, Camp BUN-YEN, and cut through that all right. They wanted me to stay there and push boots through camp, and I said, "No way. It's not for me. I want to go to sea." I said, "That's where I want to go."

So I went to Treasure Island and I caught the USS *STACK*, DD406, one-stack destroyer. Immediately left there and proceeded to the South Pacific. We got in all the invasions down in the slot, New Hebrides and invasions of New Guinea and Biak and Wekak, and Salamaua, and both invasions of the Philippines and Okinawa.

And I left the ship, I was transferred to electrical hydraulic school in July of 1945. The war was over in nineteen -- well, I got back to the States in July and the war was over in August. And I had enough points to get discharged, but they wouldn't let me out until I finished the school. So I got out in December the fourth of, well, forty-six years ago yesterday.

JM: All right.

DS: St. Louis, Missouri, that's about it.

JM: Were you at home when you were initially discharged? The Navy didn't give out a lot of publicity about what happened here. I think it was like a year



before they told about the loss of the *ARIZONA*. Were you cautioned to talk about . . .

DS: No, they never said anything about it. Well, my people knew it and the people that I talked to, but they didn't have much -- they didn't question me or restrict me or anything, no.

JM: Being an *ARIZONA* survivor is --- actually the time of the fiftieth. I know you're getting a lot of people asking questions and a lot of attention. When you were on the *STACK*, later in the war . . .

DS: Right.

JM: . . . did -- were guys interested that you were an *ARIZONA* sailor?

DS: Oh yeah. Oh sure.

JM: They ask you about it a lot?

DS: Oh yes. We talked about it quite a bit, but you know, they were out there doing the same job while we were trying to do, so. That's the only --- the differential is nowadays -- and I want to put in a plug for our people in the Persian Gulf, they done one hell of a job, of course. But they --- one little complaint there, like they were complaining about six months overseas. Man, those guys -- I was overseas for two years, two different times. But we had one little gentleman that was on board that was in the service and the kid cruised forty-eight months, forty-four months overseas. So you know, you just, in World War II, you were just there 'til it was over with. That was it.

JM: Is it hard for you to talk about *ARIZONA* and what you went through?

DS: Well, not so much any more, but it sure brings back a lot of memories, but I -- this is --- it bothers me more than anything on the memorial, 'cause I know, I look down, and I know I'm one of the few people that's standing up there that walked those decks. And not a lot of my --- a lot of good sailors gave their lives. And I want to tell you something, only the good lord will only know, but a lot of 'em didn't even know what for. That's the bad part.

JM: Can I ask how you feel about your former enemies, the Japanese?

DS: Well, I just had, I don't have a lot of animosity. I don't have any animosity the younger generations, but still some of the old timers around and as long as they leave me alone, I'll leave them alone. But I don't buy any Jap cars and stuff like that, Japanese cars I should say, nowadays.

JM: And what about the individual airmen who were attacking Pearl Harbor that day?

DS: Well, they had a job to do, like, just like we had to do, but the simple thing is that when you get in a ring with a boxer or a fighter, you know who you're going against. But when a sneak attack like that, it's something you have to think about, really think about.

JM: Last question would be of everything you went through, with *ARIZONA*, before the war, the attack, what's the single most vivid memory you have of the ship, of the crew, or the attack itself? What really stays with you about the ship?

DS: Oh, it's just the camaraderie, you know, all the people I knew. I often go out there and I look up at that list and just picture the guy just vividly. Know his name and I can probably point out 150, 200 names of people that I knew. Very solemn, very sad occasion. Like I say, well, we do a lot of things, I'm sure there's a medium of exchange there, or something, whatever you want to call it, but I think maybe if there hadn't been a surprise attack on Pearl Harbor, maybe they wouldn't have dropped the bombs on Hiroshima and so forth. But history will only tell, you know. Of course, we had a lot of problems with some of the sailors and some of the G.I.s and getting over some of this. And some of them were really shaken up, nerve-wise and whatever, but it's gotta happen, no war.

JM: I'm glad you're here today.

DS: Thank you. You too.

JM: Thanks for the time.

DS: You bet.

END OF INTERVIEW

#231 JOSEPH LOCKARD: OPANA RADAR

**Steven Haller (SH):** My name is Steve Haller and I'm here with Harry Butowski at the Waikiki Park Hotel in Honolulu, Hawaii. It's December 8, 1991, at 9:25 p.m. and we have the pleasure to be interviewing Mr. Joseph Lockard. Mr. Lockard was a Private, a nineteen-year old Private in the Signal Company Aircraft Warning Service, Hawaii, and he worked at Opana radar station on the fateful day of December 7, 1941. So we would like to thank you very much for coming and talking with us, Mr. Lockard.

**Joseph Lockard (JL):** My pleasure.

SH: Good. Let me start by asking you how you got into the Army and how it was that you began to do work for the Signal Corps?

JL: Well, I enlisted in the Army on August 16, 1940. I was sworn in at Harrisburg, Pennsylvania and the intent was to go to Hawaii, but it wasn't necessarily my intent, at the time, to be in the Signal Corps.

SH: Why go to Hawaii . . .

JL: Well, we wanted to go overseas and that was brought about by the fact that one of my boyfriends had an elder brother who had just returned from a tour of duty in the Philippines, and he had all these wonderful stories to tell. And he fired us all up. So since school was out and in that particular time in our area, there was very little to do. The war had not yet accelerated the economy, why, we went down to enlist. It's ironic that the boy whose brother got us all interested in this flunked the physical.

So two of us, John Albright, who is now deceased, and myself, went on to be sworn in at Harrisburg. And then we went from there, of course, to, by train to Fort Slocum. Now, Fort Slocum is an island off of New Rochelle, New York, and at that time, that was the port of embarkation for overseas Army personnel. We were there for a couple months and we were moved then to Fort Wadsworth, on Staten Island. Of course, by now, we thought we were never going to get there, as time was passing and we still hadn't got on a ship. We actually left the United States in November of 1940. And we took the scenic route and went down through the Panama Canal.

At that time, the Army ran their own transport service, the Army Transport Corps. They had their own ships, which were mostly converted merchant man. And we went down through the canal and up to 'Frisco and then across to Hawaii. We arrived there in early December of 1940.

SH: What duties did you assume when you got to Hawaii?

JL: Well, when we got there, there was a new company recruiting people right down on the boat, before we landed. And this was the Signal Company Aircraft Warning. And we decided that that sounded pretty interesting so we signed up. We were taken off the boat and shepherded onto a narrow gauge railway that ran up to Schofield in those days, taken by train to Schofield and by truck to the company. And that's where we were for the next six weeks, incommunicado with the rest of the world.

SH: What kind of training did you receive?

JL: Well, we had had a great deal of basic training back in the States, but they do, did it all over again, you know, typical Army fashion, when we got to Hawaii.

SH: Specifically now I'm driving at, the training that you began to receive for . . .

JL: Well . . .

SH: . . . in the operating, the Signal Corps operation.

JL: As I said, we, we joined this organization in early December of 1940 and the Signal Company Aircraft Warning was a company with a mission, but no equipment. They then proceeded to train us in field communications and actually it worked out pretty well because we had daily classes in radio theory. Everybody bought a George radio physics and we all studied that. We also studied the standard communications code and field radio operation.

SH: When were you first introduced to the radar equipment?

JL: Well, the radar equipment arrived on the island of Oahu in late July of 1941. So you can see we were quite a while without a lot of equipment. But as I said, we were studying information that was germane to what we intended to be doing. And there were six radio sets, as they were called, SCR270Bs. They were portable units that were then positioned about the island. And on the job training began.

SH: So it was then that you, did you get, did you get to work on that radio, the radar, which you referred to, as you say, as radio. Did you get to work at it at Schofield or . . .

JL: Well, yes, it, well, no, we started at Schofield. But organization -- incidentally, I went there today, to see if I could find the location. Of course, it's greatly changed, but we did find where the old barracks was. It was originally -- oh, it may have dated back to World War I, for that matter. It was a wooden barracks and that was where we were quartered. It was a couple of miles above the, toward Kolekole Pass from the theater at Schofield.

SH: Could you possibly the name the number of the barracks?

JL: Oh, it wasn't, no, there was no number. We were, we were actually out of the main post area. You know, there was the quadrangle area down there where the 19th Infantry and the 27th Infantry and the 21st Infantry, was located. This was on the road between there and Kolekole Pass, and had been, at one time, a chemical warfare barracks. It even worked into that. The equipment was, the first unit was set up right there, and that's where we began our first training on the equipment.

SH: One thing that Harry and I are quite interested in is did your training encompass the overall -- did you get any indoctrination at all into the overall system in which that unit was a part of, or was your training limited to the operation of the system?

JL: Well, obviously . . .

SH: . . . radio?

JL: Yeah, you had to begin somewhere, you had to begin first with being able to operate the equipment. So the equipment, the operation of equipment was the first priority. And, of course, we still, at this time, now you have to remember, even though we had equipment and started to set it up and get it into operation, we had no information center yet.

SH: Did you ever visit the information center?

JL: Oh yes. I had been in the information center. The information center was being built, of course, but there was a sort of simultaneous effort in training, and in building the information center. The information center was located at Fort Shafter. Actually, between the main highway and the sea, down on that side, there was a number, a number of ammunition bunkers down there. And one of these was converted and built up into -- I have pictures of them, the building, when it was partially constructed. The soldiers built it. It wasn't built by outside contractors, the GIs built it.

SH: That is something that would be nice to share with . . .

JL: Those pictures should be available and there's a great deal of information available that I think you and I had talked about before. You could get it, I think you can probably could get it through, Merle Stouffer, easier than -- I think Bradburd has it, but Merle should be able to get it for you. It was all collected by Harry Hilton.

**Harry Butowski (HB):** One thing I'm interested in, when you got the equipment, started training on it July and August. At that time, did you, with your fellow trainees, conceive any threat to the Hawaiian islands? Was it explained what it is you're doing and what it is that you're trying to protect?

JL: Well, we knew what, we knew what the purpose of the equipment was, of course, and to detect aircraft and of course, eventually, if necessary to detect enemy aircraft. But there was no hint that we were close to war with the Japanese, or with anybody else for that matter. We knew there was a, we knew there was a war going on in Europe before I even joined the service. And we knew that was, that was going on. We also knew the Japanese had been fighting in the Orient since 1935, you know, when they first went into Manchuria. But that was pretty remote, and I don't think anybody really thought that we were close to warfare, certainly not at our level. Now, obviously, privates are not privy to higher echelons' information. But the grapevine wasn't even carrying anything of any significance.

HB: Tell us when you first came to the Opana site and the conditions you found there.

JL: Well, I first went to Fort Shafter for a while -- you know the locations of the units.

HB: Well, why don't you tell us the locations of the units.

JL: Well, the, the six units were placed around the island. There was, of course, one at Schofield, at the bases there. It was primarily for training. There was one at Kaaawa, and one at Koko Head. One at Fort Shafter, one at Waianae, and one at Kawaialoa. Now -- and one at, as I said, Koko Head. Now, it's interesting that all of those units, with the exception of the one at Koko Head, were nearly at sea level. The one at Koko Head, of course, was about six

hundred feet and that one performed, probably, better. There was really not a very good understanding of the optimum positioning of this equipment.

HB: So you, you trained at Fort Shafter?

JL: I went from Schofield to Fort Shafter, and then in October, part of September and October, and a little bit, maybe, of the first part of November, I was at Koko Head. In fact, I was there on September the twenty-seventh when we had the exercise with the Navy and we readily picked up the planes as they took off from the carriers, eighty miles off shore. It was a very good demonstration. But then I went back to Fort, to Schofield.

HB: Excuse me, is Koko Head not the Opana site?

JL: No, no. Koko Head is, you know, Koko Head is the point just beyond Diamond Head as you go east.

HB: Okay. Why, when did you leave Koko Head?

JL: Well, I left Koko Head in early November, I think, and went back to Schofield. Well, then the unit at Schofield was moved to Opana in late November, in fact around Thanksgiving time, and I went with that unit. But we were quartered at Kawaialoa, where there was another set, with the men there and the unit was positioned up at Opana, and that was, I said, around Thanksgiving time. So that it was only there maximum of two weeks, although probably a little less than two weeks before December the seventh.

HB: Is that where you first met George Elliott . . .

JL: Yes. I had never known him before. He would, he had transferred into our organization from the air corps, as I understand.

HB: So when you went to Opana, you were really one of the more knowledgeable people of that radar unit.

JL: I certainly was one of the, one of the oldest operators. Yeah.

HB: You had been working with it ever since it arrived in the islands.

JL: That's right.

HB: How many men would normally be in the Opana station when it was in operation? Describe that to us.

JL: Well, of course, since we weren't operating around the clock or anything like that, I think there were maybe six, six of us. That would be -- two men were to a shift were what we usually worked with, because you needed one to operate and one to plot. We operated at sometimes early in the morning and sometimes late at night, but generally through the daylight hours.

HB: Colonel Tetley indicated to, to me that usually there were three men to a shift. There was usually one man operating the generating equipment.

JL: Well, you really didn't have to operate that. You turned it on, you know, and it ran. It was a, it was a motor generator set and a rectifier was in that van. Once you fired it up and got it set, you really didn't need a person on it. Of course, you had to remember to put some more gas in it, if it ran do.

But we weren't running around the clock. Maybe the three men, when we did run around the clock, you would, more, be more likely to have three.

HB: Who were, who were the other people that were working at Opana with you? Do you remember?

JL: Well, I don't remember it all, but McKenney was one of them, and . . .

HB: There was George.

JL: Yeah, George, but . . . I really, I really don't remember their names.

HB: Okay, why don't you describe the events of the morning, of December 7, when the Japanese attacked. And before you get started, were you on duty December 6, the day before?

JL: I don't remember working on the sixth, I may have, but I can't be sure. We went up late in the afternoon of the sixth. You see, I probably wasn't because that was a Saturday.

HB: Yes.

JL: We generally had Saturday afternoons off and Sunday after, and Sundays off. And we, but because we were not quartered at the location of the radar, and because the program was going to start at four a.m., well we went up late Saturday afternoon and stayed there overnight. And there were no facilities up there. If you wanted a drink of water, you'd better take a canteen, because there wasn't any there. And we had a pup tent we stayed in, try to get a little sleep overnight, and an alarm clock, if I remember right, to get us up at four. And, of course . . .

HB: So the morning of December 7, four a.m. . . .

JL: The morning of December 7, four a.m. . . .

HB: . . . fire up the generator . . .

JL: Right.

HB: . . . and then there then were just two of you there?

JL: Yes.

HB: You were the only two assigned.

JL: Yes. See, it was a Sunday and McKenney tells me this story and I'm not sure I remember that part, but he said the way I got there was that first he and Winterbottom -- now, Winterbottom was on the, was one of the crew chiefs on the unit that was located at Kawaiialoa. First, they flipped a coin and McKenney lost, to see who was going to get this duty. And he flipped with me and I lost. Now, he says that, but I don't remember that, but he does. You know, everybody remembers different things.

HB: Did you have a third man assigned to the unit that morning?

JL: No, no. It was just myself and Elliott.

HB: Okay. And you fired up the equipment at four . . .

JL: So we fired up the equipment at four o'clock and of course, the people were in the information center and the plotter had a headphone that he was wearing that was a direct land line communication with the plot, his plotter on the board and the information center. And we continued to operate until seven o'clock.

HB: Did you have any contact with him?

JL: Well, I'm not sure if we had any, it couldn't have been more than one or two. ON the, on the plot -- I used to know, I haven't gone over that in a long time. But you'd have to check and see if there was any dates that was, or any times that was prior to 7:02, but then again you might get confused with something the next day, because I think they, when they came back up and reopened the unit, they continued to plot and they may have even used that overlay the next day. I don't know for sure.

HB: There seems to be a point of confusion about the information on the overlay. It's very clearly marked the incoming flights and there are a number of other flights, on the portion of the information we have that records the flights the plotter would write down. There are plots before seven. However George Elliott believes that those were plots were made the day before. Do you have any information on that?

JL: No, I can't say with any certainty. But I don't know why they would be there the day before. We generally tried to change overlays every day, I don't -- I can't say one way or another. I don't remember anything specifically about that.

HB: Okay. Why don't you continue to tell us about the events of the seventh?

JL: Well, okay, we, of course, the program was over at seven o'clock and normally we would have closed the unit down, but George needed to learn how to run the equipment and so we decided we'd stay open. Actually, there wasn't any way for us to get away from there anyway. There was no truck to take us back to base camp.

So I was starting to give him instruction on the operation when this thing appeared on the scope. Of course, it was a very unusual indication, having never seen more than a couple planes at any one time on this equipment. You know, there wasn't a great deal of air activity around the island, normally. So the very unusual nature of the pulse caused us to notice it and I didn't know whether it was something wrong with my equipment, or whether it was really a flight. But it only took a minute to find out that all the dials seemed to be reading correctly and everything seemed to be operating correctly, then you have to assume that it truly is there.

HB: So what did you do then?

JL: Well, we watched it for a little while, and, but we plotted it. But . . .

HB: Excuse me, at this point, you were looking, you were operating the scope and George was acting as the plotter.

JL: Yes, mm-hm. Well, yeah, because when we first seen the thing, you know, he was sitting there in the seat and he said, "What's this?"



And I said, "Well, I don't know."

Then he got up and I sat down and said, "You know, I'm going to fiddle with the knobs and see what's going on here."

And then I stayed there and he just started to track it and plot it because, you know, that was really good training then. But we didn't have any idea what it was, of course. But it was so unusual that George called -- he couldn't get anybody on the plotting line because everybody was gone. He had another land line that was connected to the switchboard in the information center. And the switchboard was being manned. So he called down and Joe McDonald was on the switchboard and said, you know, "Is anybody around?"

And he said he didn't think there was but he'd look and see. So he looked around and found Kermit Tyler, he called us back and I talked to Kermit Tyler.

HB: What did you tell him?

JL: Well, I described the unusual nature of it and the direction from which it was coming. But of course, you know, it's sort of like helping your grandmother sort strawberries over the telephone. You know, he couldn't see what we were looking at. And I'm not sure he ever had even seen the scope. So (coughs) excuse me. He couldn't be familiar with the equipment, or, or understand what we were seeing. I would say that would be true.

HB: At that point, did you have any feeling or knowledge of a possible Japanese attack on the island?

JL: No, no. There was a lot of high-level stuff going on, but, you know, you gotta remember our position. We were . . .

SH: Excuse me, did Lieutenant Tyler question you about what you saw? Do you remember what he . . .

JL: Well, I don't remember the exact words that took place, but I do know that we (coughs) excuse me. We -- that would be a great help, thank you. We, I know he understand what I was trying to say to him. I said, you know, here's this thing that goes clear up to the top of the screen and it's this wide and it's coming from almost true north.

And he, of course, and I didn't know it -- and he didn't tell us at that time -- but in his mind, there was a possibility that it could be the B-17s that they expected in from the west coast.

HB: So what, what did he tell you?

JL: He just said, "Don't worry about it."

And I think we pushed it as, as far as you could, but you know, an enlisted man to an officer, you can't.

HB: Colonel Tetley told me that (JL coughing) among the enlisted men in the company, betting on which day the Japanese would attack the islands. Did you have any knowledge of that?

JL: I have never heard of that before this, before this conversation that I, we were in the van, you know, I heard it then, and that's the first I ever heard of that.

SH: Also, in terms of the conversation of that day when you visited the site, I recall one of you remarking about some of the patter that went on as you were tracking, as you were tracking the flight. Do you recall anything that . . .

JL: No, you didn't hear that from me.

SH: . . . in a joking nature about that.

JL: No.

SH: What was your mood then, as you were tracking . . .

JL: I think it was just curiosity more than anything else. I don't recall anything else, but (coughs) . . .

SH: George, George, as I recall, just said, obviously then it was George and I recall him saying something to the effect of perhaps it was a homing pigeon with a band on it, or maybe a mosquito.

JL: Oh. I have no, I have no recollection of anything like that.

HB: Okay, Joe, why don't you tell us now the time concept when you used the incoming flight of planes and then you shut down the equipment, correct?

JL: Yeah, well, we plotted it and followed it into the interference that appeared on our scope. You understand that the interference is a function of the back reflection from the antenna. It interferes with the forward reception and that extended in the case of the direction that we were pointed at that station, at that time, about twenty miles. And of course, once we lost the echo in the, in the interference, there wasn't much else for us to do.

HB: When did, when did you learn that . . .

JL: That was about seven -- I think on the plot it says 7:39.

HB: No, when, when did you actually learn that the islands were under attack?

JL: Oh, not until we got down to Kawaiialoa, really. On the way down, the truck -- we closed the place down. The truck showed up about that time anyway. It was a six by six, standard Army transportation. And we got in the truck and started down. It was a dirt road from Opana down to the main road, which was macadam. We got down there and we were down, going down the macadam road when we were passed by our other truck, a state body truck, if I'm not mistaken -- the one that used to carry the, used to carry the bays that were fastened to the antenna -- with all the rest of our crew, and they all had their sidearms, and they were waving and shouting, but they were going quite fast. And we couldn't understand, we couldn't understand what they were saying. And it wasn't until we got to Kawaiialoa.

HB: When you got then you knew immediately, what . . .

JL: Oh, as soon as they told us that we were under attack, we knew what we had seen.

HB: I think at that point, you and Elliott were in possession of some very important information. You knew the direction of the Japanese carriers. Did you realize the significance of that information?

JL: I doubt if we did, frankly. We were very excited about -- well, everybody was excited. You know, here we're under attack, you know. And I think excitement is the best word that I can think of to use. We told everybody, "Well, listen, hey, we, you know, we, that's what we saw coming in," and we may have said where the direction they were coming to, but we were telling the people that could have used that information anyway.

SH: Did you report back then to your senior officer?

JL: I think, I think I remember that I told it to [2nd]Lieutenant Caceres, Ralph Caceres was, I believe, fairly recently assigned to our company. He was a national guard officer from, from the islands here. And I think I told him, I think I remember telling him.

HB: Now, we're running out of time very rapidly. I want to ask you, when you returned to Opana, the set was up and operating . . .

JL: Yes.

HB: . . . and did you get on the scope and track the planes . . .

JL: Well, the other, the other fellows were working the set. I'm not sure, I don't think I worked any more that day.

HB: As far as you know, did the Opana track the planes back to the carriers.

JL: They may have tracked some of the, the flight around there. I don't know if they got any of them on their way back to the carriers or not. I don't believe they show up on the plots anywhere. There is more airplanes appearing on the plot, but I don't recall any large number of them heading in any one direction.

HB: Very briefly, as we wind up, it's fifty years of the time of the event. Any thoughts today on how it's impacted you from the perspective now from fifty years.

JL: Well, I think that it's, it's one of those little footnotes in history that people like to play what-if games with. And I think the most interesting what-if game of the whole thing is what if the planes on the Japanese carriers, carriers had taken off fifteen minutes earlier. You see the implication there, they would have been right in the middle of our program. People would have been manning the information center. The observers would have been in connection with the, with their people, and maybe they could have got a little more aircraft, anti-aircraft protection.

HB: Certainly an interesting question. Thank you very much.

SH: Thank you, Mr. Lockard.

END OF INTERVIEW

**ORAL HISTORY INTERVIEW**

**#371**

**PHILIP MARTIN RASMUSSEN**

**46<sup>th</sup> PURSUIT SQUADRON, WHEELER FIELD**

**INTERVIEWED ON**

**DECEMBER 1, 2001**

**BY ROBERT P. CHENOWETH & WILLIAM R. SCULLION**

TRANSCRIBED BY:

CARA KIMURA

FEBRUARY 9, 2002

**USS ARIZONA MEMORIAL  
NATIONAL PARK SERVICE  
ORAL HISTORY COLLECTION**

**Robert “Bob” P. Chenoweth (BC):** [*The following oral history*] interview was conducted by Bob Chenoweth and [*William R.*] “Bill” Scullion for the National Park Service, USS *Arizona* Memorial at the Hilton Hawaiian Village, Tapa Room 329 on December 1, 2001 at about 8:30 a.m. The person being interviewed is Phil Rasmussen, who was a pursuit pilot at Wheeler Field on December 7, 1941. Phil, for the record, please state your full name, place of birth and date of birth.

**Philip Martin Rasmussen (PR):** Philip Martin Rasmussen, born in Boston, Massachusetts, May 11, 1918.

BC: What did you consider your hometown in 1941?

PR: Boston. Jamaica Plain, a suburb of Boston.

BC: What were your parents’ names?

PR: Alfred and Ane, A-N-E, Rasmussen. They were both immigrants from Denmark.

BC: How many brothers or sisters did you have?

PR: I had one brother and two sisters.

(Conversation off-mike)

BC: Where did you go to high school?

PR: Jamaica Plain High School.

BC: And also did you go to college prior to...

PR: Yes, I did. I was graduated from Gettysburg College, Gettysburg, Pennsylvania.

BC: And where did you enlist?

PR: While I was at Gettysburg, an enlistment team came through for pilots and at that time, college graduates were, well, the only ones accepted for pilot training. And I felt that we were going to get into the war eventually and if I passed the physical, I probably would go into pilot training. I had conviction that we'd get into the war and I thought, knew with this way I can select what I want to do, not be drafted subsequently.

BC: Coming off that discussion, could you talk a little bit about your training and what were the circumstances that eventually brought you to Hawaii?

PR: I was called into training and started my primary training at Tuscaloosa, Alabama at Van de Graaff Field. That was in June of 1940. And I spent three months there in primary training, flying PT-11s and PT-13s. My basic training was at Maxwell Field in Montgomery, Alabama, where I flew B-13s. And my advanced training was also at Maxwell Field, Alabama, and there I flew the AT-6 and the BC-1A. Shortly, before we completed our training, a Pan-Am[*erican Airlines*] was scheduled to come through and most of the class was expected to be accepted into Pan-Am training, because they were expanding their routes, supporting the efforts in Europe. And when my roommate, Bob Thompson, was killed night flying and I was directed to escort his body back to Andover Campus in Massachusetts, where he lived, his family lived. And while I was gone, the Pan-Am people came. And when I came back, I was very frustrated about that because I hadn't had an opportunity to be interviewed.

BC: Now, excuse me, were you going to fly as military pilots?

PR: No. It's Pan-Am.

BC: With Pan-Am?

PR: They would take us out of it and become Pan-Am. In fact, many of those pilots accepted became chiefs and vice presidents of Pan-American Airlines.

BC: Oh.

PR: Many of my friends.

BC: Okay, the frustration makes sense.

PR: So I went to Colonel Snead, my commanding officer, and I said, "I was very upset that I hadn't had an opportunity," was there any way that I could get interviewed by Pan-Am?

He said, "No, they've left." He said, "But I'll tell you what. You did a good job on your escort duties and all the rest of you are going overseas. You're going either to Panama, or you're going to Puerto Rico, or you're going to the Philippines, or you're going to Hawaii."

Those were where the rest of the class were to go. And he said, "I'll give you your choice of where you want to go."

And I said, "Where did you come from?"

He said, "Well, I came from the Philippines."

And I said, "What was that duty like?"

He said, "Oh, that was great duty."

And I said, "What about the Hawaiian Islands?"

He said, "Well, I was never stationed there but it's very similar to the Philippines."

And I said, "Well, my family will probably come and visit me and the Philippines are just too damn far away. So I'd like to go to Hawaii."

So that's how I ended up going to Hawaii and [*I drove my 1940 Chevy convertible*] to San Francisco, to the Presidio and we got aboard the old US Army transport, *Grant*, USAT *Grant*, and sailed to Honolulu, where I was subsequently assigned to Wheeler Field.

BC: When was that? When did you come to Hawaii?

PR: I arrived May the first.

BC: Of '41?

PR: In '41.

BC: Forty-one. Now, had you had any experience flying pursuit aircraft up to this time?

PR: No, this is my first introduction to pursuit. The last airplane I flew was in advanced training, in T-6s, and BC-1As.

BC: Okay, you get to Hawaii, you're assigned to Wheeler Field.

PR: Yes. There was seven of us that came over to Hawaii, and Gordon Sterling and I were assigned to Wheeler Field and the others, Bill Cope and another pilot, were assigned to Bomber Command at Hickam Field.

BC: And what squadron were you eventually assigned to?

PR: I was assigned to the 46<sup>th</sup> Pursuit Squadron.

BC: Could you tell me a little bit about the organization of the pursuit squadrons at that time at Wheeler?

PR: Yes. The 14<sup>th</sup> Pursuit Wing was commanded by Brigadier General [*Howard C.*] Davidson and the base commander was Colonel [*William J.*] Flood. And the squadrons, fighter squadrons based at Wheeler Field were the 45<sup>th</sup>, 46<sup>th</sup>, 47<sup>th</sup>, and the 72<sup>nd</sup> [*Pursuit*] Squadron[s]. The aircraft we flew were P-40s, P-36s, and P-26s. Those were our primary combat aircraft. We also had some post-World War I bi-wing wooden airplanes that we were, [*Brigadier*] General Davidson was desperately trying to get rid of those, out of the inventory, you know, to get so they wouldn't have to maintain 'em. They had no parts for them. So he left the word out that if some of these airplanes were accidentally damaged, that there wouldn't be much of a pilot inquiry about how they were damaged. So promptly, [*Second Lieutenant*] George [*C.*] Welch dumped one in at the beach at Haleiwa. And that was a total loss, of course. And the claim was engine failure.



I was flying one, a bi-plane. I can't remember the model. It was a bomber, open cockpit, two-seater and everything was wooden and linen. And I landed in a crosswind at Wheeler Field, and it was just too much for that poor, old, tired airplane, the stress of landing in the crosswind and the landing gear collapsed and the top wing fell down on top of the bottom wing. We were totally uninjured. We landed at about forty miles an hour. And it was just something you put a match to and have a nice fire. I was not charged with any pilot responsibility in that aircraft.

We flew mostly the P-26s were exciting to fly. They're very snappy little, like a wasp, whipping around all over the place and open cockpit. When we flew those, we had these nice long, white scarves, flying out behind us as we flew them.

And the P-36 was a rugged, radial engine airplane, with very little firepower. It had only one thirty caliber and one fifty caliber firing through the prop. So the firing of the machine guns in the P-36 were not at all like you think of a machine gun fire, going, "Brrrr." It sounded more like a funeral cadence, "Bup, bup, bup," as it went through the, fired [*between*] the [*propeller blades*], so they wouldn't injure the propellers.

We had a total, I think, on December 7, we had almost a hundred P-40s and we had thirty-nine P-36s, and I don't remember the number of the P-26s and miscellaneous aircraft that we had there. And a few of these aircraft on December the seventh were at Haleiwa Air Field, which was a gunnery field where we did practice. And the 47<sup>th</sup> Squadron was doing the practice at that time and had some airplanes down there.

BC: Was the 44<sup>th</sup> that was at Bellows [*Field*], were they also part of the pursuit wing?

PR: Yes, they were.

BC: Okay.

PR: They were on temporary duty over at Bellows Field.

BC: So could you talk a little bit about the intensiveness and the type of training that you were involved in just prior to December 7. I mean...

PR: Yeah, we were...

BC: ...you obviously were aware...

PR: ...we were intensely engaged in dog fighting. A lot of cross country work, altitude work, gunnery, both towed target gunnery as well as ground targets. And a third form of gunnery was where we'd have a [*paper*] sack of aluminum powder, and the leader of the team that was going out to do gunnery would fly down close to the water, open his canopy and toss out this paper bag full of aluminum, fine ground aluminum. And it would form a slick circle on the water. And we would fire at this circle. It was a dangerous practice doing that, not so much the firing, but I experienced a very life-threatening thing. As I had this bag in my hand, maybe three pounds of aluminum in it, and as I opened the canopy, the aluminum burst in the [*cockpit*] and blinded me. I was almost totally blinded and as my tears ran, I eventually could see where I am. Fortunately, this was right off of the end of Haleiwa, [*where*] were doing our gunnery training. And the people on the ground had seen this explosion in the cockpit and thought there had been some sort of an explosion. I was able to make my way down and land at Haleiwa, with the flight surgeon pursuing me in the ambulance. As he finally came to stop, and my face was all shiny, like I'd been burned, but it was actually the aluminum powder that had clung to my face. I was unable to fly for a few days while they flushed out my eyes. But we also had a lot of dog fighting and that about comprised all of our training.

BC: On, leading up to the attack, could you explain to me what you were doing. You had mentioned that you were coming off a six-day exercise, five-day exercise and...

PR: Yes.

BC: ...then explain what your experiences were.

PR: Yes, we had [Lieutenant] General [*Walter C.*] Short had ordered a full one week combat exercise where we had all the aircraft loaded with ammunition.

And this exercise, practicing intercepting aircraft coming in to attack and this exercise ended on the sixth of December. And usually, at the end of the week, on Saturday mornings, we had a formal inspection of both the pilots, the crews, and the aircraft. And the aircraft were lined up wingtip-to-wingtip and the pilot and the crew chief standing in front [of each aircraft] while [Brigadier] General Davidson trooped the line. This was done Saturday morning, perhaps about nine o'clock. And then the troops were dispersed and we went off, mostly to the beaches, picnics and then that sort of thing, getting dates and what have you.

And this particular morning, of December 6, we did not disperse our aircraft, even though Colonel Flood had requested from [Lieutenant] General Short that we do disperse our aircraft. And the reason, by dispersing our aircraft, I meant putting 'em out into earthen revetments surrounding the airfield. [Lieutenant] General Short, told Colonel Flood that he could not disperse his aircraft because they were in Condition One, which was anti-sabotage, which meant that they had to have guards at all the utility stations and water stations and other utilities. And there were insufficient guards to protect the airplanes if we put 'em out in a perimeter of the field. So we left the airplanes lined up wingtip-to-wingtip on the apron in front of the hangars. And that was a very unfortunate thing that happened.

BC: So on the morning of December 7, where were you? What were you doing?

