

THE ADMIRAL NIMITZ MUSEUM

FREDERICKSBURG, TEXAS

AN ORAL HISTORY

BY

LT. GEN. JOSEPH H. MOORE, USAF (RET)

GENERAL MOORE FLEW WITH THE ARMY AIR CORPS IN THE EARLY DAYS

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GENERAL MOORE FLEW WITH THE ARMY AIR CORPS IN THE EARLY DAYS OF WORLD WAR II. BASED AT CLARK FIELD IN THE PHILIPPINES, HE LATER TOOK PART IN THE NORMANDY INVASION AND RHINELAAND CAMPAIGNS IN EUROPE. HIS MANY ASSIGNMENTS INCLUDE DUTY AT THE PENTAGON, FIGHTER-BOMBER COMMAND IN THE UNITED STATES AND FRANCE, AIR OPERATIONS COMMANDER IN VIETNAM, VICE COMMANDER-IN-CHIEF OF PACIFIC AIR FORCES AT HICKHAM AFB, AND TACTICAL AIR FORCE COMMANDER FOR NATO BASED IN TURKEY.

LIEUTENANT GENERAL MOORE HAS PARTICIPATED IN SEVERAL OF THE MUSEUM'S SYMPOSIA INCLUDING "THE GATHERING STORM: THE BUILD UP TO PEARL HARBOR" IN 1991.

FROM THE CATALOG FOR THE SYMPOSIUM "THE LESSONS LEARNED:MILITARY PREPAREDNESS 1941/1998

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TAPE ONE, SIDE ONE

BILL ALEXANDER

THIS IS BILL ALEXANDER INTERVIEWING LT. GEN. MOORE. WHAT IS THE FIRST NAME?

GEN. MOORE

JOSEPH H. MOORE.

BILL ALEXANDER

WE ARE AT FREDERICKSBURG, TEXAS ON 13, MARCH, 1998. WITHOUT FURTHER COMMENT, GENERAL I WOULD LIKE TO HAVE YOUR STREET ADDRESS.

GEN. MOORE

I LIVE AT 6127 SHADY CREEK, SAN ANTONIO, TEXAS. 78239-2639.

BILL ALEXANDER

THANK YOU

BILL ALEXANDER

NOW, WITHOUT ANY FURTHER---LET'S TALK ABOUT WHERE YOU WERE BORN AND WHEN.

GEN. MOORE

I WAS BORN IN FLORENCE, SOUTH CAROLINA ON APRIL 27, 1914. MY FATHER AND MY MOTHER WERE TEACHERS, EDUCATORS. MY DAD HAD BEEN A FARMER IN OKONEE COUNTY SOUTH CAROLINA AND HE GRADUATED AT CLEMSON, COLLEGE IN THOSE DAYS, NOW CLEMSON UNIVERSITY, AND HE GOT HIS MASTERS IN ANIMAL HUSBANDRY AT THE UNIVERSITY OF GEORGIA, ATHENS. THEN HE WORKED FOR THE DEPT. OF AGRICULTURE, OR WHATEVER IT WAS CALLED IN THOSE DAYS FOR 2 OR 3 YEARS AND THEN HE TOOK A POSITION AS THE SUPERINTENDENT OF THE SCHOOL FOR BOYS IN FLORENCE, SOUTH CAROLINA AND I WAS BORN THERE.

BILL ALEXANDER

AND WHAT ABOUT YOUR MOTHER?

GEN. MOORE

MOTHER WAS FROM AROUND SPARTANBURG, SOUTH CAROLINA. SHE GRADUATED FROM LIMESTONE COLLEGE AND WAS A TEACHER FOR ABOUT 20 YEARS. I HAVE A SISTER A LITTLE OLDER THAT I AND A SISTER 6 YEARS YOUNGER THAN I. SHE WAS A HOUSEKEEPER FROM THEN ON. A GOOD MOTHER.

BILL ALEXANDER

DID YOU GO TO SCHOOL IN FLORENCE?

GEN. MOORE

NO. WE MOVED TO SPARTANBURG, GREVE GREE IN SPARTANBURG, S.C. WHEN I WAS IN THE FIRST GRADE. WE SPENT 2 YEARS IN MONROE, LOUISIANA WITH THE SAME TYPE OF JOB THAT DAD HAD IN FLORENCE. HE STAYED THERE FOR 2 YEARS , THEN MOVED BACK TO FLORENCE AND THEN FROM THERE WE MOVED UP TO SPARTENBURG, GREER, A FEW MILES FROM SPARTANBURG FIRST, AND THEN SPARTANBURG. THEY ARE RIGHT TOGETHER. I ATTENDED CITY SCHOOLS IN SPARTANBURG.

BILL ALEXANDER

WAS THAT THROUGH HIGH SCHOOL?

GEN. MOORE

THROUGH HIGH SCHOOL. I HAD HOPED TO GO TO CLEMSON COLLEGE WHERE MY DAD GRADUATED IN 1908, BUT THIS----

BILL ALEXANDER

WHAT YEAR DID YOU GET OUT OF HIGH SCHOOL?

GEN. MOORE

1931. VERY DEPTH OF THE DEPRESSION. MY SISTER WAS IN COLLEGE, CONVERSE COLLEGE AT HOME, TWO YEARS AHEAD OF ME. WE JUST DIDN'T HAVE THE MONEY FOR ME TO GO TO CLEMSON. I ENDED UP GOING TO WOFFORD COLLEGE THERE AT HOME, IT WAS A VERY SMALL COLLEGE, VERY HIGHLY RATED SCHOLASTICALLY. MY INTENTIONS WERE TO GET THE REQUIRED TWO YEARS OF COLLEGE EDUCATION AND BE ELIGIBLE TO GO TO A FLYING SCHOOL. OF THE U.S. ARMY AIR CORPS. FOR PILOT TRAINING.

BILL ALEXANDER

THIS WOULD HAVE BEEN --- PILOT TRAINING IN THE EARLY 30's?

GEN. MOORE

BACK IN THOSE---IN THE 30's, FROM ABOUT 1932 ON, THERE WERE 3 CLASSES A YEAR THAT ENTERED THE ARMY AIR CORPS FLYING TRAINING SCHOOL AT RANDOLPH FIELD, NOW CALLED AIR FORCE BASE, IN SAN ANTONIO, TEXAS, THAT WAS THE PRIMARY AND BASIC SCHOOL. THE CLASSES LASTED ONE YEAR. TWELVE MONTHS. YOU SPENT FOUR MONTHS AT RANDOLPH ON PRIMARY TRAINING, THEN THE NEXT 4 MONTHS, IN BASIC TRAINING, ALSO AT RANDOLPH, THEN YOU WENT ACROSS TOWN TO KELLY FOR ADVANCED TRAINING FOR 4 MONTHS. AFTER WHICH , YOU WERE COMMISSIONED AS A SECOND LIEUTENANT, ARMY AIR CORPS RESERVE AND ORDERED TO ACTIVE DUTY.

BILL ALEXANDER

OK. LET ME ASK QUICK QUESTION. WHAT KIND OF PLANES WERE YOU FLYING? THE TRAINERS?

GEN. MOORE

BACK THEN, THE ARMY AIR CORPS TACTICAL FLYING UNITS WERE ORGANIZED INTO FOUR TYPES, BOMBARDMENT, PURSUIT, ATTACK AND OBSERVATION. THE PURSUIT AND THE ATTACK WERE THE CHOICE ASSIGNMENTS. WE HAD AN OLD SAYING THAT THE GUYS WHO COULDN'T FLY WERE PUT IN OBSERVATION AND THE OLD, OLD FUDS WERE PUT IN BOMBARDMENT. THE PURSUIT AND ATTACK WERE THE PRIMARY AND PREMIUM ASSIGNMENTS. I WAS TRAINED IN ATTACK. OF COURSE AT PRIMARY AND IN BASIC STAGE, IT WAS ALL THE SAME TYPE PLANES, THE PT-3 AND THE BT-9.

WHEN YOU GOT TO KELLY, YOU WENT INTO THE TACTICAL TRAINING AND UPON GRADUATION, YOU WERE RATED AS A MILITARY AVIATOR AND ASSIGNED TO A TACTICAL UNIT. YOUR TRAINING WAS COMPLETED. FROM THEN ON YOU TRAINED WITH YOUR TACTICAL UNIT TO BUILD UP EXPERIENCE AND FLIGHT TIME.

BILL ALEXANDER

LET ME GO BACK TO THE AIRCRAFT.

GEN. MOORE

IN THE PRIMARY STAGE, IT WAS THE PT-3 BUILT BY CONSOLIDATED. ON THE BASIC STAGE WAS THE BT-9, THE NORTH AMERICAN BT-9. AT KELLY, I FLEW A-12's AND A-17's. THE A-17 WAS BUILT BY NORTHROP. THE ONLY DIFFERENCE BETWEEN ---- THE A-17-A AND THE A-17 MODEL WAS THE -A MODEL HAD RETRACTABLE LANDING GEAR. THE A-12 WAS PRETTY OLD. I AM NOT SURE WHO BUILT THAT ONE. IT HAD A FIXED LANDING GEAR, SINGLE ENGINE TWO POSITION PROP, THE PILOT AND AN OBSERVER IN THE BACK. SEAT. WHEN I GOT TO BARKSDALE FIELD, MY FIRST ASSIGNMENT AFTER GRADUATION, TO THE THIRD ATTACK GROUP FLYING A-17-A's. THE ONLY DIFFERENCE WAS, WE HAD A RETRACTABLE GEAR ON THE "A" MODELS.

BILL ALEXANDER

ALL METAL?

GEN. MOORE

ALL METAL.

BILL ALEXANDER

LET'S GO BACK TO KELLY? HOW LONG WERE YOU AT KELLY?

GEN. MOORE

FOUR MONTHS.

BILL ALEXANDER

AND BY THE TIME YOU WERE OUT OF THERE, YOU WERE READY TO FLY--- READY TO FIGHT A WAR?

GEN. MOORE

WELL, NOT QUITE. WE WERE GIVEN TACTICAL TRAINING IN THE TYPE OF AIRCRAFT WE WOULD FLY ON ACTIVE DUTY. IN MY CASE, IT WAS A-17's AND THE A-17-A WHICH IS THE IDENTICAL SAME EXCEPT FOR THE RETRACTABLE GEAR ON THE "A" MODEL. THE BOMBARDMENT BOYS WERE FLYING THE OLD B-4's, THE KEYSTONE BOMBERS. THE PURSUIT BOYS WERE FLYING P-12's.

BILL ALEXANDER

WHAT DID A PURSUIT PILOT DO?

GEN. MOORE

HE MOSTLY DID COMBAT TRAINING, ACROBATICS, CONTROL OF THE AIRPLANE IN VARIOUS MANEUVERS, SORT OF IN PRACTICE FOR DOGFIGHTS. THAT IS WHAT THE PURSUIT PILOT DID IN THOSE DAYS. OF COURSE IN THOSE DAYS, WE ONLY HAD GUNS. WE DIDN'T HAVE ANY ROCKETS OR ANY HARD POINTS ON THE WINGS FOR BOMBS TO BE HUNG ON THE PURSUIT PLANES. NOW DAYS, WE DO. WHEN I GOT TO BARKSDALE, THE 20TH PURSUIT GROUP ALSO WAS THERE FLYING P-36'S WHICH WAS A VERY MODERN AIRPLANE BUT WAS NOT TOO COMBAT CAPABLE BECAUSE WE HAD NOT REACHED THAT STAGE OF PREPARATION YET.

BEFORE THE GROUP RECEIVED THE P-36, THEY FLEW P-26'S WHICH WAS A BOEING, LITTLE BOEING PLANE THAT WAS SINGLE PLACE, WEIGHT NOT MUCH MORE THAN 2,000 POUNDS. IT HAD A FIXED LANDING GEAR AND A FIXED PROP. YOU COULD LOOP AND GAIN ALTITUDE. YOU COULD SPLIT "S" AT 1500 FEET SAFELY. WHEN I GOT TO THE PHILIPPINES LATER ON, THOSE SAME AIRPLANES WE HAD AT BARKSDALE WERE THERE. THEY HAD BEEN PASSED ON DOWN THE LINE SO TO SPEAK. WHEN NEWER ONES CAME INTO BARKSDALE.

I SPENT ABOUT 7 MONTHS IN THE ATTACK AVIATION AT BARKSDALE WHEN THE PHILOSOPHY IN THE AIR FORCE WAS CHANGED, THEY DID AWAY WITH THE ATTACK. AND MADE THEM BOMBARDMENT. THEY BROUGHT IN THE FIRST B-18 BOMBER. THEY GOT RID OF THE A-17'S, BROUGHT IN A B-18 WHICH WAS A "GOONEY BIRD" THAT HAD BEEN DEVELOPED INTO A BOMBER.

BILL ALEXANDER

THE "GOONEY BIRD"?

GEN. MOORE

THE C-47 OR DC-3. I DIDN'T WANT TO BE IN BOMBARDMENT SO I TRANSFERRED UP TO THE OTHER END OF BARKSDALE FIELD INTO THE 77TH PURSUIT SQUADRON OF THE 20TH PURSUIT GROUP. THIS WAS IN 1938, LATE '38 OR EARLY 1939.

BILL ALEXANDER

YOU HAVE BEEN IN THE ARMY NOW HOW LONG? (FROM THE TIME OF ENLISTMENT)

GEN. MOORE

FROM 1937. THEN, UNTIL 1947 WHEN THE U.S. AIR FORCE BECAME AN AUTONOMOUS AIR FORCE, THEN THE AIR FORCE UNTIL I RETIRED APRIL 1, 1971.

BILL ALEXANDER

A WHOLE YEAR.

GEN. MOORE

I HAD BEEN A FLYING CADET FOR A YEAR AND THEN I----MY CLASS GRADUATED ON JUNE 16, 1938. WE ENTERED ON JULY THE FIRST FOR A TWELVE MONTHS COURSE. WE COMPLETED THE TRAINING TWO WEEKS EARLY. I REPORTED THEN TO BARKSDALE, I BELIEVE IT WAS ABOUT THE FIRST OF JULY, 1938. BARKSDALE IS AT SHREVEPORT, LA.