PR: Well actually the night of December 6, [Second Lieutenant] Joe [H.] Powell, another pilot, and I had dates. We'd been swimming and dancing at Trader Vic's, the only nightclub downtown. And we were headed back to Wheeler Field about two o'clock in the morning of December 7. And as the road proceeded from Honolulu to Wheeler Field, it went up along the mountainside and you could look down and see the whole of Pearl Harbor. Joe was asleep over in his corner of the car and as I looked down at the sight of Pearl Harbor, I was so impressed with the number of lights on the ships. They had a practice of lighting up the ships on weekends for publicity purposes. And [that] was [a] very impressive sight. And this particular night, I was so impressed with the number of lights that I saw, which indicated of course the number of ships in the harbor, that I nudged Joe awake, and I said, "Joe, look down there. Did you ever see so many lighted ships at Pearl Harbor?"

And Joe looked over the fleet and he said, “Jesus, what a target that would make!” and went back to sleep again.

And fifteen minutes later we arrived at Wheeler Field and we went to our barracks and in the morning, about just shortly before eight o’clock, I had a nature call. I was standing in the latrine at the bachelor officers’ quarters. This building was about 1,800 feet from the hangar line and it overlooked the hangar line. And I was standing in the latrine, looking out the window at the hangar line, very peaceful scene, beautiful morning, typical Sunday morning, very quiet. And I saw this airplane dive down and drop an object and pull up very sharply. And when the object of course landed it exploded in a huge orange flame and as the airplane pulled up, I saw these meatballs, these red solid circles on the wings and I immediately knew it was a Japanese aircraft. And I yelled down the hallway that we were being attacked by Japs.

One thing that’s rather amusing is that for a [*split*] second I thought it was a navy aircraft that was simulating attacking our field, which because the navy had been doing this to us, we’d been doing to them, beating up, what we call beating up the field, and carrying these little sacks of flour and we’d toss it out the cockpit and open up the cockpit, toss ‘em out. And they simulated bombs and they’d land most anywhere. And of course, I knew it wasn’t when I saw the airplane and the bomb explosion.

And I put my boots on. We didn’t have flying boots like you have today, specialized shoes. And our [*flight suits*] were tailor-made for ourselves by Japanese tailors. And I was in pajamas and I didn’t take time to more than put [*shoes and*] a web belt, and a forty-five caliber pistol on my hip, which we had been issued for the maneuvers and they hadn’t been returned. And I ran outside to the flight line. I didn’t have anything particular in mind except that these airplanes were lined up wingtip-to-wingtip and if one exploded, it would ignite the next one to it, like a bunch of Chinese firecrackers.

And my first thought was to try to salvage one of those airplanes. Get down there and get it started, taxi it out of the way, at the end of the line. And running down there, I was shooting with my forty-five at the aircraft as they

were still attacking the field. Not only would they drop the bombs, but they also did some strafing.

And I got down to one of the aircraft and it happened to be a row of P-36s that had missed being bombed. And jumped into one of those and the gunner was on the wing. Came out of somewhere, this gunner came out and climbed up on the wing. And he had fifty-caliber and thirty-caliber ammunition hanging on his shoulders. And I taxied the airplane over to one of the revetments. I was not attacked during that period of time [*as*] it was a lull between the attack[s.]

BC: Do you have an idea of how many aircraft—how many aircraft did you see? How many were involved in the attack?

PR: I...I don't know how many were involved. I probably saw, during the time that from the first bomb that was dropped until the time that we took off, where there was another lull when we took off, which was probably about twenty minutes. I imagine it was about twenty minutes. I wasn't looking at my watch. (Chuckles) And we had gotten loaded and [*three*] pilots were able to get it, do the same thing that I did. And we took off in formation and made a turn to the south, towards Pearl Harbor, climbing, and headed towards Koolau Mountain Range, where our radio told us that Bellows was under attack and we'd go over there to intercept the attackers at Bellows.

BC: Now this was a radio transmission you got...

PR: Yes.

BC: ...in the airplane?

PR: This was a radio transmission. Now, I was wearing just a headset. Just two wires with a headset. I was not wearing a helmet of any kind. And I was listening to the communications between my squadron leader, [*First*] Lieutenant [*L.M.*] Sanders, and the base. I'm not sure where the source of the directions came from, but we were directed.

As soon as we took off, we charged our guns and there were two charging handles in the cockpit, one on the right side and one on the left side. And

you pulled back the charging handle up to your ear, which was a distance about [30 inches.] And then you let it slide in and it puts a bullet in the chamber. I did that with the thirty-caliber and I pressed [*the trigger*] to fire it, to test it. It wouldn't fire. I pulled it again it wouldn't fire. So my thirty-caliber was not firing. My fifty-caliber, I pulled back and let it slide in and before I could start pulling the trigger, it started to fire by itself. So I knew that I had, what we call a runaway. So I pulled it back again and left it in a cocked position, so that if I had to use it, I'd just let it slide [*in*] and it would start firing.

And we climbed out over the Koolau Mountain Range and about, I think probably around 9,000 feet, there was some, there was about four-tenths, cloud cover at about 6,000 feet, I think. And we climbed through those and up to about 9,000 feet where we intercepted some Japanese aircraft, Zeros. At that time I did not know, I did not identify the aircraft too well. I was not familiar. We had not had any real identification [*programs*.] All we had was word of mouth and stories told by the Flying Tigers that had been passed on to us. But they were Zeros, subsequently we found out. I misidentified the one that I was engaged, involved in.

Well anyway, we had a dogfight there and as one of our own aircraft was being pursued across, perpendicular to my flight—we had exploded when we met the Japs. Everything, everybody went in their own line. And this friendly aircraft, one of ours, went across in front of me and right behind him, maybe 300 yards behind him, 400 yards behind, was this Japanese Zero in pursuit. And as he was coming right across, in front of me, and as I released the fifty-caliber, I led him by two plane lengths. And I saw bullet holes, I saw puffs of the bullets striking the fuselage. And he started smoking. And then just at that time, when I ceased firing at him, this other aircraft came head on towards me and I thought he was going to hit me. I thought he was going to ram me and I pulled up very sharply to avoid being struck by him and missed him. And at that time, my plane was struck by another Zero.

My canopy was blown off. My rudder cables were severed. My hydraulic lines were severed. And I lost control of the airplane momentarily. And of course lost altitude in the process. And as I tumbled down towards the clouds, I regained control of the aircraft and got straightened out and I was

popping in and out of the clouds and no other aircraft were attacking me. I couldn't have done anything anyway to defend myself.

I finally got the airplane straight and level and headed back towards Wheeler Field. Well that must have been the final attack of the Japs, because they had departed. I saw no more Jap aircraft. And as I flew back towards Wheeler Field, I had felt, when the canopy exploded. Something [was] on the top of my head and I thought maybe I was badly injured on the top of my head and I reluctantly put my hand up to the top of my head to see how it felt, and all I had was a bunch of crumbled Plexiglas mixed up in my hair. I didn't have a scratch. I was very lucky.

And came back to Wheeler Field. On the way back, [*First Lieutenant*] Lou Sanders, my squadron commander intercepted me and pulled up beside so closely I could see this great look of concern on his face and I [*signaled*] him I was okay. I was all right. And together we headed back towards Wheeler Field. And we passed over Schofield Barracks in the process, because it's right next door to Wheeler Field. As we passed over Schofield Barracks, they had gotten themselves fairly well organized by that time and there was some pretty heavy machine gun fire. But they were lousy shots. They didn't get us. They didn't hit us.

And as I turned on the base leg, I put my gear handle down and my gear indicated my gear was not down. At that time, I did not know I had no hydraulic[s.] My hydraulic line had been severed. The rudder cable I knew had been severed because my rudders would slide in and out by themselves. I had no control over them. And as I came on final, I was pumping, madly pumping my hydraulic to put my gear down and just as I touched down they locked in position and I landed. I had no control. I cut the engine, but I had no control over the aircraft and no brakes and no rudder and ground looped a couple of times. The grass—it was a grass runway and the grass was still wet with morning dew. And I ground-looped twice and every time I added throttle to it, it would spin around again. Gotta gain a few feet spinning on it and gain a few feet, spin around. I finally got it off the field a little way and I got out of the airplane at that time. And it was a hot day and I was also very sweaty. But it was very possible not all of that wet was sweat!

And I made my way back to my room and I took off my pajamas, put on my flying suit, came back to the line to see what was going on. We expected another attack. And we were trying to cob together the aircraft that were remaining on the field, which were very few. And we launched aircraft but of course the Japanese never came [*back.*] We had all been issued carbines and we were also issued rations [*as*] we intended to [*defend ourselves*] we tossed those in the trunk of our convertibles. Every pilot had a convertible.

(Conversation off-mike)

PR: As soon as he graduated from flying school.

(Conversation off-mike)

END OF TAPE #1

TAPE #2

(Conversation off-mike)

BC: Okay, you can start again.

PR: When I, after I landed and had gotten into my clean flying suit, I went back to the line. The aircraft was still burning and the P-40s that were lined up, looked as though their backs had been broken. All of the engines were facing up to the sky, the tail part was all burned out, sitting on the burned wheels. To get back to my aircraft, I didn't know until later on that some of the bullets had struck my catwalk on both sides of the cockpit. In the process it had also blown off my canopy and my right wheel main gear had a hole in it from 7.7 [*millimeter machine guns*], so it was flat when I landed as well. And subsequently some people counted the bullet holes in the aircraft and they got to around 500 holes that they found, both from bullets, 7.7 millimeter and twenty-millimeter [*cannon*] shrapnel. Everything was gone on the aircraft, [*it*] could not be [*used*] again, except the engine, which they tried to salvage.



The hangars were still afire and the aircraft, a lot of the aircraft still burning. As I looked south to Pearl Harbor, it's about nine miles as the bird flies from Wheeler Field. And I could look down that way and the whole sky was filled with black smoke and very reminiscent of the Desert Storm fires that the Iraqis ignited down there when they ignited the oil fields. Very, very similar, I got that same impression you saw the red flame bursting up occasionally. You saw this huge ball of roiling black smoke [*covering*] up the whole horizon down there.

And around Wheeler Field we were gradually gaining control of the fires and after we had gained control of the fires, we salvaged what aircraft we could, loaded 'em with what ammunition we could. And when I say that, it's because all the ammunition was stored in one of the hangars that was very badly hit and so we lost an awful lot of ammunition in that process. They were picking up whatever scraps of ammunition they could find that had not exploded and were filling aircraft that were left with that ammunition.

And the pilots were taking off. As soon as we [*got an*] aircraft in condition, a pilot would take off and be sent off on patrol to Kaena Point or Waikiki or some other points, looking for a possible more aircraft coming in. We had no idea where the aircraft had come from, whether they came from the north or the south, east or west. But we maintained patrols, twenty-four [*hours*], all night long, for two days. We were waiting for a follow-up. We were waiting for troopships to land and there were rumors flying all over the place, that troops had landed here and there on the island. And if we had had any sense, we'd realize that these airplanes came from carriers, which troop carriers could never have followed as rapidly as them, so there wouldn't be. But under those circumstances, we...

BC: You had every...

PR: ...cautious. Yes.

BC: And...

PR: We continued this patrolling for several days until we were convinced that they were not coming back. And then we just kept trying to salvage more

and more aircraft out of parts and waiting for new aircraft from the Mainland.

BC: Initially, how many aircraft were serviceable? That you're aware of.

PR: I think perhaps there were no more than twenty aircraft that were serviceable. And that was all kinds of aircraft—P-26s, P-36s, some P-40s, mostly P-36s.

BC: So the pilots that had flown from Haleiwa, did they eventually come back to Wheeler and settle in at Wheeler?

PR: Yes. Yes.

BC: So were there any aircraft remaining at Haleiwa, as far as you knew?

PR: That I don't know. I think it's very possible we did keep some aircraft there because the Japs had not hit Haleiwa. Apparently they didn't know about it because that would've been another one of their targets. They never strafed Haleiwa during the attack.

BC: Could we back up for a minute and I wanted to ask you a little bit about the painting and the marking of your aircraft prior to the attack? Now the photographic evidence indicates that the planes were in the process of being re-painted from their natural metal finish...

PR: Well we got...

BC: ...to camouflage.

PR: We got a lot of P-40s, they had some maneuvers in the States, I think, with the Louisiana maneuvers, it was called. And we were, we got a lot of airplanes in battle colors, gray, gray-brown color, that had been painted for that purpose. Now I do not believe any of the P-40s were re-painted. I think they left 'em in their...

BC: They came in the olive drab finish.

PR: Yes, yes. The P-36s came clean.

BC: Right.

PR: And they were just aluminum. And they remain that way. And the only change that were made so far as the designations on the aircraft are concerned, was that they put these huge numbers on the side of the aircraft, which were called buzz numbers. And the reason why they call it buzz numbers was because in their exuberance, the fighter pilots would buzz the, maybe their girlfriends' houses or in chasing one another around to get as low as they can and buzz over fields. There were lots of pineapple and cane fields around there so we could get that low enough that we sometimes pick up some cane shreds in our oil scoops and get our engines all heated up.

But we also had a practice, which I am kind of reluctant to mention. We had—the [Matson] Line had the *Matsonia* and the *Lurline* were these cruise ships that were carrying girls from the Mainland to Hawaii for romance. When these ships would [get] to Diamond Head, from Diamond Head on they would slow down and it would take 'em about two hours before they finally docked. So all the passengers could get a good view of Diamond Head and Waikiki Beach and all that. And when one of our aircraft spotted one of those ships off of Diamond Head, those pilots that were available and were interested would go over to Wahiawa, which was a little town right next to Wheeler Field and would buy *pikake* leis and orchid leis for twenty-five, thirty-five cents a piece. We'd buy half a dozen of these, jump into our airplanes with the leis and fly down and buzz the ship. Make a few passes at the ship, open up the canopy, we'd toss the leis out, hoping that they'd land on the ship. Then we'd whip back to Wheeler Field, jump into our civvies and race down in our convertibles to meet the ship at the gangplank, as the gals came off the [*ship*.]

Well, in those days, they had a hostess that would take care of the girls, part of their duties. And the pilots would see some gal up there, looked pretty interesting and tell her, "I'd like to meet that gal," and we did this fairly often.

And of course the ships came in on weekends, so that was all right. It didn't interfere with our combat training.

We also would fly to the other islands frequently for weekend flights to Hilo, to Barking Sands on Kauai. Those were our two favorite places to fly for weekends. It was a pretty loose operation in peacetime flying. In between though, we were intensely training.

BC: Could you talk a little bit more about that training? You had mentioned about some of the gunnery training.

PR: Yes.

BC: Maybe in a little bit more detail about the kind of training that you were involved in and what your expectations were. What were you told about the near future or the types of aircraft that you might be training to encounter?

PR: Well, we kind of worried about the war preparations from our squadron commanders. We didn't, we weren't assembled as a huge group and told by the [*Brigadier*] General Davidson anything, but [*First Lieutenant*] Lou Sanders, the squadron commander, I remember him saying, "Look, you guys, we're training for war. We're going to get in the war someday and we want to be in shape to be able to fight in this war, so I'm going to be working your butts off," which he did.

We did and we would go and do a lot of dog fighting. Do a lot of formation flying. That improved our skills a great deal, tight formation flying, where we'd fly loops and do Immelmans and do various acrobatic exercises, glued to the wing of the airplane leader. And what we call rat racing was another thing, where we would follow the leader and do whatever he did. Dive down and lots of times; this is where that buzzing came in.

And in our gunnery, we would tow a flag. They'd tow a banner with a roundel on it, a target. And we would be making passes and firing our guns at those targets and then come down and evaluate our accuracy because each ship had a different painted bullets, and so we knew which aircraft had hit the target and how many times it hit the target. We did a lot of that towing.

Occasionally the tow ship would get its tail shot [*up*] a little bit. A bullet hole here or there in the process.

And then the other form of gunnery was against ground targets where we had the bull's-eye and earthen embankments in back of it. We did a lot of that over near Bellows Field

And the third form was where you drop a bag of aluminum powder on the ocean and dive down to shoot at that target. We did some high-altitude, quite a bit of high-altitude training and in those days we had something that looked like a cigarette holder that we gripped in our teeth and we had a little control [*when*] we turned on the oxygen. So we had pure oxygen blowing against the back of your throat when you're at an altitude any time above 12,000 feet. And when you came down from one of those, invariably you'd have a sore throat from the cold oxygen burning the back of your throat.

That's about all the training that we did.

BC: Uh-huh. After the attack, could you briefly describe what your experience was? I know you went on to fly in the Pacific, in New Guinea for several years.

PR: Yes.

BC: Could you talk a little bit about that deployment? And were the squadrons reorganized and sent out to the Pacific?

PR: Yes.

BC: What exactly happened?

PR: I was getting a little unhappy because I felt that we were in the back part of the war. We're not getting involved in it. And [*Second Lieutenant*] George Welch felt the same way. So we both volunteered to go to New Guinea, to go overseas and we didn't know where we were going to end up, but somewhere in the Pacific. And there were some troop carriers coming through that were en route to New Guinea and we flew as passengers on these troop carriers. They were C-47s and in order to extend their range, because we'd fly all the way to Midway [*Island*] and to Canton [*Island*] and to Christmas Island and to Nandi in Fiji, and [*New*] Caledonia and then to

Brisbane. And then finally from Brisbane to Townsville, and Townsville up to Port Moresby. That was our route that was taken by all of these C-47s. And the whole interior of the fuselage was filled with these huge collapsible tanks, leaky tanks. Very leaky tanks. So the odor of gasoline was intense in that airplane when you were flying. And George Welch was a heavy smoker and he was sitting—we would be sitting—the only place to sit was on the fuel tanks. And we'd be sitting on the fuel [*tanks*] and he'd be smoking and scared the hell out of me! I'd tell him, "George, what are you trying to do? Blow us up?"

It took us about a week to get to Port Moresby.

BC: When did you go to Port Moresby?

PR: In April...

BC: April of '42.

PR: ...of 1942.

BC: And who were you assigned to and who did you fly with?

PR: I was assigned to the 8<sup>th</sup> Group, Pursuit Group, the 35<sup>th</sup> Pursuit Squadron. We were flying P-39s at that time at Port Moresby. And then we were transferred from Port Moresby to Milne Bay. And our major operation was to escort the troop carriers. At that time, the Japanese were almost overthrowing us, chasing us out of New Guinea. The Owen Stanley Mountain Range runs the whole chain, whole length of New Guinea. And the Japanese had sent patrols that actually had gone on the down slope, towards Port Moresby and towards Milne Bay, down on the east side. And we were getting quite desperate about it.

And an interesting little story in that respect was the Australian patrols were encountering these Japanese patrols. The Japanese patrols were very extended and they were very hungry. And the natives were not cooperating with them at all. And there wasn't much food available for them, so they were very, they were starved. Well, they attacked [*an Australian*] patrol. The lead patrol, [*(Japanese)*] the furthest patrol attacked the Australian

patrol. And the Australians, they had, their main food was bully beef, cans of bully beef. Well they didn't want to leave any food, for the Japs, so when they fled and left there, they bayoneted all the bully beef cans and all the food that was canned and destroyed the rest of the food. And they retreated down towards Port Moresby.

A new patrol was sent up a couple of days later to try to intercept these Japs and they found 'em all dead. They had died from food poisoning, from eating the contaminated beef, bully beef cans. And that was the furthest advance that the Japs had made over the Owen Stanley Mountain Range.

BC: Now did you fly any kind of support missions for the Australians or for the Americans that were...

PR: Well not for the Australians.

BC: Mm-hmm.

PR: By that time we had B-25s. We had B-26s first, which were starting to attack Rabaul and starting to attack Wewak. And now, the whole situation changed. We were pushing the Japs back. And we were trying to get control of what was called Markam Valley, which was a huge valley on the north side of New Guinea, where Finschhafen, and Nadzab and Dobodura, naming some of the towns up there in that valley, Markam Valley. We [*escorted*] troop carriers over there and they dropped paratroops. And then we also made a landing from the sea. For days we escorted the troop carriers over there. And finally they secured Nadzab and Dobodura and we went over there, we were able [*to land,*] they had scraped out a landing field for us in the Markam Valley and we landed in those fields and eventually established ourselves on the north coast of New Guinea.

BC: Now when did you return to the United States?

PR: I was there for two and a half years. So in late '43, I was sent back to the States for a bond tour and I was assigned to Secretary of War Patterson. And I flew with him around the country, giving talks, telling, stimulating people going to factories and places like that to tell the people the stories about the war.

BC: Had you been credited with any other aircraft destroyed by that time?

PR: Yes, yes.

BC: Could you talk about that for a second?

PR: I destroyed, I shot down a Tony [*Kawasaki Ki-61, fighter*], which was a Japanese fighter plane, just south of Rabaul. And I shot down a George [*Kawanishi NIK1-J or NIK2-J, fighter/interceptor*], was a radial engine fighter plane, over the Kyushu Island, southern island of Japan. I was credited with three aircraft.

BC: This was the George must have been in '45 when you came back. Is that right? When you were flying P-47s?

PR: I didn't understand that question.

BC: I was wondering when you had shot down the George.

PR: The George, I reversed myself there. The George I shot down south of Rabaul. And the Tony I shot down over the southern Kyushu Island.

BC: Oh, okay. So you, after returning to the States...

PR: After returning—yeah, I'm getting ahead of myself a little bit.

BC: Okay.

PR: Yeah. When I was in the States until January of 1945, at which time I came for the invasion of Saipan and subsequently, the invasion of Okinawa. We were stationed in Saipan in a place called Magicienne Bay, which we could look over and see Tinian, the island of Tinian. Tinian was where the B-29s were launched, and where the B-29 that was used to drop the first atomic bomb took off from. And we were on the slope of a hill looking down into Magicienne Bay, living in tents along the perimeter. And every morning, pre-dawn, the B-29s would be taking off and inevitably, every morning, one of them wouldn't make it and would explode in the bay and light up the



whole area there, waking us. They lost a lot of B-29s taking off from Tinian.

BC: So who were you flying with at that time and what type of aircraft?

PR: I was back again with the 7<sup>th</sup> Air Force. In New Guinea, I'd been with the 5<sup>th</sup> Air Force, and when I came back from the States, I was assigned to the 7<sup>th</sup> Air Force, excuse me. And I was back [*under*] the command of my old squadron commander, Lou Sanders, with whom I had been in combat on December 7. And that was at Saipan that I had joined them and then we continued on. Now we're equipped with the P-47N, the long-range P-47Ns and we were able to make very long missions. Eight, nine-hour missions in those aircraft and they carried a tremendous load.

During the time that we were in Okinawa, the kamikazes started to attack — our ships—[*We*] had been assembling ships in Okinawa for some time, preparing for the invasion of Kyushu. And these became a prime target for the kamikaze aircraft. So they would come down there early in the morning and dive in. I saw, time and again, I saw them dive into the ships and explode. And they were very successful. They were so successful that the Marine commander in charge of the whole area of Okinawa insisted that we go up, that the Army Air Corps fly its P-47s up and maintain patrol at night time and the early dawn over the island of Kyushu to suppress the Japanese aircraft, the kamikazes from taking off. These were hazardous missions because this is the time of the year when the weather was very bad. And we had, we lost quite a few airplanes. I volunteered for the first mission up there to see if we could do it. I told the Marine general that we were not night trained for flying and they had no airplanes available there that were capable of doing that. Navy didn't have any, Army Air Corps didn't have any either. And so there were few of us that had any night training because during the war we didn't do any night fighting. The only night training we had was when we had it in peacetime.

So I, being one of the more experienced and older pilots that had night training, I offered to take the first mission up there...

(Phone rings)

BC: Oh, I don't know.

(Phone rings)

BC: Sorry. Hello...

(Taping stops then resumes)

BC: Have him talk a little bit about the photographs.

PR: Okay, I will. But briefly I wanted to tell you the rest of this.

BC: Okay.

PR: So we loaded our aircraft with ten five-inch HVAR rockets. We had two 165-gallon tip tanks. And in these tip tanks we put what are called igniters. In other words, when the tip tank was almost empty, maybe ten gallons were left in it, when we dropped the tip tanks, when they would hit they would explode and there'd be a great, big explosion. No damage, but there'd be a big explosion. And we carried a 500-pound bomb plus our eight fifty caliber guns. So we were very heavily loaded and we went up there and we would spend the night up there, loitering around, hitting different targets, dropping and firing a rocket here, firing a rocket there at different air fields to [*keep*] the kamikazes on the ground.

I lost my wingman in the bad weather up there and came back again. We did that for a few missions and every time we did that, we'd lose a wingman, or we'd lose both of them. It was very dangerous.

(Conversation off-mike)

PR: Weather, this was the time of the year when the weather was very, very bad. And we had no radio aids to direct us back. It was all dead reckoning.

BC: Do you want to change the tape? Because I think we should spend a few minutes with this...

(Conversation off-mike)

END OF TAPE #2

TAPE #3

(Conversation off-mike)

BC: Okay, this particular photograph is—could you explain what that is and...

PR: Yes.

BC: This is not the aircraft. This is not even an aircraft from your squadron. Is that correct?

PR: No, this is my, this is the aircraft that I was flying on December 7.

BC: Right. But it—was it one of the aircraft from your squadron...

PR: Yes.

BC: ...from the 46<sup>th</sup>?

PR: It was one of our 46<sup>th</sup> [*Pursuit*] Squadron aircraft.

BC: Okay.

PR: And on the tail there is an indication of what squadron it is from. I'm not sure where it shows it. Maybe on the tail somewhere.

BC: Well, it's right here.

PR: Yeah.

BC: This...

PR: Forty-eight.

BC: Forty-eight.

PR: Yeah.

BC: And then 15<sup>th</sup> Pursuit Group.

PR: Yeah, the forty-eight, I think is the aircraft number and it does not designate the squadron.

BC: Right. Right.

*[Note: Philip Rasmussen will now describe various points of interest in some photographs that he has with the interviewers.]*

PR: This shows the damage that was done by a Japanese Zero on December 7. It shows two twenty-millimeter explosive cannon. You can see the two holes here and here. And what those cannons did are shown in this aircraft here. This shows the shrapnel holes plus 7.7 millimeter holes that are on the other side of the aircraft, from the entry of the twenty-millimeter cannon.

BC: These are all the holes, right around here?

PR: Yes.

BC: And probably the shrapnel holes and the exit holes...

PR: Yes.

BC: ...twenty millimeter.

PR: Yeah, they were both. The rounder holes are the bullet holes. The slash holes are cut holes of shrapnel.

(Conversation off-mike)

PR: This shows the radio compartment and in those days, we had huge radios. They were right in the back of the pilot. And they absorbed most of the

shards from the twenty-millimeter shell. Had these not been there, I was the next one to get 'em. In other words, they absorbed the [*shrapnel*.]

This shows a twenty-millimeter hole here and it shows bullets along the cockpit, going up here. That's when my canopy was shot off.

In this picture, I'm showing the severed rudder cable and you can see the broken hydraulic line, the two ends of the hydraulic line, which left me without rudder control and without hydraulics. That meant that I had no brakes. And incapable of enough hydraulic pressure to operate all the things that the hydraulics operated.

This is the last P-36 in the world that the U.S. Air Force Museum found and they reconstructed it and put the same numbers on the [*plane*] as were on the airplane that I flew on December 7. Exact replica of it. It shows me in my pajamas getting into the cockpit. I'm looking up for [*Japanese*] aircraft that may be threatening me before I enter the cockpit.

Here's a side scene of the same airplane at the Air Force Museum.

This is taken by the Japanese during the attack. And it shows the area that here where my aircraft was located. The rest of the aircraft were burning, as you can see there. And also you can see some aircraft that are coming into attack, some Japanese aircraft are coming in attack. Then there are two that have completed their attack and are leaving the scene. I taxied the aircraft from here over to an earthen revetment where we loaded it with ammunition.

Now I'm doing something more peaceful. These days I teach watercolor. And this is one of my students took a picture of me after I done a demonstration.

**Bob Scullion (BS):** Can I bring you back to the recognition training? You made an interesting comment concerning the navy brethren at the time about your aircraft identification problems. Apparently you did not have aircraft identification...

PR: You mean...

BS: ...prior to December 7?

PR: You're talking about the buzz numbers?

BS: No. Actually identifying the Japanese aircraft that were attacking you. You made earlier reference to you weren't quite sure what aircraft you were dealing with when you took off and apparently some other branch of the services apparently had some information that would've been helpful. Is that true or not? You made a comment the navy, that the navy had information that might've been helpful on December 7.

PR: Well, through the years, through the last perhaps fifteen years, I've been interviewed occasionally and I've frequently been asked the question, which is rather a common thing, apparently—do I, did I think that Roosevelt knew about the attack? And my—I'm always reluctant to answer that question because I felt it had serious consequences. But I always had a gut feeling that somebody up there in control knew about it, knew about this attack. It just didn't, things didn't look right to me, the fact that they would have surprised us like this when we had such good intelligence. We knew that we had good intelligence. We had broken their code. We knew that. But yet we were not warned in any way about what happened.

BC: Were you actually aware that codes had been broken?

PR: Yes.

BC: Did you have knowledge of that at that time?

PR: [*No.*]

BC: How did that come about?

PR: I don't know the circumstances of it. We knew that they had broken the code. I think it was...well...come to think of it, it was right, we knew after, shortly afterwards that they had broken the code. Shortly after the war started. But we didn't know to what extent the code had been broken.

BC: Well, Bill's question specifically was about the types of aircraft, about the recognition training that you had been given...

PR: Yes.

BC: ...to identify enemy aircraft. And you had mentioned that the navy, you thought that the navy had better intelligence about the aircraft types that were available to the Japanese and how you learned that recognition system.

PR: Well we first, my first was by word of mouth. We heard from the Flying Tigers about the aircraft that they had intercepted. And particularly the characteristics of the Zero and how not to tangle with a Zero. Hit it and keep going. Don't try to turn with it. It was a very maneuverable aircraft. It had very good firepower. It was twenty-millimeter cannon. And the—I would say perhaps three months after the war started, we started to get these little descriptive pamphlets, showing us the other types of Japanese aircraft. We had shot down some Vals and some different type of other dive-bomber and a torpedo bomber, so we were able to get that information. But up until then, we didn't know what type they were. We knew they either had their fixed gear or they had retracted gear, and that's about all that we knew about 'em. We had limited knowledge. And but of course that knowledge became very intense after that period of time.

BC: Anything else?

(Conversation off-mike)

BC: Okay. I think we'll conclude and I want to thank you very much on behalf of the National Park Service and the country, because I know, we, the Park Service, had not done this with you before. And this is a great opportunity to be able to sit and talk with you about your personal experiences and...

PR: I'm glad to be able to provide my experiences.

BC: Well, we appreciate it very much.

PR: I'm glad to be around to do it!

BC: We're very glad that you're around to do it too! Thank you again.

PR: You're welcome.

END OF INTERVIEW



**ORAL HISTORY INTERVIEW**

**#373**

**ZENJI ABE**

**JAPANESE PILOT**

**INTERVIEWED ON**

**DECEMBER 1, 2001**

**BY ROBERT "BOB" P. CHENOWETH**

TRANSCRIBED BY:

CARA KIMURA

FEBRUARY 12, 2002

**USS ARIZONA MEMORIAL  
NATIONAL PARK SERVICE  
ORAL HISTORY COLLECTION**

**Robert “Bob” P. Chenoweth (BC):** ...so I’ll go ahead and do that and then I’ll ask the questions I had talked to you about just a minute ago. The following oral history interview was conducted by [*Robert P.*] “Bob” Chenoweth for the National Park Service, USS *Arizona* Memorial, at the Hilton Hawaiian Village, Tapa Room 329 on December 1, 2001 around 1200. The person being interviewed is Zenji Abe, who was a dive-bomber pilot on December 7, 1941, flying from the aircraft carrier *Akagi*. For the record, please state your full name, place of birth and birth date.

**Zenji Abe (ZA):** Zenji Abe, born 1916, August 18.

BC: And where were you born? The place.

ZA: Oh, Yamaguchi prefecture.

BC: What do you consider to be your hometown in 1941?

ZA: [*I was out of my hometown since 1933. I don’t understand what is your question?*]

**Naomi Shin (Interpreter, NS):** (Speaking in Japanese)

BC: What were your parents’ names?

ZA: [*My father’s name was Kumakichi Abe, and mother’s was Masa Abe.*]

NS: I was born in the countryside, mountainside in Yamaguchi prefecture, Japan.

BC: How many brothers or sisters did you have?

ZA: Two elder brother[‘s], one elder sister, [*and*] one younger brother.

BC: Could you tell me about your education, formal education?

ZA: I spent six years in primary school, Kanno town in Yamaguchi prefecture. And then went [*entered*] Yamaguchi Middle School, four years. And then naval academy.

BC: When did you enlist into the naval service and where, from where?

ZA: *[I think I enlisted into the naval service when I entered the naval academy, Etajima, April 1933 from Yamaguchi Middle School.]*

BC: When you completed your academy service, did you then go into flying training to become a pilot?

ZA: *[I graduated at the naval academy, March 1937. At that time was promoted to the rank of midshipman. And then we joined the training cruise to the Mediterranean Sea. Some training in (Navigation, gunnery, communication, damage control etc.) were necessary prior to becoming an aviator.]* Do you understand that?

BC: Yes, you were midshipman.

ZA: Right.

BC: And when you finished the naval academy, did you then, did you become an ensign?

ZA: *[I finished the naval academy March 1937, and became a Midshipman.]* *[After] one year [we were] promoted [to] ensign, March next year, [1938.]*

BC: I see. Okay, after you were promoted, what did you do then for your military service?

ZA: *[Right after return from the training voyage, October 1937.] [All] 160 classmates [Midshipman] [entered the] air training school [for a month.]*

NS: And they got a kind of test, who would be able to be pilot or...

BC: Crew?

NS: Yes, yes. *[Pilot or navigator, aviator.]*

BC: And where was your training? Where was your flying training?

ZA: *[I was transferred to the cruiser Kumano as anti-aircraft gunnery officer. In April 1938, I transferred to the destroyer \_\_\_\_\_ as assistant navigator. While in August same year I was ordered to enter Kasumigaura air training school for flying training.]*

BC: Did you, when you were going through your training, did you train to fly specific types of aircraft? Did you fly, for example, float planes or attack planes? Was the training selective at that time?

ZA: *[I went through training through March 1939. Yes we trained to fly only by basic training plane, not by specific type of aircraft. When we graduated, the school selected us for specific type of aircraft.]*

BC: So you were not flying when...

ZA: Then...

BC: ...you were on the destroyer?

ZA: *[In] August of [1938], I [was] picked [to go to ] air training school. And then trained, six, seven months in Kasumigaura, very basic training [by training airplane.]*

NS: As a pilot.

ZA: *[Oh as an aviator.]*

NS: As a pilot?

ZA: Yes. *[As a airman, pilot as well as a navigator.]*

NS: As a pilot.

BC: When did you finish that training?

ZA: April of next year, [1939.]

?: Next year.

ZA: From Kasumigaura.

(Speaking in Japanese)

BC: So, April of...

ZA: April of next year, [1939.]

NS: Thirty-[*nine*].

ZA: At the time, we were [*selected*] ten, for fighter pilot. Ten [*as the*] pilot[s] of three-seated attacker. And ten for navigator. And only four [*including*] me were pilot of the dive-bomber, only four.

NS: Only four of them including him became, yes, were chosen as pilot of dive-bomber.

ZA: It was [*specialist selection*]...(speaking in Japanese)

NS: Professional?

ZA: [*We four*] went through the [*Ohmura Air Base, Kyushu*] for training [*as*] dive-bomber [*pilot*] and ten other pilots went to Oita Air Base for] fighter pilot training, [*10 three-seated attack pilots to Tateyama, and ten air navigators to Yokosuka.*]

BC: Train squadrons, yeah.

ZA: [*Yes, training squadron of each air base.*

]

BC: Okay.

BC: Can you tell me a little bit about your training as a dive-bomber pilot?

ZA: Training [*for dive-bomber aviators comprised, taking off and landing on the flight deck of the carrier, dive bombing toward the moving target. Dog-*

*fighting, navigation, reconnaissance and escort of the fleet against hostile submarines etc.]*

BC: Yeah.

ZA: [*Diving angle*] was about fifty-five degrees [*at top*] speed, [*aiming at a*] target on the ocean. That [*was*] the main mission of dive-bomber.

BC: Okay. When did you finish this training as a dive-bomber pilot?

(Speaking in Japanese)

ZA: [*IO did finish that training in August 1939.*]

NS: July 1939 promoted to lieutenant.  
Nineteen thirty-nine promotion.

ZA: This time, '39, promoted to...

NS: Lieutenant junior.

ZA: Lieutenant junior. And then transferred to the aircraft carrier *Soryu* as a platoon leader [*of dive- bomber, a*] platoon, that [*consisted of*] three aircraft, three bomber[*'s.*]

BC: Three bombers.

ZA: One platoon.

BC: How many aircraft were in the dive-bomber squadron?

ZA: [*A squadron consisted of*] three platoon[*s*], [*therefore*] nine [*aircraft were in the dive-bomber*] squadron.

BC: And how long did you stay on *Soryu*?

ZA: [*I stayed six months on Soryu, from November 1940 until April 1941.*]

BC: Did you fly combat from *Soryu*? Did you fly combat in China?

ZA: No, just training, [*no combat flight in China.*]

BC: Just training.

ZA: Just training.

BC: And when did you begin your training for the Pearl Harbor attack?

ZA: [*I think we began our training June or July 1941, but I did not know that the training was for the*] Pearl Harbor attack.

BC: So the groups did not train together? The different attack groups did not train together?

ZA: [*Same kind airplanes for,*] four aircraft carrier [*were assembled at each air bases in Kyushu.*]

BC: So all the dive-bombers together?

ZA: That's right.

BC: All the attackers together.

ZA: That's right. That's right.

BC: I see.

ZA: That's right.

BC: I see. So did you have an idea something big was going to happen?

ZA: [*No,*] at that time, I didn't feel that.

BC: You didn't have that feeling.

ZA: No. I thought something [*changed*], the training method. You know that? But we didn't know at all.

BC: But was that a normal way to train? To take all the dive-bombers from four aircraft carriers, all the torpedo planes from four and put them together to train? Was that the normal way?

ZA: The training type changed June, July, since June, July.

BC: Uh-huh.

ZA: For example, torpedo attacker, [*its release altitude became down to 20 meters from 200 meters.*]

NS: Shallow sea.

BC: Yeah.

ZA: You know that? Yeah?

BC: They should be in the deep ocean. Yes.

ZA: [*In former times,*] torpedo attacker [*used to shoot at one*] hundred meter [*high*] towards the target. At [*that time*], torpedo sank maybe, forty meter or fifty meter underneath of surface.

BC: Yes.

ZA: Then [*repeat up and down*] this way. [*Thus, the torpedo runs about 600 meters in the water.*]

BC: Yeah.

ZA: After [*running*] 600 meter, [*torpedo depth is*] set underneath, three meter, four meter. Just [*toward*] the body of the target.

BC: Uh-huh.



ZA: But Pearl Harbor, so [*narrow*] and so shallow, so.

BC: So your training was beginning to be different.

ZA: Yeah, yeah. For example, dive-bomber, before that [*time*]. We dropped [*at an altitude of*] 800 meter[s]. But we didn't match a hit. So then down to 600 meter, release button. A little bit much hit. But it [*was*] not enough.

BC: You were not hitting at 800 meters, so you released at 600 meters.

ZA: Then, [*finally, release altitude became*] 400 meters.

BC: Ah.

ZA: [*When we dash in a steep dive we use the*] air brake underneath of the wings, [*and release at an altitude of 400 meters. If we not use air brake*] [*Aichi D3A1*], 99 type dive-bomber will go over the top speed and crash.] Altimeter [*calls thru the voice tube from navigator in back seat,*] 600 meter...

BC: He calls it?

ZA: "Ready, [*shoot*" at 400 meters.] [*I release the bomb aiming*] target in [*my*] scope.

BC: Yes.

ZA: Then [*put back*] air brake, five, six [*times the force of*] gravity [*hits me*]. And [*I lose sight a moment, my*] aircraft [*goes*] down to [*about,*] thirty meters [*in altitude above*] the water. The training style changed like that.

BC: So how did you feel when this training began to change? Did you still not think something big was going to happen?

ZA: (Speaking in Japanese)

(Speaking in Japanese with interpreter)

NS: Well, ten years before from that time, Japanese [*army*] sent force to [*China*] and everybody knew in the navy, so he was thinking something going to happen.

BC: Okay.

ZA: (Speaking in Japanese)

NS: And daily necessities are getting short, short. And the atmosphere in Japan were very...

ZA: (Speaking in Japanese)  
[*Gloomy.*]

NS: He was suspicious that something would be happening.

BC: So when did you begin to prepare exactly for going to Hawaii?

(Interpreter speaking in Japanese)

BC: Coming back to your ship, everyone going up north and getting ready to sail to Hawaii.

ZA: [*No, most officers and men did not know that, only*] the main officer[ 's *about*] thirty or forty were [*notified*] about Pearl Harbor attack.

BC: Oh.

ZA: I remember...[*I knew that in the meeting at an air base in Kyushu.*]

NS: October 1941?

ZA: Middle of October 1941. But that was secret of secret.

BC: So did you come back to the *Akagi* in October of 1941 and then stayed on the ship or when exactly did you return to *Akagi* to get ready?

NS: (Speaking in Japanese) After the meeting held, gathering thirty - forty persons at Kasanohara Airbase, he went back to *Akagi* and...(speaking in Japanese).

ZA: No, no. (Speaking in Japanese)  
[*We came back to each air base, and continued training about a month.*]

(Speaking in Japanese)

NS: He doesn't remember where he was stationed, whether...

ZA: (Speaking in Japanese)  
[*I think I stayed at Tomitaka.*]

NS: ...either in Tomitaka or Kasanohara.

ZA: Yeah, not back to *Akagi*. That's the training in Kyushu.

NS: So he went back to Kyushu.

BC: So I guess what I want to know is when did they report back to the ship?  
When did they fly back to the ship and then prepare to go up north?

ZA: I think sixteenth or seventeenth of November 1941, aircraft, return to *Akagi*.  
I think so. So we had one-month training period since I knew the Pearl Harbor attack and then go out toward Hitokappu Bay.

BC: So on the way from Hitokappu to Hawaii, can you talk about the preparation, the activity on board the ship?

ZA: Yeah. The way from Hitokappu to Pearl Harbor? Oh. (Speaking in Japanese)

NS: Aircraft were in hangar, yes.

ZA: (Speaking in Japanese)

NS: Once a day...

ZA: (Speaking in Japanese)

NS: ...they went down to the...

ZA: (Speaking in Japanese)

NS: ...they went to the cockpit of the aircraft which were stored in the hangar.

ZA: (Speaking in Japanese)

NS: They used to sit so that they would remember (speaking in Japanese)...

ZA: (Speaking in Japanese)

NS: ...so that their bodies will be accustomed with the aircraft.

ZA: (Speaking in Japanese)

NS: Or they had training to, pointing out each U.S. aircraft carriers. For example, that is *Maryland*, that is (speaking in Japanese)...

ZA: (Speaking in Japanese)

NS: ...in a room...

ZA: (Speaking in Japanese)

NS: ...to identify each U.S. aircraft carrier.

BC: Did you know the target that you were going to attack at that time?

ZA: (Speaking in Japanese)  
[*Yes, I knew that our target was a U.S. aircraft carrier.*]

(Conversation off-mike)

BC: Yeah, we need to stop.

END OF TAPE #1

TAPE #2

(Conversation off-mike)

BC: Okay, I was asking if you knew at this time when you were practicing in the cockpit every day, did you know the target that you were going to attack?

ZA: (Speaking in Japanese)  
[*Yes, I knew what was my target.*]

NS: He was in the second wave group, dive-bomber of the second wave.

ZA: (Speaking in Japanese)

NS: His mission was to attack U.S. aircraft carriers.

ZA: (Speaking in Japanese)

NS: But he understood at that time, they were informed that no U.S. aircraft carriers were in anchor in Pearl—there was no U.S. aircraft carriers in anchor in Pearl Harbor.

ZA: (Speaking in Japanese)

NS: And from the first wave, level bombers, torpedo bombers, were ordered to attack main ships.

ZA: (Speaking in Japanese)

NS: And including him, they took off from the aircraft carrier so the dive-bombers from the second wave were ordered to attack U.S. aircraft carriers that were attacked by the first wave again, to attack those aircraft carriers again.

BC: But there were no aircraft carriers.

NS: No.

BC: So they got the...

NS: Sorry, I made a mistake.

BC: ...aircraft carrier?

NS: So the dive-bombers from the second wave were ordered to attack the main ships...

BC: Main ships.

NS: ...yes, that were attacked by the first wave.

ZA: (Speaking in Japanese)

*[As there was no aircraft carrier in the harbor, our target was changed to the main ships.]*

NS: So he would like to say that as the first wave has attacked main ship, U.S. main ships already, and most of them were sunk into the bottom of the sea, so the attack made by second wave were not so...were not necessary.

BC: So actually when you came to make your attack, where did you drop your bomb?

ZA: *[I knew later that my target was Arizona. It was a big one, anchored north east side along Ford Island, no smoke, no fire. I could not distinguish that was already sunk, when I dashed into hell diving.]*

BC: *At Arizona?* The battleship *Arizona*. How do you think was the result of that? Did your bomb hit the ship?

ZA: (Speaking in Japanese)

*[Yes, my bomb hit Arizona, but I knew later that my bomb was wasteful.]*

NS: Okay. They hit *Arizona*, but he heard later that the first wave has already attacked the *Arizona* and it has sunk into some meters down of the surface.

BC: But did you drop your bomb at *Arizona*?

ZA: Yeah, big one. But (speaking in Japanese).

NS: So before shooting the bomb, he didn't know, he did not know that the *Arizona* was sunk already, [*be*]cause by dive-bombing fifty-five degree [*angle*] and there was [*no*] smoke. They were [*no*] smoke and [*no*] fire. So he didn't know that the *Arizona* has been sunk already.

BC: Do you remember the time of your attack?

ZA: (Speaking in Japanese)

NS: He thinks 8:40 or 8:50 Hawaii time, local time.

BC: After your attack, could you explain your return to the *Akagi*? How did you go back? What way?

ZA: (Speaking in Japanese)

NS: They gathered at the rendezvous point after the attack.

ZA: (Speaking in Japanese)

NS: He waited at the rendezvous point for about a half-hour, but his second aircraft didn't come back.

ZA: (Speaking in Japanese)

NS: Other seven aircraft came later.

ZA: (Speaking in Japanese)

NS: Okay and then together with those seven aircraft, they waited [*20 miles west of Kaena Point at an altitude of 1000 meters,*] flying around and waited [*for*] the rest of the aircraft there.

BC: So only eight planes returned?

ZA: (Speaking in Japanese)  
[*Yes, that's right, my squadron.*]

NS: So those aircraft had shot and they had holes in their bodies.

ZA: (Speaking in Japanese)

NS: Therefore...

ZA: (Speaking in Japanese)

NS: ...he thought his second aircraft had been shot by U.S. and crashed down, he thought.

ZA: (Speaking in Japanese)

NS: And he gave up waiting on his second aircraft and...

ZA: (Speaking in Japanese)

NS: ...and fly back to *Akagi*.

BC: Where was your rendezvous place?

ZA: Just twenty miles west of Kaena Point [*and*] the altitude, 1000 meter[s.]

BC: One thousand meters altitude?

ZA: One thousand meters height, twenty miles west of Kaena Point. That was the rendezvous point.



BC: And when you returned to your aircraft carrier, when you flew out, did you see any American fighter planes? Any American aircraft?

ZA: [*I think I returned to Akagi 1130 Hawaii time.*] I did not see anyone on the [*Oahu*] island. Because I was [*rear*] squadron so (speaking in Japanese) all airplanes, [*gone*] out. I didn't. But later, I knew that [*Second*] Lieutenant Kenneth [*M.*] Taylor, [*Second*] Lieutenant [*George S.*] Welch and other P-40 took off from Haleiwa and counterattacked towards our second wave. I know that story. Maybe my second plane was shot down by [*Second*] Lieutenant Welch.

BC: So when you landed back on the *Akagi*, was your airplane damaged?

ZA: [Yes, all planes of my squadron had some bullet holes. *I landed back on Akagi before noon.*] I knew the three dive-bomber of the third platoon of the first squadron [*were shot down.*]

(Speaking in Japanese)

ZA: Yeah, yeah. *Hai.* (Speaking in Japanese)

NS: Yeah, there was three or four shot.

BC: Damaged?

NS: Yeah, damaged.

BC: Were you aware that Commander Fuchida was discussing making another attack? Did you know about that?

ZA: (Speaking in Japanese)

NS: He was not in the position to discuss about the later plans, so he didn't know.

BC: Didn't know.

NS: No, he didn't know at that time.

BC: How did you feel about making another attack? Did you think that it would have been a good idea to attack again?

ZA: *[I think another attack was unnecessary, and I think that our second wave should attack other targets, oil tanks, dockyard etc., not main ships.]*

(Speaking in Japanese)

NS: He thought it was *[right]* to abandon the second attack as *[only]* one dive-bomber from the first wave was damaged *[but fourteen]* dive-bomber[s] *[of]* the second wave were *[lost]*. Total twenty*[nine, including Kate and Zero aircraft]*. And there was so much damage for Japan *[in]* the first attack, second wave attack was not necessary as a result. So purpose, original purpose has been achieved so second attack was not necessary, he thinks.

BC: After you returned to the carrier, can you talk about your return to Japan and also what other battle after Pearl Harbor, what other battle did you participate in?

ZA: *[We returned to Japan late in December. And in early January we left Japan heading south.]*

(Speaking in Japanese)

NS: From January to April 1942, he participated Southeast Pacific theater. So he was in the war. He went to Java, north of Australia, and Port Darwin.

ZA: Then toward Bengal Bay, Indian Ocean. *[We sank the British heavy cruiser Dorsetshire and Cornwall, 5<sup>th</sup> April; and the British aircraft carrier Hermes, 9<sup>th</sup> April south of the Island of Ceylon.]*

NS: Would you like to have the specific year of those?

BC: I know it was in early 1942. So he stayed aboard *Akagi* through—were you at the Midway battle?

ZA: No. *[I was not at the Midway battle.]*

BC: No.

ZA: No. After came back from Indian Ocean, I transferred [*to*] another new aircraft carrier from *Akagi*.

BC: Which aircraft carrier did you change to?

ZA: *Junyo*. [*Converted*] from the transport ship to [*an*] aircraft carrier. Then...

BC: Did you participate with *Junyo* in the Aleutian battle?

ZA: That's right. Yes. [*Akagi and the others were going to*] the Midway operation. We went up to the [*Aleutian*.]

NS: He was...

BC: So how long did you stay on *Junyo*?

ZA: [*I stayed two months on Junyo*.]

NS: Okay from May 1942, he posted to *Junyo* and then he posted to *Hiyo*, H-I-Y-O, in July 1942.

ZA: *Hiyo* was sister...[*ship of Junyo*.]

BC: Sister to...

ZA: ...*Junyo*.

BC: So from *Junyo*, did you stay on *Junyo* for the remainder of the war or another ship later?

ZA: (Speaking in Japanese) [*No, early October, My aircraft carrier Hiyo left Japan with Junyo heading south*.]

NS: Okay, he went to Aleutian battle and then he came back to Ominato and then he was transferred to *Hiyo*.

ZA: (Speaking in Japanese)

NS: And on *Hiyo*, he went down to southeast.

ZA: (Speaking in Japanese)

NS: In Japan, we say “South Pacific war,” but he heard your people say, “Santa Cruz?”

ZA: [*Sea battle off Santa Cruz.*]

NS: Battleship.

ZA: (Speaking in Japanese)

NS: A few days before that, this war...

ZA: (Speaking in Japanese)

NS: ...*Hiyo* had engine trouble...

ZA: (Speaking in Japanese)

NS: ...so dive-bombers and fighters from *Hiyo* went down to...

ZA: (Speaking in Japanese)

NS: ... Bougainville Island.

ZA: From there we attacked Guadalcanal. (Speaking in Japanese)

NS: And its sister ship, *Junyo*, was (speaking in Japanese)—was hit?

ZA: (*Speaking in Japanese*) *Junyo* lost [*almost. All attacks in sea battle off Santa Cruz.*]

NS: Was [*lost*] at Santa Cruz, *Junyo* \_\_\_\_\_.

ZA: Then attacker of the *Hiyo* transferred to *Junyo*, \_\_\_\_\_.

NS: So attackers from the...*Hiyo*, transferred to *Junyo*, were transferred to *Junyo*.

BC: Where were you at the end of the war, when war came to an end? Were you on board ship or in Japan?

ZA: I was on Rota Island, located between Saipan and Guam. There's a small island, Rota. It was 19 June, 1944. [A forced landing after the Mariana sea battle.]

BC: So you came there in June of 1944, to Rota?

ZA: Rota. [I attacked USS *Bunker Hill*, one way] attack. And following months August Guam Japanese garrison [was defeated]. So all air [space], sea [lanes were] occupied [by] America. Japanese [navy], could not rescue me. So I stayed until war over, isolated in Rota until August of next year, 1945. So spent fourteen months [on] Rota Island, in the cave. Really every day, American attack, machine-gunning, bombing, as if Rota was a training field of American aircraft. No means we had, we had no ammunition, no guns.

BC: Just waiting.

ZA: Yes.

--: Yes, I would like to ask, when the second wave dive-bombers reached Battleship Row, the battleship *Nevada* was trying to get out of Pearl Harbor. Did you see the *Nevada* as you were attacking the *Arizona*? And if you did, what did you think about its trying to leave Pearl Harbor?

(Speaking in Japanese)

NS: He didn't see *Nevada*. There weren't *Nevada* when he attacked.

ZA: Already.

NS: Gone.

--: It had already gone?

ZA: Yeah.

--: It had already left?

ZA: That's right.

BC: I don't have any more questions. Thank you very much.

ZA: Welcome. I appreciate. (Speaking in Japanese)

(Speaking in Japanese)

NS: If he could add in addition to what he says, most of the historians says Japan, purpose of this Pearl Harbor attack was to make time, four month in order [*to succeed Japanese southern operation.*] But Isoroku Yamamoto [*was thinking another way. He believed that he could crush American's fighting spirit by sinking U. S. main ships.*]

ZA: (Speaking in Japanese)

NS: In the pamphlet that *Arizona Memorial* has published, it says second wave attack was very... [*severe to, most ships and airplanes on the field were damaged enough by the first wave attack. Then the second wave attack did not produce additional effect.*]

ZA: Severe.

NS: ...severe, heavy.

ZA: (Speaking in Japanese)

NS: However...

ZA: (Speaking in Japanese)

NS: ...as U.S. main ships were damaged severely already by first wave...

ZA: (Speaking in Japanese)

NS: ...there was no use. It was not necessary to attack again by the second wave.

ZA: (Speaking in Japanese)

NS: So it did...

ZA: (Speaking in Japanese)

NS: So why Isoroku Yamamoto not let second wave to attack, gasoline tanks and ammunition and other important facilities. He wonders.

BC: That's an important question that people have asked. I think it was just very difficult for the pilots to communicate with each other and to communicate back with the ship to make those decisions.

END OF INTERVIEW

**ORAL HISTORY INTERVIEW**

**#374**

**YUELL E. CHANDLER, JR.**

**55<sup>TH</sup> COAST ARTILLERY, FORT KAMEHAMEHA**

**INTERVIEWED ON**

**DECEMBER 1, 2001**

**BY ART GOMEZ AND JERRY GREENE**

TRANSCRIBED BY:

CARA KIMURA

FEBRUARY 19, 2002

**USS ARIZONA MEMORIAL**

**NATIONAL PARK SERVICE**

**ORAL HISTORY COLLECTION**



(Conversation off-mike)

**Jerry Greene (JG):** The following oral history interview was conducted by Art Gomez and Jerry Greene for the National Park Service, USS *Arizona* Memorial at the Hilton Hawaiian Village, Tapa Tower, Room 329 on December 1, 2001. The time is 2:22 p.m. The person being interviewed is Yuell Chandler, who was a gun captain of the 55<sup>th</sup> Coast Artillery.

**Yuell Chandler (YC):** Gun commander.

JG: Gun commander, 55<sup>th</sup> Coast Artillery at Pearl Harbor on December 7, 1941.

YC: Let's get this straight before we go [*any further*]. I wasn't at Pearl Harbor. I was at Fort Kamehameha, which is at the end of Pearl Harbor, at the base.

JG: Very good. Very good. Thank you, Yuell. I appreciate your contribution today and Art's going to start with a question for you.

YC: Now, let me ask a question before we get started. If you're saying something that's not facts to me, I'm going to correct you.

JG: Good.

**Art Gomez (AG):** Absolutely fine.

JG: Good, that's fine.

AG: You were there. (Chuckles)

YC: Well, it's not so much that is that I know what's going on with some of these guys and I want to be factual, what my facts are. My facts, you can go look at the Pentagon, at the history, historical section there and get it out.

JG: Can we get your full name?

YC: Yuell E. Chandler, Jr.

JG: And place of birth?

YC: Richmond, Virginia.

JG: Birth date?

YC: Have I got to give that? April 28, 1918.

JG: What did you consider to be your hometown in 1941?

YC: Honolulu, Hawaii.

JG: What were your parents' names?

YC: My father's name was Yuell E. Chandler, Senior. My mother's name was Nora Witt Chandler. Witt was her last name.

JG: How many brothers and sisters did you have?

YC: I have nine brothers and sisters. One passed away just about three months ago.

JG: And how many of those were brothers?

YC: Hmm, hmm, hmm. Four brothers and the rest were sisters.

JG: Where did you go to high school?

YC: Clarksville, Virginia.

JG: And where did you enlist?

YC: Danville, Virginia.

AG: What were the circumstances, Yuell, that brought you to Hawaii in, I understand it was 1939?

YC: This was 1939. It was like—well, I shouldn't—put me straight, now. I'm going to tell you like 1939, getting a job and making a living was like pulling hen's teeth. Okay? No work, only farm. I was raised on the farm and only farm work is all you had to do and nothing else to do. So I decided that I wanted to be on my own and I got the old man to sign the papers and I went up to Danville and joined up for the navy, I mean the army.

And that's what, and at the time, I wanted to go to China, and they says, no, cannot go to China because you have to have previous service. So they recommended that I get two years in service and then go to China, transfer and go to China. Well, it didn't work out that way, really, because they closed down before the war started, World War II.

AG: What peaked your interest in China? What was your interest in China?

YC: It was—well, we had an army over there. I wanted to go to China. Hell, that's far away. That's across the country, way out there. Never been to China. No, go to China and see what it's like at the time. You know, seventeen-year old.

AG: Where did you take your basic training?

YC: Fort Kamehameha, Territory of Hawaii. I was stationed after I re-enlisted, they sent us up to Fort New Rochelle, New York and then transferred us out to Brooklyn Army Base, 'til they got enough of 'em together to get a shipload to ship over here. They put us on the USAT *Republic*, sent us through the Panama Canal. We got liberty on both sides and came up to San Francisco and got thirty days liberty there. We picked up some more G.I.s and came to Hawaii, the post or the station of the jewel of the army. I got Fort Kamehameha, which was the jewel of all the army, the best post in the army at the time. And pulled all my time there.

AG: Did you know that, before you got to Kamehameha?

YC: No, I didn't know that 'til after I got here.

AG: Give me your impression of what made it the jewel of the army.

YC: It's the best. I mean it had the best, it had the green play. Everything was nice. Flowers all over the place. Everybody got along and had no—you did your duty and go on liberty. And then—I don't know if I want to tell you that though.

AG: Sure.

YC: It was just the best of all of 'em. A lot of places you could—and the post was more or less open. You could go off any time you wanted to, as long as you did your duty. It was—you had to get through Hickam Field, but that was no problem.

AG: So for the record, can you tell us where Kamehameha was located, in relationship to...

YC: Kamehameha was located...

AG: ...Pearl?

YC: ...you'd have to—I'll have to do it this way. Fort Kamehameha is located in the back of Hickam Field. It's located at the point where the land mass comes to a point on the channel that goes into Pearl Harbor. The ship channel that goes into Pearl Harbor goes \_\_\_\_\_ on a pointer. And I forget what the name they called it at the time. But that's where Fort Kamehameha was. We had duty station is—I mean, duty is guarding the channel and 155 millimeter guns was our primary weapon. We had anti-aircraft, three-inch anti-aircraft spider mount and permanent mount, which was secondary, fall back on for the anti-aircraft. We fired both of 'em at times and always destroyed the...shucks. Target! Okay.

We'd get the target within three mounds, my crew. Most of the time we'd hit the target with the first round, so we didn't have to worry about anything else, just keep firing. Tugboats sometimes they'd cut its rope loose and take off. Anti-aircraft, my gun crew went out and shot, after the second round, shot the target out of the air, that the airplane was towing. And we started up the line. The aircraft cut the target loose and took off because we're getting close.



We had the best crew, the fastest crews in the 155s and the four-inch, millimeters, anti-aircraft mounts at that time in the islands.

AG: Were you trained on all of those or did you train specifically on one or the other?

YC: No, we were trained primarily with 155 millimeters, crew. You had a crew with each man was assigned a duty to do. But we were assigned, that was our primary. Then after you got that done, then you trained on the anti-aircraft, four-inch, where you become proficient on those, and that was the secondary.

Then they also had a rifle, 1903 rifle. You had to be proficient in that. What I mean proficient, if you want to get a little increase in your pay, like three or four dollars a month, you become an expert gunner. That meant you tore down the rifle, named the parts, put it back together, tore down the 155 [*millimeter gun*], cleaned it, named the parts and put it back together. That's primarily the breach, 'cause that's the only part you could take down. And anti-aircraft, same thing. You learned its name, the parts of the anti-aircraft

guns and tear 'em down and put 'em back together. That's the training that we received at that time. And that's what I mean when I said a while ago, when you do your duties, then the rest of the time was yours. You shine your shoes or clean whatever had to be done. Wash your clothes or go to town to the hotels downtown, as you know what they were. (Chuckles)

AG: So...

YC: You know, I spent seven, six years primarily in Hawaii, but I never did go down to those hotels. Honest. Hard to find it cheap.

AG: So when you, say, an increase in pay, what was the average increase in pay for a person of your rank? And what was your rank at that time, Yuell?

YC: Sergeant.

AG: Sergeant.

YC: They give you a—I say a medal, and that's what it was, [*to be*] more specific—they pin [*it*] on your shirt, showing that you were an expert gunner or an expert in whatever theme that you were working in or assigned to do. And you wore that. It indicated, hey, look, don't fool with me, I'm an expert. And you get a little bit increase in pay. Just like every year, you got a little increase in pay for longevity, for being in the service.

AG: What did that translate to in '39 to '41?

YC: Well, that's a length of time, like it is now. You see, what they're doing to the G.I.s now. You give 'em all a six-month, big six percent raise and they got another one. And it's hard. Let me put it this way, when I first came in, we were making twenty-one dollars and fifty cents. Twenty-five cents of that went to your laundry, so you get nineteen dollars and a quarter. The next twenty-five percent went to supporting the old soldiers' home at Washington, D.C. So you end up getting nineteen dollars and a quarter a month. Out of that you had to get your shaving equipment, your haircuts and your beer, if you wanted to drink beer or cigarettes or whatever it was. And you had to buy that yourself. So it didn't leave you much to live on.

So I managed to save out of that ten dollars a month so I got enough to do something.

You're increasing from private to PFC [*Private First class*]. I think was something like ten dollars a month. If you make a corporal, you get another ten dollars a month. My sergeant's pay, finally I got up to about sixty-one dollars a month for sergeant's pay at that time, in '69. Then the Congress came along and gave us a little more and it's hard to say what it was, you know, it's varied, the finances.

AG: So prior to your arrival in Hawaii, Yuell, had you had advanced training in artillery, or is this where you actually trained?

YC: Yes, I had had—it was all military type. You stand how you march and walk and talk and remember the—what the hell they call 'em then? Ten of 'em was orders that you had to follow each day. When you're on guard, the guard, the sergeant of the guard or the officer...

JG: General orders?

YC: General orders. Okay. You learned them. That was one of the first things you did. You learned your general orders. That was nothing. In fifteen minutes, I had that down. Some of the guys never did learn them.

AG: Tell me a little bit about camp life. What was the food like?

YC: About?

AG: Camp life.

YC: Camp life? Well, with me, I had a good life out there at Kam[*ehameha*], because, as I say, it was a good post. You did your job. If you were assigned a duty to guard prisoners, to cut the lawn, you went out and got that done and brought it back to the guard house and turned your rifle in and ammunition in, and went back to the barracks. Cleaned up and took a shower and went to town, if you had anything left over from that nineteen dollars.

Most all the people out there—when I say all, the military at that time—had civilian clothes. We didn't wear uniforms to town. And we all bought a uniform shirt and pants and shoes for civilian. And you did your job and nobody on the post, nobody bothered. You'd go downtown and funny thing, it took me a while to learn how the MPs knew that you were a G.I. in civilian clothes. They always looked at your haircut. Like you see the Marines today, you'd see them and you can tell that they're Marines. And that's how the MPs kept you in line downtown. You'd go to town and if you wanted to fight, you could find one real quick. You wanted to go down and find a date, you could find them. It didn't take too long. You could find somebody that wanted to go out and eat off a G.I., you know. I met my wife in, I guess, 1940, 1940, '41. And so I was pretty close to the being good boy, you know, staying out of trouble. Got in trouble a couple of times, but. Knocked the hell out of an NCO one day and of course he called my outfit a bunch of—well, whatever he wanted to say and I knocked him on his butt. And they court marshaled me. Took my sergeant rate away from me. So I went over across the street and my commanding officer, "What did they do to you?"

“They busted me.”

He said, “Well, here,” gave it back to me.

So I made out all right like that. But again, when I say—some of the posts, the army posts are stricter than—like they are now. You can’t get on an army post if you don’t have identification and maneuver through those things, barricades you got. In those days, we didn’t have all of that, even after the attack on Pearl Harbor, didn’t have it. Except getting on base, they stopped that. Good life!

AG: So you did a lot of training between 1939 and 1941?

YC: Yeah.

AG: What—were you ever advised as to what you were preparing for?

YC: To any thought of that attack this country, this country, United States of America, by however they wanted to do it, we were training to stop ‘em in

their tracks. I worked for two years out there, training to protect the flag and the United States and anybody, and keep anybody from coming on the, coming ashore here. I had the distinction of being the sharpest shooter on Fort Kamehameha of all the 15<sup>th</sup>, the 41<sup>st</sup>, and the 55<sup>th</sup> Coast Artillery. I was on the—in fact, I ended up on a firing team and we'd go out and compete against other companies. And my company, or the company and my team that I was on usually ended up—we got beat a couple of times—but usually end up with a higher score than most all the others were. I'd shoot at the bull's eye and I'd hit it every time in the middle. And you had the people down there watching to see where you, with the target, you see. They'd raise it up and fire again. Then they'd given me the MAGIE drawers. "You missed."

I told 'em, "You better give me the right score because the next time, I'm going to shoot right down there where you are!"

But I hit. I got my bull's eyes. I had a rifle that I couldn't miss, believe it or not, a 1903 army rifle. And other people, people on my team, would take, would say, "Okay, how about checking my rifle?"



And I couldn't do anything with their rifle. I had to re-zero that rifle in 'til I could fire with it, but that's how I—part of my training.

Every year we trained on the 155s. We would fire those. And one other gun I neglected to mention to you was that thirty-seven-millimeter gun. It's about that big. It—what we used in the 55<sup>th</sup> \_\_\_\_\_, the thirty-seven-millimeter one, we'd mount it on top rear of the 155-millimeter rifles. They had long barrels, you see. We'd mount it back on the barrel, back end of it. Had a means of doing that. And fired that thirty-seven-millimeter to zero the 155s in. When I say to zero, I'd make sure that the guy that set the azimuth and the distance and the plotting room would plot where he's supposed to shoot. And he would hit there every time. That was what the thirty-seven-millimeter. And we had to know something about that too.

I would—we go along here—some things I want to say, I'll forget by the time I want to say 'em. And if I don't say 'em right then, I drop it on the floor and I can't get it. Okay. So what do you—shoot.