THEN, IN 1939, I TOOK A COMPETITIVE EXAMINATION FOR A REGULAR COMMISSION AND RECEIVED IT.

BILL ALEXANDER

YOU SAY A REGULAR COMMISSION.

GEN. MOORE

YES, I WAS A RESERVE OFFICER ON ACTIVE DUTY AT THIS TIME. BACK THEN, A RESERVE OFFICER USUALLY SPENT ABOUT 5 YEARS ON ACTIVE DUTY, THEN WENT BACK TO CIVILIAN LIFE. AND MAYBE STAYED IN THE RESERVES. THEY WERE INCREASING THE SIZE OF THE ARMY AIR CORPS AT THAT TIME AND THEY GAVE 250 COMMISSIONS, AWARDED 250 REGULAR COMMISSIONS THROUGH COMPETITIVE

EXAMINATIONS. I RECEIVED MY REGULAR COMMISSION THEN, WHICH PUT ME IN THE SAME STATUS AS THE WEST POINT GRADUATES AS FAR AS THE LENGTH OF SERVICE WAS CONCERNED. USUALLY, YOU EXPECTED TO STAY, AS A CAREER, AT LEAST 30 YEARS.

IN 1939, THE 20TH GROUP WAS MOVED FROM BARKSDALE TO MOFFETT FIELD, CALIFORNIA, NEAR PALO ALTO. AT THAT STAGE, THE AIR FORCE BEGAN TO INCREASE, EXPAND. THE 20TH GROUP WAS DIVIDED IN HALF, AND THEY FORMED A NEW GROUP, THE 35TH GROUP. EACH OF THE SQUADRONS SPLIT IN HALF AND FORMED ANOTHER SQUADRON. OF COURSE, HALF STRENGTH, BUT THAT IS WHERE WE STARTED OUT, WITH DECREASED SIZE. THE 77TH SQUADRON, OF WHICH I WAS A MEMBER, FORMED THE 20TH SQUADRON OF THE 35TH GROUP. I BECAME A MEMBER OF THE 20TH SQUADRON.

IN, I BELIEVE ABOUT SEPTEMBER, OF 1940, WE MOVED FROM MOFFETT FIELD TO HAMILTON FIELD, JUST NORTH OF SAN FRANCISCO. ACROSS THE GOLDEN GATE BRIDGE .

BILL ALEXANDER

IN OAKLAND?

GEN. MOORE

NO. NORTH. OAKLAND IS EAST. ON THE OTHER SIDE OF THE BAY BRIDGE AREA, TO HAMILTON FIELD. . IT WAS A BIG ESTABLISHED BASE. WE MOVED---WE WERE THERE ABOUT 6 WEEKS WHEN MY SQUADRON RECEIVED ORDERS TO PREPARE FOR AN OVERSEES SHIPMENT. THE PORT DATE, WAS 6 DAYS AWAY. IT WAS A BIT OF A SURPRISE. I WAS THE SUPPLY OFFICER OF THE SQUADRON AT THAT TIME, SO I WORKED NIGHT AND DAY TRYING TO GET EQUIPMENT READY AND SO FORTH. WE DIDN'T KNOW WHERE WE WERE GOING. OUR DESTINATION WAS SECRET-CLASSIFIED.

AFTER WE GOT TO HAMILTON, WE RECEIVED OUR FIRST P-40 AIRCRAFT. MY SQUADRON HAD MAYBE 10 OR 12 OF THEM, I DON'T RECALL. WE HAD ALL CHECKED OUT IN THOSE. . A FULL COMPLEMENT IN THOSE DAYS FOR A SQUADRON, WAS 25 AIRPLANES. WHEN WE SUDDENLY GOT ORDERS TO PREPARE FOR AN OVERSEES SHIPMENT, WE DIDN'T KNOW OUR DESTINATION. THE NIGHT BEFORE WE GOT ON THE TRAIN, I WAS GOING HOME ABOUT 2 O'CLOCK IN THE MORNING FROM WORKING, GETTING SQUADRON EQUIPMENT READY OUT FOR SHIPMENT, I HEARD ON THE RADIO THAT THE 20TH PURSUIT SQUADRON WAS HEADED FOR THE PHILIPPINE ISLANDS AS FIRST AERIAL REINFORCEMENTS. NEXT DAY, WE GOT ON THE TRAIN AND WENT DOWN TO LOS ANGELES AND GOT ABOARD THE U.S.S WASHINGTON WHICH WAS A LUXURY LINER THAT PLIED, NORMALLY, IN THOSE DAYS, BETWEEN NEW YORK AND BREMERHAVEN. THE STATE DEPT. HAD CHARTERED IT TO GO TO SHANGHAI, CHINA TO EVACUATE AMERICAN CITIZENS WHO WERE ENDANGERED BY THE JAPANESE FORCES THAT HAD TAKEN OVER CHINA. WE GOT ABOARD AND WITH US WAS A NEW MEXICO NATIONAL GUARD ANTI-AIRCRAFT ARTILLERY UNIT. I THINK IT WAS A BATTALION. I AM NOT SURE OF THE SIZE. WE WERE THE ONLY PASSENGERS ABOARD THIS LUXURY LINER. ALL MILITARY. THERE WERE NO CIVILIANS ABOARD. IT WAS CHARTERED TO GO TO SHANGHAI. ON THE OUTBOUND TRIP, THEY TOOK US AND THE NEW MEXICO UNIT THAT WAS OFF-LOADED IN HAWAII. THIS NOW BEING AROUND THE FIRST OF OCTOBER, 1940.

AFTER THE NEW MEXICO UNIT WAS OFF-LOADED IN HAWAII AND WE ONLY SPENT MINIMUM TIME THERE, WE WENT STRAIGHT TO SHANGHAI. MY SQUADRON, ABOUT 250 PEOPLE, OFFICERS AND AIRMEN, WERE THE ONLY PEOPLE ABOARD OTHER THAN THE CREW. IT WAS A NICE EASY LUXURY TRIP.

BILL ALEXANDER

RATHER NICE.

GEN. MOORE

WE SPENT 3 DAYS IN SHANGHAI AND ON-LOADED A FULL SHIPLOAD OF AMERICAN FAMILIES. MEN, WOMEN AND CHILDREN WHO WERE BEING EVACUATED

BECAUSE OF THE THREATS BY THE JAPS, WHO HAD ALREADY TAKEN OVER CHINA AND HAD SHANGHAI BLOCKADED ALL ENTRANCES INTO THE CITY, BUT THE PORT WAS OPEN. THEN FROM SHANGHAI. WE WERE OFF-LOADED IN MANILA. OUR SQUADRON WAS ASSIGNED TO NICHOLS FIELD, JUST SOUTH OF THE CITY OF MANILA.

BILL ALEXANDER

NICHOLS?

GEN. MOORE

NICHOLS. THERE, WE FOUND THE OLD P-26'S THAT SOME OF MY CREWMEN WERE CREW CHIEFS ON BACK AT BARKSDALE FIELD SOME 5, 6, 7 YEARS BEFORE. IT WAS A FUN TO FLY AIRPLANE, BUT IT REALLY WAS NOT A COMBAT PLANE. IT HAD A 50 CALIBER AND A 30 CALIBER GUN MOUNTED ON THE FLOORBOARD RIGHT OUTSIDE YOUR PEDALS AND YOUR FEET. THEY FIRED THROUGH THE PROP. THE PLANE WAS SUCH A LIGHT THING THAT AS YOU WOULD STRAFE A GROUND TARGET, AND FIRE THE 50 CALIBER. IT WOULD KICK THE LITTLE AIRPLANE UP ON IT'S SIDE. YOU COULD FIRE A FEW BURSTS, STRAIGHTEN UP AND FIRE A FEW BURSTS, AND STRAIGHTEN UP.

THE ONLY AIR CORPS IN THE PHILIPPINES WHEN WE ARRIVED WAS A COMPOSITE GROUP WITH THE THIRD PURSUIT SQUADRON, 28TH BOMB SQUADRON, AND THE SECOND OBSERVATION SQUADRON. THE THIRD WAS AT NICHOLS, THE 28TH AND SECOND WERE UP AT CLARK FIELD ABOUT 60 MILES NORTH OF MANILA. THE THIRD SQUADRON HAD P-26'S ASSIGNED.

MY SQUADRON WENT OVER WITH A FULL COMPLEMENT OF PRETTY WELL TRAINED PILOTS AND WONDERFUL MECHANICS. OUR MECHANICS COULD BUILD AN AIRPLANE IN THOSE DAYS. IN FACT, IN THOSE DAYS, WHEN AN ENLISTED MAN CAME IN AS A MECHANIC, HE WAS AN ASSISTANT CREW CHIEF AND YOU WERE NOT ALLOWED TO TOUCH THE AIRPLANE WITH A WRENCH UNTIL YOU HAD PUSHED THE PLANE IN AND OUT OF THE HANGER AND WASHED AND POLISHED IT, AND CLEANED IT FOR 4 OR 5 YEARS. THEY WERE PRETTY WELL TRAINED. I HAD A LINE CHIEF; HIS NAME WAS MURRAY JORDAN. A LITTLE SHORT GUY. I DON'T THINK HE HAD EVEN BEEN TO HIGH SCHOOL. HE COULD BUILD AN AIRPLANE, LITERALLY. WE GOT 8 OF THESE P-26'S ASSIGNED TO US AND SINCE WE HADN'T FLOWN IN OVER 30 DAYS, THE TIME IT TOOK TO MAKE THE TRIP BY BOAT. WE FLEW THOSE 8 AIRPLANES MORE IN ONE MONTH THAN ALL 28 HAD BEEN FLOWN THE PRECEDING YEAR BY THE FEW PILOTS ASSIGNED TO THE THIRD SQUADRON THERE AT NICHOLS. ABOUT A MONTH LATER, THE 17TH SQUADRON CAME IN FROM SELFRIDGE. SAME WAY WE HAD COME IN FROM HAMILTON. INTACT SQUADRON AS A BUILD-UP FOR THE PHILIPPINES.

BILL ALEXANDER

NO AIRPLANES?

GEN. MOORE

NO AIRPLANES. THEY ALSO GOT A FEW OF THESE P-26'S AND THEY FLEW THE PANTS OFF OF THEM LIKE WE DID. ALONG IN JANUARY OR FEBRUARY, WE GOT A SHIPMENT OF P-35'S THAT HAD BEEN SOLD TO SWEDEN, THE STATE DEPT. HAD EMBARGOED THAT SHIPMENT BECAUSE THE GERMANS HAD ALREADY MOVED UP INTO SCANDINAVIA. THEY SENT THEM TO US. THEY CAME IN WITH THE THREE CROWN SWEDISH INSIGNIA STILL ON THEM AND THE GUN MOUNTS MADE FOR SWEDISH GUNS. OUR GUNS DIDN'T FIT THOSE MOUNTS. IT WAS A GOOD AIRPLANE TO FLY BUT IT HAD NO COMBAT CAPABILITY. AS A MATTER OF FACT, IT HAD NO GAS TANKS. IT WAS AN INTEGRAL PART OF THE WING WAS SEALED AND GAS WAS PUT IN THERE. AFTER A COUPLE OF HARD LANDINGS AND A RIVET WOULD POP AND YOU HAD FUEL STREAMING OUT. IT WAS AN INTERIM AIRCRAFT FOR US. IT WAS BETTER THAN THE P-26 THAT WE WERE FLYING.

ON ABOUT, APRIL OR MAY, THEY BEGAN TO MAKE PREPARATIONS FOR FURTHER INCREASE IN OUR FORCE OVER THERE. WE GOT THE FIRST P-40'S. THEY CAME IN ON SHIPS, OF COURSE IN CRATES. MY SQUADRON HAD FLOWN THAT TYPE AIRCRAFT

AT HAMILTON. THE 17TH SQUADRON HAD NOT FLOWN THEM. THEY HAD FLOWN P35'S AT SELFRIDGE. THE THIRD, OF COURSE, HAD NOT FLOWN EVEN THE P-35. THEY GAVE ALL OF THE FIRST BATCH OF P-40'S TO MY SQUADRON BECAUSE WE WERE FAMILIAR WITH THEM, HAD BEEN CHECKED OUT AND WE COULD FLY THEM.

BUT, THEY SAT ON THE DOCK FOR ABOUT 6 WEEKS OR LONGER BECAUSE THERE WAS NO PRESTONE. THE ENGINE IN THE P-40 WAS LIQUID COOLED WITH PRESTONE. I FOUND OUT LATER THAT WHEN DRUMS OF PRESTONE ARRIVED AT THE SAN FRANCISCO PORT, FOR SHIPMENT TO THE PHILIPPINES, SOME VERY EFFICIENT QUARTERMASTER SAID, "HELL, THEY DON'T NEED ANTIFREEZE IN THE TROPICS", SO HE RE-ROUTED THEM TO ALASKA. SO, WHEN WE FINALLY GOT THAT STRAIGHTENED OUT, AND RECEIVED OUR PRESTONE. I THINK IT WAS IN JUNE THAT WE BEGAN TO FLY THE FIRST P-40'S IN THE ISLANDS.

BILL ALEXANDER

JUNE OF '41

GEN. MOORE

JUNE OF '41. THE AIR CRAFT MODEL WAS A "B". P-40-B. IT HAD TWO 50 CALIBER GUNS MOUNTED IN THE NOSE ABOVE THE ENGINE. THEY FIRED THROUGH THE PROP. IT HAD 4 THIRTY CALIBERS OUTBOARD OF THE PROP, IN THE WINGS. THE LATER MODELS, AFTER WE HAD RECEIVED ABOUT 30 OF THOSE MODELS, THE LATER ONES THAT CAME IN WERE P-40--E'S WHICH WERE AN ADVANCE OVER THE "B". THEY HAD SIX 50'S IN THE WINGS, OUTBOARD OF THE PROP. YOU DIDN'T HAVE TO WORRY ABOUT SHOOTING THROUGH THE PROPELLER. THEY WERE A BIG ADVANCEMENT. THE 50 CALIBER IS A PRETTY GOOD WEAPON.