AG: When you—did you feel, did your unit, did the men of your unit that an attack on Pearl Harbor was a distinct possibility?

YC: Let me put it this way. We knew something was up from back in 1940, when they were tracking the Japanese in the Pacific Ocean. The navy was with their PB[Y]-4s and PB[Y]-2s. That's what they used in those days. They were tracking 'em. So when we went back to the field in '41, what did bug us out again, but the consensus at that time was who in their right mind would attack Hawaii? So you know, you wonder. Ain't nobody that's got any brains going to attack Hawaii, out there in the middle of the ocean, with all these ships and everything else around here.

AG: Were 155[-*millimeter*] units in place throughout the island?

YC: Was it what?

AG: Were the 155 units in place throughout the island?

YC: Oh, they had throughout the island. I don't know how many companies they had. They were building up then, you know. They got the 97<sup>th</sup> [*Coast Artillery*] later on. They got the 96<sup>th</sup> Coast Artillery. And they got anti-aircraft that they were building up all the time. They were all around the island. They had those sixteen-inch guns at Fort Barrett. Fort Barrett had fourteen, sixteen-inch at Fort Weaver. On the Kaneohe side, they had a sixteen-inch battery over there. And they had a company of army 155s stationed over at Kaneohe. To answer your question, yes, they had 'em all over the island. But again, December 7 they had no ammunition. People can't understand that. The navy was the only one that had ammunition and air force, I mean on site.

AG: Elaborate on that a little bit, Yuell.

YC: Well...

AG: Why was that?

YC: The 155-millimeters, it cost about, I don't know, at that time, almost \$1000 to fire that bugger. And they wanted to maintain the ammunition in a secure place because as I mentioned before, it's powder, projectile. It weighs a hundred pounds. The firing mechanism that you fired, they set it off with, they kept it in storage underground out here at Aliamanu, which had just been inside the mountain up there. And that's why the companies didn't keep the 155-millimeter powder, because you know if gets damp or gets wet, it's no good.

We didn't have storage to put that stuff in, to keep it, like they had underground. That's why the army didn't have ammunition on December 7.

Now the ammunition for the rifles and the fifty calibers and stuff like that, you could keep it in the boxes and keep it in supply room, and keep it—it was no problem. Three or four-inch ammunition, you could keep that with no problem because it was in a shell. But they kept that also in the Aliamanu [*storage facility*].

Take a break! Oh boy.

(Pause)

AG: Yuell, were your units as concerned as say air force was about sabotage?

YC: No. And I don't think the air force was concerned about it either. Not locally, not—they didn't put it out in—let me rephrase that. The command units, the commanding officers, [*Lieutenant*] General Short and all of those people might have been thinking about sabotage because of the Japanese population. They had no proof of that, but they proved...the President of the United States, [*Lieutenant*] General Short and the commander, the navy admiral...

AG: Kimmel.

YC: ...convinced the people at Washington that they should take all these Japanese in and put 'em in camps as they did, like in California and the Mainland. But we down at the peons had no idea about that. And all the

command people—I shouldn't say this but it's a fact—if you wasn't a *haole*, you was a gook. And you stayed in your place.

AG: Let me bring you then to that day, December 7, 1941.

YC: Okay.

AG: How did your day start?

YC: You got to say it a little louder.

AG: How did your day start?

YC: My day started in bed sleeping. And I got to tell you why I was in bed at seven o'clock sleeping in the morning, instead of being up. It was seven, Sunday morning, granted it was Sunday morning, but very seldom I slept like that. I didn't go to bed 'til after one o'clock. I had been to a football game down at King Street [*Honolulu*] Stadium, me and my wife—at the time was my girlfriend. We had went to the football game. And I had taken her

home and then I got back and went into bed and was in bed when it happened.

We had a guy, one of the fellows that had gotten up and went out was outside for some reason or another and he looked up and he saw these planes with that sun on the wings, and he put two and two together and decided they were Japanese. He went through the barracks and waking up everybody that wasn't awake and telling them, "Get your clothes on and get your pack and get to the station because the Japanese are attacking."

They told him, "You're crazy. Go back to bed."

But then about that time, they hit Pearl Harbor and the ships started blowing up. And then I sailed out of bed then. Got my pack, put my clothes on, work clothes and was double-timing to get to my people down at the motor pool, because that was, my primary duty was in charge of the motor pool and we had five tractors and one truck.

And I was going down this main street there in Fort Kam[amehameha] and a side street that came in from the backside of Fort Kam, or from the Hickam side of Fort Kam. As I was going down the road, double-timing, I heard something behind the bushes, because those bushes grew up there and I couldn't see what it was. I didn't know what it was but about that time, by then, I knew what it was. It was an airplane coming across the street in front of me, almost on the street. He was sailing. And when I say sailing, his engine wasn't running. And that's all I noticed at that time but he crashed into the side of a shop with four guys standing on the loading dock, watching what was going on at Hickam Field. He crashed into those four guys. At the time he crashed, I didn't know that. But now, I'm looking at this Japanese in this plane and trying to determine whether he's alive. And I don't have no ammunition. And what the hell am I going to do if he's alive? So I thought about my bayonet. I put my bayonet on and snuck up the side of the wing and to see where he was and he was slumped over the controls and he was dead. And I still didn't know whether he was dead or not, but then I looked over the loading dock and there was four, three G.I.s laying there, my G.I.s, our G.I.s from the company across the street.



At about that time, I heard a noise and on the opposite side, Honolulu side of the airplane, one guy came up from underneath that wing. He had gotten, he had fell off or jumped off or had been knocked off of that loading dock...

END OF TAPE #1

TAPE #2

AG: ...American fellows that just crawled out from under the wing.

YC: Okay, the plane, when it crashed into that loading dock and it killed those three guys, then I looked over and I saw three guys laying there. It got you kind of teed off, but what could I do? I didn't have any ammunition on. I had the bayonet. I didn't want to stick him then because he's dead already, huh? So then about that time I heard some noise on the other side of the plane and I looked around and I saw one guy coming up from underneath of the wing of that plane. He came out and he went down that road like a deer

and went around the barracks. I don't never, 'til this day, don't know what happened to that boy.

*[Note: Describing the crash of PO1c Taheshi Hirano's Type OO "Zero" fighter that careened into the Ordinance Machine Shop at Fort Kamehameha.]*

At about that time, the first sergeant from the, where this kid was from, came over. So I says, "There's nothing I can do."

So he says, "Okay," so he went and checked 'em all in.

And so I says, "I gotta go."

And my motor pool was just about, oh, 300 yards from there, so I went down to the motor pool and my people were up by then, the drivers and operators. So they slept and stayed there all the time, for security reasons. So they got up and I checked to see that everything was ready to go and I had one tractor sitting there with the tracks off of it. Cleaning it and painting

it, you see. So I told them, "Let's put the tracks back on," so in about an hour we had the tracks back on, everything was ready to go.

So then I said, "Okay, now you guys stay here where the phone is and I'm going to go see if I can find the old man, the commanding officer, and see what he wants to do."

So I found a commanding officer had got to the barracks then. And he says, "Well, where are the other people at?"

I said, "Well, I sent everybody that was here over to Fort Weaver, where their gun position was."

He says, "Okay, we'll go over there."

So we got over there and now he said, "Where's the ammunition at?"

I said, "You don't have any ammunition."

He said, "What do you mean?"

I said, "Well, we turned it all in last week when we closed, came in from Schofield, came in from the field."

He said, "Well, you better get ready to go get it." He says, "Get some more."

So I says, "I only got one truck."

He said, "Well, get it going."

So I got back on the other side of Fort Kam and got the truck and got the drivers, there's four of them, and left one guy to guard. And went from Fort Kam over to Aliamanu. I keep—and picked up as many 100-pound projectiles as I could get in that truck without flattening the tires. Now, I don't know how many it was. I'll never know. I didn't count 'em. But I put 'em all until they stopped me. We took that powder, I mean those projectiles to Fort Weaver. Now, we're about thirty miles from Fort Weaver and it's

darker than—you can't see your hand before your face and we got a load of ammunition. So I put one guy on one front fender and guy on the other front fender and I got up on the seat and told the driver, "Okay, go. There's nobody on the road," you didn't turn your lights on, 'cause just as sure you turned your lights on, somebody going to shoot you.

So because there's firing all around at that time of night, you know. It was right after midnight. So we got back, came back to the, got back to Fort Weaver about daybreak and we unloaded that stuff and now we got to go back and get powder, and also firing mechanism—what the hell you call it? To fire the powder. Anyway, you're not supposed to haul the fuses and the—that you're supposed to haul 'em all separate.

So now we've got a load of powder and I've got it piled up on that truck as high as I can get it, because it's not as heavy, you know. And I says, "I want a box of fuses."

"Well, we can't give you no fuses."

I said, "I want a box of fuses and also primers."

"You can't haul all that!"

"Well, just give it to me."

So I took that and put it in the seat, in the front seat by the driver and brought that back with me. Of course, I didn't want to make no special trip to get a box of fuses.

So my next trip in the daytime now, I'm making headway. I went back to Aliamanu in the daytime, Monday, and got a load, another load of projectiles and the next load was powder, you know, alternate. And we did that 'til Tuesday afternoon, 'til we had enough ammunition to do anything if anybody came up, came ashore.

AG: And once you had the ammunition, did you man a station or was your duty to be moving ammunition from different...

YC: No, we had all the ammunition. That's all we going to get now, you see. So we had the ammunition in case these Japanese started coming ashore, or boats show up out there. We could, we had ammunition to fire. And that's—and we were ready to fire because we had it right there and all we had to do is put it in the barrel and pull the trigger. And each gun was pointed and oriented onto the one point out there. So as I said a while ago, we had a gun, I had a gun crew and we could estimate the distance out there before the plotting room, because the plotting room—that's another story.

But anyway, how the plotting room got their information to get the guns onto the target was at Fort DeRussy, on the mountain up there, we had an outpost. They would track the target, okay. Down at Waianae, we had another outpost, they could track the target. And wherever the crosshairs crossed, the commanding officer had a tower behind the guns, he could also see where it was. And then the plotting room would plot the travel of that target. And then the commanding officer would give us the command to fire. And that's how we would destroy a target. And as I said a while ago, waiting for the plotting room sometimes got kind of nervous and I had a gun crew that was better than most of the others. We could judge the distance

out there, three, four of us, how far is that, you know. And two rounds, we're on target. We really shoot 'em out of the water. When the old man says, "Fire," and if he's not just right, then the next round we would know where to put it. And that's we get it on the towing target. That's how that's done.

AG: So this is approximately thirty to forty-eight hours after the attack? You've got the ammunition. What is the morale of the unit like at this point?

YC: Everybody's scared as hell. Scared to death. What you going to do? They didn't think that somebody was going to come in or anything else. The morale of the—it was up, ready to go! Let's go get 'em! That's how they felt about it. We can't have somebody here, in most of my thinking mind anyway, we can't have people coming attacking us like this and shooting up our boats. 'Cause they did one hellish damage out there. We were all ready to go. And we would see these ships coming in and out of the harbor. That day, didn't but one boat get out, but after that, we all knew who they were. They had that channel locked. Although two small Japanese submarines did



get inside the harbor that day. We didn't know anything about that 'til later on.

AG: Did you see the aftermath of the harbor?

YC: Oh yes. Oh yes. If you drove Kamehameha Highway around Pearl Harbor, you could see the aftermath. You could see the ships bottom up in there. You could see ships sinking. You could see 'em burning, because it wasn't all that growth there that's there now. And you could see coffins piled up as big as—it looked like as big as a hotel, piled up there on the bottom of the hill there. But it was—and Ford Island was burning like nobody's business. They tore it all to pieces.

AG: What about rumors of follow-up attack? Paratroopers, other...

YC: Not at—paratroopers was a, wasn't a thing at that time. There was all kinds of rumors on sabotage, if you want to say it that way. Who was firing over the hill last night? Who was firing on—and they were trying to find out why the guy was shooting. "Oh, I heard something and I shot at it."

We lost some planes by being shot down by our own people. In one case in particular at Hickam Field, a guy got off with a fighter, he got off the ground, but he got over the top of the channel and somebody shot him down. And he crashed into the shallow water at the edge of the channel. He came out of the water, he says, "Excuse me," he said, "you goddamn dumb ass G.I.s. The only plane in the world to get in the air and you shoot it down!"

That was a pilot. But others got shot down too. But you'd hear rumors that somebody put poison in the water. So they gotta go check it out. Some guy said some guy was out there in the field looking, see Pearl Harbor. Well, they gotta check it out. This guy is working in the pineapple field, that's all it was. Laborers working, you see. So they never found any saboteurs, as I know of. But all kinds of rumors, yes.

AG: I was going to take you back to one incident and that's the downed Japanese plane.

YC: Yeah.

AG: You knew you didn't have ammunition.

YC: Yeah.

AG: How—do you know who hit that plane? Did you ever hear who brought that plane down?

YC: How did I know that that plane...

AG: No, I mean did you ever know or hear who shot that plane down?

YC: No, never did. I never...

(Coughing)

YC: ...that's a good point there. I never did know who shot it down or shot the—they shot the pilot is what they done. And it had to happen over Hickam Field, because that's where he came from. Now when the plane hit

the building, it bit it, you know. And the pilot, the grave restoration service, took him out and took him up and buried him at Nuuanu with the G.I. s from the memorial. And after the war, he's the only Japanese that went home. They sent him home. You can, you know who Emery is. You can ask him about that. He can tell you all about it. So that's a fact. They sent him home.

But you know, you're teed off at the time. You're hot, you're mad. You're excited and all of this stuff about the Japs, okay. Well, to me, military operation, they were doing what they were told to do. Not by their country as so much so as individuals. Old—what was the name of the—Tojo.

AG: Tojo.

YC: He's the guy behind all of it. And I—this is strictly a rumor now. I heard this and it's supposed to come from good sources. A couple of hours before that planes took off from those Japanese carriers, coming into Pearl Harbor, that commanding officer told his pilots, "The United States has just declared war on Japan."

So that gave them another incentive, okay? That's the way I heard it. I don't know if it's a fact or not, but that's the only rumor that I got for you.

AG: Well, I'm just going to ask one last question, Yuell, and maybe there's a follow-up with Jerry and/or Karen. Just sort of summarize your military career after Pearl Harbor.

YC: Okay. After Pearl Harbor, there was four times that I almost got killed. Any four times could've done it. It was Iwo Jima. I was on Iwo Jima. This is towards the end of the whole operation, because in between most of it was training new troops to go out and I was on the Mainland for a while too. But I ended up on Iwo Jima. We had 155s out there, set up, ready to shoot in case submarines showed up, Japanese submarines showed up, picking up their troops.

Well, you could sit there and you knew there was a submarine out there because you could hear 'em closing the damn doors! They wouldn't let us shoot at 'em. So well, to make a long story short, in the company area

where we had our tents put up, pup tents. You know what a pup tent is? I had a pup tent by myself. I had two halves and put 'em together and put 'em down on the edge of the roadway, because it was new, the roadway, the company. And put it down and it rained the time too, so the water washed in. So I built a trench around it and piled up dirt around so the water wouldn't get into my pup tent, because I had a bunk with springs on it. I couldn't sleep on the ground. I mean, sleep on something hard, so I took me a bunk with me and I put it in that, slept on that bunk. Then the old man found out, and I had to get rid of it.

So I cleaned out in the pup tent and put a pile of dirt up and digging the dirt up and I felt something hard, you see. So I opened it up and a damn land mine, about that big around. Oh, how the hell am I going—I'm in the back end of the pup tent and this is out in front now. I've got to get out here where that—so anyway, I got out and I called the demolition guy there. And it wasn't armed, lucky. So he pulled it out and disarmed it and then later on, after this has happened, the commanding officer had a little berm in the area that he wanted to level out, you see. A small mound, I guess you'd call it. And it had a hole in the bottom, in the side of it, where something had been

put in there. So one day I had the bulldozer and he said, "Well, how about leveling this off?"

So I started to leveling it off. And got down to the bottom where it was almost level, and I hit something. I mean, the blade wouldn't go down, you see. So I raised the blade back up and got down to look and see. It was a box about that long, about that wide, about that deep. It had a rope handle on it. So I reached and got the rope handle and pulled it. When I pulled it, click! Too late for me to do anything so I pulled it on out. A box of grenades. Didn't go off.

So I called the demolition guy and he disarmed the grenades. Everybody in the battery got a grenade. I got three. I got 'em at home now, disarmed. The Japanese grenades, when they arm it, they have to arm it before they would go off. They pull the pin out and hit it on something hard, and arm it and then throw it. Well them Japanese got wise. A lot of them things went off when they'd arm it, would go off right away, you see, and kill 'em. So they were reluctant to arm 'em. So they pulled the pin and throw 'em, you see. What I'm getting to is one pulled the pin and threw a grenade at me one

day and it rolled right by me. If it had been armed, it would have probably blew up. That was three times.

We were at Iwo Jima and Mount Suribachi was active, okay. And nowhere could you get a bath, fresh water. So you look out there and there's bubbling and the steam coming out of this water, on the edge of the island. So we go out there and take a look and here's fresh water. So it was all around you. We'd go out there and get fresh water, soap up and fresh water. Of course, you've got to wade back through that salt water to get ashore, but at least you get a good, clean shower.

So one day, I was out there and—what the hell you call that there, when the water drags you out?

AG: Riptide?

YC: Riptide. Riptide caught me and pulled me out and lo and behold I was up iron post about that big. I grabbed onto it and stopped. And then about that time another guy come and I caught and pulled him in. Looked around,



here's a third guy coming. I said, "What are you doing out here?" to the third guy. I said, "You can't swim!"

So what the hell are we going to do now? We're out there in the water, you're laying flat, you see. So I yelled at a couple of guys. I said, "Go to motor pool and get the rope and throw it out here to us."

So we got them back in that way. So me, dumb ass, going to swim in. I almost didn't make it. Damn near drowned. 'Cause instead of going around the riptide, I was going against it. That's enough.

Anything else?

AG: All the questions...

JG: I don't have anything.

YC: No you edit and cut out what you don't want.

AG: Well, thank you very much for sharing...

YC: See what you end up with.

AG: Appreciate it very much.

(Conversation off-mike)

JG: I have one question back here.

?: It's about when you went back to the \_\_\_\_\_, did you have a chance to go and see the *Arizona* after the attack and how did it make you feel?

YC: Well, I've been back there any number of times and I still get tears in your eyes. You can't talk. I took, oh, some time ago, three guys that lived there all their lives to there, they want to go see the memorial and one friend from the Mainland. So I said, "Okay, let's go out there."

So I took 'em out there, went on the memorial, went to see the picture. And it got to me. So I tried to point out to them that—when I went out on the memorial, it teed me off to start with, after I got out there. Here come these guys that had their hats on and anything else. So I asked 'em, I said, “Do you go to church and keep your hat on?” I said, “You are—now, this is a memorial to this 500 G.I.s that are in this ship, that they couldn't help it, that they are there because they were protecting your freedom.” I said, “Freedom don't come cheap. They were fighting for that. Take your cotton-picking hat off.”

I didn't tell 'em. I wanted to say it, but I says, “Whenever you're in a memorial such as this, when you come in, why don't you take your—uncover, is what I'm asking.”

I had my hat in my hand, but I noticed that most of the volunteers out there don't take their hat off. But if somebody's going out there, they should, they tell 'em when they—you've seen this show. They tell 'em, the last thing they tell 'em, that when you go on the memorial, it's a memorial to these military. Take your hat off.

How about that? That answer your question?

?: Beautiful.

YC: Thank you. Now, every word that I'm telling you, told you, except that rumor, is a fact and you can verify most all of it if you go to the Pentagon, go to the history section and dig out the history of C55 coast artillery [*C Battery 555<sup>th</sup> Coast Artillery*]. They disbanded after the war was over. But I mentioned—I don't know whether I mentioned to you, but I mentioned to somebody that you probably got some lulus, half-stories, 'cause I've heard 'em. And I'll tell you one that I've heard the same guy told a number of times.

He said, "I had a brother at Hickam Field on December 7."

The guy was on the *West Virginia* got blowed off in the water. He says they were gathering up the people, dead bodies. And they got to him and they thought he was dead, so they took him over to the, where they were, morgue.

Tagged the toes, who they were. And the next morning, some of the guys come through there and his foot twitched. So the guy stopped and looked again, his foot twitched. Checked, the guy's alive. Laid there all night. Said it's his brother. If you hear it again, don't believe it.

Okay.

JG: Thanks, Yuell.

YC: Appreciate it.

JG: That's wonderful.

YC: Glad to have it, glad to help, but I don't—navy ships in port December 7.

One fleet was from San Francisco and one fleet from Hawaii. Nobody ever says anything about that or don't even know it! All *pau*, okay.

AG: You see any of your pals from the 55<sup>th</sup>?

YC: Only ones I see is the local ones. Now, there's one, Julian, I guess he was up here the other—Julius.

AG: You still may see him. I think he was scheduled for this morning.

YC: Well, anyway, he's the only one left. One other guy that's civilian, he got out just before the army started. It's only two of us on the base now.  
George...

END OF INTERVIEW

**ORAL HISTORY INTERVIEW**

**#375**

**RUTH COPE**

**DEPENDENT WIFE, HICKAM OFFICERS' QUARTERS**

**INTERVIEWED ON  
DECEMBER 1, 2001  
BY KAREN BYRNE**

TRANSCRIBED BY:

CARA KIMURA

FEBRUARY 21, 2002

**USS *ARIZONA* MEMORIAL  
NATIONAL PARK SERVICE  
ORAL HISTORY COLLECTION**

**Karen Byrne (KB):** The following oral history interview was conducted by Karen Byrne for the National Park Service, USS *Arizona* Memorial, at Hilton Hawaiian Village, Waikiki, on December 1, 2001 at 3:45 p.m. The person being interviewed is Ruth Cope, who was a dependent wife living at the officers' quarters, Hickam [*Field*], on December 7, 1941. For the record, please state your full name, place of birth and birth date.

**Ruth Cope (RC):** Okay. I'm Ruth Cope and I was born in Wilmette, Illinois and my birth date is 3-31-16.

**KB:** What did you consider your hometown in 1941?

**RC:** Well, I was going to [*the University of*] Cal[ifornia] at Berkeley and but my parents had just passed away. They both died in their forties. And I had lived in Orange County and so right midway through my college career, I went to Helena, Montana to live with an aunt and an uncle who were wonderful to me. They had no children of their own, so they took care of me. One interesting about that, about the aunt and uncle, is that they decided to take me to Europe in 1939, as sort of a gift for going through what I had gone through with my mother and dad, and of course we were on the last eastbound voyage of the *Queen Mary* and were caught in the war over there. We were supposed to come home from Italy and we had a terrible time getting home. Finally, two weeks later, got home out of Sweden with floodlights coming all the way across the Atlantic. So somebody said, "Don't let Ruth go anywhere, she starts wars wherever she goes."

**KB:** And what were your parents' names?

**RC:** Lindman, L-I-N-D-M-A-N. Ray and Betty.

**KB:** How many brothers and sisters did you have?

**RC:** One brother.

**KB:** One brother.

**RC:** Yeah.



KB: And where did you go to high school?

RC: In Santa Ana.

KB: And could you please describe the circumstances that originally brought you to Hawaii and when that was?

RC: Yes. It was in the summer of 1941 and four of the sorority sisters at Cal [*University of California*] decided that we would go over for a two weeks vacation. Mainly we'd go on the *Lurline* and wait for it to make a round trip voyage to San Francisco, and then when it came back the next time, then we would go home. And the first day we were there, all these young navy pilots, air force pilots, came down to the *Lurline* to look us all over and I met Bill [*Second Lieutenant William S. Cope, U. S. Army Air Corps*] that day and then a whole group of the boys came over to see us where we were staying. And [*Second Lieutenant Philip M.*] "Phil" Rasmussen [*U.S. Army Air Corps*], who was best man at our wedding, he and Bill went to flying school together, and he was in that group too. So—and I just said, you know, "I think if I don't go home with you, maybe [*Second*] Lieutenant Cope might ask me to marry him."

I'm very upset with him. It took him a whole month! But we got married at the Hickam Officers' Club. We were the last wedding at Hickam, December [*Note: later in the interview, Mrs. Cope says November*] 26, before the war in '41.

So then of course, we couldn't do anything at—well, I washed dishes at the hospital that day. Bill couldn't do—he had been officer of the guard the night before but he couldn't do anything because the Japanese got every plane at Hickam—all the B-17s that day. And so how I happened to stay and work for the Women's Air Raid Defense [*WARD*] was we were all told to have our suitcases packed, one suitcase, one makeup kit. And we were given twenty-four hour notice to go back to the Mainland. And so we hadn't heard anything, so on—and of course the security was so great that they couldn't tell us any more than that. And so I went over to Bellows Field where Bill was flying B-18s, after they losing the [*B-*]17s, and I went over there to give him his Christmas present and when I came back, they said, "Ms. Cope, what are you doing here?"

And I said, “Well, I live here.”

And they said, “We evacuated the women from the base today.”

So then before another ship came, they realized they shouldn't send wives home, that had no dependents. And so that's how I happened to stay because the Women's Air Raid Defense was formed right after Christmas. And we started the work up there where the famous radar station up in the hills, where the boys were confused by what was coming in. And then we moved permanently and worked in a tunnel at Fort Shafter. And that was so top secret that Bill didn't get to see where I worked until the fiftieth anniversary of Pearl Harbor. So that really upset him that (laughs) he couldn't do that, yeah.

**KB:** I'd like to hear more about your WARD experience, but if we back up just a little bit. If you would describe what you were doing just prior to December 7 and then how you learned of the attack initially.

**RC:** You mean there really wasn't any—everybody says, “Weren't you frightened that day?” You can't be frightened when you're so surprised. The aftermath of it and waiting for them to come back. I think for me, the worst thing was nobody, not anyone in the Mainland being able to know we were all right. I mean, we knew we were all right and they didn't and that was bad for all of the survivors, I think. Yes. So but of course I really wasn't trained to do anything like nursing or anything, like the young lady that was there that day, that I believe is going to be at one of the panels. But see, the only reason why we had to wash dishes by hand is because we lost the power at Hickam that day. So it was a pretty hairy day with the bombing of the central barracks and losing all those boys there and everything. So we saw the plane coming over that took all of the planes at Hickam because we had two-story quarters overlooking Pearl. And Hickam was built in 1939 so the quarters were, the trees were little and you could see. Right now, if you go to Hickam Field, it's so grown up that it's hard to see the harbor.

**KB:** So do you remember specifically when you first realized that the attack had begun?

RC: Well, the noise was terrific and Bill had been officer of the guard until midnight, so we were still sound asleep. And the noise woke us up and Bill said, “The navy is certainly practicing close to shore today.”

And then with that—I think when they hit Hickam on the second attack, I believe—and right then came the Zero right over our quarters, because we only lived a block and a half from the Hickam flight line. So you know. And so what do you do, you know.

I think I was more affected almost by watching them make the movie. But I was younger then and I think you take your things in your stride. And having been through the war in such a terrible time in Europe for me and not knowing whether we were ever going to get home and not speaking the language too, which is different than there. So but there were a lot of heroic people that day.

And then the WARDs, we really, we had a—it was a wonderful group of girls. And they were all dedicated, almost all island girls because they had sent most of the wives home. In fact, when they organized it, there was one navy wife that was living off base and myself were the only two that missed the boat that day. Of course, there’s nothing like being at the wrong place at the wrong time and I’m glad I was! (Laughs)

KB: Can you describe briefly explain to us what the WARD program was and then a little bit more with your experiences with the WARDs?

RC: The WARDs were very, very dedicated and we did the radar work for the islands. And we were on three eight-hour, twenty-four hour shifts, night and day. And I happened to be a supervisor because I was—having graduated from college, I was a little older than a lot of the girls that they got. And of course it was so top secret. Of course, when Bill went to fly in the Battle of Midway, he called and said, “I’m going to be away for a few days,” and he said, “but I can’t tell you where I’m going,” I couldn’t tell him that I knew where he was going, so that’s how top secret it was. Yeah.

So, yes, I remember those days as the island people, they were simply wonderful to us. They—the old-time families were so, so grateful. They made us feel like—you know, usually, having all this wonderful life in the

air force that I had for twenty years as a pilot's wife, but we always lived on quarters. We didn't really get very often to know the town people. But they were just terrific to us and had us to their home and it was great hospitality. Yeah.

So another interesting thing, Bill, we were talking earlier about the B-18s and up at Bellows Field and Bill lost an engine on takeoff and landed in the ocean and the pilots were so excited to get rid of a B-18. The plane floated and interestingly enough the only one that was sick was the pilot that came to rescue him, the navy pilot. But then it floated and they brought it in and it still worked again. So that was it. And I plotted him in that day. He called up and said, "Hey, I landed in the ocean."

I said, "I know. I plotted you in." (Laughs)

So it was two of the big highlights of my work there. Sometimes working 'til midnight, 'til eight in the morning isn't a lot of fun, but you know. Anyway, I was too spoiled anyway probably.

**KB:** Tell us specifically what kind of training did the women in the WARDe receive and did you direct any of that?

**RC:** Military training. We were considered officers. We were paid by the army. But very extensive training from the army. Yeah.

**KB:** Do you remember how long that lasted?

**RC:** It was training continuously because we had people coming and going. And so having been one of the first in the WARDe, it seemed like a long time. But on the other hand, we needed it, because none of us had been trained for it before. So there's a Mary Erdman who was in charge of all of us. I thought she was older. She probably wasn't as old as I thought she was, but she was a good supervisor. And the people that were in charge of all of us were island people. So...

**KB:** And how long did the WARDe continue to operate?

RC: Well, I came home at the end of '42 and they were still operating. And there's a book called—that tells about the story of the WARDs and I really think—and I'm not positive about that, but I know they were working through 1943. But I wasn't there then. Yeah.

KB: What do you remember about the days immediately after the attack on Pearl Harbor? What are your memories of what you experienced and what the general environment was like?

RC: It was not very nice because the young kids that had the guns, you know, somebody would say, "Why are you shooting?"

And they'd say, "I don't know why I'm shooting. Everybody else is."

And it was very uncertain life. Very, very bad. 'Cause we didn't know whether they were coming back again or anything else. And of course most of the women were older than I because see, I was, I mean I had only been on the base at Hickam less than a week, having been married on the twenty-sixth of November, so I really didn't know anyone there. And of course the wives that were my contemporaries, they were gone before I had a chance to meet them, so it wasn't fun. No. But I had a wonderful life as an air force wife. Yeah. Yeah. All got back to us.

When Bill flew the Berlin airlift, we had a chance to live two years in Germany and then we had three wonderful years in England when he was attached to the Royal Air Force as an American instructor on the RAF staff college and that was a great duty. So I can't complain about it. Everything, all the bad things came first.

KB: Do you remember any of the rumors that were spreading immediately after the attack?

RC: No, I don't. I really don't. If they were there, I would've, branded a second lieutenant's wife and I wouldn't have been told anyway. Yeah.

KB: Well, any of the rumors that were circulating amongst the civilians?

RC: See, they were all civilians, mostly and they wouldn't know anything. Yeah. I know that they made us mind our Ps and Qs living up there at the base where we worked. And they wanted to know when we were going and when we were coming home and how late we got there. They were teaching us like we were kids in school, you know. That was what had to be. 'Cause none of us had been disciplined. You know, we weren't trained for discipline. So they took care of that. Yeah.

KB: And the WARDs really had no predecessor of that type, you were the first women...

RC: No, the Women's Air Raid Defense was formed as I said, in the end of December, yeah. No, not that I know, because I hadn't been there long enough to know anything about that, but see, there wouldn't have been a need to have it before because we didn't know the seventh was going to happen.

KB: Right. Now, on the day of the seventh, you and your husband, do you remember when you went your different days on that day? He would've gone off to do his duties and...

RC: Yes. He—I tell a terrible story—Bill said, “It's the Japanese—“ not exactly the word he used, but it's a word they used then a lot—and he was throwing on his clothes and then he's going down the stairway. And I said, “Come back, you forgot your neck tie.”

Uniform was very important in those days. And he turned around and gave me a look that could've killed, you know. I mean, I remember if I'd lost him that day, I would always thought about thinking, “How could I marry such a dumb woman?” (Chuckles)

Oh dear. Yeah. So I remember that very clearly. Yeah.

KB: And this was early in the morning when the attack was really just begun.

RC: This was right immediately after the attack, when they realized we were at war, when he realized.

KB: And when was the next time that you saw him after that?

RC: Well, he was on the base at Hickam all day and I was over at the hospital most of the time. So really a lot of that day, I can't really say. All I knew is they called and said they needed me at the hospital and I went. And I knew he—and I didn't talk to him all day. It was a lot of chaos around there.

KB: And were you worried about his safety that day, while you were separated?

RC: Oh, I'm not going to let you know that. He might read, see this and then get the big head. (Laughs)

After sixty years of marriage, everybody says to me, "Which was worse, Pearl Harbor or being married sixty years to Bad Billy?"

KB: What would you—could you describe a little bit about what services you provided at the hospital that day and what you saw there?

RC: All I did was wash dishes. That's all I did.

KB: Okay.

RC: No power. Washed 'em by hand.

KB: And you, so you never actually saw any of the wounded there or...

RC: Oh yes.

KB: You did?

RC: We saw them coming and going and all. But no, I can't say anything about the \_\_\_\_\_ except being in the kitchen washing dishes. No. So pretty unglamorous, yeah.

KB: Well, do you have any other memories of during the attack that day or anything particular about the WARDS...

RC: No, no.

KB: ...that you want to...

RC: No, I think that's more than I even realized I remembered.

KB: Now you're a volunteer at the USS *Arizona* Memorial now.

RC: Yes. And we really love that and we're particularly interested in the fact that the third generation are the ones that ask us all the questions. And it's very rewarding. They come. It's not like a usual tourist group in Hawaii. They come from the ships and all and they're very respectful of the seriousness of the memory. And it's almost a fifty-mile drive for us to volunteer both ways. But we look forward to every Friday, just as though, you know, it was the most wonderful job we ever had, you know. We really enjoy it. And everybody is so appreciative. And ask so many questions, you know. So of course, Bill really can't talk about anything that happened at Pearl because we were at Hickam and so I remember once at a Pearl Harbor Survivors Association in California, in Fresno, California where we lived for many years, and somebody said, "Who is that?"

And somebody said, "Oh, you wouldn't know him. He's air force."

I don't think they thought that the air force was quite like the navy. Yeah. They don't think of the Air Force as being Pearl Harbor. Yeah. So they forgot about Wheeler and Hickam and all of that and those poor pilots coming in from the States that day and all of that.

KB: Do you and your husband bring these ideas up at the memorial with visitors? Are they generally interested in this if you bring it up?

RC: Oh, you don't have to bring it up. They ask questions all day long, yeah. They're very interested. And most of them say, "My grandfather was in the war," so the kids are really interested.

And they bring out all the children to the memorial from the schools in [*Hawaii*] and it's very nice. So, well thank you very much for asking me.

KB: Well, it's my pleasure.



RC: Yeah.

KB: If you would touch just a little bit more on what you and your husband did after the war, or after Pearl Harbor.

RC: Well, he's a regular officer, so he was on active duty. And I mentioned two of our stations. We lived everywhere. Yeah.

KB: Do you remember some of the other places that you went with him?

RC: I think about thirty states. Right. So it was an interesting life. It was a wonderful life, yeah. I opened a real estate office when Bill was ready to retire. I took a broker's license and opened an office in Fresno and had fifteen girls there selling real estate because I was so used to living on a base. And Bill was in charge of the Reserves for the San Joaquin valley and of course, they were all residents. They were civilians really, just keeping up their reserve status. So I thought, well I'll do something to keep myself busy and so that was very rewarding. It was fun.

I got a kick out of coming back [*to the Sheraton*] because I haven't been back here since I got out an award here in this —they called [*it*] a CRB, a certified residential broker, so that was fun. I knew where the Tapa Tower was, yeah.

KB: I understand some of the WARDs stay in touch with each other. Are you in touch with quite a few of them?

RC: I've always kept in touch with Barbara Thompson. And interestingly enough, she lives out at Kahala. And I said, "Barbara, you gotta come out and see the *Arizona* while Bill and I are working out there."

She had never been there. Never been there. And she's a local girl! I should call a local girl someone that's my age, but that's what she is, yeah. So she was fascinated. And most of them like [*Winifred*] "Bam" Sperry and Shada Pflueger and the girls and the two Dillingham girls [*Constance S. & Harriet B. Dillingham*], most of the local family girls that were from

prominent families, almost all of them. In fact all of them are gone, practically, you know. So that's it. Yeah.

KB: Prior to you and your husband working at the memorial, how often did you speak of Pearl Harbor?

RC: How did we what?

KB: Did the two of you ever discuss Pearl, the day of the attack, before you really started working at the memorial, or was it something you just really never discussed with each other?

RC: I think those of us who were there, I think you'll hear from everybody, we talked about it very, very little. Very, very little. In fact, most people didn't even know that we had been there and one time before I opened my own office, one of the brokers said, "Now, I want everybody to tell one thing about yourself that might make you all feel closer to each other."

And I said, "Well, not many people know I was at Pearl Harbor."

Well everybody, it's the first time they had ever heard that and that was not too long ago. So my claim to fame before that was that I was—I can't tell you that I was a theater major at [*the University of*] Cal[*alifornia*] even though I was, because you'll say, well what on earth is she doing this? Cal would be ashamed to have me on an interview like this, but at any rate, Gregory Peck—the theater division was very small when I was at Cal and always before, they said, "Did you know that Ruth Cope knows Gregory Peck?" (Laughs)

So, a really great guy. Really was. So it's been a wonderful life.

KB: Is there anything else that you want to add about the war?

RC: No. I've said more than I thought I knew! Right, yeah.

KB: All right.

RC: Thank you, anyway.

KB: Well, I want to thank you very much for coming down today. We appreciate it very much and for your volunteer service at the USS *Arizona* Memorial.

RC: Yes. I'm amazed that more people don't volunteer, but I also have to realize that a lot of them just don't feel well enough to. It's strenuous, yeah. But it's wonderful fun. It's good. Thank you.

KB: Thank you very much. (Off-mike) Did you want to follow up with anything?

?: No.

END OF INTERVIEW

**ORAL HISTORY INTERVIEW**

**#376**

**WILLIAM S. COPE**

**HICKAM FIELD, SURVIVOR**

**INTERVIEWED ON**

**DECEMBER 1, 2001**

**BY JERRY GREENE &**

**ROBERT "BOB" P. CHENOWETH**

TRANSCRIBED BY:

CARA KIMURA

MARCH 5, 2002

**USS ARIZONA MEMORIAL  
NATIONAL PARK SERVICE  
ORAL HISTORY COLLECTION**

**Jerry Greene (JG):** The following oral history was conducted by Jerry Greene [and Robert “Bob” P. Chenoweth] for the National Park Service, USS *Arizona* Memorial at the Hilton Hawaiian Village, Tapa Tower, room 329, on December 1, 200[1] at 4:30 p.m. The person being interviewed is William S. Cope, who was a second lieutenant, 36<sup>th</sup> Bomb Squadron, 11<sup>th</sup> Bomb Group, at Hickam Field on December 7, 1941. For the record, would you please state your full name, place of birth and birth date?

**William Cope (WC):** William S. Cope, Salem, Ohio, September 4, 1913.

JG: What did you consider your hometown to be in 1941?

WC: The same little old Ohio town, about 35,000 people. The same lots were in the street and hadn’t changed a whole lot but I still go back every two years for Cope reunion.

JG: What were your parents’ names?

WC: Joseph and Delpha. I was one of ten children.

JG: How many brothers and sisters did you have?

WC: I had five brothers and four sisters.

JG: Where did you go to high school?

WC: Salem High School, Salem, Ohio.

JG: Where and why did you enlist or go into the service?

WC: Well, I went onto college after—you had to have a college degree before you could join the flying cadets in 1940. I just graduated from college in ’38 and still depression. And I had a horrible job with the state of Ohio—it was uninteresting and not much pay. And a flyer came through, it said, “Join the [Army] Air [Corps].”

Well, I wasn't sure what an airplane was but it sure sounded better than what I was doing. Triple the money and glamour and travel and all that. And I thought I could do it.

JG: And that was—what year was that?

WC: Nineteen forty.

JG: Forty.

WC: September of 1940.

JG: Where did you receive your training?

WC: It was in the Alabama, Tuscaloosa, Alabama, primary and the final training in Montgomery, Alabama. Maxwell [*Field*].

JG: Any particulars of the training experience that you can recount for us?

WC: No. I had trouble doing flying formation—I don't know why, but I didn't like it and they said I was not very good. I think that's the reason I was assigned to bombers after flying school. But no, it was kind of routine and nice bunch of people. At that time about fifty percent of the classes were washing out. They couldn't do the military way, the way they wanted and you had to be careful and do it the way they wanted or they would just wash you out. But I had enough smarts and flying sense to look ahead and think ahead and know what I was supposed to do, and so I was ready for it.

JG: What were some of the other types of aircraft that you trained in?

WC: I was a Stearman [*biplane*]. Well, later, after flying school you mean? Well, over in—my first assignment was Hickam Field in Hawaii and they had B-18s and some B-17s there, but being a new pilot, I was training in the B-18s. It was an old twin engine [*Douglas bomber*]. It was about like a Model T Ford compared to the Model A at that time and compared to the B-17. But you could train in it. You could put the bombsight in and go out and drop markers in the ocean and drop practice bombs and it was good, easy to fly and good to train in.

So I have one incident if you would like to hear about it, interesting—well, Ruth probably told about it. I landed one in the ocean and it was off Bellows Field. We were flying search missions. This is right after Pearl Harbor and they tied, wired some of ‘em together and were scout out on reconnaissance. I hoped that I didn’t find anything, 140 miles an hour and no guns and no maneuverability. I’d have been a sitting duck. But so we were flying out seven or eight-hour missions on search and took off from Bellows Field. One motor quit and the other didn’t work very well, so I just pulled back and stalled it in the ocean, offshore. Floated good and in fact they brought it back up to the dismay of other pilots and they were flying it again. And I guess Ruth told—the navy ship-to-shore little boat came out and loaded us up and then they got stuck on a reef. And all of them, about six of the navy crew, all except the captain, got seasick. And I had about six crewmen on my plane, and they all got seasick also. I didn’t because the plane sitting there, wobbling.

And then our flight surgeon came out from shore to see if he could, if any of us were hurt, and he got seasick. So they finally got another boat out and took us in. In the meantime, my wife, Ruth, of sixty years, was in the Women’s Air Raid Defense [*WARD*] up at Fort Shafter, with radar monitoring all the airplanes around the island. And when I got in, I called and said, “Hey, I landed in the ocean!”

She said, “I know. I plotted you in.”

JG: Bill, what were some of the reasons that you were assigned to Hawaii and Hickam Field? And when did you arrive here?

WC: Well, I came in June of ’41. I haven’t the foggiest idea why, why I went to bombers and some others went to fighters, like [*Second Lieutenant Philip M.*] Rasmussen, with the fighters at Wheeler [*Field*]. I don’t know. But I was just happy to be here.

JG: You came directly from Alabama...

WC: Yes.

JG: ...and your advanced training?

WC: Yes.

JG: What types of operations and work performance did you conduct at Hickam prior to December 7?

WC: Well, we would go up and fly in the morning. I had an instructor pilot, a lieutenant, one of the older pilots. And what they did was, with the new pilots that came in, they'd go out and fly instruments and drop some bombs and routine missions. Maybe cut an engine and fly a little bit on one, some things like that. And we would fly in the morning and hit the beach in the afternoon. It was very pleasant. Easy, nice plane to fly and from that then, we went into the B-17s, which I could tell you a little about, if you want to hear.

Well, when the Battle of Midway was coming up, I didn't know about it. It was a real top secret that they brought in—but they knew, of course, back then, Washington, and they sent a number of B-17s over there to go down and participate in the battle for Midway. And prior to—well, prior, well, at this time, you had to have quite a few hours as a co-pilot in a B-17 before you could become a pilot, but this was emergency and I—and so they got me with an instructor pilot in the driver's seat and said, "Take off and land," which I did successfully.

Then he says, "Here, you got a B-17 crew. You're going to Midway."

That's how emergency, things you had to do. So I couldn't tell Ruth, my wife, but I said, "I'm going to be gone for a couple of days, but I can't tell you where I'm going."

And she being up there plotting us out, she knew where we were going, but she couldn't tell me she knew where I was going. So it was quite a funny thing. So you want me to go into Midway or...?

JG: Back up a little bit to June. You got here in June of '41, I believe you said, and I was wondering if you had any sense during the weeks leading up to



December 7, what the general mood was in terms of the possibility of an attack or did you even contemplate such things and the men around you?

WC: No. No, we really didn't. We knew there were arguments going on with the Japanese. We weren't happy with their moves on down in the Pacific, off the Asia coast. But that's as we were worried about it. We could whup them. We wouldn't at least worry about it. Being down where I was, in the lower ranks, we didn't hear much so I really didn't know, didn't think about it or worry about it or think that we were planning to go to battle with them. That's for sure.

JG: On December 7, can you give us an account of how the day started for you and what was going on at Hickam and as the attack developed, what was your perception of all that?

WC: Well, let me go back one day. On December 6, I was officer of the guard and my duty was that night to inspect the flight line before midnight and after midnight, to see if all the planes were lined up, wingtip to wingtip, and check the guards. They were worried about sabotage, when of course they should have been dispersed. So we never did have any sabotage at Hawaii, so that's my dubious honor. And I recall coming—well, my wife and I, Sunday morning, we were still in bed, reading the paper and I heard this loud noise down at Pearl Harbor. And I said to my wife, "The navy is sure practicing in close today," 'cause generally you can hear 'em when they're out offshore practicing shooting the targets.

And then I looked out the window, you could see all the smoke and hear all the noise and saw the *Arizona* go up and go down. We could see the harbor from our second story on our quarters. So I don't know what's happening. In the meantime, they're shooting up all the planes on the flight line at Hickam, but we don't have a window looking over there, so I'm getting dressed and Ruth told you the necktie story. (Chuckles)

So I go over to the flight line but they're all shot up. Oh, and as I get to the flight line, then there's a bunch of the Japanese light bombers coming. They're about 10,000 feet making a high-level drop. They had hit the hangars and what was left of the planes on the line. That was the end of it then, so nothing to do but sit around. We don't have any planes, guns,

bombs or you couldn't get, couldn't even find who had the key to the armory so we could get a gun out and shoot. Weren't prepared for any sort of an attack whatsoever. No foxholes, no nothing. We're air force. We don't protect property.

JG: Where did you find cover during that day?

WC: Well, they weren't hitting quarters. They were after ships and planes. This is what they were after and that's what they were shooting. They didn't go downtown. They didn't hit any of the quarters deliberately. They were after the ships and the planes. So they did—one bomb hit a barracks at Hickam and killed a few of the airmen, maybe about thirty. So it wasn't anything to hide from, just stand out and watch.

JG: Do you recall any strafing activities going on around you?

WC: No. They had already done all the strafing before I got to the flight line. The only thing there was burning planes.

JG: At the, towards the end of the day and after the attack had subsided, what were you doing and what were you involved in at that time?

WC: Nothing. I didn't have anything to get involved with. We never had any plans of any sort. I sent my wife into town because I thought she'd be safer there than on a military station. And I didn't worry about an attack because if they were going to attack, there'd have been an awful lot more ships there, supply ships, refueling ships and landing ships with troops and things, so I never did worry about landing as many others did. I think they might have spotted that, the ocean being covered with ships. Our great intelligence might have been able to spot that or somebody could have.

JG: Was there any sense of what the Japanese were going to do? Any rumors about that floated around among the officers or men that you recall?

WC: No, not really. Just didn't know enough to have any idea of what might be going on. Just surprised at the whole thing. But I don't know. I never was really worried about getting into combat with them or something. I knew we were at war and we're going to start the battle.

JG: Subsequent to December 7, say the day after, one or two days immediately following, what do you recall of activities around Pearl Harbor at that time and what were you doing?

WC: Well, of course we could see what's going on down there and all of the smoke and we didn't get involved in any way with the navy. And the only thing I knew about is [*Second Lieutenant Philip M.*] Rasmussen was one of the pilots that got up and called and said that he got one and so that's all I knew up there. Of course he said they were all shot up too. And nothing that they could do, so just wait and see what happens. There weren't any plans at the time, as everybody knows from the top on down. They're trying to get some of the ships back in operation. But we can't do anything. We don't have anything to do anything with. The nearest target was Japan so no way we can get over there.

JG: Do you recall going down to the harbor and looking at the destruction within a few days of the seventh?

WC: No, I actually didn't. I didn't see any reason to and so we could—of course we could see everything from our quarters and could imagine what was going on. I probably did later, maybe a month later, go down and take a look. All you could do is shake your head and feel sorry for all the people.

JG: Bill, in the weeks and months that followed, what were you up to here?

WC: Well, flying reconnaissance missions and patched up B-18s. Some of these B-18s were in the hangar and they didn't get completely destroyed. And so they just kind of tied 'em together. Maybe one engine wouldn't have any instruments, but you'd coordinate it with the other engine so you could fly out there and hope you got back. That's about all we did. We didn't—well, oh then we started to flying the B-17s a little bit, as they came in. I had a few, couple flights, maybe just as an observer before I actually flew one. It was a very easy airplane to fly. I don't know whether I told you the story about on down the Pacific, at Guadal—well, you don't want me to go into Guadalcanal or Midway or Guam.

JG: Talk about anything that you'd like at this point, yes.

WC: Well, this Guadalcanal, of course, that was our first offensive move in June of '42. And the reason for it was we knew that they had built an airstrip on Guadalcanal and we know that they're going on down there. They want to get Fiji and Tahiti and eventually they want to get Australia, which they were capable of doing. Because Australia had a very small military force of any sort. So we got a little cocky after Midway and so that was our first offensive move, was Guadalcanal. We went up on—and of course the Japanese were quite surprised. The Marines went up and got into our end of Guadalcanal and got the airstrip. And so the battle started there. It was about nine months, sitting there. They had half, we had half. And our Marines later were replaced by army, but they were all dug in along there and every time the enemy would charge, why they were able to stop them. But the battle went on there, air and sea.

Their fleet was quite a bit stronger than ours at this time. And they would come down and supply their end of the island and we would supply our end. And they were very good at night fighting. They'd use destroyers. They probably sunk fifteen to twenty of our carriers, our Allied cruisers there. Come down at night and zoom around and torpedo us. And the big, old cruisers sitting there and can't see anything. Didn't have radar and so they were just sinking 'em like crazy.

And I was in three different battles out there. Midway was the fourth one, where we lost a carrier. I was flying reconnaissance for the navy mostly, because they didn't. The PBYs couldn't, weren't as capable as the B-17s for going out and trying to find the enemy. And I tried to find the enemy fleet to warn our fleet whether they wanted to attack or run. And we'd go out. I'd fly nine-hour missions, but every other day. Sometimes two days in a row, on a search mission. I'm covering a certain territory for the navy. This is for the navy, to know where the enemy was and I wasn't so worried as much about the enemy shooting. They attacked us a few times, but they were kind of afraid of us because we had these machine guns all over the plane. They didn't know we couldn't hit anything.

But the worst part about it was finding that island when you came back. It had no communications. No radio or nothing. So it was strictly dead reckoning. I had a good navigator and we'd go out there and fly. No islands

for reference or anything, out over the water and come back and find that little island back there. If you didn't find it, I'd still be there. And the navigator used to send a message, show sweat coming down, he said, "If it ain't under that cloud, I don't know where it is."

Well things like that, but that was tough.

JG: In the period after that period, what, how did you conclude the war and what did you do thereafter?

WC: Well, I came back. I stayed in twenty years. I think I was a major at the end of the war. I thought I might as well stay in to twenty years. And I was in the air materiel command. I didn't particularly want to go to Europe and fly B-17s over there. And I didn't particularly want to fly anywhere for a while because nine hours a day, day after day, in enemy territory, you kinda got enough of flying and I did air materiel command, air tactical command and didn't do a whole lot of any—oh, and then I got into reserve training. I went to Hamilton Field—that's in California. And where we trained air force reservists. And had 'em come out and fly airplanes.

And then in '48, why, in 1948, the Berlin Airlift came on and so I was sent over there. Do you want me to go into the Berlin Airlift a little bit?

JG: Sure, just a bit.

WC: Well, the reason for it was we had a highway in there and the air lane into Berlin was in the eastern Germany, which was under Russian control. And they had divided Berlin into three sections, four sections—Russian, English, French and American. We each had a piece of Berlin. We had about two million people and we were supplying our part of Berlin by ground and air, mostly by ground. And Stalin wanted us out of there because our part of Berlin was living very well and the rest of Berlin was in trouble. And so they closed the highway in there and General Clay was over there and says, "Well, let's go in and play war."

But we had about 20,000 troops in Europe and the Russians had about 200,000 in Berlin with air and everything so they decided not to. But they didn't close the air quarter, so we decided to fly in supplies. So we did fly in

every three minutes, twenty-four hours a day, flying in. Started with C-47, later it was C-54. And the reason Stalin called it off, it got embarrassing, the rest of the world was frowning on him for this action, for closing off the route to Berlin. Plus we had an atomic bomb group came into England and they didn't have the atom bomb yet. And they started NATO, where they had the North Atlantic Treaty Organization. Got all the allied countries organized and then the Marshall plan went in. And so here came all this money into Europe and otherwise they could've gone Communist. They were bad enough that—these allied countries, so they immediately rebuilt. And so he said, "We better get out of here or call off the airlift."

JG: And you stayed in the service until what year?

WC: Nineteen sixty. Twenty years, right on the nose.

JG: And after that, you were, went into full retirement, or...?

WC: Oh, partial. I taught school a little while, but kinda got tired of that. In the meantime, my good wife Ruth whom you met here, got into real estate, quite actively. Had a big office, a lot of women making money, so I just retired and kept her happy and sell a house and take a trip and...

JG: Now you're in Hawaii...

WC: Yes.

JG: ...and you're both volunteers at the USS [*Arizona*] Memorial.

WC: Yes, yes.

JG: *Arizona*.

WC: Yeah.

JG: And obviously you enjoy that.

WC: Yes, very much. We just travel. We go round the world on Holland America ships. Like to do that.

JG: Are there any other recollections that you have that you'd like to share regarding Pearl Harbor and...?

WC: Yeah, I can tell one for anybody that knew enough about flying to know what an artificial horizon is. That's what tells us when we're in the fog or in the clouds, you can't see, this tells us what levels you are at, that's down. You live with that thing. And this was the most scariest time in my life, when my whole life passed in front of me. We're down in Guadalcanal—no it's Espiritu [*Santo*], where we're staging out of there, flying up in the Guadalcanal area. These runways, the Seabees would carve 'em out on the coral and right in the palm trees. And palm trees wouldn't be very far off the wingtips as we took off. And it was dark. About the only thing you had was a barracks down there somewhere. There were no lights on the runway or anything. They had a jeep down at the end of the runway with the lights on. That's where you would take off, towards that light.

And I took off, was taking off this night and just as I broke ground, my artificial horizon is like that. I'm still in the palm trees. If I try to, if I'm that way, I'm in the palm trees and if I turn back this way, I'm in the palm trees here. So I have to decide whether it's the instrument or whether I'm still level. I had enough flying sense to say I'm going to hold the way I am 'til I get up out of the trees. So at least for a minute I figured what to do and I was lucky. If I followed that, the...

END OF TAPE #1

TAPE #2

JG: You had earlier introduced the matter of your involvement in the Midway operation. I'm wondering if you could take us there and discuss your recollections.

WC: Well, quick like, it's—this is '42 and the enemy is arrogant and cocky. They beat up everything down in the Pacific. They could land on any island they wanted to. They had experienced pilots, good airplanes. They wanted to fight and they were—the reason with the emperor, they said the reason they

wanted Midway is to cut off communication between Hawaii and Australia. They wanted—they're going to get Australia eventually. And what really become of it, they were very arrogant. I say they wanted to come out, they wanted to fight, they wanted—hoped the rest of our fleet that was left would come out and intercept them so they could shoot them. They had eight battleships. That's showing the uselessness of the battleships that never fired a shot. But anyhow, and the carriers, their intelligence was worse than ours. They thought we had one carrier and they didn't know where it was and we have three carriers. And of course we broke their code and we know that they're coming down there. So we get our three carriers to get down there and be sitting there waiting for 'em. They were supposed to have submarines across between Hawaii and Midway to see if we had any fleet going down there. But they got there too late and our three carriers were already down there. This all adds up to the miracle of Midway. Had they known our carriers were there, they were very capable with experienced pilots and planes to have sunk our three carriers, had they known they were there. But luckily, they didn't know.

And then of course, the miracle of their ships being sunk. They know that they caught them with their carriers full of bombers and torpedo planes. They were going, they were loading bombs. They had some planes with torpedoes and just in case we had a carrier around. So they decide to take another go and dive-bomb Midway again before they landed. And so they're on their decks, taking torpedoes off and putting on bombs. The deck is covered with bombs, torpedoes, fuel and planes. And finally—and of course there's the story of our first sixty aircraft planes went in. This is new. Our aircraft, our carriers had never been in battle before and the first sixty planes, dive-bombers and torpedo planes, lumbered along. A Zero shot down forty of 'em. And it was being quite a—and our navy fighters were supposed to escort 'em, but they never got together. So they finally got smart enough in all this battle.

And of course they had planes on Midway that were coming out. None of them ever got to the carriers because the Zeroes were shooting 'em all down before they got there. And all this battle down below with our carrier planes going in and Midway planes coming out that they finally got some dive-bombers to go up to 20,000 feet. The Japanese didn't see 'em. Zeroes didn't know they were up there, and so they came down. All they had to



drop was one 500-pound bomb on this carrier loaded with dive-bombers and torpedo planes, and pllt, you just lit a match there and it would've gone up. So that was the miracle of Midway.

(Conversation off-mike)

WC: So I went down, tried to catch someone heading for the barns, so to speak. But we dropped on someone. We found, saw some of the cruisers and destroyers, but we didn't hit any.

JG: So you were involved in that attack and trying to stop the Japanese planes. Is that correct?

WC: No. No. Their planes were gone. We're trying to hit their cruisers, 'cause they're heading for home. Of course, they—well, they had this diversionary bunch that went up to the Aleutians, to try to detract us from Midway. And they should've had those carriers down there, helping 'em at Midway. But like at Pearl Harbor, for instance, they spent all this time and bombs hitting useless battleships when they should've been hitting fuel dumps and things. And of course at that time, the battleship, that was the thing. Gotta get the battleships out there. As I said, they had eight of 'em down at Midway and never fired a gun. Their day was gone.

JG: Do you have any other questions?

**Robert "Bob" P. Chenoweth (BC):** Could you talk about your going out to Midway from Hawaii and who were you flying with? What was the squadron you were flying with at the time?

WC: It was a—oh, what was it? The 98<sup>th</sup> [*Bombardment*] Squadron [(*Heavy*)], yeah. They had the 36<sup>th</sup> in there, but it was the 98<sup>th</sup> [*Bombardment*] Squadron [(*Heavy*)].

BC: And how many B-17s did you go out with?

WC: Well, it was about a squadron worth, about fifteen. There were already some B-17s down there that were in the battle and they didn't hit anything. They were mostly reconnaissance up to 20,000 feet.

BC: Did you fly—how many days did you fly when you were out there?

WC: Well, we actually came back the next day, after the enemy had gone.

BC: Uh-huh, but I mean, before, did you only fly a single day?

WC: Yes. We went down there and landed and refueled and took off the same day to go out and try to find the fleeing enemy. But they had gone, so no use to stay there. So we came back home. So we just went overnight actually.

And it's interesting to go back. I went back to Midway a couple weeks ago. You can fly *Aloha* [Air]line down there. The change, it was nothing but a bare, a barren land there, on the coral and sand at that time. But now it's all grown up, it's beautiful grass and trees and 40 million albatross, goony birds. You should go there. It's nice to visit.

JG: Well, thank you, Bill. It's been most interesting and I think you've broadened our experience by participating.

WC: You gotta be out of gas.

JG: This has been wonderful. I thank you so much.

WC: I'm fine and happy to talk about it.

(Taping stops, then resumes)

(Conversation off-mike)

END OF INTERVIEW

# PEARL HARBOR REMEMBERED

## INTRODUCTION:

Sunday, December 7, 1941, planes from the Imperial Japanese Navy attacked the Pearl Harbor Naval Base where more than 2,000 people were killed, including 1,177 marines and sailors on a single ship, the USS *Arizona*. The planes struck completely by surprise without a declaration of war, without a chance for our soldiers to prepare. Described by then president, Franklin Roosevelt, as “a day that will live in infamy”, December 7, 1941, has become a hallmark in American history. Historians can tell us about the events of that morning, those leading up to it and those that followed but the survivors have something to share with us that is more personal, more moving and in many ways, more meaningful. In the next few minutes, we’ll meet six survivors of the attack on Pearl Harbor. We’ll also meet a third-generation American of Japanese ancestry interned by the US government at Hart Mountain, Wyoming. As these brave and thoughtful men speak, we’ll learn about their experiences then and their feelings today. We’ll also honor anew the memories of their comrades and friends who gave their lives in service to our country. By listening carefully to these real-life stories, we can discover new meanings to the words: duty, honor and country and if we pay heed to these words with our hearts as well as our minds, we’ll learn valuable lessons about courage, fear, war, peace, anger and forgiveness.

## WARREN VERHOFF

My name is **Warren Verhoff**. I’m a senior chief petty officer, United States Navy retired. On 7 December ’41 I was the 3<sup>rd</sup> class radioman serving on a large tugboat, the USS *Keosauqua*. That’s an Indian name. On that morning, we were working already. We had just come down this channel right over here behind me. We saw a little submarine on our way out. It was submerged and we thought it was one of ours. When we reached out here this point here to meet a ship coming in with a barge, we saw the USS *Ward* out there about a mile dropping depth charges...dropping depth charges and then firing its guns. We thought nothing of it again because the destroyers out there were always dropping depth charges, sometimes just for exercises. We met the ship coming in right over at that point over there. We’re taking a barge away from it. This is my ship’s log at exactly 0755: Japanese planes were attacking Pearl Harbor. This whole sky was filled with flames. We went to general quarters. That’s our battle stations. There were enemy planes overhead all dropping bombs. They were falling all over the place. At 7:58, one of the planes came down the channel here very low and very slow strafing us – that’s machine-gunning us. Turned around, came back and did it again before we could get our little 30-calibre loaded. We ran down to our magazine, got the 30-calibre ammo out (there were pans... round pans of ammo), carried them up to the top of the radio shack and commenced firing back. So that’s about the size of it. The whole day was spent rescue work or fighting fires. Oh, one time they sent us up to West Loch to look for midget subs. I asked the skipper, “What are we going to do if we find one?” He said,

“We’re going to ram it”. I said, “Oh, OK”. But that’s the type of a day it was on that 7<sup>th</sup> of December. The attack ended at 10:15. The last wave came over. Started at 07:55 and it seemed like it lasted for 24 hours but it was only a matter of a couple of hours. Well, we were mad when we were being attacked and we were mad that afternoon, but in the evening then we got scared ’cause we couldn’t figure out what the hell was going to happen next. That was the worst part of all. For a couple of months, I dreamt about airplanes coming over the horizon. Every night I’d go to sleep and see these planes coming over. There are just some sights you remember so well like one I remember when we were going around Ford Island and here’s this one guy hanging up in the rigging. He was up there for about a week. He was dead. We didn’t have time to go up and get him...too busy down below doing stuff. Then they began picking, small boats began picking guys out of the water that kept floating up, known as “floaters”. They’d come up no legs, no arms, things like that. That’s always been vivid in my memory. On 7 December ’41, I was 20 years old. I’d been in the navy since 1938. I joined when I was 17. I was supposed to get out April 3<sup>rd</sup>, ’42 ’cause I was known as a minority cruise and that would be the day before my 21st birthday but it was not to be. I ended up doing another 3 ½ years, got out in ’45 when the war ended. So it changed my whole life.

## **BILL SPEER**

My name is **Bill Speer**. I’m one of several Pearl Harbor survivors that volunteer here. Originally, my home was Kentucky. I was on board USS *Honolulu* at the time of the attack, a light cruiser. I had just taken a shower and I’d gotten back to the office. All I had on was my skivvies and I heard the planes. I looked out the port and looked aft and I thought, “What in hell is the army doing up on Sunday morning holding drills!” Then I saw a plane drop a torpedo and our 50-calibre machine guns had started firing before general quarters was ever sounded and when general quarters was sounded, I took off. My battle station was a JA talker or a communication bridge. In those days, you go forward and up on the starboard and aft and down a port regardless of what you got on or what you haven’t got on. So I had nothing but my skive shorts on all day long. Where our ship was that morning, at berth 21, we could get a good view of the Arizona, uh, whole battleship row. But our stern was taken out and if you could see here, our stern is sticking out from the dark area which made it very vulnerable for torpedoes. So Warren Verhoff, one of the other volunteers, on board the USS *Keosaqua* during the attack, brought a tote target around and put it to stern of our ship so in case a torpedo hit it, it would explode there instead of our ship. Then we got the...the bomb hit, which went through the dock. Now since our stern was out so far, that bomb hit mid-ship and it flooded those compartments and busted the fuel lines in that area right there. Luckily, nobody was in those compartments. We were very fortunate, very lucky ship. We lost a boat. As far as that goes, we sent boats over there to pick up people and a bomb went through one of our boats but that’s the only thing we lost was a boat. None of our men were lost. But you don’t get...realize what’s going on, you might say, until later because you’re doing what you were trained to do. Where we were, you could look over and see the *Arizona*, see all the battleships. I remember engine room calling up to the bridge. The captain’s talker was a chief yeoman name of Pinkeye. “Hey, Pinky, what’s going on

up there?” (whispering). And Pinky says, “Nothin”. We’re all standing here with tears in our eyes seeing the devastation going on over at battleship row and very helpless not being able to do anything about it. You know of all the hospital, how many people were in there? The next day, those that were stationed there, less than 10% were still there. The rest had gone back to their ship for station regardless of how bad they were wounded or how bad they were tied up or broken leg. Less than 10% were still there that were there on December 7th. The rest had gone back to their ship. That gives you a little idea of the patriotism.

## **RICHARD HUSTED**

I’m **Richard C. Husted**, commander United States Navy retired. Pearl Harbor, however, I was a seaman first class at that time, 20 years old, stationed aboard the battleship USS *Oklahoma*. We had to have bona fide relations to rate overnight liberty and my mother’s sister was married to Master Sergeant Ted Taylor, who was stationed at Schofield. He lived on the north shore at Haleiwa and he came in and picked me up after personnel inspection Saturday morning and took me up to Haleiwa, where I enjoyed swimming. He lived on the beach and we fished that night. The next morning, however, we got up early. He was a master sergeant. He had to...that was December 7<sup>th</sup>...he had to come in and review the morning reports before they went up the line to his seniors. So we had breakfast and got in the car and drove to Schofield and the idea was that he could take me back to the ship when he was done with his paperwork. We arrived...we had noticed aircraft on the way to Schofield from Haleiwa but we really didn’t pay any attention to them. When we got to the main gate at Schofield, we’d become aware immediately that Wheeler Field was under attack and I left Uncle Ted and to be honest with you, I don’t know how I made it down to the Harbor. I remember coming into the submarine base gate and the attack was still on. Whether it was the second phase or the tail end of the first phase, I couldn’t tell you. It’s...uh, I made my way down to the small boat harbor to get the...a boat out to my ship and I was informed she’d already capsized. She was my first ship and I guess I, uh...it’s still difficult to talk about it. The count on the *Oklahoma* – we had the second largest loss of life. The statistics out in the park and the memorial are 429 men lost: 415 naval personnel, 19 marines. The historian for the Oklahoma Association and the ship’s writer who turned out that first list on them with 443 personnel lost. The fact that I was not aboard the ship had disturbed me for many a year. In fact, I really didn’t talk about it. I don’t know whether I had the guilt feelings or what, but I came out to the 30<sup>th</sup> reunion out here in Honolulu and I met a batch of the survivors off the ship and I joined the Pearl Harbor Survivors’ organization at that time and started talking and it sort of freed me up. I suppose one of the reasons that I’m out at the memorial as a volunteer is a sort of a catharsis for I wasn’t there when it happened.