THE 24TH PURSUIT GROUP WAS FORMED TO BE IN COMMAND THE INCREASED SIZE OF THE PURSUIT FORCE. MY COMMANDER, CAPT. ORIN L. GROVER WENT UP TO THE GROUP HEADQUARTERS AND I ASSUMED COMMAND OF THE 20TH PURSUIT SQUADRON. IN JUNE 1941 I WAS A FIRST LIEUTENANT.

ABOUT THAT TIME, THEY BEGAN TO BUILD A CROSS RUNWAY AT NICHOLS.

BILL ALEXANDER

NICHOLS WAS RIGHT IN TOWN?

GEN. MOORE

JUST SOUTH, AT THE VERY END OF DEWEY BLVD., GOING TO THE SOUTH AND TURN OFF, GO DOWN ABOUT A QUARTER OF A MILE. THERE WAS THE NORTH SIDE OF THE FIELD.

THEY WERE CONSTRUCTING A CROSS RUNWAY. IT WAS A SOD FIELD. WE DID HOWEVER, HAVE A PAVED PARKING RAMP IN FRONT OF THE HANGERS. WE TOOK OFF AND LANDED ON THE SOD FIELD. WHEN THEY CUT THIS NEW RUNWAY ACROSS TO THE EDGE OF THE FIELD, THEY MOVED US TO CLARK FIELD TEMPORARILY SO THEY COULD FINISH THE CONSTRUCTION OF THE CROSS RUNWAY .THEY RAN INTO A QUAGMIRE. WE CALL IT A" CARIBOU WALLOW". THEY JUST COULDN'T REACH THE BOTTOM. THEY COULDN'T STABILIZE THE NEW RUNWAY SO IT PROLONGED THE CONSTRUCTION. WE WERE STILL AT CLARK FIELD WHEN THE WAR BEGAN BECAUSE OF THE DELAY IN GETTING THE RUNWAY ACROSS.

BILL ALEXANDER

THERE WAS SOME USE OF NICHOLS?

GEN. MOORE

YES. THE 17TH SQUADRON WAS STATIONED THERE AT THIS TIME. , WE HAD A LITTLE AIRFIELD ON THE CHINA SEA COAST CALLED IBA. WE ROTATED THROUGH THERE FOR GUNNERY PRACTICE. WE USUALLY STAYED ABOUT 6 WEEKS. WHEN WE MOVED TO CLARK, THE 17TH WENT UP TO IBA FOR GUNNERY PRACTICE. WHEN THEY COMPLETED THEIR GUNNERY, THE 3RD SQUADRON WENT UP AND I THINK THE 17TH CAME BACK TO NICHOLS. HOWEVER, THEY DIDN'T HAVE A FULL COMPLEMENT OF AIRPLANES. MY SQUADRON WAS THE ONLY ONE THAT HAD A FULL COMPLEMENT, 25

OF NEW P-40's. THE 17TH HAD, I THINK, BY THE TIME THE WAR BEGAN, ABOUT 18 OUT OF THE FULL 25.

IN THE FALL OF '41, TWO OTHER SQUADRONS CAME TO THE PHILIPPINES. THE 21ST AND THE 34TH. THEY CAME IN AS LATE AS NOVEMBER. I DON'T RECALL THE EXACT DATE, BUT THEY WERE JUST THERE, BRAND NEW PRACTICALLY. ALSO, DURING THE SUMMER OF 41, WE GOT AN ADDITIONAL COMPLIMENT OF PILOTS FOR OUR SQUADRONS TO BUILD US UP TO WARTIME STRENGTH, WHICH IN THOSE DAYS WAS TWO PILOTS PER AIRPLANE. NORMALLY, YOU HAD ONE PILOT PER PLANE. WE DOUBLED IN SIZE. IN THOSE DAYS, OUR TACTICS WERE TO FLY A FORMATION OF 18 AIRPLANES IN A COMBAT FORMATION. WE HAD 25 TO SUPPLY US 18 READY.

BILL ALEXANDER

ALWAYS HAD 18 READY?

GEN. MOORE

WELL, THAT IS WHAT WE CONSIDERED AS OUR COMBAT FLIGHT. WE STROVE TO ALWAYS BE ABLE TO PUT 18 IN THE AIR OUT OF THE 25 WE HAD.

WHEN THINGS GOT A LITTLE TERSE, WE HAD A LOT OF DISCUSSION ABOUT WAR STARTING, -----OF COURSE, THEY EVACUATED THE FAMILIES IN MAY.

BILL ALEXANDER

MILITARY FAMILIES.

GEN. MOORE

MILITARY FAMILIES. WHEN MY SQUADRON WENT OVER TO THE PHILIPPINES, WE WENT OVER WITHOUT FAMILIES. WE DIDN'T KNOW WHETHER THEY COULD JOIN US OR NOT. IN DECEMBER, MY WIFE AND MY SON, WHO STAYED AT HAMILTON UNTIL WE COULD FIND OUT WHAT TO EXPECT, WIRED ME THAT 7 , OR 6 OF THE GIRLS, WIVES, HAD FOUND A NORWEGIAN FREIGHTER THAT WAS LEAVING SAN FRANCISCO AND GOING DIRECTLY TO MANILA AND COULD SHE JOIN THEM. OF COURSE, I WIRED BACK AND SAID, "GET ON BOARD. COME ON."

THEY ARRIVED NEW YEAR'S EVE ON A NORWEGIAN FREIGHTER. SEVEN PASSENGER CABINS WERE ALL THEY HAD. IT WAS A BRAND NEW SHIP THAT HAD LEFT NORWAY JUST BEFORE THE GERMANS TOOK OVER. THEY COULDN'T GET BACK TO NORWAY. THEY WERE UNDER CHARTER TO DELLARAMA LINES IN MANILA. THAT IS THE WAY MY FAMILY CAME OVER.

BILL ALEXANDER

THEY GOT THERE IN EARLY 1941.

GEN. MOORE

WELL, THE FIRST OF THE YEAR. '41. I AM NOT SURE WHETHER DECEMBER 31, OR ON JANUARY FIRST. RIGHT IN THERE. THEY WERE ABOUT 6 DAYS LATE FROM THEIR EXPECTED ARRIVAL DATE. WE WERE A LITTLE WORRIED BECAUSE THE JAPANESE HAD A HABIT IN THOSE DAYS OF SPOTTING EUROPEAN SHIPS AND GIVING THEIR POSITIONS TO GERMAN RAIDERS. THEY CAME OVER UNDER BLACKOUT CONDITIONS. THEY DIDN'T STOP ANYWHERE. THEY JUST WENT STRAIGHT FOR MANILA. THEY DIDN'T GIVE OUT THEIR POSITIONS ENROUTE, OR ANYTHING. THEY ARRIVED SAFELY.

IN APRIL, WE GOT WORD THAT ALL FAMILIES WERE TO BE EVACUATED BACK TO THE STATES. THEY SCHEDULED 3 ARMY TRANSPORTS TO TAKE THEM BACK. . THE FIRST ONE TO GO TO THE WEST COAST, IN THE MONTH OF MAY. THE SECOND ONE WAS TO GO TO THE EAST COAST AND A MONTH LATER, THE THIRD ONE WAS GOING TO GO TO THE WEST COAST. SINCE MY FAMILY--- WE WERE FROM SOUTH CAROLINA, WE DIDN'T KNOW WHAT TO EXPECT OTHERWISE SO WE HAD PLANNED FOR HER TO GO BACK HOME. SO, WE GOT A SPACE ABOARD THAT SECOND LINER GOING BACK TO NEW YORK. THEY CANCELED THE THIRD SHIP LATER. IT ENDED UP THAT ONLY THE FIRST AND SECOND SHIPS WERE AVAILABLE. WE ORIGINALLY ASKED FOR AND GOT PASSAGE ON THE MIDDLE SHIP, THE SECOND SHIP. WHEN THEY CANCELED THE THIRD SHIP, EVERYBODY PILED ON THE SECOND ONE. IT WAS PRETTY CROWDED, BUT THEY WENT

HOME SAFELY. THEY STAYED THERE IN MY HOME TOWN UNTIL I CAME BACK 2 YEARS LATER.

CLARK FIELD, WAS DESIGNATED AS THE BASE FOR THE 19TH BOMB GROUP THAT WAS SCHEDULED TO COME IN, IN NOVEMBER, '41. FLYING B-17's. LT. COL. GENE EUBANK COMMANDED. I HAD A CLASSMATE, FRANK KURTZ, ONE OF THE PILOTS OF THAT GROUP. THEY CAME IN FLIGHTS OF NINE. WHEN THE WAR BEGAN, I THINK WE HAD 34 OF THEIR B-17's IN THE ISLANDS. MY SQUADRON, THE 20TH PURSUIT AND THE 19TH GROUP, BOMBARDMENT, WERE AT CLARK FIELD.

THE 34TH GROUP WAS BASED AT DEL CARMEN, JUST SOUTH OF CLARK FIELD. IT WAS A SUGAR PLANTATION. THEY HAD A SOD FIELD, DIRT FIELD, NO BUILDINGS OR ANYTHING. THEY WERE BASED THERE AND AS NEW P-40's CAME IN, AND WERE ASSIGNED TO THE OTHER PURSUIT SQUADRONS , ALL OF THE RESIDUAL P-35's WENT INTO THE 34TH. SQUADRON. THEY WERE GOING TO BE THE LAST ONES TO GET P-40's. AT THE BEGINNING OF THE WAR THEY HAD NOTHING BUT P-35's.

WHEN THE WAR STARTED, WE HAD FIVE PURSUIT SQUADRONS. THE ORIGINAL 3RD , THE 20TH, 17TH FROM SELFRIDGE, 21ST AND THE 34TH. WE HAD A TOTAL OF ABOUT 80 OR 90 P-40's, AND ABOUT 16 OR 20 P-35's. THAT WAS ALL WE HAD THEN AND THE 34 B-17's. THERE WERE 3 OR 4 B-18's IN THE 28TH BOMB SQUADRON. I THINK THAT WAS ALL THAT WE HAD OTHER THAN TRANSPORT. THERE WERE VERY OBSERVATION PLANES IN THE SECOND OBSERVATION SQUADRON.

ABOUT 2 WEEKS BEFORE THE WAR BEGAN, WE WERE ORDERED TO STOP ALL TRAINING FLIGHTS AND GO ON A CONSTANT STATE OF ALERT AND EVEN KEEP AN ALERT FLIGHT ON BASE AT NIGHT WITH GUNS AND PLANES READY TO TAKE OFF ON A MOMENTS NOTICE. MY AIRPLANE, THE P-40-B WAS A DAY FIGHTER. IT HAD NO LANDING LIGHTS. CLARK FIELD HAD NO FLOOD LIGHTS. BACK IN THOSE DAYS, ALL OF THE AIR FIELDS HAD A HUGE BANK OF FLOOD LIGHTS AT THE APPROACH END OF EACH RUNWAY THAT GAVE YOU A PRETTY GOOD ILLUMINATED AREA ON WHICH TO LAND. HOWEVER, BECAUSE OF THE B-17's COMING IN, THEY HAD BULLDOZED THREE 2,000 FOOT EXTENSIONS. TO THE OLD PEAR SHAPED SOD FIELD THAT WAS THE ORIGINAL CLARK FIELD. ONE OFF AT THE EAST, ONE TO THE SOUTHEAST AND ONE TO SOUTH. THE ONE OFF TO THE EAST HAD CUT OUT THE FLOODLIGHTS, THE BANK OF FLOODLIGHTS. WE HAD NO LIGHTS TO LAND AT NIGHT. DURING THIS TWO WEEKS OF ALERT, THE 24TH GROUP OPERATIONS WAS AT CLARK FIELD, IN A HANGER. IT WAS COMBAT OPS. THERE WAS ONE RADAR SITE. OVER AT IBA. IT WAS AN OLD ORIGINAL. I THINK THEY CALLED IT A "290" OR SOMETHING LIKE THAT. IT HAD A TELEPHONE POLE, WITH CROSSED WIRE ANTENNAE ON IT. IT WAS HOUSED IN A TENT. IT WAS SO SECRET, EVEN WE SQUADRON COMMANDERS WHO WERE SUPPOSED TO OPERATE WITH THIS THING DIDN'T KNOW WHAT IT WAS. THAT RADAR INFORMATION WAS TOLD INTO OUR COMBAT HEADQUARTERS THE, COMBAT OPS CENTER, AND THEN THEY WOULD SEND OUT INFORMATION AND ORDERS TO US.

BILL ALEXANDER

WAS THIS A ROTATING ANTENNA?

GEN. MOORE

NO. IT WAS JUST A TELEPHONE POLE. WENT STRAIGHT UP WITH CROSS METAL ANTENNAE.

BILL ALEXANDER

IT WAS A RADAR?

GEN. MOORE

IT WAS A RADAR. ONE OF THE ORIGINAL---PRIMITIVE, VERY PRIMITIVE. WE DIDN'T ---OF COURSE WE DIDN'T OPERATE IT AT NIGHT. IT WAS NOT IN OPERATION AT NIGHT DURING THIS TIME.