## **RICHARD FISKE**

My name is **Richard Fiske**. I was a marine bugler aboard the *West Virginia*, 7<sup>th</sup> Marine Division. We carried 95 marines aboard ship. There’s a lot of memories that I go back to

that particular day that I think will always live in my memories. The way it happened was the most unusual thing I ever envisioned in my whole life. When we saw the first airplanes coming over, we thought this was going to be a drill and I was wondering how my dad was 'cause he was on the other side of Ford Island on the *Tangiers* and my brother was a medic up at Schofield Barracks so I said, "I wonder if they're going to have the same drill we are". But when the first aerial torpedoes came in, they were...they came long right down the channel over there and they circled and they were about approximately about 25 feet above the water 'cause we didn't know it then, but they couldn't drop their torpedoes any higher than 25 feet due to the fact that the channel was so shallow. And there was a group of five came in and they were headed for the...they looked like they were headed straight for the *West Virginia* but there was a couple of them that hit...that their torpedoes hit the *Oklahoma* and three hit ours, the *West Virginia*, almost simultaneously. But we were very, very lucky and I think that...I still pray everyday because the good Lord was...was with us and one of the other memories that is very vivid and it's extremely painful...we had three men trapped on the *West Virginia*. We heard their tapping Monday. We didn't hear, or course, Sunday we didn't hear anything but Monday we start hearing tapping on the *West Virginia* and then they went all through the superstructure up into this portion here to find out where the tapping was and it's kind of vibrated throughout the ship and the tapping continued all Monday and Tuesday, Wednesday, Thursday and then they went...sent divers into the ship itself. They made over 14 dives into that ship to find out where those guys were. We...we finally gave up on the... I think it was about the 18<sup>th</sup> or 19<sup>th</sup>. They said, "Well, we can't find 'em" and, uh, they did their best but the tapping continued until the 24<sup>th</sup> of December. We could hear that tapping up until then. One of them was Cliff; he was a very good friend of mine. I used to stand watches with him up on the bridge and he was one of the ones that was in that compartment. Of course, we didn't know it then. In fact, we didn't even know who they were until we took her into dry dock which was on the 18<sup>th</sup> of June 1942. When we went into the dry dock there on the 18<sup>th</sup> of June, the last water-tight compartment we opened up was where we found the three sailors which was Endicott, Coston and Cliff Oles and they were...they were right by the forward generator and that's where we found them. And we have...there was a clock and a calendar in there. We did salvage the clock and we have the clock now in our museum in Parkersburg, West Virginia and this is the clock that was in there and this is the time that we took that we took it out and we haven't changed it since then. So I don't know when the clock actually stopped or when it was...so we don't know. But we do have the clock in our museum and it's one of the...I think, the artifacts that I treasure most of that ship because it represents the three guys that were there and ironically, the other two firemen, John and Jack...both of these guys survived but Cliff didn't. Now, this picture was actually taken the night of December the 6<sup>th</sup> at the Pearl City Tavern...and look at the other two, they're smiling and yet Cliff is very solemn and very sober so you don't know what was going through his mind, you know, but I often wonder what he was thinking of and his life was cut so short that, uh, he never had a chance to realize any dreams that he had.

## EVERETT HYLAND

I joined the navy and I enlisted in 1940 but in those days, you had to wait a while before being called up for active duty. I was called to active duty on January 1<sup>st</sup> of 1941. On the morning of 7 December 1941, I was in my quarters which was several decks down. General quarters was sounded and with the announcement that this was no drill so we immediately headed for our battle stations. At that time, I was a what they called a radio striker. I was an apprentice radio trainee and my battle station was antennae repair. There were about eight of us who had to head topside and antennae repair was if the antennas were knocked down during combat. You climbed up and put them back up. Interesting. However, being in the harbor, there was no need for communications. Everybody was close enough to see what was going on. The first chore I had, or job when I got topside was to close all the battle ports on the side of the ship on which we were located. And as I would go down the main deck bolting down the battle ports, I would stick my head out and I think I remember seeing different happening and, uh, but anyway, after that, we were in the aft compartment which was where we were stationed and, uh, they needed ammunition runners to...for the 3-inch 50 on the fantail. And this is what we wound up doing. We were... started carrying ammo out to the anti-aircraft gun and this was, uh, fine. We got through the first wave of it all right. Several bombs had missed the ship, hit the dock on either side as I understand it, hit the caisson and downs which was under our bow and then came the second wave and uh, we were still running ammo out to the 3-inch 50. During the second wave is when we got struck by a large bomb and unfortunately, I happened to be in the area where the bomb exploded. The next thing I knew, I was flat on my face and, uh, I managed to crawl along the deck and finally stood up and first thing I realized was, "My God, we've been hit", and as I understand it, we were struck by one of the larger bombs. It was a 500-pounder and being rather close to it...in fact, from all the fellas that were in the antennae repair squad, I'm the only one that came out of it and I had...I had a piece of bone chipped out of the right shin. I had my right ankle shot open. I had several pieces of shrapnel in the left leg. I had a chunk blown out of the left thigh. Something went through my right thigh and came out of my right hip. I lost part of my left elbow, had the left bicep torn open and the muscle damage, had my right hand torn open and it seems...they classified these as superficial wounds because the...my primary problem was the burns. My face was burned, my arms were burned, legs were burned. At this particular time, our battle uniform or any uniform was shorts and a t-shirt so we weren't protected from the blast at all. It just kind of burned us to a crisp. I suppose one of the things is, one of the basic things in humanity...you want to stay alive and this is probably 90% of the battle when you're severely injured and you're fighting for your life is just the will to get better. It took a while to get...to get well. I spent 9 months in the hospital. At the end of 9 months, I was back on board another ship. I didn't get put back on the *Pennsylvania*. I got put back on the USS *Memphis*, which was a light cruiser.

## JOE MORGAN

My name is **Joe Morgan**. I'm a retired navy chaplain, also the honorary chaplain of the National Park Service. Occasionally, when the survivors of the USS Arizona pass away, they ask to have their ashes buried with their shipmates out on the Arizona. When the Park Service gets those requests, they usually ask me to conduct those services. Also, they use me in formal services for invocations and benedictions. In 1941, I was an enlisted man, a white hat sailor stationed at Utility Squadron 2 on Ford Island. That morning, I had the duty and I was waiting to muster with the ongoing duty section when about 5 minutes to 8, we heard a bunch of planes flying overhead and we thought they were some of our own carrier planes coming in from sea. There was a loud explosion across the runway from our hangar and the area of the long-range patrol bombers and we thought one of the planes had crashed so we ran out of the hangar expecting to see a burning plane, but instead, we see a burning hangar. We didn't know what was happening, though, until another Japanese plane came diving out of the sun and dropped two bombs in the same vicinity and when they pulled out of the dive, we saw the symbol of the rising sun under their wings and for the first time we realized we were being attacked by the hostile forces of the Japanese Imperial Navy. Now just a teenager joined the navy to see the world, not to fight a war and I was scared to death and man, I started looking for a place to hide. We didn't have bomb shelters in those days and we were just in a corrugated metal building and it didn't furnish too much protection. While I was standing at the end of the hangar on the outside trying to figure out a place to hide when it occurs to me that less than 100 feet away from the hangar is the high-explosive magazine where bombs are stored and in my mind, I thought would probably be target of some Japanese bombers so my feet are turned to terror. I went into the hangar looking for a place that I hoped I would be safe from that impending explosion and located a big steel I- beam was big enough that I could squeeze into the recesses of it to where I'd have steel on three sides of me. I put that steel between me and that magazine and stood there waiting for that explosion which actually never happened because the pilot who'd been assigned that as a target drop was bombing the wrong clump of trees about a block north of the hangar and it...the bomb landed in a vacant lot and did little damage. However, while I was hiding in that I-beam, I noticed that a couple of my shipmates had picked up the 45-calibre pistols that had been used on watch the night before and went out and started shooting at the Japanese planes with these pistols. Now here I am, an aviation ordinance man, I'm a trained aerial gunner with access to machine guns and I'm hiding in an I-beam. I began to feel so ashamed of myself that my shame overpowered my fear and I left my hiding place and put into the armory where machine guns were stored and by this time, some other ordinance men had gathered so we took those machine guns and put 'em in the mounts of the planes parked out on the ground on the warm-up mat outside of the hangar. None of our planes had an opportunity to take off that morning 'cause none of the pilots were actually at the hangar at the time at the beginning of the attack. Besides, most of them were amphibious planes. Anyway, the last gun I put in was in the waste hatch of a PBY Catalina patrol bomber. Then I got behind that gun and manned it for the rest of the attack. Some of the feelings I had that morning was the intense anger I felt towards these people who were attacking us without having declared war. This anger turned to hatred...hatred, though, toward the nation of Japan and its



military, though not toward the local Japanese. In 1941, a third of the population of this island were composed of Americans of Japanese ancestry but not a single one of them ever proved to be disloyal to the United States, not even the aliens that were living here. As I said, this anger turned to hatred, hatred to animosity, the kind of feeling where you enjoy hearing about your enemy being hurt. A month after the attack on Pearl Harbor, when I heard that in the Battle of Midway that four of the six carriers that had taken part in the attack on Pearl Harbor had been sunk, I was elated and I celebrated. Then about four months after the attack on Pearl Harbor when I heard that Jimmy Doolittle and his raiders had bombed Tokyo, I was really overjoyed. Toward the end of the war when I heard that we had dropped a bomb on Hiroshima, I was as happy as though my ball team had won the World Series. This is the feeling of animosity.

## **BOB KINZLER**

My name is **Bob Kinzler**. I am a former member of the 27<sup>th</sup> Infantry Regiment. I came here in September 1940. I was originally assigned to H Company, which would have been over in that corner but while I was taking my basic training, I was transferred to Headquarters Company which is in this building and I was stationed on the second floor of that building. We had a squad room that had about 150 men in that room and at the far end of it was an anti-tank company which was attached to Headquarters Company. On the day before the attack, our company had a cookout at Kailua beach on the other side of the Koolau Mountains. We didn't get back to Schofield until approximately 2:00 AM so when the attack started, everyone except those who had been assigned to a detail were sleeping. Our particular function that morning was to get all of our equipment together and move out to our battle station, but the first thing that I was told to do was to get out to the motor pool and help disperse the trucks. The motor pool is about a half-mile or more from here and I was a radio operator, Morse code operator, but I did drive the half-ton pickup truck for the radio squad. When I got out to the motor pool, those trucks had already been dispersed and I then came back to the barracks. The other members of the company had already rolled their full field packs and were down here in this area so I had to go into the squad room and roll my own. But while I was doing that, evidently a plane had flown over and practically every gun that was in this area started firing at the plane and the noise was almost as loud as the initial explosion that had awakened us earlier. We then, once we had all of our equipment together, took off from Schofield Barracks down past Wheeler Field and when we got to the area of Kipapa Gulch on the far side, the Honolulu side of Kipapa Gulch, we could see all of Pearl Harbor. It was all sugar cane at that time; no tall trees and what we saw there really scared us. We weren't scared up until that time. We then became very, very scared. We could see all of the ships burning at Pearl Harbor and in that very dense black smoke, there were periodic sheets of fire or flame, very deep orange color, explosion within the ship itself. And about 10:00, we were down at the east end of East Loch heading for Roosevelt High School football stadium which was our designated battle station and once we got there, we set up radio nets, telegraph nets to communicate with our outlying battalions. The rest of the day was pretty exciting. Nothing was happening, really. We were getting set up to do our job and

then at 4:00, we heard that marshal law had been placed in effect and we then had complete and total blackout to the best of our abilities.

## **STAN IGAWA**

This poster, this is a sample of the poster that was...that was posted throughout the major cities throughout Washington, Oregon, California. This is the Executive Order 9066, which really started the removal and the incarceration of the Japanese-Americans living on the mainland. There were approximately 130,000 Japanese-Americans that were interned because of this executive order signed by President Franklin D. Roosevelt. My name is Stan Igawa. I was born in Kona on the Big Island and when I was 9 years old, my mom came back from the mainland to take both my brother and I to Los Angeles, California and that's where I received my elementary education and, uh, when the war started, of course, we had the, uh...we were given a few months to get ready and I was interned or we were, my family and I, were interned at Hart Mountain, Wyoming in...Hart Mountain, Wyoming which was a relocation center. I spent approximately three years in camp. I was only 14 years old when we were interned. My first impression...I saw this barracks and boy, I just...I mean, I said, "Geez, is this going to be our home?" and it was just a tar paper barracks and getting inside the room itself, very small, like I said 20 X 20 and nothing there. There were bunks with blankets and that was about it. And then the following... following day it snowed and we ran out and there was, you know, snow on the ground, which is very unusual for us. Plus, oh uh, our table and belonging were covered with dust. I remember the dust...dust and I guess because of the fact that they weren't cleaned before we entered prior to the snowfall and remember how desolate it was, how barren it was. Approximately 200 to 250 yards apart, there were towers and we had armed sentries with light machine guns...I repeat, about approximately maybe 200 yards and these were towers erected to,uh, stop any evacuee from escaping from camp. I mean, you know, you're talking about barb wires that were very difficult to climb in the first place, very high, and yet we had sentries 24 hours making sure that no one was going to escape from camp. There were several incidents that other camps where Japanese-Americans were shot to death because of the so-called saying that they tried to escape and therefore, were shot. That's how really bad, because of the fact that there we were, you know. We didn't do anything wrong and here they put us in camp and not so much the camp itself but when we saw these MP's, you know, they're up in the sentry towers, you know, looking over us and watching our every move. That was kind of frightening, you know, seeing machine guns, especially, up on the tower with the sentry with his Mi-1. That was, uh, scary, seeing that as a youngster. I mean, you know, like I say, there was nothing that... criminal that we did and yet, you know, putting us in a...in a surrounding and in an environment which was very hostile. Unfortunately, our history books don't cover too much about it. Uh, it's the same thing with the Pearl Harbor attack, uh, not enough is written about what happened there and uh, the same thing with the incarceration of the Japanese-Americans here in Hawaii and on the mainland. There's very little written about the fact that citizens were gathered up, removed and taken to these various camps throughout the United States and uh, hopefully this will never happen again.

### **Ending Thoughts of peace and forgiveness:**

When I was recovering from some of my attitudes, I don't know...I suppose at the time you're...you're angry. It isn't until some time later you realize that, uh, there's nothing really to be angry about and eventually you get to the stage where you realize there's no good guys, bad guys. It's everybody is young; everyone is doing what they're told regardless of which side of the conflict you're on. It's, uh...you get to a point where you...where you lose the anger and it's ...it doesn't work. I meet fellas today who...they're still angry. For fifty years they've been angry and to me, they've wasted their entire lifetime.

**-Everett Hyland**

During the four years I was pastor in Wailuku, the man who lead the attack on Pearl Harbor came to Maui. Now here I am a Christian minister, been preaching love your enemies, bless those who curse you, pray for those who spitefully use you, do good to those who hate you, and here comes the man who tried to kill me 15 years before and I realized I still have some anger, hatred and animosity in my heart. And after his talk was over, I went up and introduced myself to him as a survivor of the Pearl Harbor attack and in his polite Japanese way, he bowed his head and said, "Gomen nasai, I'm sorry, please forgive me". He reached to out shake hands with me and as our hands clasped, all that hatred, anger and animosity fled from my heart.

**-Joe Morgan**

You're going to have to maintain, unfortunately, an, uh...an armed service. You're going to have to maintain an air force, a navy, an army...uh, because, uh, conflicts will happen and we will be involved somewhere down the line. But I hope that the young ones that are coming up can do better than we've. There's always that hope. You never want to give up that hope. But the only way to materialize that hope is through education. You have to educate yourself.

**-Richard Husted**

War is not the gallant things that you see on television. It's a horrible thing. People die, people get maimed and I want them to look at one another regardless of who they are and look at their fellow peers and ...and say, "Look, we don't need any wars. Let's see if we can end this thing". And it would be wonderful if we can quit making memorials for the ones that...that gave their lives, but make memorials for the ones who contributed for the benefit of all mankind regardless of who they are or where they came from or what color they are. Wouldn't that be a wonderful thing?

**-Richard Fiske**

and China at war. This intention has been revealed clearly during the course of the present negotiation. Thus, the earnest hope of the Japanese Government to adjust Japanese-American relations and to preserve and promote the peace of the Pacific through cooperation with the American Government has finally been lost.

The Japanese Government regrets to have to notify hereby the American Government that in view of the attitude of the American Government it cannot but consider that it is impossible to reach an agreement through further negotiations.

Above is a copy of the last page of the eleven-page message which the Japanese ambassadors (Kichisaburo Nomura and Saburo Kurusu) in Washington, D.C., were supposed to deliver to the US Secretary of State (Cordell Hull) at 1:00 p.m.. The time would have been 7:30 a.m. in Hawai'i, less than a half hour before the Japanese attack on O'ahu was to begin. The message was not delivered until 2:20 p.m. – one hour after the attack had begun.

Original

U.S. NAVAL AIR STATION, KODIAK ALASKA  
NAVAL COMMUNICATIONS

Routing: NPG NR 63 F L Z 75L 071830 082 TART 0 81

From: CINCPAC | Date: 7 DEC 41

To: ALL SHIPS PRESENT AT HAWAII AREA.

Info: - U R G E N T -

DEFERRED unless otherwise checked ROUTING PRIORITY AIRMAIL MAILGRAM

AIRRAID ON PEARL HARBOR X THIS IS NO DRILL

07014

RM 58 1910 71EC

Copy	Dist	Class	Spec	Spec	Dist	Matl	Area	Per	Dist	Matl	Area	Per	Dist	Matl	Area	Per	Dist	Matl	Area	Per	

At left is one of the first messages to come out of Pearl Harbor regarding the attack.

Below is the first bulletin to the US public about the attack. It came out at 2:22 p.m. in Washington DC, which was 8:52 a.m. in Hawai'i, about halfway through the two-hour attack.

FLASH

WASHINGTON--WHITE HOUSE SAYS JAPS ATTACK PEARL HARBOR.

222PES

BULLETIN

WASHINGTON, DEC. 7 (AP)--PRESIDENT ROOSEVELT SAID IN A STATEMENT TODAY THAT THE JAPANESE HAD ATTACKED PEARL HARBOR, HAWAII, FROM THE AIR.

THE ATTACK OF THE JAPANESE ALSO WAS MADE ON ALL NAVAL AND MILITARY "ACTIVITIES" ON THE ISLAND OF OAHU.

THE PRESIDENT'S BRIEF STATEMENT WAS READ TO REPORTERS BY STEPHEN EARLY, PRESIDENTIAL SECRETARY. NO FURTHER DETAILS WERE GIVEN IMMEDIATELY.

AT THE TIME OF THE WHITE HOUSE ANNOUNCEMENT, THE JAPANESE AMBASSADORS KIURISABORO NOMURA AND SABURO KURUSU, WERE AT THE STATE DEPARTMENT.

FLASH

WASHINGTON--SECOND AIR ATTACK REPORTED ON ARMY AND NAVY BASES IN MANILA.

# United States War Department Alert Notice

WAR DEPARTMENT  
WAR DEPARTMENT GENERAL STAFF  
WAR PLANS DIVISION  
WASHINGTON

**SECRET**

12/7/41  
Date

December 7, 1941.

MEMORANDUM FOR THE ADJUTANT GENERAL, (Through Secretary, General Staff)

Subject: Far East Situation.

The Secretary of War directs that the following first priority secret radiogram be sent to the Commanding General, U.S. Army Forces in the Far East; Commanding General, Caribbean Defense Command; Commanding General, Hawaiian Department; Commanding General, Fourth Army;

Japanese are presenting at one p.m. Eastern Standard time today what amounts to an ultimatum also they are under orders to destroy their Code machine immediately stop just what significance the hour set may have we do not know but be on alert accordingly stop inform naval authorities of this communication.

MARSHALL

*Noted O.C.S.  
12/7/41 jws*

*L. T. Geron*  
L. T. GERON,  
Brigadier General,  
Acting Assistant Chief of Staff.

*Code messages  
sent out  
12:17*

Radios as follows dispatched 11:52 AM, 12-7-41,  
by Code Room, WADC:  
12:05 #733 to CG, USAFFE, Manila, P.I.;  
12:17 #529 to CG, Far. Dept., Ft. Shafter, HI.  
12:00 #513 to CG, Cbn. Def. Cndy, Quarry Heights, CG.  
12:17 #16 to CG, Fourth Army, Pres. of San Francisco, Cal.  
ahb - 1705.

**SECRET**

The above is a copy of the warning sent out from the US War Department in Washington, DC, from the office of the US Army Chief of Staff, General George C. Marshall. The message was sent out at 12:17 p.m. Washington, DC, time as indicated by the hand written addition in the "drawn box". This message reached Honolulu at 7:33 a.m. (1:03 p.m. Washington, DC, time), less than a half-hour before the Japanese attack on O'ahu was to begin. Moreover, this memorandum did not reach Lt. General Walter C. Short until after 3:00 p.m. - over five hours after the attack on O'ahu had ended.

*(12-7-41) (12-7-41) (12-7-41)*

*RE 12-7-41  
Doj*

The radio log of the section base at Bishop's Point (5-29) recorded Ward's messages concerning the incident. Lt. Comdr. Harold Kaminski (5-30) was on duty at Fourteenth Naval District Headquarters and did his best to pass the information upward through channels. Yet so many false reports had been made of submarine contacts in the Oahu area that Admiral Kimmel was still awaiting confirmation of this incident when Fuchida's airmen struck.

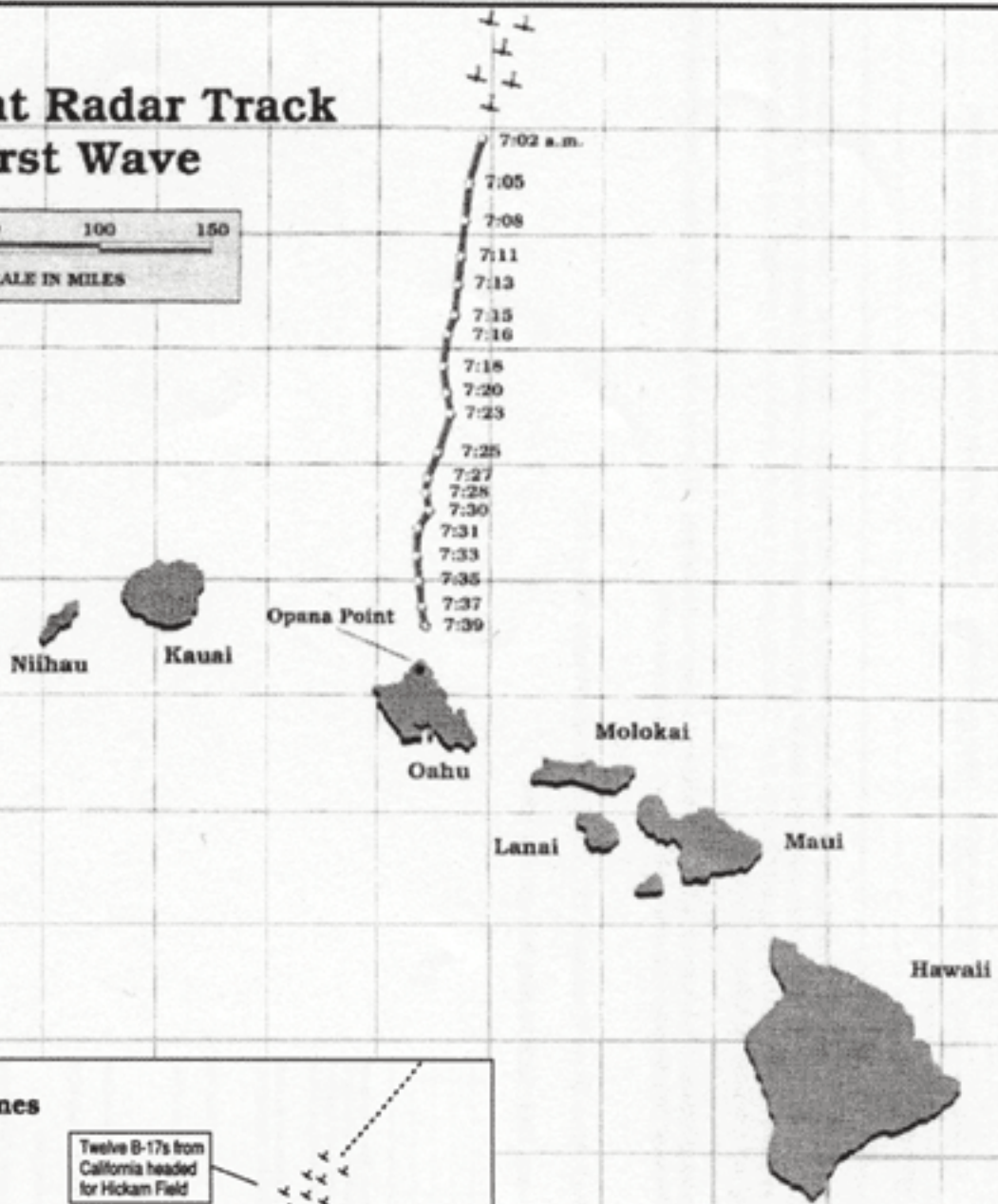
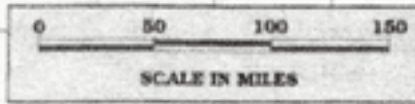
RADIO LOG	
SECTION BASE BISHOP'S POINT, OAHU, T.H.	
WATCH	RECKIVER & CONTROLS <u>J.K.</u>
<u>G.E. GIBSON</u> SUPERVISOR	FRE. <u>2670</u> KCS. <u>1941 R.W.H</u>
<u>RJB. MOYLE</u> OPERATOR	DATE <u>7 DECEMBER 1942</u>
1715 <del>1721</del>	TIME OF LAST ENTRY DW2X V DN3L AR DN3L V DW2X K DW2X V DN3L P BR WE HAVE DROPPED DEPTH CHARGES UPON SUBS OPERATING IN DEFENSIVE SEA AREA AR DW2X V DN3L STAND BY FOR MORE MESSAGES DN3L V DW2X IMI YOUR LAST PRIORITY K 1723 DW2X V DN3L WE HAVE ATTACKED FIRED UPON AND DRIPPED DEPTH CHARGES UPON SUBMARINE OPERATING IN DEFENSIVE SEA AREA AR DW2X V DN3L DID YOU GET THAT LAST MESSAGE K V DW2X R V DN3L STAND BY FOR FUTHER MESSAGES

5-29. Ward's radio messages.

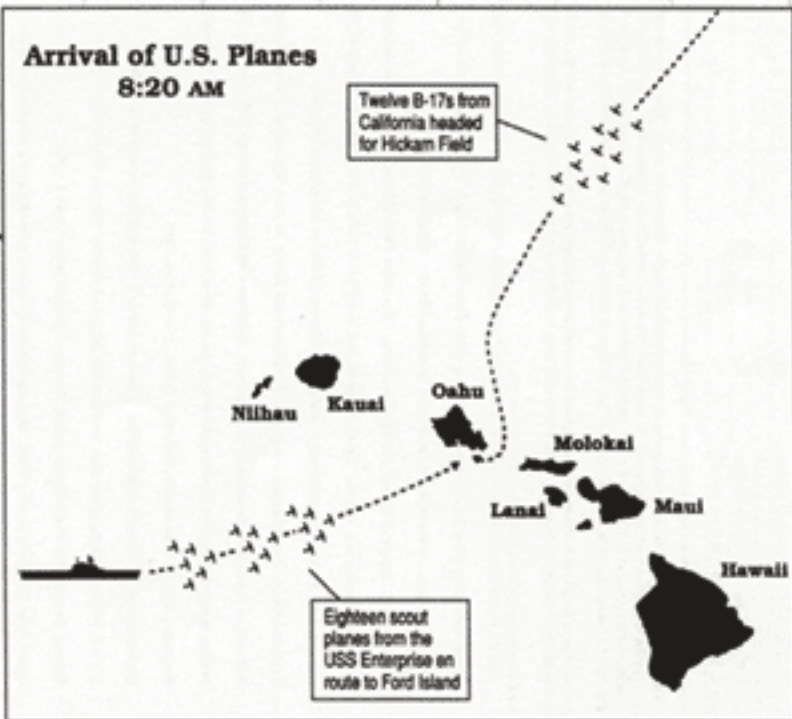


5-30. Lt. Comdr. Harold Kaminski, watch officer in Rear Admiral Bloch's headquarters.

# Opana Point Radar Track of First Wave



## Arrival of U.S. Planes 8:20 AM





## United States Army Air Force Defense Over O'ahu During the December 7, 1941 Attack

U.S. Pilot & Type of Plane	Airfield	Engaged the Enemy	Confirmed Kills	Probable Kills	Enemy Damaged	Pilot Killed	Pilot Wounded	Remarks
1st Lt. Samuel W. Bishop / P-40	Bellows Airfield	No					Wounded In Action	Shot down soon after take-off and managed to swim to shore.
2nd Lt. Harry W. Brown / P-36	Haleiwa Airfield	Yes	1	1*				*Only Brown's own account in <i>East Wind Rain</i> sites that his probable turned into a confirmed kill.
2nd Lt. John L. Dains / P-40 & P-36	Haleiwa Airfield	Yes	1**			Lost to friendly fire on landing		**There was one confirmed kill that no pilot claimed credit for. Thus, resources gives credit to Dains.
1st Lt. Malcolm A. Moore / P-36	Wheeler Airfield	Yes			1			
2nd Lt. Othneil Norris / P-36	Wheeler Airfield	Yes						
2nd Lt. Philip M. Rasmussen / P-36	Wheeler Airfield	Yes	1					Enemy shot down by his improper firing guns.
1st Lt. Robert J. Rogers / P-36	Haleiwa Airfield	Yes						
1st Lt. Lewis M. Sanders / P-36	Wheeler Airfield	Yes	1	1				
2nd Lt. Fred B. Shifflet / P-?	Wheeler Airfield	Yes						Many sources differ on the type of plane Shifflet flew, either P-36 or a P-40.
2nd Lt. Gordon H. Sterling Jr. / P-36	Wheeler Airfield	Yes	1			Lost in actual air combat		
2nd Lt. Kenneth M. Taylor / P-40	Haleiwa Airfield	Yes	2	1	1		Wounded In Action	
2nd Lt. John M. Thacker / P-36	Wheeler Airfield	Yes						His plane had jammed guns, could not fire.
1st Lt. John Webster / P-?	Haleiwa Airfield	Yes					Wounded In Action	Many sources differ on the type of plane Webster flew, either a P-36 or a P-40.
2nd Lt. George S. Welch / P-40	Haleiwa Airfield	Yes	4					
2nd Lt. George A. Whiteman / P-40	Bellows Airfield	No				Shot down on take-off		
<b>Totals</b>		<b>13</b>	<b>11</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>3</b>	

Notes: There were other American war planes in the air during the attack besides those listed above. The Scouting and Bombing Squadrons from the aircraft carrier USS *Enterprise* also encountered the enemy planes while enroute back to O'ahu. There were some losses from this group of planes from the *Enterprise*, both by enemy and "friendly fire". However, one of these American planes piloted by Ensign John Vogt with his radioman, Sidney Pierce, accidentally collided in mid-air with a Japanese dive-bomber after firing upon it. All crews aboard both planes were killed. Furthermore, a group of B-17s from the U.S. mainland arrived on O'ahu during the first wave attack. Like the *Enterprise* planes, these B-17 bombers were subject to enemy and "friendly fire". Since the bombers were not armed to save on weight and fuel, they were defenseless. There was only one casualty among the B-17 crews, 1<sup>st</sup> Lt. William R. Schick, a flight surgeon. Additionally, a B-18 landed safely at Wheeler having flown in from the island of Moloka'i.

The facts and figures for the table above were determined from sources which seem most reliable, particularly the confirmed kills for Lieutenants Brown and Dains. This research is NOT the definitive answer on this subject. However, the figures for confirmed and probable kills concur with the findings from the United States Air Force Office of History at Hickam Air Force Base, Hawai'i. Copyright © June 1999 by Neal Niiyama, National Park Service, USS *Arizona* Memorial. Revised June 2000.

### Selective Bibliography (Published and Unpublished Sources):

Arakaki, Leatrice R. and Kuborn, John R., Pacific Air Forces Office of History, Hickam Air Force Base, Hawai'i. *7 December 1941, The Air Force Story*. Washington DC: U.S. Government Printing Office, 1991.

Cohen, Stan. *East Wind Rain, A Pictorial History of the Pearl Harbor Attack*. Missoula, Montana: Pictorial Histories Publishing Company, 1981, Sixth Printing Revised: Feb 1996.

Conniebear, Chris. *Interview with Ken Taylor*. Honolulu, Hawai'i: December 4, 1986.

Davidson, H.C. *Report of Enemy Activity Over O'ahu, 7 December 1941*. Headquarters Interception Command, Hawai'i: 18 December 1941.

Hata, Ikuhiko and Izawa, Yasuho. *Japanese Naval Aces and Fighter Units in World War II*. Annapolis, Maryland: United States Naval Institute, 1989.

Lambert, John W. *The Long Campaign*. Manhattan, Kansas: Sunflower University Press, 1982.

Lambert, John W. *The Pineapple Air Force: Pearl Harbor to Tokyo*. St. Paul, Minnesota: Phalanx Publishing Co., Ltd., 1990.

Maxwell Air Force Base, Alabama, Archives Branch. *Interview with Lieutenant George S. Welch*. May 19, 1942.

Mingos, Howard. *American Heroes of the War in the Air*. New York: Lanciar Publishing, Inc., 1943, volume one.

Rasmussen, Philip. *Pearl Harbor, December 7, 1941, Recollection*. 1991.

Slackman, Michael. *Target: Pearl Harbor*. Honolulu, Hawai'i: University of Hawai'i Press, 1990.

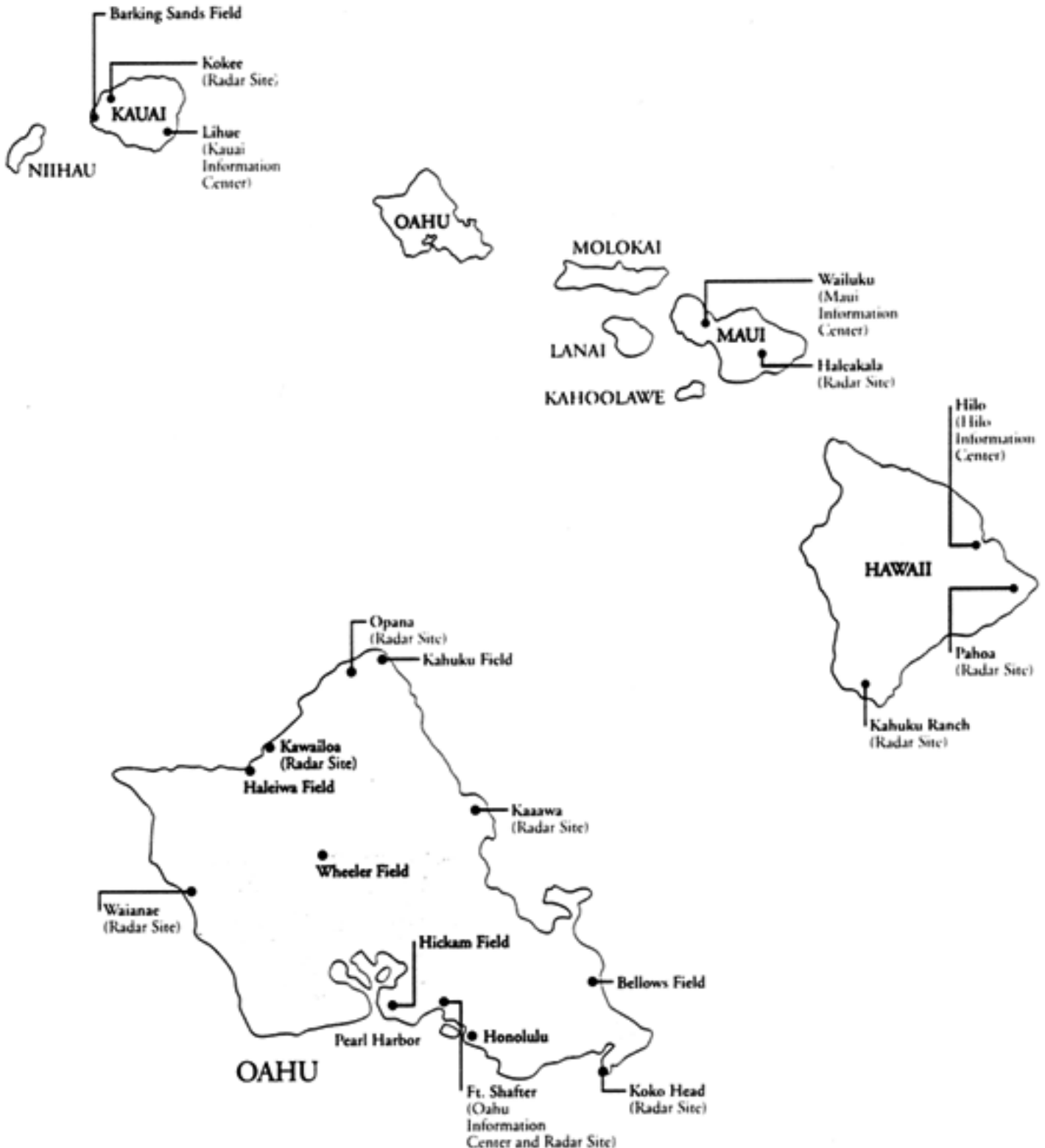
Travens, Vincent. *Stories of Heroism and Sacrifice, John Leroy Dains*. Courier, Winter 1991.

Travens, Vincent. *The Pearl Harbor Attack, Japanese Aircraft Losses*. April 5, 1992.

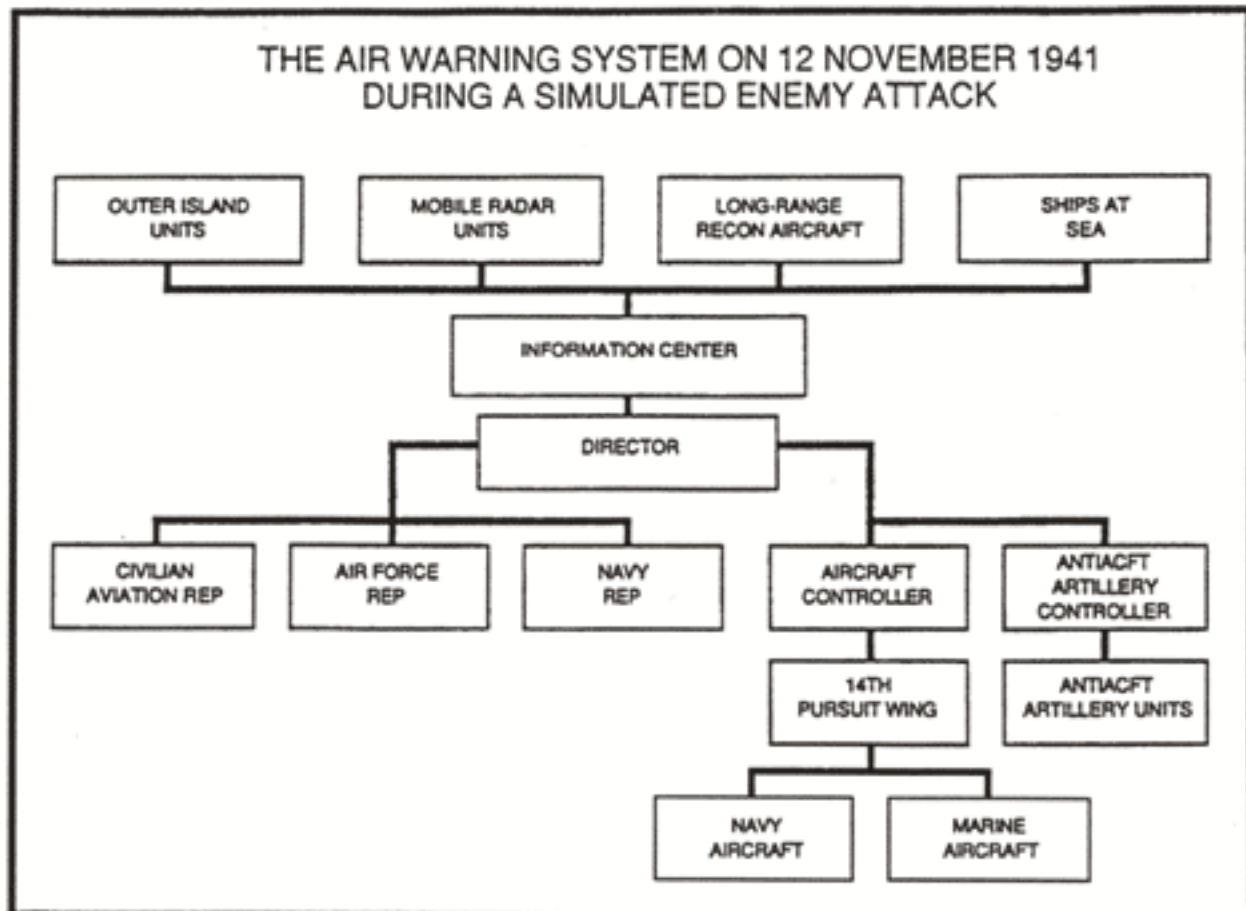
United States Congress, Seventy-Ninth. *Hearings Before the Joint Committee on the Investigation of the Pearl Harbor Attack*. Washington DC: U.S. Government Printing Office, 1946, 39 volumes.

Various other references.

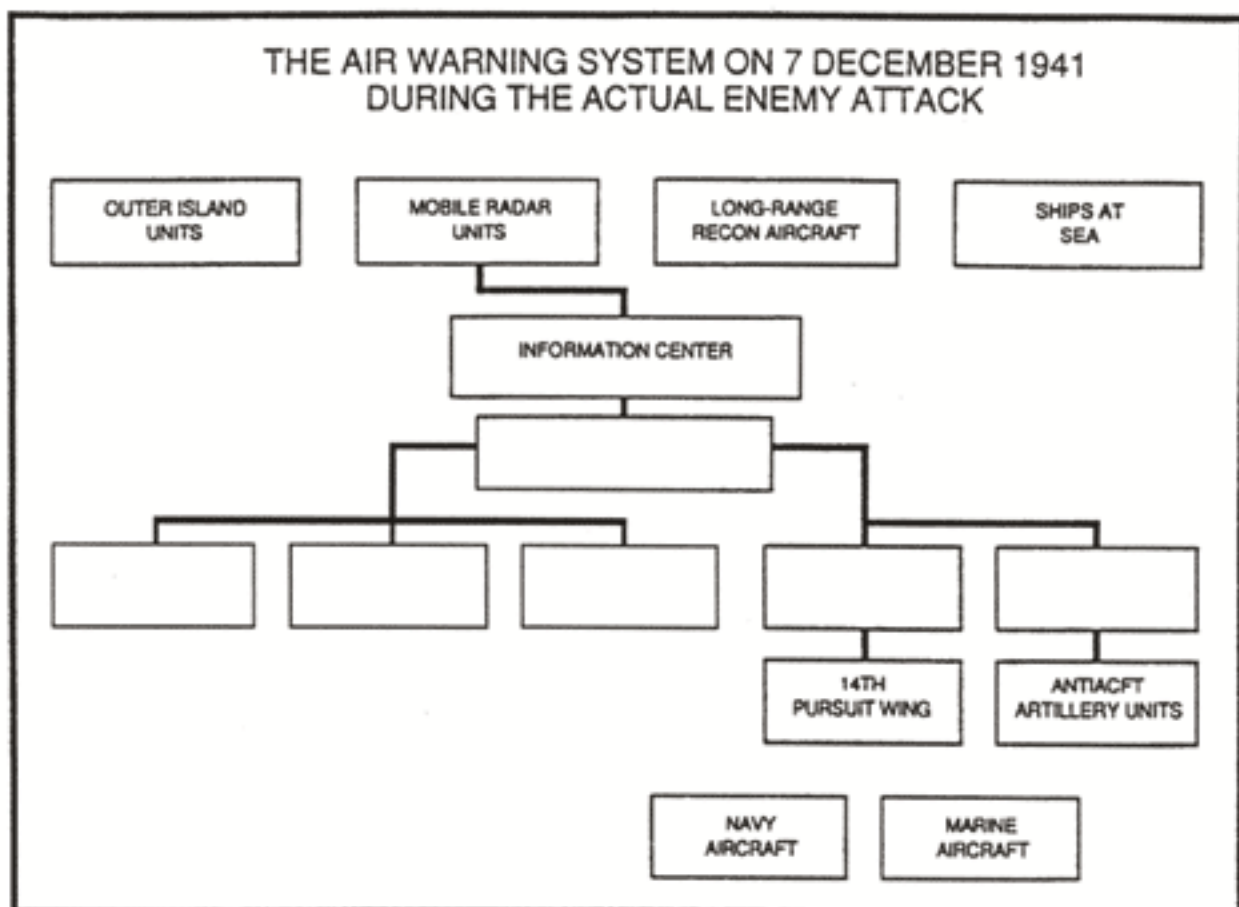
# World War II Radar and Information Center Sites



### THE AIR WARNING SYSTEM ON 12 NOVEMBER 1941 DURING A SIMULATED ENEMY ATTACK



### THE AIR WARNING SYSTEM ON 7 DECEMBER 1941 DURING THE ACTUAL ENEMY ATTACK



On the morning of 7 December 1941, there were in operation five mobile radar sites on O'ahu (the sixth, at Ft. Shafter was not yet in operation). At 7:00 a.m., all the sites except the one at 'Ōpana were shut down (later to be reopened). The operators at 'Ōpana were Privates Joseph Lockard and George Elliott. They tracked the Japanese planes from 7:02 until the signal was lost at about 7:40 due to background interference, and had shut down their unit a few minutes later. The Japanese air attack on O'ahu began at 7:50 at Wheeler Army Airfield.

Pvt. Elliott called the Information Center at Ft Shafter shortly after their first sighting on their radar. At the time, the only personnel available at the Center were the switchboard operator, Pvt. Joseph McDonald and an Army pilot, Lt. Kermit Tyler. Tyler was on his second day of training as an observer and told the radar operators not to worry about the contact.

**PRESIDENT ROOSEVELT'S MESSAGE ASKING FOR WAR AGAINST JAPAN**  
**December 8, 1941**

Yesterday, December 7, 1941—a date which will live in infamy—the United States of America was suddenly and deliberately attacked by naval and air forces of the Empire of Japan.

The United States was at peace with that nation and, at the solicitation of Japan, was still in conversation with its Government and its Emperor looking toward the maintenance of peace in the Pacific. Indeed, one hour after Japanese air squadrons had commenced bombing in Oahu, the Japanese Ambassador to the United States and his colleague delivered to the Secretary of State a formal reply to a recent American message. While this reply stated that it seemed useless to continue the existing diplomatic negotiations, it contained no threat or hint of war or armed attack.

It will be recorded that the distance of Hawaii from Japan makes it obvious that the attack was deliberately planned many days or even weeks ago. During the intervening time the Japanese Government has deliberately sought to deceive the United States by false statements and expressions of hope for continued peace.

The attack yesterday on the Hawaiian Islands has caused severe damage to American naval and military forces. Very many American lives have been lost. In addition American ships have been reported torpedoed on the high seas between San Francisco and Honolulu.

Yesterday the Japanese Government also launched an attack against Malaya. Last night Japanese forces attacked Hong Kong. Last night Japanese forces attacked Guam. Last night Japanese forces attacked the Philippine Islands. Last night the Japanese attacked Wake Island. This morning the Japanese attacked Midway Island.

Japan has, therefore, undertaken a surprise offensive extending throughout the Pacific area. The facts of yesterday speak for themselves. The people of the United States have already formed their opinions and well understand the implications to the very life and safety of our nation.

As Commander-in-Chief of the Army and Navy, I have directed that all measures be taken for our defense.

Always will we remember the character of the onslaught against us.

No matter how long it may take us to overcome this premeditated invasion, the American people in their righteous might will win through to absolute victory.

I believe I interpret the will of the Congress and of the people when I assert that we will not only defend ourselves to the uttermost but will make very certain that this form of treachery shall never endanger us again.

Hostilities exist. There is no blinking at the fact that our people, our territory and our interests are in grave danger.

With confidence in our armed forces—with the unbounded determination of our people—we will gain the inevitable triumph—so help us God.

I ask that the Congress declare that since the unprovoked and dastardly attack by Japan on Sunday, December seventh, a state of war has, existed between the United States and the Japanese Empire.

U.S. AT WAR

Austin Today BY J. WALTER BEEBE

AUSTIN has been named, by a leading business magazine, as one of the ten cities of the United States showing the greatest business improvement during the past year.

THERE may be something in that to think about. In these modern days, we have come to worship at the shrine of big-ness.

A FRIEND, writing at this office a few days ago, was discussing a Texas city which is formerly lived.

I AM not writing this in order to pour cold water on any effort Austin may make to grow and prosper.

AUSTIN has something else that most of the great cities lack. It has a class of citizens who are determined to maintain the free American way.

OPM Sets Monthly REA Project Quotas

WAR

WASHINGTON, Dec. 7.—(INS)—President Roosevelt has ordered the army and navy to use their full power for the defense of the United States.



Philippine anti-aircraft gunners of U. S. army, upper left; Dutch planes and ships in Dutch Indies, upper right, and British guns at Singapore, lower right.

British Troops Take Battle Stations As Jap Crisis Grows

SINGAPORE, Dec. 7.—(INS) (Reuter)—(INS)—News of the smallest detail Singapore staff fully mobilized today after all fighting was at British command.

Cadet's Plane Explodes, Plunges Into Water

NEW YORK, Dec. 6.—(INS)—Aristocrat cadet Charles L. Devorport, attached to Mitchell Field, was killed in view of thousands of beachfront structures at Rockaway beach this afternoon when his plane exploded in midair and plunged into the water.

British Sink German Raider

LONDON, Dec. 6.—(INS)—The battle-strewn British cruiser Despatch has sunk a big German commerce raider of about 10,000 tons in the South Atlantic, the admiralty announced today.

Senate to Ask FDR For Defense Program Czar

KANSAS CITY, Dec. 6.—(INS)—Auntie "submarine" waste and mismanagement in the defense program had been uncovered by the Senate investigating committee, Sen. Harry S. Truman, its chairman, disclosed in Kansas City today.

WASHINGTON, Dec. 7.—(INS)—A White House spokesman issued an announcement today that the Japanese have launched an attack on U. S. army and navy bases in Hawaii and at Manila in the Philippines.

Objects of the attacks, the announcement revealed, were the American naval base at Pearl Harbor and both army and naval bases at Manila.

Details of the attack were not revealed in the announcement.

Even as the Japanese "peace or war" envoys were at the State Department, the announcement was made by Presidential Secretary Stephen T. Early.

Secretary of State Cordell Hull angrily told the Japanese envoys that their government's answer to his recent document on the U. S. position in Far East is "crowded with infamous falsehoods and distortions."

The army and navy were ordered by President Roosevelt to execute all "previous prepared orders for defense" immediately.

The entire U. S. army was ordered today by Secretary of War Henry L. Stimson to go into uniform effective Monday.

Secretary Stimson's order came only a few minutes after the announcement of the surprise Japanese attack by air on American bases at Pearl Harbor and Manila.

President Roosevelt announced that the cabinet will meet in extraordinary session at 8:30 tonight, and that Congressional leaders of both parties will join the meeting at 9 o'clock.

In the meantime, the Panama government announced that it was working swiftly to round up all Japanese in that country as a precautionary measure to forestall possible damage to the Panama Canal.

SAN FRANCISCO, Dec. 7.—(INS)—Chief of Staff W. K. Kirtland today requested all essential radio to broadcast the following message:

"All civilians and military men within the 10th Naval District are directed to report to their stations immediately."

Rear Admiral John W. Grantham announced all staff officers to be at headquarters.

The navy intelligence had no immediate information on the reported torpedoing of an American lumber schooner 1,500 miles west of San Francisco.

The location would be roughly half the distance to Honolulu and indicate the presence of enemy aircraft at that distance.

MANILA, Dec. 7.—(INS)—The American naval base at Cavite, Island of Luzon, was subjected to enemy attack this morning.

Army and Navy authorities announced all forces to their stations to meet the attack.

There was no immediate report on damage.

WASHINGTON, Dec. 6.—(INS)—The United States tonight moved swiftly to take over all Finnish flag ships in U. S. ports as an immediate response to Japan's declaration of war against Finland.

The number of ships actually affected by the plan was not immediately known.

The president's dramatic action was announced by the State Department and Japanese government was informed of Japanese preparations of an imminent invasion of Thailand.

The state department made the news announcement that President Roosevelt was dropping into the situation through personal communication with the Japanese emperor that the contents of the message was not disclosed.

The President acted swiftly as every indication in the American government was that Japan has broken its agreement to southern Indo-China for neutrality of Thailand that may come at any hour.

A top military intelligence report to Washington late this afternoon stated, the state department disclosed, that Japanese troops had sent a total of 15,000 troops into Indo-China and that Japanese troops have been sent to all the southern points of Indo-China spreading toward the Gulf of Siam.

Bulletins

LONDON, Dec. 7.—(INS)—Britain tonight prepared to declare war on Japan as soon as the United States does so.

Secretary of War Henry L. Stimson today announced that the cabinet will meet in extraordinary session at 8:30 tonight.

WASHINGTON, Dec. 7.—(INS)—Secretary Early at 2:35 said that a second air attack is reported.

WASHINGTON, Dec. 7.—(INS)—Japan's special envoy Saburo Kurosu and Ambassador Kichiroshi Nomura met today at the State Department at 2:30 p. m.

Italy Develops Plane Without Propeller

ROME, Dec. 6.—(INS)—Italy's newest aircraft creation, a propellerless plane which instead of being in the atmosphere with air screws, literally soaks the air through the skin, was the subject of Rome today.

Roosevelt Sends Personal Note To Jap Emperor

Last Hour Move Made to Avert War With Japan

WASHINGTON, Dec. 6.—(INS)—President Roosevelt, in a desperate, last hour attempt to avert outbreak of a major conflict in the Pacific, tonight addressed a personal message to Emperor Hirohito of Japan.

The president's dramatic action was announced by the State Department and Japanese government was informed of Japanese preparations of an imminent invasion of Thailand.

The state department made the news announcement that President Roosevelt was dropping into the situation through personal communication with the Japanese emperor that the contents of the message was not disclosed.

The President acted swiftly as every indication in the American government was that Japan has broken its agreement to southern Indo-China for neutrality of Thailand that may come at any hour.

A top military intelligence report to Washington late this afternoon stated, the state department disclosed, that Japanese troops had sent a total of 15,000 troops into Indo-China and that Japanese troops have been sent to all the southern points of Indo-China spreading toward the Gulf of Siam.

RAF Destroys 255 Planes, Loses 235

LONDON, Dec. 6.—(INS)—The RAF destroyed 255 Axis planes in November and lost 235 of its own craft in fighting on all fronts.

MONTELEONE, Dec. 7.—(INS)—America's outpost of the Pacific, sought Pearl Harbor naval base was under enemy attack today.

Anti-aircraft guns opened fire when the planes dived low over the base and released repeated attacks of bombs.

Two warships lying in the harbor were sunk.

The planes later returned to the attack.

The attack was a complete surprise with minimum forces of the forces of the army and navy on hand.

A full of heavy black smoke hung over Pearl Harbor.

THIRD TRIAL SET

LAKE CHARLES, La., Dec. 6.—(INS)—The third trial of the case of the murder of Joseph Cotton, a St. Louis salesman, today had been set for Jan. 15.

Three British youths, ALVIN KENNING, HERBERT FERRY, RALPH ROBERTS, formerly in the banking newspaper and now students, RAF commissions at the Trent training school, are the guests of MISS FAY COOPER and have with GOVERNOR COLE STEVENSON and other relatives.

Saturday was a birthday for FRIDA WACKER, \* \* \* MISS LINELL WENDLANDY will observe her birthday Sunday.

Always BOWELL, NEVILLER and FOREST BENNEY have from San Antonio for the football game. If that was a football game.

MR. and MRS. GEORGE WELLS were observing today their anniversary. \* \* \* Dallas it was MR. and MRS. JIMMY BEEK. \* \* \* And also present and accounted for was Marie Star BEUCE. C. BOY—who also are the Longshore ship the Aggie.

ROBIN TOWN

Web and Yarns; M. E. MORRIS from Houston, Tex. and business. \* \* \* DICK GENE KAMARARA of Waco.

Three British youths, ALVIN KENNING, HERBERT FERRY, RALPH ROBERTS, formerly in the banking newspaper and now students, RAF commissions at the Trent training school, are the guests of MISS FAY COOPER and have with GOVERNOR COLE STEVENSON and other relatives.

Saturday was a birthday for FRIDA WACKER, \* \* \* MISS LINELL WENDLANDY will observe her birthday Sunday.

Always BOWELL, NEVILLER and FOREST BENNEY have from San Antonio for the football game. If that was a football game.

MR. and MRS. GEORGE WELLS were observing today their anniversary. \* \* \* Dallas it was MR. and MRS. JIMMY BEEK. \* \* \* And also present and accounted for was Marie Star BEUCE. C. BOY—who also are the Longshore ship the Aggie.

# WAR!

(Associated Press by Transpacific Telephone)  
**SAN FRANCISCO, Dec. 7.—**President Roosevelt announced this morning that Japanese planes had attacked Manila and Pearl Harbor.

# OAHU BOMBED BY JAPANESE PLANES

## SIX KNOWN DEAD, 21 INJURED, AT EMERGENCY HOSPITAL

### Attack Made On Island's Defense Areas

By UNITED PRESS  
WASHINGTON, Dec. 7.—Text of a White House announcement detailing the attack on the Hawaiian islands is:  
"The Japanese attacked Pearl Harbor from the air and all naval and military activities on the island of Oahu, principal American base in the Hawaiian islands."

Oahu was attacked at 7:55 this morning by Japanese planes.  
The Rising Sun, emblem of Japan, was seen on plane wing tips.

Wave after wave of bombers streamed through the clouded morning sky from the southwest and flung their missiles on a city resting in peaceful Sabbath calm.

According to an unconfirmed report received at the governor's office, the Japanese force that attacked Oahu reached island waters aboard two small airplane carriers.  
It was also reported that at the governor's office either an attempt had been made to bomb the USS Lexington, or that it had been bombed.

#### CITY IN UPROAR

Within 10 minutes the city was in an uproar. As bombs fell in many parts of the city, and in defense areas the defenders of the islands went into quick action.

Army intelligence officers at Ft. Shafter announced officially shortly after 9 a. m. the fact of the bombardment by an enemy but long previous army and navy had taken immediate measures in defense.

"Oahu is under a sporadic air raid," the announcement said.

"Citizens are ordered to stay off the streets until further notice."

#### CIVILIANS ORDERED OFF STREETS

The army has ordered that all civilians stay off the streets and highways and not use telephones.

Evidence that the Japanese attack has registered some hits was shown by three billowing pillars of smoke in the Pearl Harbor and Hickam field areas.

All navy personnel and civilian defense workers, with the exception of women, have been ordered to duty at Pearl Harbor.  
The Pearl Harbor highway was immediately a mass of racing cars.

A trickling stream of injured people began pouring into the city emergency hospital a few minutes after the bombardment started.

Thousands of telephone calls almost swamped the Mutual Telephone Co., which put extra operators on duty.

At the Star-Bulletin office the phone calls deluged the single operator and it was impossible for this newspaper, for sometime, to handle the flood of calls. Here also an emergency operator was called.

#### HOOR OF ATTACK—7:55 A. M.

An official army report from department headquarters, made public shortly before 11, is that the first attack was at 7:55 a. m.

Witnesses said they saw at least 50 airplanes over Pearl Harbor.

The attack centered in the Pearl Harbor. Army authorities said:

"The rising sun was seen on the wing tips of the airplanes."

Although martial law has not been declared officially, the city of Honolulu was operating under M-Day conditions.

It is reliably reported that enemy objectives under attack were Wheeler field Hickam field, Kaneohe bay and naval air station and Pearl Harbor.

Some enemy planes were reported shot down.

The body of the pilot was seen in a plane burning at Wahiawa.

Oahu appeared to be taking calmly after the first uproar of queries.

#### ANTI-AIRCRAFT GUNS IN ACTION

First indication of the raid came shortly before 8 this morning when anti-aircraft guns around Pearl Harbor began sending up a thunderous barrage.

At the same time a vast cloud of black smoke arose from the naval base and also from Hickam field where flames could be seen.

#### BOMB NEAR GOVERNOR'S MANSION

Shortly before 9:30 a bomb fell near Washington Place, the residence of the governor. Governor Poindexter and Secretary Charles M. Hite were there.

It was reported that the bomb killed an unidentified Chinese man across the street in front of the Schuman Carriage Co. where windows were broken.

C. E. Daniels, a welder, found a fragment of shell or bomb at South and Queen Sts. which he brought into the City Hall. This fragment weighed about a pound.

At 10:05 a. m. today Governor Poindexter telephoned to The Star-Bulletin announcing he has declared a state of emergency for the entire territory.

He announced that Edward L. Doty, executive secretary of the major disaster council, has been appointed director under the M-Day law's provisions.

Governor Poindexter urged all residents of Honolulu to remain off the street, and the people of the territory to remain calm.

Mr. Doty reported that all major disaster council wardens and medical units were on duty within a half hour of the time the alarm was given.

Workers employed at Pearl Harbor were ordered at 10:10 a. m. not to report at Pearl Harbor.

The mayor's major disaster council was to meet at the city hall at about 10:30 this morning.

At least two Japanese planes were reported at Hawaiian department headquarters to have been shot down.

One of the planes was shot down at Ft. Kamehameha and the other back of the Wa-

### Hundreds See City Bombed

Hundreds of Honoluluans who hurried to the top of Punchbowl soon after bombs began to fall, saw spread out before them the white panorama of surprise attack and defense.

Far off over Pearl Harbor the white sky was polluted a little with anti-aircraft activity.

Rolling away from the navy base were billowing clouds of white smoke. A band of haze outlined the high contours of the coast.

Out from the silver-surfaced roofs of the harbor a little of darkness appeared in the white smoke pouring from their stacks.

From the Page 5, Column 1

#### Schools Closed

All schools on Oahu, both public and private, will remain closed until further notice, Edward L. Doty, executive secretary of the major disaster council, announced at 11 a. m. today. This does not apply elsewhere in the territory.

Children were ordered to stay off the streets and to remain in their homes.

Children were reported injured and one reported killed after a bomb that fell at Fort and School Sts.

### Names of Dead and Injured

The city emergency hospital reported at 10:30 a. m. that a killed and 21 injured.

The complete list will be announced later. In a partial list, Walter Lewis, 64, of 1001 Kamehameha St., was reported at 7:55 a. m. to be in serious condition from wounds to the upper abdomen.

Children were reported injured and one reported killed after a bomb that fell at Fort and School Sts.

### Editorial

#### HAWAII MEETS THE CRISIS

Honolulu and Hawaii will meet the emergency of war today as Honolulu and Hawaii have met emergencies in the past—calmly, calmly and with immediate and complete support of the officials, officers and troops who are in charge.

Governor Poindexter and the army and navy leaders have called upon the public to remain calm; for civilians who have no essential business on the streets to stay off; and for every man and woman to do his duty.

That request, coupled with the measures promptly taken to meet the situation that has suddenly and terribly developed, will be needed.

Hawaii will do its part—as a loyal American territory. In this crisis, every difference of race, creed and color will be submerged in the one desire and determination to play the part that Americans always play in crisis.

#### BULLETIN

Additional Star-Bulletin extras today will cover the latest developments in this war news.

The Imperial War Rescript, declaring war on the United States and Great Britain, was issued by Japan at 11:40 a.m. on December 8 in Tokyo, which was 4:10 p.m. on December 7 in Hawaii, eight hours after Japan had attacked the United States at Hawaii.

The following Imperial Rescript, issued on December 8, 1941, was reprinted on the eighth day of each month until September 1945, to remind the people of Japan of the reasons for their war.

### IMPERIAL RESCRIPT

We, by grace of heaven, Emperor of Japan, seated on the Throne of a line unbroken for ages eternal, enjoin upon ye, Our loyal and brave subjects:

We hereby declare War on the United States of America and the British Empire. The men and officers of Our Army and Navy shall do their utmost in prosecuting the war. Our public servants of various departments shall perform faithfully and diligently their respective duties; the entire nation with a united will shall mobilize their total strength so that nothing will miscarry in the attainment of Our war aims.

To insure the stability of East Asia and to contribute to world peace is the far-sighted policy which was formulated by Our Great Illustrious Imperial Grandsire and Our Great Imperial Sire succeeding Him, and which We lay constantly to heart. To cultivate friendship among nations and to enjoy prosperity in common with all nations, has always been the guiding principle of Our Empire's foreign policy. It has been truly unavoidable and far from Our wishes that Our Empire has been brought to cross swords with America and Britain. More than four years have passed since China, failing to comprehend the true intentions of Our Empire, and

recklessly courting trouble, disturbed the peace of East Asia and compelled Our Empire to take up arms. Although there has been reestablished the National Government of China, with which Japan had effected neighborly intercourse and cooperation, the regime which has survived at Chungking, relying upon American and British protection, still continues its fratricidal opposition. Eager for the realization of their inordinate ambition to dominate the Orient, both America and Britain, giving support to the Chungking regime, have aggravated the disturbances in East Asia. Moreover these two Powers, inducing other countries to follow suit increased military preparations on all sides of Our Empire to challenge Us. They have obstructed by every means Our peaceful commerce and finally resorted to a direct severance of economic relations, menacing gravely the existence of Our Empire. Patiently have We waited and long have We endured, in the hope that Our government might retrieve the situation in peace. But Our adversaries, showing not the least spirit of conciliation, have unduly delayed a settlement; and in the meantime they have intensified the economic and political pressure to compel thereby Our Empire to submission. This trend of affairs, would, if left unchecked, not only nullify Our Emperor's efforts of many years for the sake of the stabilization of East Asia, but also endanger the very existence of Our nation. The situation being such as it is, Our Empire, for its existence and self-defense has no other recourse but to appeal to arms and to crush every obstacle in its path.

The hallowed spirits of Our Imperial Ancestors guarding Us from above, We rely upon the loyalty and courage of Our subjects in Our confident expectation that the task bequeathed by Our forefathers will be carried forward and that the sources of evil will be speedily eradicated and an enduring peace immutably established in East Asia, preserving thereby the glory of Our Empire.

Hirohito  
(Imperial Seal)

The 8th day of the 12th month  
of the 16th year of Showa.



**WESTERN DEFENSE COMMAND AND FOURTH ARMY  
WARTIME CIVIL CONTROL ADMINISTRATION**

**Presidio of San Francisco, California**

**May 3, 1942**

**INSTRUCTIONS  
TO ALL PERSONS OF  
JAPANESE  
ANCESTRY**

**Living in the Following Area:**

All of that portion of the City of Los Angeles, State of California, within that boundary beginning at the point at which North Figueroa Street meets a line following the middle of the Los Angeles River; thence southerly and following the said line to East First Street; thence westerly on East First Street to Alameda Street; thence southerly on Alameda Street to East Third Street; thence northwesterly on East Third Street to Main Street; thence northerly on Main Street to First Street; thence northwesterly on First Street to Figueroa Street; thence northeasterly on Figueroa Street to the point of beginning.

Pursuant to the provisions of Civilian Exclusion Order No. 33, this Headquarters, dated May 3, 1942, all persons of Japanese ancestry, both alien and non-alien, will be evacuated from the above area by 12 o'clock noon, P. W. T., Saturday, May 9, 1942.