DURING THIS TWO WEEKS, OF ALERT, I WAS TALKING TO OUR GROUP COMMANDER ONE DAY AND I SAID, "YOU KNOW, WE HAVE THIS FLIGHT DOWN HERE AT NIGHT, YET WE DON'T HAVE ANY NIGHT EXPERIENCE IN INTERCEPTION. WE'RE

JUST A DAY INTERCEPTOR, THAT IS ALL WE COULD DO." A DAY FIGHTER. WE WERE SUPPOSED TO INTERCEPT BOMBERS. WE WERE PURSUIT. WE COULDN'T BOMB. WE COULD STRAFE THE GROUND, BUT THAT WAS NOT OUR PRIMARY MISSION. SO, IT WAS DECIDED THAT WE WOULD TAKE SIX PLANES AND PRACTICE INTERCEPTING A B-18 THAT WOULD BE ILLUMINATED BY THE SEARCHLIGHTS OF THE AMERICAN ANTI-AIRCRAFT UNIT THAT WAS AROUND CLARK FIELD. GROVER PICKED SIX OF HIS MOST EXPERIENCE PILOTS, HIMSELF, ME , AND 4 OTHERS. WE DIDN'T WANT TO RISK CRACKING UP ANY OF OUR AIRPLANES. THE FIELD, AT CLARK, WAS QUITE ROUGH. IT WAS A PEAR SHAPED SOD FIELD. WE JUST TOOK OFF DOWN THE FIELD. NO PAVEMENT. BECAUSE OF THE ROUGHNESS OF THE FIELD, WE ALWAYS TOOK OFF SINGLY. WE TRIED NO FORMATION TAKE OFF'S, ALTHOUGH WE HAD PRACTICED THAT . THE IDEA WAS THAT WE WOULD TAKE OFF ABOUT 4:30 IN THE MORNING AND GET ABOUT AN HOUR AND A HALF OF INTERCEPTION TRAINING AS THIS B-18 WENT BACK AND FORTH, NORTH AND SOUTH, ACROSS CLARK FIELD, ILLUMINATED. WE FLEW TWO SHIP FORMATION VERY CAREFULLY AND SAFELY TO PREVENT ANY ACCIDENTS. WE WOULD CALL IN AND SAY TO THE NEXT FLIGHT OF TWO, WE ARE OFF THE TARGET NOW, YOU CAN COME IN. WE WOULD TURN BACK IN AN APPROACH TO MAKE A STERN ATTACK. THE FLIGHT WOULD PEEL OFF AND CALL IN THE NEXT TWO . I WAS LEADING MY FLIGHT AND AFTER WE HAD MADE ABOUT TWO PASSES AND WERE GOING BACK DOWN TO THE SOUTH ACROSS CLARK FIELD. AT 6 OR 8 THOUSAND FEET, NOT VERY HIGH. I TURNED IN, AND STARTED APPROACHING OUR B-18 TARGET, A GREAT BIG PLANE BANKED ACROSS MY PATH IN FRONT, BETWEEN ME AND THE TARGET. HE HAD WING TIP LIGHTS ON. I CALLED MY WING MAN , BILL ALEXANDER CUMMINGS WAS FLYING MY WING, CALLED HIM AND SAID, "BILL ALEXANDER, WATCH THIS GUY?" AFTER WE LANDED, WE WOULD ALL GO TO BREAKFAST AND SIT AROUND , CRITIQUING WHAT WE HAD DONE. I TOLD GROVER, THAT DAD GUMMED PLANE UP THERE WAS DANGEROUS. WE WERE VERY SAFETY CONSCIOUS. GROVER CALLED THE 28TH SQUADRON COMMANDER AND SAID, "PLEASE KEEP YOUR PLANES OUT OF THE AIR NOW. WE ARE GOING TO BE DOING THIS EVERY MORNING FOR THE NEXT SEVERAL DAYS, AND PLEASE KEEP YOU PLANES AWAY BECAUSE WE DON'T WANT TO HAVE AN ACCIDENT" HE SAID, "WE DIDN'T HAVE ANY PLANES FLYING." THAT STARTED US THINKING A BIT. THE NEXT NIGHT, IT WAS DECIDED TO KEEP THAT RADAR ON ALL NIGHT. IT PICKED UP A FLIGHT OF TWELVE PLUS PLANES COMING DOWN FROM THE NORTH, ABOUT 20 MILES OFF SHORE. APPROXIMATELY. THE RADAR WAS VERY PRIMITIVE IN THOSE DAYS. COULDN'T TELL EXACTLY.

BILL ALEXANDER

THIS IS AT NIGHT?

GEN. MOORE

AT NIGHT. FOUR OR FIVE IN THE MORNING. THE PLANES CAME DOWN ABOUT 20 MILES OFF SHORE, TO JUST OPPOSITE CORREGIDOR, MADE TWO COMPLETE CIRCLES AND WENT BACK NORTH. ONE PLANE PEELED OFF AROUND LINGAYEN GULF, CAME DOWN INLAND, OVER CLARK AND MANILA THEN WENT BACK. WELL, IT DIDN'T TAKE A ROCKET SCIENTIST TO FIGURE THESE WERE JAPANESE. NOW, WE KNEW THE JAPANESE WERE ON FORMOSA. WE KNEW THEY HAD ABOUT 200 OF THEIR AIRPLANES THERE AND THE ONLY AMERICAN TARGETS IN THEIR RANGE WERE THE PHILIPPINE ISLANDS. WE HAD BEEN TOLD ALL ALONG THAT WE COULD EXPECT AN ATTACK FROM THE JAPANESE. I THINK COL. EUBANK, IN THOSE DAYS, HAD SLIPPED A B-17 UP THERE AND GOTTEN SOME PICTURES.

GROVER ASKED PERMISSION FROM McARTHUR'S HEADQUARTERS TO INTERCEPT THIS FLIGHT THE NEXT MORNING. I THINK THE NEXT MORNING WAS SATURDAY. WE GOT PERMISSION TO SEND ONE PLANE OUT AND TRY TO IDENTIFY THEM BUT TAKE NO OFFENSIVE ACTION AGAINST THE UNKNOWNNS.

BILL ALEXANDER

DID YOU USE A FLASHLIGHT TO SEE IT.

GEN. MOORE

THE IDEA WAS TO INTERCEPT THE FLIGHT AND TRY TO IDENTIFY THE PLANES. HANK THORNE WAS COMMANDER OF THE THIRD SQUADRON. HE WAS AT IBA WHERE THE RADAR WAS. IN THOSE DAYS, WE HAD A VERY PRIMITIVE RADIO IN TOUR AIRPLANES. IT WAS AN "HF", HIGH FREQUENCY TYPE RADIO SUBJECT TO STATIC AND HAD A SHORT RANGE. BECAUSE IBA WAS A TEMPORARY FIELD, WE HAD---
BILL ALEXANDER

IS THAT EVO?

GEN. MOORE

IBA. IT IS ON THE CHINA SEA. IT IS ALMOST DUE WEST OF CLARK FIELD, JUST OVER THE MOUNTAINS. PAST MOUNT PINATUBA. SINCE IBA WAS A TEMPORARY FIELD, FOR GUNNERY PRACTICE, WE HAD A LITTLE HOME MADE TOWER AT THE EDGE OF THE FIELD. WE PUT ONE OF THESE LITTLE AIRPLANE RADIOS IN IT TO TALK TO THE PILOTS COMING BACK IN FROM GUNNERY PRACTICE TO CONTROL LANDINGS AND TAKE OFFS.

WHEN OUR RADAR FOUND, OR PICKED UP THAT TARGET COMING BACK DOWN THE NEXT MORNING, SATURDAY MORNING I THINK IT WAS, HANK WAS TOLD TO FLY TO INTERCEPT, ABOUT HOW FAR THEY WERE AND THE HEADING. HE TOOK OFF TO TRY TO INTERCEPT THEM. HE GOT BEYOND THE RANGE OF THIS LITTLE RADIO IN THE TOWER. THE RADAR NOTICED THAT THE UNKNOWN PLANES WERE FLYING FASTER THAN THEY EXPECTED AND HANK'S FLIGHT PATH WOULD BE BEHIND THEM. IT WAS DARK, OF COURSE, COULDN'T SEE ANYTHING. HANK FLEW ON OUT, TIME/DISTANCE AND CIRCLED A COUPLE OF TIMES, DIDN'T SEE ANYTHING AND CAME BACK. THE RADAR OPERATOR OBSERVED THAT THE TARGET HAD ALREADY GONE PAST HIM BUT HE COULDN'T CORRECT HANK'S COURSE BECAUSE HE WAS OUT OF RANGE OF THE TOWER RADIO. SO HANK JUST TURNED AROUND AND CAME BACK. DURING THE DISCUSSION OF THE FLIGHT, AFTERWARDS, HANK PLANNED TO TAKE FOUR PLANES, THE NEXT MORNING, SPREAD THEM OUT LINE ABREAST, SOME DISTANCE APART, TO COVER A WIDE FRONT, TO MAKE UP FOR ANY ERRORS IN SPEED. NOTHING SHOWED THE NEXT MORNING. THAT WAS SUNDAY MORNING. THERE WERE NO TARGETS OBSERVED

ABOUT MIDNIGHT SUNDAY NIGHT, I WAS ORDERED TO ASSEMBLE MY PILOTS AT THE FLIGHT LINE, ALL MY SQUADRON ON THE FLIGHT LINE. WE ALREADY HAD A FLIGHT OF PILOTS DOWN THERE FOR AN EMERGENCY. WE WENT DOWN, GROUSING ABOUT "WE'RE TIRED OF THIS INTERNATIONAL CHESS GAME WITH US BEING THE PAWNS. AROUND 4:30 IN THE MORNING, WE GOT WORD THAT HONOLULU WAS BEING BOMBED BY JAPANESE AIRPLANES. JUST OUT OF THE CLEAR IT CAME OVER THE RADIO.

BILL ALEXANDER

4:30 MONDAY MORNING?

GEN. MOORE

MONDAY MORNING. WE WERE ACROSS THE DATELINE AS YOU RECALL. DURING THE TWO WEEKS PERIOD OF INTENSE ALERT STATUS, COL. HAL GEORGE, WHO WAS THE PURSUIT COMMANDER, THE 5TH INTERCEPTOR COMMAND. THE HEADQUARTERS BETWEEN THE 24TH PURSUIT GROUP AND AIR CORPS HQ AT McARTHUR'S HQ, CALLED A MEETING OF ALL PURSUIT PILOTS.

COL. GEORGE ASSEMBLED ALL OF HIS PURSUIT PILOTS AT CLARK FIELD. GEORGE WAS A PURSUIT PILOT IN WORLD WAR I. WONDERFUL GUY. HE WAS AN ACE IN WORLD WAR I, ONE OF THE FINEST GENTLEMEN I HAVE EVER SERVED UNDER. GREAT GUY. HE ASSEMBLED ALL OF HIS PURSUIT PILOTS. HE GAVE US ABOUT AN HOUR OR SO BRIEFING OF THE SITUATION, THE POLITICAL IMPLICATIONS, AND WHAT WAS BUILDING UP AND WHAT THEY EXPECTED OF THE HOSTILITIES. I WILL NEVER FORGET, HE ENDED UP, SAYING, "GENTLEMEN, YOU ARE NOT EXACTLY A SUICIDE SQUADRON BUT YOU ARE GOD DAMN GOING TO BE DAMN NEAR ONE." THOSE ARE ALMOST HIS EXACT WORDS. THEN HE SAID, "I WANT TO SEE MY SQUADRON

COMMANDERS AFTER THIS." HE DISMISSED EVERYBODY ELSE. THE FIVE OF US SQUADRON COMMANDERS WENT IN WITH HIM. WE SAT AROUND A TABLE AND WE PLANNED WHAT WE WERE GOING TO DO WHEN THE WAR STARTED.

McARTHUR'S HEADQUARTERS, I HEARD LATER, WAS TOLD WE HAD TO ABSORB THE FIRST BLOW. WE COULD TAKE NO OFFENSIVE ACTION UNTIL THE JAPS HAD ATTACKED US. WE HAD PLANNED THAT SINCE CLARK FIELD WAS THE ONLY AIRFIELD IN THE WHOLE PHILIPPINE ISLAND ARCHIPELAGO THAT COULD SUSTAIN FULLY LOADED B-17 OPERATIONS, THAT WAS OUR PRIME TARGET TO DEFEND.

WE PLANNED WHERE WE WERE GOING TO TAKE UP PATROL POSITIONS TO WARD OFF ANY ATTACK EXPECTED TO COME IN FROM THE NORTH. EARLY IN THE MORNING OF DECEMBER 8, MONDAY, WE WERE SCRAMBLED. EIGHTEEN AIRPLANES TOOK OFF AND WENT TO THEIR PRE-PLANNED PATROL POSITIONS AND ALL THE OTHER PURSUITS SQUADRONS ON OTHER FIELDS ALSO WENT TO THEIR VARIOUS PATROL POSITIONS. NOTHING HAPPENED. WE PATROLLED TO THE LIMIT OF OUR ENDURANCE. GETTING LOW ON GAS, WE HAD TO COME BACK IN AND REFUEL. DURING THIS TWO WEEKS OF ALERT STATUS, SEVERAL OF AMERICAN ARMY OFFICERS HAD BEEN IN EGYPT WHERE ROMMEL AND MONTGOMERY WERE FIGHTING. THEY CAME BACK THROUGH THE PHILIPPINES ON THE WAY HOME AND GAVE US A BRIEFING ON WHAT THEY HAD SEEN. ONE THING THEY SAID THAT WAS VERY IMPORTANT WAS TO DIG FOX HOLES. A HOLE IN THE GROUND WHERE ONE MAN COULD GET IN OR GET DOWN BELOW THE SURFACE AND WOULD HAVE GOOD PROTECTION. THAT IMPRESSED US NO END. THEY ALSO SAID TO BUILD REVETMENTS ON AIRFIELDS, FOR AIRPLANES.

WE TOOK EMPTY FUEL DRUMS, LOADED THEM WITH SAND, AND PUT A V SHAPE 2 AND 3 DRUMS HIGH, PUT THE TAIL OF THIS AIRPLANE BACK INTO THAT REVETMENT. THE OPENING WAS AT VARIOUS ANGLES SO YOU COULD NOT GO RIGHT DOWN AND STRAFE THEM ALL. MY PLANES WERE IN THOSE REVETMENTS WE HAD BUILT AT CLARK FIELD ON THE NORTH AND WEST SIDE OF THE FIELD.