No Japanese person living in the above area will be permitted to change residence after 12 o'clock noon, P. W. T., Sunday, May 3, 1942, without obtaining special permission from the representative of the Commanding General, Southern California Sector, at the Civil Control Station located at:

Japanese Union Church,  
120 North San Pedro Street,  
Los Angeles, California.

Such permits will only be granted for the purpose of uniting members of a family, or in cases of grave emergency.

The Civil Control Station is equipped to assist the Japanese population affected by this evacuation in the following ways:

1. Give advice and instructions on the evacuation.
2. Provide services with respect to the management, leasing, sale, storage or other disposition of most kinds of property, such as real estate, business and professional equipment, household goods, boats, automobiles and livestock.
3. Provide temporary residence elsewhere for all Japanese in family groups.
4. Transport persons and a limited amount of clothing and equipment to their new residence.

**The Following Instructions Must Be Observed:**

1. A responsible member of each family, preferably the head of the family, or the person in whose name most of the property is held, and each individual living alone, will report to the Civil Control Station to receive further instructions. This must be done between 8:00 A. M. and 5:00 P. M. on Monday, May 4, 1942, or between 8:00 A. M. and 5:00 P. M. on Tuesday, May 5, 1942.

2. Evacuees must carry with them on departure for the Assembly Center, the following property:

- (a) Bedding and linens (no mattress) for each member of the family;
- (b) Toilet articles for each member of the family;
- (c) Extra clothing for each member of the family;
- (d) Sufficient knives, forks, spoons, plates, bowls and cups for each member of the family;
- (e) Essential personal effects for each member of the family.

All items carried will be securely packaged, tied and plainly marked with the name of the owner and numbered in accordance with instructions obtained at the Civil Control Station. The size and number of packages is limited to that which can be carried by the individual or family group.

3. No pets of any kind will be permitted.
4. No personal items and no household goods will be shipped to the Assembly Center.
5. The United States Government through its agencies will provide for the storage, at the sole risk of the owner, of the more substantial household items, such as iceboxes, washing machines, pianos and other heavy furniture. Cooking utensils and other small items will be accepted for storage if crated, packed and plainly marked with the name and address of the owner. Only one name and address will be used by a given family.

6. Each family, and individual living alone, will be furnished transportation to the Assembly Center or will be authorized to travel by private automobile in a supervised group. All instructions pertaining to the movement will be obtained at the Civil Control Station.

**Go to the Civil Control Station between the hours of 8:00 A. M. and 5:00 P. M., Monday, May 4, 1942, or between the hours of 8:00 A. M. and 5:00 P. M., Tuesday, May 5, 1942, to receive further instructions.**

J. L. DeWITT  
Lieutenant General, U. S. Army  
Commanding

THE WEATHER

Fog and rain, with lowest temperature about 34 tonight. Breeze, clear and moderately cold. (Daily Almanac on Page 3.)

Times Herald

ONE \* EDITION

LARGEST NET PAID CIRCULATION OF ANY WASHINGTON NEWSPAPER

VOL. 3, NO. 311

(Price 10 C. Per Copy)

WASHINGTON, D. C.

MONDAY, DECEMBER 8, 1941

Copyright 1941

THREE CENTS

Japs Bomb Honolulu And Manila, Says F.D.

U. S. Transport Is Torpedoed

President Roosevelt issued the following statement at 2:25 p.m. Sunday through Secretary Stephen Early:

"The Japanese have attacked Pearl Harbor, Honolulu, Hawaiian Islands, from the air and all naval and military activities on the island of Oahu, (on which Honolulu is situated), the principal American base in the Hawaiian Islands.

Early also said a second air attack has been reported this one has been made on Army and Navy bases in a Manila, Philippine Islands.

President Roosevelt immediately ordered the army and navy to execute "all previously prepared orders" working to the defense of the United States, immediately after the White House received news of the Japanese attacks.

The attacks came, the White House said, when both nations were "at peace" and within an hour of the time the Japanese Ambassador Kinchiaburo Nomura and the special envoy, Saburo Kurusu, had handed Secretary of State Cordell Hull Japan's reply to the Secretary's memorandum of November 26."

Jap Attacks Still in Progress

At 3:30 p.m., the White House issued a supplementary statement saying that the Japanese attacks were still in progress as far as this government knew.

"So far as the President's information goes, and so far as we know the moment, the attacks are still in progress.

The White House shortly afterward announced that United States army transport, carrying a cargo of leather, has been torpedoed 1,300 miles west of San Francisco.

Possibly referring to a second submarine attack, another announcement said:

"The Army has just received word and has reported to the President that signals of distress have been received from an American vessel, believed to be an Army cargo ship, 700 miles west of San Francisco."

TOKYO, Dec. 7.—A dispatch from Japan's general and foreign offices is reported to be given in an address tomorrow by Premier Hiroshi Tojo, the Dantai Navy Agency said today.

President Tojo and four other members of Japan's cabinet are scheduled to arrive in Manila, Philippines, tomorrow, it is reported to carry Japan's present and future peace policies in all fields.

Manila, Dec. 7.—A dispatch from the Japanese Embassy here said that President Tojo and four other members of Japan's cabinet are scheduled to arrive in Manila, Philippines, tomorrow, it is reported to carry Japan's present and future peace policies in all fields.

Key Witness In Nazi Probe Disappears

Vanishes From Wis. Home, Believed Slain Or Abducted by Agents

By JAMES J. CULLINANE. Murder or abduction by foreign agents was explained by the mysterious disappearance of Ralph Thorsness, the Eastern expert on public relations linked with Nazi activities. Federal agents reported in Chicago last night after a futile two weeks' search for the missing witness.



GREETINGS FOR THE ENEMY AT PEARL HARBOR—A big railway gun, one of the many that guard the coast of our island territory of Hawaii, is shown cutting loose with a roar at a target target many miles at sea. Pearl Harbor, attacked yesterday by Japan, is considered practically impregnable.

Dorsetshire Sinks Raider

Bismarck's Nemesis Scores in S. Atlantic

LONDON, Dec. 8 (I.P.).—The 18,000-ton British cruiser Dorsetshire, which fired the torpedoes that sank the German super battleship Bismarck, has intercepted and sunk a German commerce raider in the South Atlantic, the Admiralty said today.

Norfolk Navy Pilot Missing on Flight

The Navy Department said last night that Ensign Edward A. Hines had been missing since 4:15 p.m. Friday while making a routine training flight from the Naval Air Station at Norfolk, Va. His plane was last seen over Chesapeake Bay, the Navy reported.

New Trial Denied 18 Convicted of Sedition

MINNEAPOLIS, Dec. 8.—Judge M. M. Joyce today announced that during defense motions for a new trial in the case of 18 defendants convicted of sedition during the trial of the Communist Party.

Harbor Police Save Sinking Boat at Railroad Bridge

Harbor Police boats sped to the scene of a 25-foot cabin cruiser reported sinking yesterday afternoon near the Railroad Bridge across the Potomac River. The cruiser, owned by Capt. E. M. Funnell, pilot of the U. S. Fish Commission, had been leased to the Pennsylvania Railroad to patrol the span to prevent collisions.

FINLAND'S TRAGIC STORY

It was only a little while ago that Britain and America were cheering Democratic Russia over "brave little Finland," the heroic small nation that had shown the world how to fight.

DAVID and GOLIATH By Virginia Cowles

First her last-order look, "picking up the thread."

Boy Totes Gun, Escapes Harm

Lucky Led, 13, Thought It Was a Cap Pistol

The bullet boy in Washington today is 13-year-old Billy Dema, of the 608 block Massachusetts Ave. N.W.

He's the boy who carried a loaded .22-caliber revolver for three hours yesterday, under the illusion that it was a cap pistol, and didn't even get caught.

This is the story the Dunes Daily told last night:

The son was reported to have been left behind by a couple who had moved out of the Dunes from the home yesterday morning. They were identified to police as Mr. and Mrs. John Wade.

Billy found it about 1 p.m., thought it was a toy and carried it out on the street with him. He played for a while, fascinated in more or less, and even went home, kept it a phony—without pulling the trigger.

Then he went to the movies. Meanwhile, the alleged owners of the gun, who told Billy's mother, Mrs. Hazel Wade, that they had bought it from a person on the street for a dollar, returned to claim it.

It was gone. Reporting the truth immediately, the Dunes dispatched a patrol on May 17, on a tip from brother Billy.

At 10 p.m. "Ray finally caught up with Billy, who was having a drink in a lunch wagon at 7th and O St. N.W.

Billy is the son of Mr. and Mrs. John Wade. The father is a proprietor of a luncheonette at the 608 block Fourth St. N.W.

All Civilians Told to Quit Manila Zone

Singapore Set for Jap War Threat

By RICHARD C. WILSON. MANILA, Nov. 7 (Reuters I.P.).—The Far East followed news today for the war that appeared imminent.

The Philippine government ordered immediate evacuation of Manila "danger zone." All army, air and army personnel at Singapore, Manila and other Pacific bases, were ordered to stand by for a war footing.

A British officer at Singapore, credited to his ship after being ordered for the first time in work, expressed the sentiment that war on almost every tongue in the great Pacific centers of Manila, Singapore, Shanghai, Hongkong, Batavia and Bangkok.

"Now, I suppose, we are going to fight Japan," he said.

President Manuel Quezon is said to have immediately ordered in those persons who to leave Manila to go on the province to meet as they can stand up their business. The formal evacuation instructions are being sent to all essential civilians to special evacuation centers.

The cabinet ordered evacuation plans for Quezon's headquarters December 10. There will be no schools, recreation, or services, in Manila. Quezon will take the staff to a single command.

for an appointment for the Japanese representatives at 1 p.m. Sunday and that the appointment was made for 1:45 p.m.

The reports continued at the office, it continued, at 2:00 p.m., when Secretary of State Cordell Hull said that the Japanese had said "what was understood to be a reply" to Hull's statement.

His statement was made to other developments in the Pacific, but actively about the department quickly returned to the news and management loop of affairs, and the secretary of the department hurried to their offices.

Appointments. He said that Secretary had said

How did this myth get started? Obviously, by the men on the ground who claimed this incident took place. The telling of their story, at least "officially," began in their testimony reports in the volumes of *Hearings Before the Joint Committee on the Investigation of the Pearl Harbor Attack*, which was published in 1946. However, deposition of their testimonies were first gathered in the following months after the attack through a series of government investigations. Nevertheless, it was not until the early 1950s when the American author, James Jones, reinforces this myth in the minds of the public for the first time with the Hollywood movie version of his award-winning novel *From Here to Eternity*. (Both Jones's novel and the movie version were loosely portrayed around his own Army life while he was stationed at Schofield Barracks during the Pearl Harbor attack.)

A final question to address: Why the myth continues? As indicated earlier, erroneous scenes from books and Hollywood movies such as *From Here to Eternity* and *Tora! Tora! Tora!* help keep the myth alive. For one thing, it is very dramatic to

see formations of planes flying through a mountain pass, no doubt about that. However, the lack of in-depth research on the part of writers, movie producers and other individuals is the reason why the myth continues. Additionally, a lot of information out on the Internet today is misleading at best. People get their information from unreliable sources and it gets spread around.

Just because several people said they witnessed an event, does not make it a fact. Remember, the eyes are easily fooled, like a magician entertaining his audience.

So what conclusions have you come to? History states that there were many false rumors and myths about the Pearl Harbor attack. Have you come to the conclusion that this is one of them? If so, spread your new knowledge rather than the myth.

*Neal Niiyama is a seasonal park guide at the USS Arizona Memorial. 1999*

## PLANES THROUGH KOLEKOLE PASS?

By  
Neal Niiyama

The Japanese attack on Pearl Harbor and other military installations on Oahu on December 7, 1941 produced many rumors and myths. Some myths of that day still lives on today. Instead of just telling you that the myth is false, (which is part of the definition of a myth), you should come to your own conclusion. Here is an explanation of an event of one of the most popular sightings.

The following three quotes are from eyewitnesses who claimed they saw this event. (The first statement below was taken from the National Park Service's "Survivor Questionnaire" form that is archived at the USS *Arizona* Memorial. The two later statements are from the *Hearings Before the Joint Committee on the Investigation of the Pearl Harbor Attack, Seventy-Ninth United States Congress, Parts 1-39.*)

"... I noticed a large flight of single-engine aircraft flying through the [Kolekole] pass and coming our way."

Private, Schofield Barracks  
33 Quartermasters Building

"Well, the first that attracted my attention was the squadron of planes coming over Kolekole Pass and right over our mess hall."

Sergeant, Schofield Barracks  
Mess Hall

"... the fact that the whole flight that came down came over Kolekole Pass and directly over our gun park ..."

Lieutenant, Schofield Barracks  
Upper post, outside of his barracks

There were other similar stories of the Japanese planes flying "through" or "over" Kolekole Pass to attack Wheeler Army Airfield. This is a mountain pass at 1,786 feet elevation in the Waianae Mountain Range, west of Wheeler and Schofield Army Barracks. These military installations are located in central Oahu.

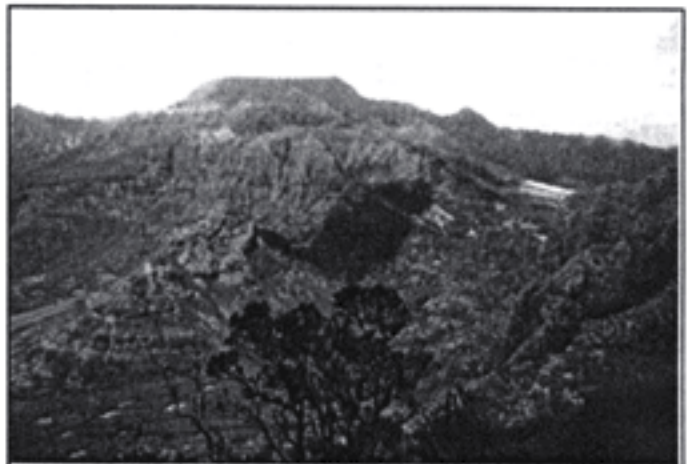
Now let's hear from other people who were also in the same vicinity, at the same time, but saw things differently. (The two witness statements below were taken from the National Park Service's "Survivor Questionnaire" forms.)

"Relaxing on wing of P-40 on which I was radio maintenance man, observed [Japanese] planes approaching from the north – assumed they were our navy on practice attack."

Merrill Pollyea, PFC  
Wheeler Army Airfield  
On flight line

"I had spent the night of December 6 with friends at Lualualei [the other side of Kolekole Pass on the west side of the Waianae Mountain Range]. We got up at 6 am on the 7<sup>th</sup> and were hiking around when we saw planes coming in – in the formation of a Vee. We started back to town when the 2<sup>nd</sup> attack came."

Naomi Prout, civilian  
Civil Service, Corps of Engineers  
Lualualei, Waianae, Hawaii



Kolekole Pass, the "cut" on the left, as viewed from the mountaintop looking northwest. Photo by Neal Niiyama.

Like the people who claimed they saw the attack planes flying through the pass, there are others like the two above who mentioned nothing about it. Furthermore, it is interesting to note particularly the observations from the civilian, Ms. Prout, that she did not witness the planes flying through or over Kolekole Pass. If anyone would be in the right position to first witness this event, she would be that

person. Ms. Prout was hiking below the pass area on the other side. What she did witness was Commander Fuchida's high level horizontal bombers and torpedo bombers at 9,000 to 10,000 feet on their way to Pearl Harbor. (Keep in mind, the pass elevation is around 1,700 feet, and these planes were at least 9,000 feet high. It takes quite an imagination to see the planes flying "through" the pass at such a great difference of height. Nevertheless, none of these planes were assigned to attack Wheeler Airfield or Schofield Barracks.) These bombers were the only planes to fly "over" the Waianae Mountains. However, the planes were going from northeast to southwest, not, west to east as the men on the ground claimed they had witnessed. (See island map.)

To support the claims of the men on the ground that said they "saw" and "heard" this event – evidence must be found. Since no actual photographs of the planes flying through or over the pass to attack Wheeler Field are known to exist, we must turn to the Japanese to confirm this story.

All known official US maps showing the first wave of the Japanese plane routes were originally derived from the Japanese after the war. Information was furnished through US government interviews with surviving attacking pilots such as Lt. Commander Yoshi Shiga (then, Lieutenant) and Captain Mitsuo Fuchida (then, commander of the air attack). Lieutenant Commander Shiga was a fighter squadron commander from the carrier *Kaga* that flew straight down the middle of Oahu with all the Zero fighters. The information from both Shiga's and Fuchida's maps showed no planes flying through or over the mountain pass to attack Wheeler. Additional testimonies of other surviving Japanese pilots taken by National Park Service volunteer, John De Virgilio, does not concur with the sightings of the US servicemen on the ground. (Mr. De Virgilio has interviewed several Pearl Harbor Japanese pilots in Japan.) Furthermore, the Japanese book, *Hawaii Sakusen*, (written in 1967 by the Japanese Self Defense Agency's War History Office) is a detailed account about the attack and written entirely in Japanese, speaks nothing about the planes attacking through a mountain pass.

So what really happened? (Keep in mind that most men reported that they first "heard" then saw the

planes. They all of a sudden looked up to see the planes -- not that they were watching the sky in the direction of the pass for several minutes before the planes appeared.) What did the men see when they looked up? The only plausible explanation would be the following: In short, they saw the Zero fighters breaking through the scattered clouds at about 3,500 feet and executing a banking left turn, coming down to strafe Wheeler Airfield (not Schofield Barracks). To the surprised observers on the ground, it appeared that the fighters seemed to have flown through the pass, because the planes were right in line with Kolekole Pass at that moment from their vantage point. (It is interesting to note that by this time when the men saw the fighters, most of the dive-bombers had already released their bombs on Wheeler from the opposite direction. The fighters were behind and above the dive-bombers to give them protection.) Hence, all the planes that attacked the airfield were parallel and already east or inside of the mountain range and had no reason to fly through the pass.



Cloud covered Waianae Mountain Range looking northwest. Kolekole Pass (partly hidden) is directly in line above the building in the foreground. This weather scene may have been similar on the day of the attack. Photo by Neal Niyama.

As for the weather . . . Commander Fuchida heard on his radio when approaching the island, a Hawaiian broadcast announcing: "Averaging partly cloudy, with clouds mostly over the mountains. Cloud base at 3,500 feet. Visibility good. Wind north, ten knots." Think of it. If the Japanese knew about the mountain pass, why would they attack through the pass with a low cloud ceiling around it? The pilots would unwisely be wasting their precious fuel and worse, risk crashing into the mountains with minimum visibility.

# PEARL HARBOR ATTACK ROUTES FIRST WAVE

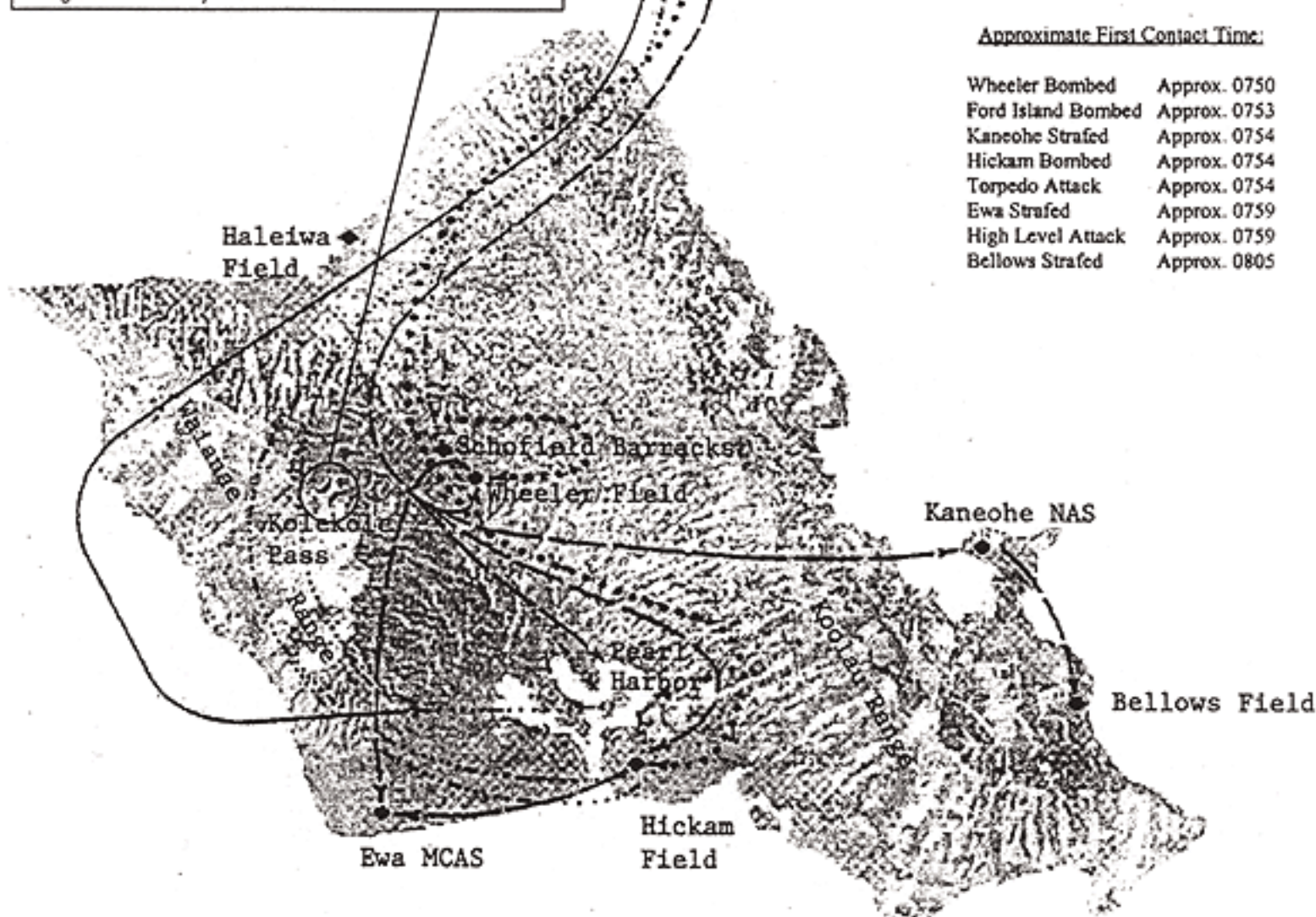


Kolekole Pass as viewed from the Leilehua Plateau looking west. The pass is shown in the upper middle, with the town of Wahiawa, Schofield Barracks and Wheeler Airfield in the foreground. Photo by Allan Seiden.

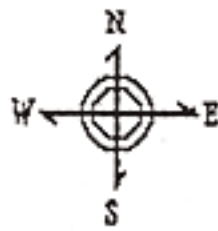
— High Level Horizontal Bombers  
 — Torpedo Bombers  
 — Dive Bombers  
 - - - Fighters

Approximate First Contact Time:

Wheeler Bombed	Approx. 0750
Ford Island Bombed	Approx. 0753
Kaneohe Strafed	Approx. 0754
Hickam Bombed	Approx. 0754
Torpedo Attack	Approx. 0754
Ewa Strafed	Approx. 0759
High Level Attack	Approx. 0759
Bellows Strafed	Approx. 0805



Island of Oahu



Routes provided by John F. De Virgilio,  
Composite image by Neal Niiyama.

# Pearl Harbor Anchorage

7:55 A.M. Dec. 7, 1941



First Wave  
7:56 A.M.

Second Wave  
8:54 A.M.

Island of  
O'ahu

Wheeler

Kaneohe

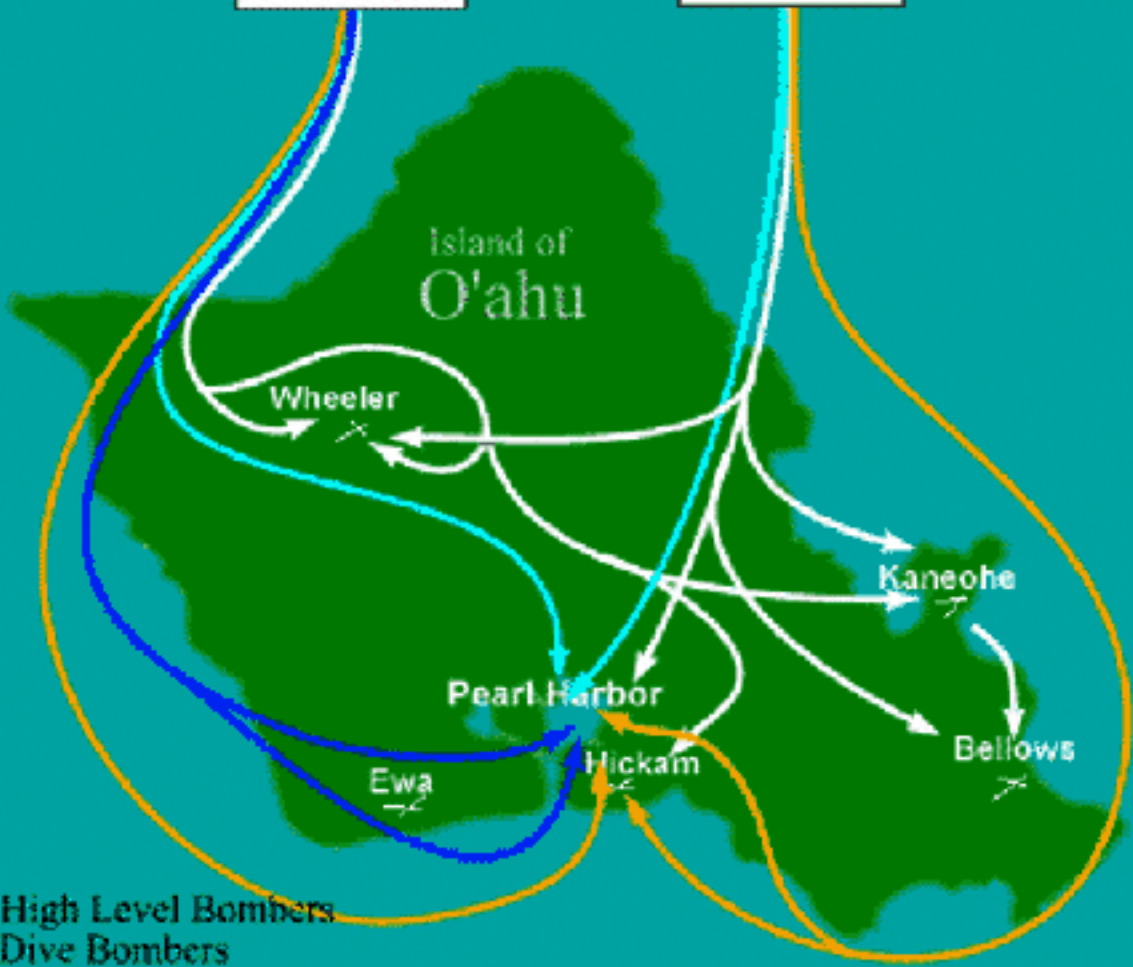
Pearl Harbor

Bellows

Ewa

Hickam

- High Level Bombers
- Dive Bombers
- Torpedo Bombers
- Fighters





# Ordnance Used For Pearl Harbor Attack

## ANTI-SHIP BOMB:

**Bomb Type:** Type 99 No. 25 Ordinary Bomb Model 1  
**Gross Weight:** 550 lbs. (250kg)  
**Overall Length:** 68 in. (173cm)  
**Length of Body:** 40 in. (101cm)  
**Diameter of Body:** 12 in. (29cm)  
**Type of Warhead:** Type 91 (tri-nitro-anisol)  
**Warhead Size:** 132 lbs. (60kg)  
**Type of Suspension:** Horizontal

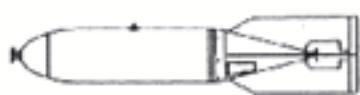
## ARMOR-PIERCING BOMB:

**Bomb Type:** Type 99 No. 80 Mk 5  
**Gross Weight:** 1757 lbs. (797kg)  
**Overall Length:** 7ft., 8 in. (235cm)  
**Length of Body:** 48 in. (122cm)  
**Diameter of Body:** 16 in. (41cm)  
**Type of Warhead:** Type 91 (tri-nitro-anisol)  
**Warhead Size:** 49 lbs. (22kg)  
**Fuse:** Two base fuses – with .2 second time delay (no nose fuse for this bomb).  
**Drop Height:** 9,843 ft. with  $\pm$  984 ft. (3000 meters with  $\pm$  300 meters)  
**Penetration Rating:** 5.9 in. (150mm) – This bomb could penetrate more but the chances of breaking up increased as plate thickness increased.

## AERIAL TORPEDO:

**Torpedo Type:** Type 91 Modification 2  
**Gross Weight:** 1841 lbs. (836kg)  
**Overall Length:** 17 ft., 10 in. (549cm)  
**Diameter of Body:** 18 in. (45cm)  
**Type of Warhead:** Type 97 (60% TNT with 40% hexanitrodiphenylamine)  
**Warhead Size:** 452 lbs. (205kg)  
**Range:** 183 yds. (2000 meters)  
**Speed:** 41-43 knots  
**Firing Pistol:** Variable range inertia pistol, bail system, dorsal screw-in type, and normal arming range 219 yds. (200 meters) (but could easily be adjusted for shorter runs).  
**Depth Setting:** One through ten – each in increments of two meters from 7.6 ft. to 65.6 ft. (2 meters to 20 meters). Evidence indicates that the torpedoes dropped at Pearl Harbor were at the “3” setting 19.7 ft. (6 meters). There is a possibility that a few were at the “2” setting 13.1 ft. (4 meters). All had a depth variation error of  $\pm$  1.6 ft. (.5 meters).  
**Drop Height:** Designed drop heights during the Pearl Harbor attack varied between 33 ft. (10 meters) and 66 ft. (20 meters) with speeds at or below 160 knots.

# ORDNANCE USED AGAINST THE BATTLESHIPS

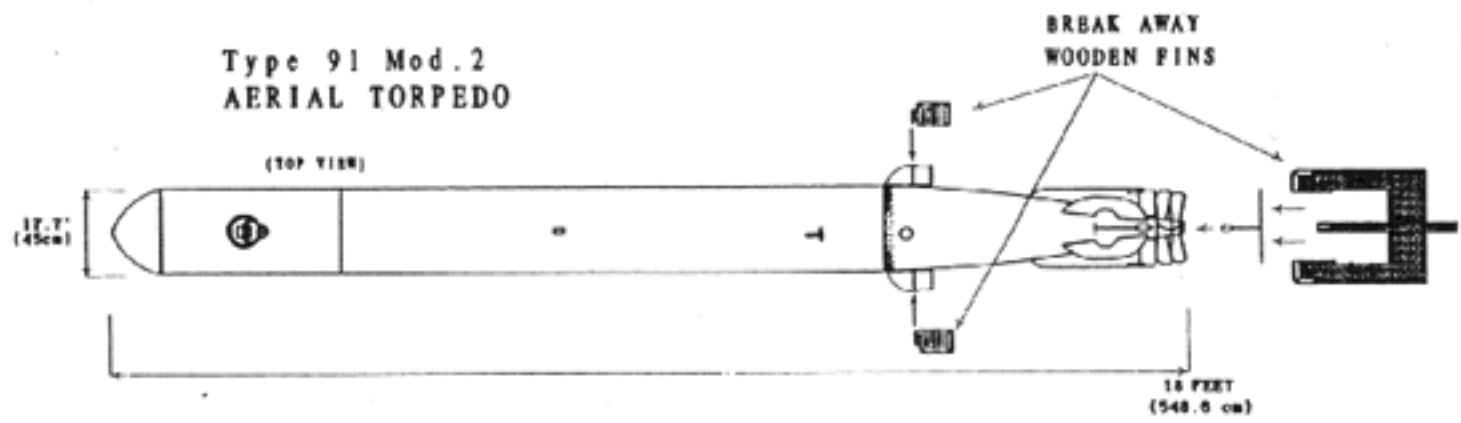


Type 99 No. 25  
250 kg ANTI-SHIP BOMB



Type 99 No. 80 Mk. 5  
800kg AP BOMB

Type 91 Mod. 2  
AERIAL TORPEDO



DRAWING BY JOHN F. DE YINGLIS

Figure 1. Ordnance used against American battleships at Pearl Harbor

# Selective Websites

The following is a list of Internet Websites that may be of interest for further information. The USS *Arizona* Memorial and the National Park Service does not endorse these organizations and their facts presented, with the exception of its own Website and of the National Park Service.

- [www.doi.gov/indexj.html](http://www.doi.gov/indexj.html)  
United States Department of the Interior
- [www.nps.gov](http://www.nps.gov)  
United States National Park Service
- [www.nps.gov/usar](http://www.nps.gov/usar)  
USS *Arizona* Memorial (NPS)
- [www.nps/wapa](http://www.nps/wapa)  
War in the Pacific National Historical Park (NPS)
- [www.cpf.navy.mil](http://www.cpf.navy.mil)  
United States Commander in Chief Pacific Fleet (CINPACFLT)
- [www.hawaii.navy.mil](http://www.hawaii.navy.mil)  
United States Commander Navy Region Hawaii (COMNAVREG)
- [www.pearlharbor.navy.mil](http://www.pearlharbor.navy.mil)  
United States Naval Station Pearl Harbor
- [www.nvr.navy.mil](http://www.nvr.navy.mil)  
United States Naval Vessel Register
- [www.history.navy.mil/index.html](http://www.history.navy.mil/index.html)  
United States Naval Historical Center, Department of the Navy
- [www.hazegray.org/danfs](http://www.hazegray.org/danfs)  
The Dictionary of American Naval Fighting Ships
- [members.aol.com/azmemph/index.html](http://members.aol.com/azmemph/index.html)  
Arizona Memorial Museum Association (AMMA)
- [members.aol.com/phsasecy97](http://members.aol.com/phsasecy97)  
Pearl Harbor Survivors Association (PHSA), Inc.
- [www.aloha.net/~bowfin](http://www.aloha.net/~bowfin)  
USS *Bowfin* Submarine Museum & Park
- [www.ussmissouri.com](http://www.ussmissouri.com)  
USS *Missouri* Memorial Association Inc.