BILL ALEXANDER

THIS IS THE END OF TAPE ONE, SIDE ONE

TRANSCRIBED BY FOREST J. REES
FREDERICKSBURG, TX. MARCH 1998
REVIEWED AND EDITED BY LT. GEN. JOSEPH H. MOORE USAF
(RET)12

THE ADMIRAL NIMITZ MUSEUM

FREDERICKSBURG, TEXAS

AN ORAL HISTORY
BY

LT. GEN. JOSEPH H. MOORE, USAF (RET.)

TAPE ONE, SIDE TWO

GEN. MOORE

AFTER WE LANDED, ON THAT FIRST MISSION I SAW TRACERS COMING ACROSS MY CANOPY. I DID A BIG BARREL ROLL MANEUVER AND A ZERO SHOT PAST ME AND UP INTO THE CLOUDS. I DIDN'T GET A PASS AT HIM AT ALL.

I WENT ON BACK TO CLARK, MADE THE APPROACH AND LANDED. IT WAS A MESS. I FORGOT TO TELL YOU THAT WE HAD ALSO BUILT FOX HOLES FOR OUR CREWS. WE DID BUILD THE REVETMENTS AS THEY HAD RECOMMENDED AND ALSO THE FOX HOLES. HOWEVER, INSTEAD OF BUILDING THESE TINY ONE MAN THINGS, WE BUILT DELUXE MODELS, L SHAPED WITH BAMBOO SIDES AND STEPS GOING DOWN INTO
TH

THE ADMIRAL NIMITZ MUSEUM

FREDERICKSBURG, TEXAS

AN ORAL HISTORY

BY

LT. GEN. JOSEPH H. MOORE, USAF (RET.)

TAPE ONE, SIDE TWO

GEN. MOORE

AFTER WE LANDED, ON THAT FIRST MISSION, WE PUT THE PLANES BACK IN THE REVETMENTS AND BEGAN TO REFUEL THEM. IN THE EARLY MORNING WHEN WE WERE FIRST SCRAMBLED, ON DECEMBER 8, MONDAY. I FORGOT TO MENTION IT WAS 4:30 IN THE MORNING WHEN WE FIRST GOT A WORD THAT HONOLULU WAS BOMBED BY JAPANESE PLANES. GEN. EUBANK, COL. EUBANK THEN, BOMBED UP EVERY ONE OF HIS B-17's, LOADED THEM WITH BOMBS AND REQUESTED PERMISSION TO GO TO FORMOSA. WE KNEW JAP PLANES WERE THERE. WE KNEW THE ONLY AMERICAN TARGETS WERE US IN THE PHILIPPINES. HE WANTED TO GO UP AND ATTACK THEM AT FIRST LIGHT. McARTHUR'S HEADQUARTERS REFUSED THIS REQUEST. WHEN WE GOT OUR SCRAMBLE, AT FIRST LIGHT OR SOON AFTER FIRST LIGHT, EUBANK TOOK ALL OF HIS AIRPLANES OFF AND FLEW SOUTH JUST TO GET THEM OFF THE FIELD AND SAFE. WHEN WE CAME BACK IN, AND LANDED MY 18 AIRPLANES AND PUT THEM IN THEIR REVETMENTS AND BEGAN TO REFUEL, EUBANK PLANES BEGAN TO DRIFT BACK IN, ONE OR TWO AT A TIME. B-17's, THIS WAS THEIR HOME BASE. I THINK HE HAD PART OF HIS COMPLEMENT DOWN IN MINDANAO WHERE THERE WAS A DEL MONTE PINEAPPLE PLANTATION WITH A GREAT BIG PASTURE. WE USED THAT PASTURE TO LAND ON. IT WAS NOT MARKED. IT WASN'T SET UP AS AN AIRFIELD, BUT IT WAS A BIG SMOOTH AREA AND WE COULD LAND ON IT. IT WAS NOT DISCOVERED BY THE JAPS THAT WE WERE USING IT. WE USED IT RIGHT UP TO THE END OF TIME THAT WE WERE IN THE PHILIPPINES.

HE HAD TWENTY OF HIS B-17's BACK ON THE GROUND WHEN WE GOT A SECOND SCRAMBLE ALERT AROUND 11:00. ALL MY PILOTS GOT IN THEIR COCKPITS FOLLOWING THE SYSTEM WE HAD PLANNED. OUR OPERATIONS TENT WAS ON THE SIDE OF THE ROAD, ACROSS THE ROAD WHICH RAN BEHIND THE HANGER LINE. THE LANDING FIELD WAS IN FRONT OF THE HANGER LINE. MY PLANE WAS PARKED JUST ACROSS THAT LITTLE ROAD, IN THE OPEN NOT IN A REVETMENT. I WOULD GET A CALL FROM COMBAT OPS ON THE TELEPHONE GIVING ME ORDERS, SUCH AS:, "TAKE OFF ON HEADING OF 090 AND CLIMB TO 5,000 FEET. WHEN THE PILOTS WERE

ALERTED TO GET IN THE COCKPITS, WE RAN A WHITE FLAG UP THE FLAGPOLE IN FRONT OF THIS TENT. THEN I WOULD SIT BY THE TELEPHONE. MY CREW CHIEF WOULD JUMP IN MY PLANE PREPARED TO START THE ENGINE. THIS WORKED FINE IN PRACTICE. WE PRACTICED SUCH SCRAMBLES ALL THE TIME . ALL THE OTHER PILOTS SAT IN THEIR COCKPITS AND THEY COULD SEE THE FLAG. THE MINUTE I GOT INSTRUCTIONS TO TAKE OFF, WE RAN A RED FLAG UP, THE PILOTS ALL CRANKED THEIR ENGINES. MY CREW CHIEF CRANKED MINE. BY THE TIME I GOT THERE, MY PLANE WAS RUNNING.

I WOULD JUMP IN THE COCKPIT AND TAXI ABOUT MAYBE A HUNDRED FEET AND JUST TURN TO THE EAST AND TAKE OFF. NO RUNWAY. JUST THIS OPEN FIELD. THE OTHER PLANES WOULD TAXI UP TO THE TAKEOFF END WHICH IN THIS CASE WAS THE WEST END OF THE FIELD, AND FOLLOW ME, ONE AT A TIME, JUST AS RAPIDLY AS WE COULD TAKE OFF.

WE WERE PUT ON THE ALERT AROUND 11:00 AND WE SAT THERE AND SAT THERE. I KEPT TALKING ON THE PHONE TO COMBAT OPS. I SAID, "YOU CAN'T LEAVE MY PILOTS SITTING IN THE COCKPITS. IT IS HOT AND THEY CAN'T BE SITTING THERE ALL THIS LONG. YOU GOTTA DO SOMETHING." "JUST STANDBY, WE ARE TRYING TO SORT THINGS OUT" I FOUND OUT LATER, THEY WERE GETTING ALL KINDS OF MIXED SIGNALS. THEY DIDN'T KNOW EXACTLY----

BILL ALEXANDER

THEY, IN THIS CASE WERE IN COMBAT OPS, RIGHT?
GEN. MOORE

YES, OUR GROUP COMBAT OPS. SEE, ALL INTELLIGENCE WAS BEING TOLD INTO THEM. WE HAD A GROUND OBSERVER NET WHICH STRUNG OUT UP TO LINGAYEN GULF. THEY WERE FILIPINOS AND USED THE CIVILIAN PHONE LINES. IT TOOK 15-20 MINUTES TO GET AN EMERGENCY CALL THROUGH THAT TELEPHONE SYSTEM. IT WAS VERY POOR. THE ONE RADAR SITE PASSED INFORMATION DOWN TO MANILA, THEN MANILA SENT IT BACK UP TO COMBAT OPS AT CLARK. THEN CLARK WOULD SENT OUT INSTRUCTIONS TO MY OPS CENTER.

WE SAT THAT WAY AND SAT THAT WAY. FINALLY, ONE OF OUR CREW CHIEFS SAID, "GOOD GOD ALMIGHTY, YONDER THEY COME." HE LOOKED OFF TO THE WEST OVER THE MOUNTAINS. I LOOKED UP AND SAW A LINE OF PLANES. THEY LOOKED LIKE LITTLE PLANES, THEY WERE SO HIGH. MY FIRST THOUGHT WAS THAT THEY WERE CARRIER PLANES, COMING OFF THE CHINA SEA. HAD TO BE CARRIER PLANES THEY WERE SO SMALL.

WE RAN UP THE RED FLAG AND I JUMPED IN MY PLANE AND TOOK OFF AND THE NEXT TWO GUYS BEHIND GOT AIRBORNE. THE NEXT FOUR PILOTS WERE KILLED BY BOMBS THAT BLANKETED THE FIELD. THE JAP PLANES WERE THAT CLOSE. THE REST OF MY FLIGHT WAS BUNCHED UP ON THE WEST END AND NEVER GOT A CHANCE TO TAKE OFF. OUR ONLY CASUALTIES, ONLY DEATHS I HAD WERE THOSE 4 PILOTS RUNNING DOWN THE LANDING AREA TRYING TO TAKE OFF. THE OTHERS BUNCHED BACK ON THE WEST END HAD SOME INJURIES, BUT NO DEATHS. ALL THE PLANES WERE TOTALED.

WE THREE GOT AIRBORNE. SINCE I THOUGHT THE APPROACHING PLANES I'D SEEN WERE CARRIER PLANES, I INTENDED TO CATCH THEM GOING BACK TO THEIR CARRIERS. WE CLIMBED AS WE COULD TOWARD THE CHINA SEA, OVER IN THAT DIRECTION, TO ABOUT 22,000 FEET, I LEVELED OFF AND BEGAN TO PICK UP SPEED. MY NUMBER TWO GUY WAS NAMED RANDALL KOEHLER WAS BEHIND ME ABOUT WHAT TURNED OUT TO BE A PERFECT TACTICAL DISTANCE. UP TILL THEN WE FLEW COMBAT FORMATION IN FLIGHTS OF THREE PLANES. BUT, AFTER THESE EARLY ENCOUNTERS, WE BEGAN USING THE TWO PLANE FLIGHT, SPREAD OUT SO WE EACH COULD MANEUVER. EDDIE GILMORE WAS THE NUMBER 3 MAN AND HE WAS TRAILING US ABOUT HALF A MILE AND WAS A THOUSAND OR TWO FEET BELOW US. AS I LEVELED OFF, I SAW A FLIGHT OF PLANES COMING TOWARD US, HEAD ON, JUST OFF TO MY

RIGHT. I DIDN'T KNOW WHO THEY WERE, SO I WAGGLED MY WINGS TO SIGNAL KEATOR. ABOUT THAT TIME THAT FLIGHT BACKED TOWARD ME AND BEGAN DIVING DOWNWARDS. I COULD SEE THE FRIED EGG INSIGNIA ON THEIR WINGS AND KNEW THAT THEY WERE JAPS. I LATER LEARNED THAT THE PLANES WERE ZEROS. IT APPEARED THAT THEY HAD NO SEE NE AND KEATOR BUT HAD SEEN GILMORE AND WERE DIVING DOWN TO ATTACK HIM. I IMMEDIATELY TURNED IN ON THE FLIGHT AND GOT ON THEIR TAILS. KEATOR TURNED INTO THEM MAKING A HEAD ON PASS. HE SHOT DOWN THE FIRST JAP PLANE, IN THE PHILIPPINES. I MADE TWO FIRING PASSES ON THE FLIGHT BEFORE THEY REALIZED WE WERE THERE. THEN ALL HELL BROKE LOOSE.

UP TO THAT POINT, WHEN A PURSUIT PILOT JOINED IN COMBAT, IT WAS A DOGFIGHT. YOU DIDN'T THINK ABOUT RUNNING OR LEAVING. THOSE OF US WHO GOT THROUGH THOSE FIRST 2 OR 3 DAYS REALIZED THAT WE COULD NOT DOGFIGHT WITH A ZERO. IT COULD TURN INSIDE YOU, IT COULD OUT CLIMB YOU. ANYBODY WHO CAN DO THAT CAN BEAT YOU IN A DOGFIGHT. WE HAD SUPERIOR SPEED. WE COULD EASILY LEAVE THEM IN A DIVE. WE COULD RUN AWAY FROM THEM STRAIGHT AND LEVEL, WIDE OPEN. IT DIDN'T TAKE LONG TO REALIZE YOU HAD TO HIT AND RUN IN FIGHTING A ZERO.

WE GOT SEPARATED. I LOST SIGHT OF KEATOR. I NEVER DID SEE HIM AGAIN UNTIL WE GOT BACK TO CLARK. WHEN GILMORE SAW THESE JAP PLANES COMING DOWN TOWARDS HIM, HE SPLIT S'ED AND HIT THE DECK, AND FLEW DOWN TO MANILA, LANDED AT NICHOLS.

KEATOR AND I STAYED WITH THEM AS LONG AS WE COULD, THEN TOOK EVASIVE ACTION. HE GOT HOME TO CLARK ABOUT 15 MINUTES BEFORE I DID AND REPORTED I HAD BEEN SHOT DOWN. THE LAST HE SAW OF ME, I WAS HEADED FOR THE DECK WITH THREE JAPS ON MY TAIL AND TRACERS FLASHING PAST MY CANOPY. I CAME ON IN AND LANDED AT CLARK.

WE HAD DEVISED A SAFE APPROACH TO CLARK FIELD. TO MAKE SURE WE WERE CONSIDERED FRIENDLY, WE WOULD COME AROUND MOUNT ARARAT, WHICH WAS EAST CLARK, COME AROUND THAT AT 200 FEET WITH OUR WHEELS DOWN AND YOU WOULD APPROACH THAT WAY FOR LANDING. YOU WERE THEN SUPPOSED TO BE RECOGNIZED AS A FRIEND. THIS PLAN WAS DEVISED AHEAD OF TIME. BEFORE WE HAD GOTTEN INTO ANY COMBAT.

I CAME IN AND CIRCLED THE FIELD TWICE, TRYING TO FIND A PLACE BIG ENOUGH TO LAND ON BECAUSE THE JAPS KNEW EXACTLY HOW MANY BOMBS IT WOULD TAKE TO BLANKET THAT FIELD. FROM THE WEST TO THE EAST. THEY MUST NOT HAVE KNOWN ABOUT THOSE THREE 2,000 FOOT EXTENSIONS WE HAD JUST MADE IN THE LAST MONTH OR 6 WEEKS BEFORE THE WAR FOR THE B-17's, FOR NO BOMBS FELL ON THEM. THEY HAD NOT BEEN COMPLETED YET, BUT THEY WERE FLAT. THEY HAD BEEN BULLDOZED OUT FROM SUGAR CANE FIELDS. I MADE TWO CIRCLES AND I PICKED OUT AN AREA AND I LANDED ON ONE OF THOSE NEW STRETCHES. I TAXIED AROUND BOMB CRATERS AND GOT BACK TO THE FLIGHT LINE. MY CREW CHIEF JUMPED UP ON MY WING AND SAID, "GOD, LIEUTENANT, EVERYBODY ON THIS BASE HAS BEEN FIRING AT YOU." I DIDN'T KNOW IT. I DIDN'T HAVE A HOLE IN MY PLANE. ANOTHER EXAMPLE OF MY LUCKY STREAK BACK THEN.

BILL ALEXANDER

IT IS KIND OF DISCOURAGING IF THEY ARE ALL SHOOTING AT YOU.
GEN. MOORE

I WAS VERY LUCKY. AFTER I SHOOK THOSE THREE ON MY TAIL---IT IS A LITTLE FRIGHTENING FOR DAMN TRACERS GOING PAST YOU LIKE FIREFLIES, I FINALLY LOST THEM AND I HEADED AROUND TOWARDS DEL CARMEN WHICH IS WHERE SAM MARRETT, A CLASSMATE OF MINE, WAS SQUADRON COMMANDER. HE HAD P-35's. THE 34TH SQUADRON. THERE WERE BIG PATCHY CLOUDS ABOUT 6,000 FEET. NOT SOLID, JUST NORMAL FOR THAT TIME OF THE YEAR. I WAS LOOKING ALL AROUND

AND ALL OF A SUDDEN .THOSE THING SAVED MOST OF MY CREW. WE BUILT TWO OF THEM RIGHT BESIDE THE OPERATIONS TENT AND SOME OUT THERE WHERE THE AIRPLANES WERE REVEGETED ALSO. WHERE MY AIRPLANE WAS PARKED. GROVER, THE GROUP COMMANDER ALSO HAD HIS AIRPLANE THERE. HE WASN'T PLANNING TO WHEN JAP PLANES STRAFED THE FIELD, GROVER'S PLANE WAS SET AFIRE AND BLACK SMOKE POURED OVER THESE TWO BIG DELUXE FOX HOLES THAT WERE FULL OF MEN. JUST JAMMED WITH MY MEN. THE FOX HOLES WERE DEEP. BUT YOU COULD SEE THEM PLAINLY FROM THE AIR AND YOU COULD STRAFE THEM EASILY EXCEPT THEY WERE COVERED WITH SMOKE AND THE JAPS COULDN'T SEE THEM. ANOTHER LUCKY BREAK.

WHEN I GOT BACK, THE ONLY THREE PLANES I HAD FLYING WERE THE THREE THAT GOT IN THE AIR. WE SALVAGED TWO OUT OF THE REST OF MY AIRPLANES. IN THE FOLLOWING DAYS, WE HAD POOLED OUR PLANES WITH THE 17TH SQUADRON.
BILL ALEXANDER

LET ME ASK. WHAT DID YOU DO WITH THE BOMB HOLES?

GEN. MOORE

OUR ENGINEERS COVERED THEM UP PRETTY QUICKLY.

BILL ALEXANDER

WITH DOZERS?

GEN. MOORE

YES. WITH DOZERS. THE ENGINEERS. WE HAD ARMY ENGINEERS THERE. THEY FILLED THEM UP RIGHT QUICKLY. HOWEVER, THE DUST WAS HORRIBLE. DRY DUST, DRY DIRT. A FEW NIGHTS LATER, I FORGET THE EXACT TIME, WE KNEW THE JAPS WERE LANDING ON THE SHORES OF LINGAYEN GULF . THE JAPS HAD SIXTY SOME ODD VESSELS UP THERE. A LOT OF THEM BEING TOWED, ONE AFTER THE OTHER. LINERS, BOATS, FREIGHTERS OR SOMETHING. SOME OF THEM WERE UNDER POWER, OTHERS WERE BEING TOWED. THEY WERE LOADED WITH TROOPS AND MUNITIONS AND WHAT NOT. WE WERE SCRAMBLED TO GO UP AND STRAFE THEM, OF COURSE.

TAKING OFF AT NIGHT, ONE AT A TIME, THE DUST PALL GOT UP SO THICK, YOU COULDN'T SEE A BLESSED THING. HOW WE GOT OFF I'LL NEVER KNOW. YOU COULDN'T SEE A THING. YOU JUST SAT WITH TEETH CLENCHED, DURING TAKE OFF, BUT WE GOT OFF.

LATER, THE SAME THING HAPPENED DOWN AT DEL CARMEN. SAM MARRETT'S PILOTS TRYING TO TAKE OFF AT NIGHT AND ONE OF THEM LOST HIS BEARINGS AND HE CRASHED ON THE SIDE OF THE FIELD AND WAS KILLED HIM. A VERY SORRY SITUATION.

THE NEXT DAY, WE DID NOT SEE A SINGLE JAPANESE AIRPLANE. DECEMBER THE NINTH. WE EXPECTED THEM---WE HAD A FLIGHT, A PATROL FLYING OVER CLARK FIELD ALL DAY LONG SO WE COULD BE IN THE AIR AND NOT BE CAUGHT ON THE GROUND.

BILL ALEXANDER

WHAT ABOUT THE B-17's? DID THEY EVER GET INTO THE ACT.?

GEN. MOORE

TWENTY OF THOSE WERE BACK ON THE GROUND. ALL WERE DESTROYED. BACK AT CLARK. THE ONLY ONES STILL FLYING WERE THE ONES THAT HAD BEEN DOWN IN MINDANAO. I DON'T KNOW JUST HOW MANY. THEY STAYED UNTIL AROUND CHRISTMAS AND THEN THEY WENT TO AUSTRALIA. THEY RAN A FEW BOMBING RUNS, FAMOUS CAPT. COLIN KELLY, YOU REMEMBER, HAD HIT A BIG JAP SHIP AROUND OFF OF APARRI. HE WAS CAUGHT COMING BACK TOWARDS CLARK. HE GOT HIS CREW BAILED OUT BUT HE CRASHED. HIS PLANE WAS SET AFIRE.

BILL ALEXANDER

OUR FIRST HERO OF THE WAR.

GEN. MOORE

FROM THEN ON, WE POOLED. THE 17TH SQUADRONS AND MY SQUADRONS POOLED PLANES. WE ALTERNATED PILOTS. I WOULD FLY ONE MISSION ,THEN THE NEXT ONE

BY BUZZ WAGNER, A CLASSMATE OF MINE COMMANDING THE 17TH SQUADRON. A WONDERFUL GUY. HE WAS A WHIZ. BUZZ WAS THE FIRST ACE IN THE PACIFIC. BUZZ WAS A BACHELOR. A GOOD LOOKING SON OF A GUN, WITH A BIG BUSHY MUSTACHE. HE HAD SOME AERONAUTICAL ENGINEERING TRAINING IN SCHOOL .BACK AT SELFRIDGE, HE WOULD PASTE LITTLE SKEINS OF YARN ABOUT EVERY FOOT OVER THE TOP OF HIS AIRCRAFT WING. THEN HE WOULD GO UP AND DO MANEUVERS AND WATCH THE YARN. WHEN, YOU KNOW, YOU HAVE A VACUUM ON THE TOP OF THE WING WHICH WITH THE PRESSURE ON THE UNDER SIDE GIVES YOU LIFT. THE LITTLE SKEINS WERE STICKING STRAIGHT UP DURING NORMAL FLIGHT, WHEN HE WOULD GO INTO VARIOUS MANEUVERS, HE COULD SEE WHEN HE WAS LOSING THE LIFT ON HIS WING. FOR THE LITTLE SKEIN OF YARN WOULD DROOP. HE WORKED OUT A LOT OF SMART TACTICS DOING THIS.

BILL ALEXANDER

HE SET THOSE ON THERE BEFORE HE TOOK OFF?

GEN. MOORE

YEAH, YEAH. THIS WAS PEACE TIME YOU KNOW. BACK AT SELFRIDGE.

BILL ALEXANDER

I AM A PILOT TOO AND I KNOW ABOUT LIFT. I WOULD HAVE THOUGHT IN TAKING OFF THAT THAT-----

GEN. MOORE

WELL, HE PASTED THEM ON. THEY ARE NOT VERY LONG BUT THEY WOULD BE STICKING STRAIGHT UP. I AM NOT SURE OF THE TECHNICAL, THE TECHNICS. THIS IS WHAT HE DID. HE PASTED THEM ON. SOME MAY HAVE BEEN PULLED OFF, BUT THERE WERE ENOUGH THAT HE COULD TELL WHEN HE WAS LOSING LIFT ON THESE MANEUVERS. AND ANOTHER LEGEND ABOUT BUZZ WAS THAT HE NEVER FLEW STRAIGHT AND LEVEL ANYWHERE. HE WOULD DO ACROBATICS ALL THE WAY TO WHERE HE WAS GOING AND ALL THE WAY BACK. HE WAS JUST THAT TYPE OF GUY. HE DEVISED A LOT OF TACTICS. OF COURSE, WHEN THE WAR BEGAN, WE TALKED ABOUT HIS TACTICS A LOT. AFTER A WHILE WE WERE TOLD TO AVOID COMBAT FLYING. WE WANTED THE AIRPLANES WERE TO BE USED FOR RECONNAISSANCE, AND IF YOU CAN AVOID COMBAT, DO SO.

THEY WOULD SEND US UP ON RECONNAISSANCE. EVERY DAY. WE DIDN'T HAVE ANY INTELLIGENCE ON WHAT THE JAPS WERE DOING. WE DIDN'T KNOW WHAT WAS GOING ON. THERE WAS NO GROUND INTELLIGENCE, NO OTHER MEANS OF KNOWING SO WE WOULD SEND THE PLANES OUT AND TRY TO REPORT BACK TO McARTHUR'S HEADQUARTERS WHAT WE HAD OBSERVED.

BUZZ WENT UP TO APARRI. THE VERY NORTH TIP OF LUZON ON A RECONNAISSANCE FLIGHT. THE WEATHER WAS BAD. I HAD TRIED TO GO UP THE DAY BEFORE AND DIDN'T MAKE IT. WAGNER WENT UP BY HIMSELF AND BY FLYING TIME/DISTANCE, HE LET DOWN THROUGH THE CLOUDS AND HE CAME OUT OVER APARRI, OVER THE APARRI HARBOR. THERE HE SAW JAPANESE VESSELS. WARSHIPS.

BILL ALEXANDER

COMING INTO THE BAY?

GEN. MOORE

THEY WERE THERE, ALREADY THERE. HE WAS CIRCLING AROUND NOTING WHAT WAS THERE AND THE JAPS SCRAMBLED SOME LITTLE I-97's FIXED LANDING GEAR PLANES THAT WERE USING THE AIRFIELD AT APARRI. THEY CAME OVER AND INTERCEPTED BUZZ. HERE IS ONE OF THE MANEUVERS THAT BUZZ WORKED OUT BY USING THIS SKEIN OF YARN TESTS. YOU CAN BE GOING ALONG AND MAKE A BIG BARREL ROLL AND ALMOST STOP YOUR FORWARD MOTION BUT YOUR AIRSPEED REMAINS. YOU DON'T LOSE YOUR AIRSPEED.

BILL ALEXANDER

YOU ARE NOT GOING FORWARD?

GEN. MOORE

WELL, YOU ARE BUT SAY YOU ARE GOING 200 MILES AN HOUR. YOU START THIS BIG ROLL, YOU SLOW DOWN MAYBE FORWARD, MAYBE TO 100 OR LESS, BUT YOU KEEP YOUR AIRSPEED UP SO THAT YOU DON'T HAVE TO REGAIN IT WHEN YOU COMPLETE THE ROLL, YOU DISH DOWN. THE SIX OF THEM, WERE COMING DOWN ON BUZZ, HE JUST BARREL ROLLED UP OVER THEM AND SHOT DOWN THREE WHEN HE CAME BACK DOWN ON THEIR TAIL. THEN, HE CAME BACK AROUND AND STRAFED THOSE ON THE AIRFIELD, THEN GOT BACK IN THE CLOUDS AND CAME HOME.

I PRACTICED THAT MANEUVER TOO AND IT WORKS. GREAT BIG BARREL ROLL . ESPECIALLY WHEN YOU SEE TRACERS COMING ACROSS YOUR CANOPY---

BILL ALEXANDER

THEY ARE BASICALLY COMING THROUGH YOUR CIRCLE.

GEN. MOORE

BEFORE THE CIRCLE, I SAW THEM COMING SO I DID THIS MANEUVER RIGHT QUICK. AND HE SHOT PAST ME. THEN I CAME BACK DOWN. BUZZ WAS A WONDERFUL GUY. TOO BAD HE WAS KILLED IN AN ACCIDENT BACK NEAR ELGIN FIELD IN FLORIDA FLYING A P-40. HE WAS LOST FOR OVER TWO WEEKS. I AM GETTING AHEAD OF MY STORY. HE CAME BACK TO THE STATES WHEN I CAME BACK TO THE STATES FROM AUSTRALIA IN AUGUST OR SEPTEMBER, 1942. I CAME BACK UNDER ORDERS TO PICK UP A FIGHTER GROUP AND BRING IT BACK TO COMBAT. HE CAME BACK ON ORDERS TO REPORT TO AIR FORCE HEADQUARTERS WITH HIS IDEAS ON HOW WE COULD IMPROVE OUR FIGHTER PLANES TO COPE WITH THE ZERO. HE WAS INVOLVED IN THIS WHEN HE HAD FLOWN DOWN TO ELGIN FIELD. HE HAD A STRIPPED DOWN P-40, TOOK AS MUCH WEIGHT OUT OF IT AS HE COULD TO BE ABLE TO GET A HIGHER ALTITUDE CAPABILITY. HE TOOK OFF TO GO BACK NORTH, WASHINGTON OR SOMEWHERE FROM ELGIN. BAD WEATHER CAUGHT HIM. HE TRIED TO RETURN TO ELGIN AND DISAPPEARED. THEY FIGURED HE CRASHED IN THE GULF . TWO WEEKS LATER, THEY FOUND HIM WHEELS UP, PERFECTLY STRAIGHT, IN A FIELD, NECK BROKEN BY THE IMPACT. HE HAD BEEN IN THE COCKPIT OVER TWO WEEKS WHEN THEY FOUND HIM. IT WAS IN A REAL REMOTE AREA DOWN IN SOUTHERN ALABAMA.

BILL ALEXANDER

WAS HE CAUGHT IN A DOWNDRAFT?

GEN. MOORE

DON'T KNOW. HE WAS TRYING TO LAND, I THINK . OR ELSE HE WAS TRYING TO STAY BELOW THOSE CLOUDS THEN GOT DOWN IN THIS FIELD. PERFECTLY SMOOTH LANDING. WE DON'T KNOW.

WELL, WE WERE BACK TO THE SECOND DAY. WE POOLED THE PLANES, WITH THE 17TH SQUADRON AND HAD A FLIGHT AIRBORNE OVER CLARK ALL DAY. NOTHING HAPPENED THE SECOND DAY. THE THIRD DAY, THEY STARTED COMING BACK AGAIN. WE CONTRITED DOWN OUR PLANES, LITTLE BY LITTLE. I WOULD GET IN THE AIR WITH THREE, MAXIMUM OF 4 PLANES. I WOULD SEE SEVERAL TIMES, THIRTY TO FORTY JAPANESE PLANES. IT IS A LITTLE DISCONCERTING WHEN YOU GET YOUR TEETH KICKED IN EVERY TIME YOU GET IN THE AIR AND DON'T KNOW EXACTLY WHAT TO DO ABOUT IT. BUT WE TRIED.

CHRISTMAS EVE, I WAS ORDERED TO MOVE MY SQUADRON TO BATAAN. WE HAD TO SCROUNGE TRANSPORTATION. WHAT WE COULD FIND, WE PILED ON EVERYTHING WE COULD AND LOADED ALL THE MEN IN TRUCKS, AND CARS. WE JOINED A BIG CONVOY. WE DROVE ALL NIGHT LONG CHRISTMAS EVE NIGHT. WE GOT INTO BATAAN EARLY CHRISTMAS MORNING. I REPORTED IN TO GROVER WITH MY SQUADRON. THERE WAS MUCH CONFUSION OF COURSE.

AFTER JAPS HIT US AT CLARK, WE HID, ALL OF OUR PLANES IN A LITTLE GROVE OF TREES ON THE EAST SIDE OF CLARK WHERE WE COULD PULL THEM IN, COMPLETELY OUT OF SIGHT. WE WORKED ON THEM THERE AND DID WHAT WE COULD. WE LATER SALVAGED TWO OF MY PLANES THAT WERE DAMAGED. THE THREE WE HAD GOTTEN AIRBORNE WERE THE ONLY THREE WE HAD FLYABLE AT THE END OF MONDAY,

DEC. 8TH. . I GUESS WE HAD SOMETHING LIKE 8 PLANES IN ALL AT CLARK WHEN WE GOT ORDERS TO EVACUATE CLARK, WE FLEW WHAT WE COULD FLY DOWN TO FIELDS ON OR NEAR BATAAN.

THE REST OF US GOT ON TRUCKS AND WENT DOWN . THERE WAS A FIELD ON THE EAST SIDE OF BATAAN PENINSULA CALLED BATAAN STRIP. IT WAS JUST A DIRT STRIP BUILT ON A SLOPE. NOT A STEEP SLOPE, BUT A PRONOUNCED SLOPE. YOU TOOK OFF GOING DOWNHILL AND LANDED GOING UPHILL REGARDLESS OF THE WIND. THERE WAS A BIG JUNGLE AROUND IT. THE PLANES WERE SNAKED OFF INTO THE DENSE FOREST. THAT WAS THE ONLY FIELD WE HAD TO OPERATE FROM. ALL THE PLANES WERE BASED THERE. JUST SOUTH OF THAT WAS A FIELD CALLED CAB CABEN, BUT NOT USED AT FIRST. THE ROAD RAN DOWN SOUTH TO CAB CABEN, THEN TO THE WEST AND WENT OVER SOME HIGH GROUND, THEN DOWN INTO MARIVELES HARBOR.

AFTER WE REPORTED IN, A DAY OR TWO I THINK, I WAS ORDERED TO GO TO MARIVELES AND PREPARE THAT FIELD FOR AIR OPERATIONS AND FOR REINFORCEMENTS THAT WERE SUPPOSED TO BE COMING IN TO US. THERE WAS A STRAIGHT ROAD THROUGH A RICE PADDY. MARIVELES WAS A QUARANTINE STATION FOR THE PHILIPPINE GOVERNMENT. THEY WERE BUILDING SOME BUILDINGS, HOSPITAL TYPE WHICH WERE UNDER CONSTRUCTION. NO ROOFS OR ANYTHING ON THEM. THERE WAS A LITTLE VILLAGE THERE. LITTLE HAMLET. AND A HARBOR. JUST ACROSS THERE WAS CORREGIDOR. THIS WAS THE SOUTHWEST CORNER OF BATAAN. THE ROAD RAN FROM CAB CABEN ACROSS TO MARIVELES THEN STARTED GOING BACK UP TO THE NORTH TOWARDS SUBIC BAY. ON THE WEST SIDE OF THIS RICE PADDY WHICH WAS A RATHER EXTENSIVE RICE PADDY, WAS RISING GROUND, WITH DEEP RAVINES. ROUGH GROUND. THERE WAS A ROAD ABOUT 4,000 FEET LONG RUNNING THROUGH THE RICE PADDY. THEN IT BEGAN TO TURN UP INTO THE RISING GROUND, ACROSS A LITTLE STREAM WHERE THERE WAS A BRIDGE. THE ENGINEERS HAD WIDENED IT TO 50 FEET. BY MOVING A MOUND OF DIRT FROM THE MIDDLE OF THIS RICE PADDY. FEET. THEY TORE THAT DOWN AND USED THAT DIRT AND WIDENED THAT ROAD TO 200 FEET EVENTUALLY, MAKING A LANDING STRIP. WE STARTED OPERATING WITH 50 FEET. WE STARTED BUILDING REVETMENTS AROUND THE PADDY IN THOSE RAVINES. WE TOOK METAL ROOFING, SHEETS OF METAL ROOFING, AND MADE ROWS ABOUT 4 FEET APART AND FILLED THE SPACE BETWEEN FULL OF DIRT. UP HIGH. THAT GAVE US THE REVETMENT. THEN WE HAD SOME CAMOUFLAGE NETTING WE PUT ACROSS THE ENTRANCE. WE BUILT, I FORGET, 20 OR MORE OF THOSE FOR PURSUIT PLANES, AND SOME 105 FOOT WINGSPAN B-17'S WE HAD THOUGHT WOULD BE COMING IN.

EVENTUALLY, AFTER THEY GOT THE STRIP 200 FEET WIDE, THEY CUT DOWN SOME PALM TREES NEAR THE WATER'S EDGE AND EXTENDED THE STRIP ANOTHER 4 OR 5 HUNDRED FEET RIGHT ON DOWN TO THE WATER'S EDGE.

BILL ALEXANDER

SO YOU GOT THAT EXTRA FOOTAGE?

GEN. MOORE

SOME 400 FEET LONGER AND 200 FEET WIDE. P-40 DIDN'T TAKE TOO MUCH TO LAND. B-17'S MIGHT HAVE HAD PROBLEMS. WE COULDN'T GO ANY FURTHER THE OTHER WAY BECAUSE OF THE BRIDGE ACROSS THE STREAM. THEN THE ROAD BEGAN TO GO UP INTO THE HILLS.

WHILE WE WERE DOING THIS WORK, ALL OF THE FLYING WAS BEING DONE FROM BATAAN STRIP. WHEN WE GOT OUR STRIP FIXED BIG ENOUGH, WE BROUGHT TWO OF THOSE PLANES OVER TO MY FIELD. WE OPERATED THOSE. WE WERE DOING NOTHING BUT RECONNAISSANCE THESE DAYS. WE WERE NOT ALLOWED TO DO ANY COMBAT. THE PLANES FROM BATAAN STRIP DID MAKE A COUPLE OF ATTACKS ON NICHOLS FIELD THOUGH.

JAP ARTILLERY HAD BEEN IMPLACED ON THE SOUTH SHORE OF MANILA BAY TO THE EAST OF CORREGIDOR, AND WOULD FIRE ON CORREGIDOR IN THE EARLY MORNING

HOURS WITH THE SUN BEHIND THEM SO THEIR GUN FLASHES COULD NOT BE PICKED UP BY OBSERVERS ON CORREGIDOR. NOT KNOWING THE GUN POSITIONS PREVENTED EFFECTIVE COUNTER FIRE BY CORREGIDOR'S GUNS. HEAVY DAMAGE WAS BEING DONE TO CORREGIDOR. SO JESUS VILLAMAR WHO WAS A CAPTAIN IN THE PHILIPPINES AIR FORCE TOOK A PT-13 WITH A CAMERAMAN IN THE BACK TO GO OVER THERE AND TAKE PICTURES OF THE GUN EMPLACEMENTS SO WE COULD FIRE BACK ON THEM . HE WAS ESCORTED BY ALL OF THE P-40'S WE HAD LEFT, AT THE TIME, ABOUT 6. THAT WAS SUCCESSFUL. HE GOT PICTURES AND THEY WERE ABLE TO COUNTER FIRE ARTILLERY ON THE JAP GUNS. THE JAPS OF COURSE LAUNCHED SOME PLANES OFF NICHOLS AND THEY HAD A LITTLE DOGFIGHT THERE AFTER THE PT=13 GOT BACK ON THE GROUND.

WHEN WE WENT ON THESE RECONNAISSANCE MISSIONS, THE JAPS KNEW WHEN WE TOOK OFF. THEY HAD PLANES THERE AT NICHOLS AND THEY COULD SEE US.
BILL ALEXANDER

HAVE YOU EVER HEARD OF THE TIME THEY CAME IN TO THE COAST AND ALL OF A SUDDEN THERE WERE LIGHTS, BIG LIGHTS.
GEN. MOORE

THINKING THEY WERE JAPS. I HEARD THAT. I DIDN'T MAKE THE FLIGHT MYSELF.

BILL ALEXANDER

I THOUGHT ABOUT YOU. THE JAPANESE COMING IN. THERE WERE JAPANESE PATRIOTS OUT THERE, LIGHTING THESE LIGHTS SO THEY COULD GET IN.

GEN. MOORE

YOU MEAN BEFORE THE WAR? BEFORE THE WAR, GOING UP THE VALLEY FROM MANILA TO LINGAYEN GULF, SOME SEARCHLIGHTS WOULD APPEAR IN A STRAIGHT LINE RIGHT DOWN TO MANILA, FROM UP TOWARD LINGAYEN I DON'T RECALL HOW CLOSE TOGETHER THEY WERE , BUT ABOUT 3 OR 4 IN THAT WHOLE DISTANCE. WE TRIED TO DEVISE SOME WAY OF TRYING TO IDENTIFY THOSE LOCATIONS. WE THOUGHT OF GETTING SOME ALUMINUM PAINT IN A BUCKET AND DIVE DOWN ON WHERE WE COULD SEE THE LIGHTS AND DUMP THE PAINT. OF COURSE, THEY WOULD TURN THE LIGHTS OFF AS SOON AS WE DID THIS. BUT WE THOUGHT WE WOULD BE ABLE TO SEE THESE SPLASHES OF PAINT DOWN THERE THE NEXT DAY. SCREWY IDEA. ANYTHING WE COULD THINK OF. YES, I PRESUME THEY LEFT THEIR LIGHTS ON . WHEN WE FIRST MADE

THE FIRST ATTACK AT NICHOLS AT NIGHT, THEY HAD ALL THE LIGHTS BLAZING, THINKING IT WAS THEIR OWN PLANES. AS SOON AS WE ATTACKED, THEY TURNED THEM OFF. THE NEXT TIME, WE CAME OVER THEY WERE OFF.

WHEN WE WOULD GO ON THESE MISSIONS, RECONNAISSANCE MISSIONS, OF WHICH I MADE SEVERAL, THEY KNEW WHEN WE WERE TAKING OFF, THEY KNEW OUR ENDURANCE, HOW LONG WE COULD STAY IN THE AIR, SO THEY ALWAYS LAUNCHED A FLIGHT OF THEIR PLANES TO BE OVER BATAAN WHEN WE WERE DUE BACK. WE WOULD COME BACK FROM, SAY UP NORTH, MAYBE OUT OVER THE CHINA SEA, WE WOULD CALL IN AS SOON AS WE GOT WITHIN RANGE OF THOSE OLD RADIOS WE HAD, AND USING CODE, WE WOULD ASK, "HOW IS THE FRUIT?" WHEN THE ANSWER WOULD BE, "THE ORANGES ARE SOUR" OR SOMETHING LIKE THAT, WE WOULD KNOW THE JAP PLANES WERE NEAR AND WE WOULD THEN JUST KEEP ON GOING SOUTH. WE WOULD LAND ON A SUGAR CENTRAL DOWN IN MINDORA. IT HAD A LITTLE OLD STRIP. IT WASN'T USED EXCEPT BY CIVILIAN PLANES. WE WOULD LAND, WAIT 2 OR 3 HOURS, THEN CRANK UP AND GO HOME. THE JAPS WOULD BE GONE BY THIS TIME. WE WOULD ALSO PICK UP A BAG OF SUGAR AND THEY MADE SOME PRETTY GOOD ALCOHOL DOWN THERE. WE WOULD TAKE IT BACK AND MIX IT WITH PINEAPPLE JUICE. IT DIDN'T TAKE MUCH.

WE KEPT WAITING AND WE EXPECTED EVERY DAY TO GET REINFORCEMENTS TO COME IN. THEY PROMISED THEM AND TOLD US THEY WERE COMING. WE FULLY EXPECTED THEM TO COME IN.

THE JAPS BEGAN TO TRY TO LAND ON THE WEST COAST OF BATAAN, FROM THE CHINA SEA, AT NIGHT, DOWN BELOW OUR FRONT LINES. OUR FRONT LINES ACROSS THE NECK OF THE PENINSULA WERE BUILT IN DEPTH, AND MANNED BY WHATEVER TROOPS WE COULD MUSTER. THEY WERE MOSTLY NOT TOO WELL TRAINED IN GROUND FIGHTING, AS WERE OUR INFANTRY TROOPS, BUT WERE AIR CORPS PERSONNEL NOT ASSIGNED TO THE FLYING UNIT ON BATAAN, QUARTERMASTER TROOPS, BASE SUPPORT TROOPS AND THE LIKE. AND OTHER "WARM BODIES" THAT COULD BE SPARED FOR THAT TASK. THEY FOUGHT WELL, BUT WERE NOT TRAINED FOR GROUND FIGHTING. WE DID HAVE TWO VERY CAPABLE FIGHTING UNITS. THE 31ST INFANTRY AND THE PHILIPPINE SCOUTS. THEY FORMED OUR RESERVES AND WERE IN CAMP BACK DOWN THE BATAAN PENINSULA. THEY WERE THE BEST TRAINED GROUND FORCES WE HAD THEN.

WHEN THE JAPS LANDED ON LINGAYEN GULF AND BEGAN THEIR DRIVE DOWN THE ISLAND OF LUZON TOWARDS MANILA, THEY RAVAGED ALL THE FILIPINO VILLAGES THEY RAN OVER, AND TREATED THE FILIPINOS VERY CRUELLY. MOST OF THE PHILIPPINE SCOUTS HAD FAMILIES IN THOSE VILLAGES, AND WHEN THEY LEARNED OF THE ATROCITIES THE JAPS WERE COMMITTING THEY WENT WILD WITH RAGE. FROM THEN ON, ALL THEY WANTED TO DO WAS HUNT AND KILL JAPS. THEY WERE FEROCIOUS.

AFTER THE JAPS DROVE US ON THE BATAAN PENINSULA AND HAD TAKEN MANILA AND THE ISLAND OF LUZON, THEY WITHDREW THEIR SEASONED TROOPS AND SENT THEM TO BORNEO AND TO THE DUTCH EAST INDIES, AND LEFT ONLY SOME ILL-TRAINED TROOPS BEHIND TO ATTACK THE BATAAN PENINSULA. THEY DID A POOR JOB, HOWEVER THEY COULD DRIVE OUR DEFENSES BACK, INCH BY INCH. ALMOST EVERY DAY WE WOULD HEAR THAT OUR FRONT LINES HAD BROKE. OUR RESERVES, THE 31ST INFANTRY OR THE PHILIPPINE SCOUTS WOULD COME UP, WIPE OUT THE POCKET OF JAPS AND REESTABLISH OUR LINES, MAYBE JUST A LITTLE FURTHER SOUTH THAT BEFORE.

LATE IN MARCH, OR EARLY IN APRIL, THE JAPS BROUGHT BACK SOME OF THEIR SEASONED TROOPS AND MOUNTED A CONCERTED ATTACK ON THE BATAAN DEFENSE LINE. THEY BROKE THROUGH AND IT WAS LIKE A DAM COLLAPSING, THE PENINSULA WAS OVERRUN IN ABOUT TWELVE HOURS.

ONE DAY, A WEEK OR TWO BEFORE THE FINAL ASSAULT ON BATAAN BEGAN, A REPORT WAS RECEIVED OF SEVERAL JAP SHIPS, AND BARGES ENTERING SUBIC BAY. COLONEL HAL GEORGE, THE MAN I MENTIONED EARLIER, A WONDERFUL MAN, LIVED ON THE BATAAN STRIP AND IN CHARGE OF OUR OPERATIONS. HE GAVE A LOT OF COMFORT TO US, BEING THERE WITH US AND GOING THROUGH ALL THIS WITH US. MCARTHUR CAME OVER TO BATAAN ONE TIME. BROUGHT HIS AIR CONDITIONED CHRYSLER STAFF CAR WITH HIM, MADE A QUICK TOUR, AND RETURNED TO CORREGIDOR. NOT DEMEANING HIM. HE WAS A BRILLIANT MILITARY MAN BUT HE DID NOT LIVE ON BATAAN.

SOMEHOW THERE WAS A MIX-UP IN SIGNALS AND HAL GEORGE THOUGHT THAT HE HAD GOTTEN PERMISSION TO GO UP AND ATTACK THOSE JAP VESSELS IN SUBIC BAY. ED DYESS, THE SQUADRON COMMANDER OF THE 21ST SQUADRON, WAS NOW OPERATING FROM BATAAN STRIP. THE P-40 HAD A RACK UNDER THE BELLY TO CARRY AN EXTRA FUEL TANK. THERE WERE FOUR BRACES TO HOLD THE TANK IN PLACE. ED DEvised A METHOD OF ATTACHING A 500 POUND BOMB TO THAT BELLY TANK RACK. THE JAP ZERO HAD A BELLY TANK THAT HAD A STANCHION THAT FITTED UP INTO THE BELL OF THE PLANE WITH A BIG COILED SPRING AROUND IT. WHEN THE TANK WAS JETTISONED THAT SPRING FORCED THE TANK OF THE PLANE. THERE WERE LOTS OF THESE ON THE GROUND ON BATAAN. ED PUT ON ONE OF THESE SPRINGS ON EACH OF THE FOUR BRACES, AND HOOKED A BOMB ON TO THE TANK RACK. HE WOULD RELEASE THE BOMB BY PULLING THE TANK JETTISON RELEASE IN THE COCKPIT, AND THE COMPRESSED SPRINGS WOULD PUSH THE BOMB AWAY FROM THE PLANE. DYESS WAS THE

ONLY ONE TO USE THIS IMPROVISED BOMB RACK. GEORGE AUTHORIZED THE ATTACK ON SUBIC BAY. WE USED 5 P-40's, TWO FROM MY BASE AND THREE FROM ED'S BATAAN STRIP. ON THE FIRST MISS WE LOST ON OR OUR TWO PLANES, PILOTED BY LIEUT. WHITE, FROM ENEMY FIRE. ED DROPPED HIS BOMB PRETTY CLOSE TO A BIG SHIP AND THAT SHIP RAN AGROUND. THEN ED STRAFED IT.

BILL ALEXANDER

OH, HE BEACHED IT?

GEN. MOORE

YEAH. AND THEN HE WENT BACK AND GOT ANOTHER BOMB AND I THINK HE HAULED THREE MORE OF THEM THERE ONE AT A TIME. BY THE THIRD ONE HE EVEN GOT A DIRECT HIT. THIS STRIKE KEPT ON UNTIL DARK. THERE WERE ONLY FOUR PLANES BY NOW. TWO OF THEM CAME BACK INTO MY STRIP, PILOTED BY, LLOYD STINSON AND JIM FOSSEY, JUST AFTER DARK. WE HAD NO LANDING LIGHTS ON THE AIRSTRIP. WE HAD PLACED A STRING OF LIGHTS WE HAD DEVISED ALONG SIDE THE STRIP. POWERED BY A GENERATOR. WE HAD THOSE ON AND A DUMB TRUCK RAN ACROSS IT JUST BEFORE THE PLANES WERE DUE TO LAND AND THE LIGHTS WENT OUT.

BY THIS TIME, WE HAD GOTTEN WORD THAT THE JAPS HAD LAUNCHED FROM NICHOLS. OUR PILOTS HAD TO GET DOWN. WE LINED UP A COUPLE OF TRUCKS WITH HEAD LIGHTS ON FOR REFERENCE LIGHTS AND THEY CAME IN HOT AND FAST. THEY RAN ON TO THE LITTLE BRIDGE AT THE END OF THE STRIP. BROKE BOTH AIRPLANES BUT THE PILOTS WERE NOT INJURED. WASHED OUT THOSE TWO PLANES. THE LAST TWO I HAD. ED GOT BACK IN TO BATAAN STRIP. HIS WING MAN CAME IN AND GROUND LOOPED, TORE THE WING OFF HIS PLANE. WE HAD ONE PLANE LEFT AFTER THAT MISSION. THEY LATER SALVAGED THAT AIRPLANE THAT HAD THE WING BROKEN OFF WHICH HAPPENED TO BE THE AIRPLANE, THE TAIL NUMBER THAT I HAD FLOWN THE EARLY PART OF THE WAR.

DURING LATE FEBRUARY, MIDDLE FEBRUARY, WHEN THE JAPS STARTED LANDING OFF THE CHINA SEA COAST ALONG LONGOSKAWAYAN POINT, THEY TRIED TO COME IN AT NIGHT ON LITTLE RAFTS, SNEAKING IN. SOME AIR CORPS TROOPS WERE SENT THERE TO DRIVE THEM OFF THE POINT. THEY HAD QUITE A BATTLE. THEY RUSHED MY SQUADRON OVER AS REINFORCEMENTS. WE DROPPED EVERYTHING WE WERE DOING ON GETTING THE AIRFIELD READY FOR REINFORCEMENTS. WE TOOK UP DEFENSIVE POSITIONS ON THE LEFT FLANK OF THIS GROUP ON LONGOSKAWAYAN POINT ON MY LEFT FLANK WAS THE PATWING 10 NAVY AIRMEN. WE ESTABLISHED A DEFENSE ON THE BEACHHEAD THERE. WE WERE THERE FOR 6 WEEKS.

BILL ALEXANDER

SO YOU WERE ACTUALLY---

GEN. MOORE

OH THEY RENAMED US THE 71ST PROVISIONAL INFANTRY BATTALION. WE DIDN'T KNOW ANYTHING MUCH ABOUT INFANTRY FIGHTING. I HAD ROTC IN COLLEGE. THE ONLY THING I COULD REMEMBER WAS THE OFFICER GOT UP AND SAID, "FOLLOW ME MEN." IT IS A GOOD THING THEY DIDN'T ATTACK US IN FORCE. WE DID CAPTURE 2 JAPS AS THEY WERE TRYING TO SNEAK THROUGH OUR POSITIONS ONE NIGHT. THE BULK OF THE FIGHTING, WITH AT LEAST A THOUSAND OR MORE JAPS TRYING TO LAND ON LANGOSKAWAYAN POINT, MOST OF THE FIGHTING WAS OVER BEFORE WE WERE BROUGHT INTO IT. AFTER 6 WEEKS THERE, THEY SENT US BACK TO MARIVELES TO FINISH THE WORK ONE THE AIRSTRIP FOR THE REINFORCEMENTS WE WERE EXPECTING.

IN THE MEANTIME, WE HAD DISCOVERED 3 NAVY AMPHIBIANS, J2F-2's, OLD GRUMMANS. SINGLE ENGINED. GREAT BIG HULL THAT PROJECTED WAY UP IN FRONT OF THE PROP. BIPLANES WITH LITTLE FLOATS ON THE TIPS, SINGLE ENGINE. AN OLD CYCLONE ENGINE.

BILL ALEXANDER

ON TOP.

GEN. MOORE

THIS GREAT BIG BOAT HULL WENT UP THIS WAY IN FRONT. IT HAD CRANK WHEELS THAT FOLDED UP INTO THE BOAT HULL. YOU COULD CRANK THOSE DOWN AND LAND ON LAND. THERE WAS A LITTLE TAIL WHEEL AT THE BACK END OF THIS BIG BOAT HULL THAT WAS ON A SPRING LEVER. LITTLE BITTY SOLID WHEEL. THE SIDES OF THE CASING FOR THAT WHEEL WERE CONNECTED TO YOUR RUDDERS, SO YOU COULD STEER IN THE WATER.

WE WERE SCROUNGING FOR FOOD IN THOSE DAYS. EVERYWHERE WE COULD GO, WE TRIED TO FIND SOME FOOD BECAUSE WE WERE GETTING PRETTY HUNGRY. ONE OF THE LITTLE GROUPS LOOKING FOR FOOD DISCOVERED THESE THREE PLANES. THEY WERE UP ON THE BANK, ON THE SHORE. ONE OF THEM WAS NOT UNDER WATER AT HIGH TIDE. JUST A PART OF THE CYLINDERS WERE LAPPED BY HIGH WATER. THEY HAD BEEN STRAFED IN THE VERY EARLY DAYS OF THE WAR AND JUST LEFT THERE.

END OF TAPE ONE, SIDE TWO.

TRANSCRIBED BY FOREST J. REES-
FREDERICKSBURG, TX. MAR. 1998

REVIEWED AND EDITED BY LT. GEN. JOSEPH H. MOORE, USAF (RET)

E THERE WAS A DEL MONTE PINEAPPLE PLANTATION WITH A GREAT BIG PASTURE. WE
USED THAT P

ADMIRAL NIMITZ MUSEUM

FREDERICKSBURG, TEXAS

AN ORAL HISTORY
BY

LT. GEN. JOSEPH H. MOORE, USAF (RET.)

TAPE TWO, SIDE ONE

BILL ALEXANDER

GENERAL, WOULD YOU LIKE TO TAOVER 7,000 ISLANDS IN THE PHILIPPINE ARCHIPELAGO, AND IT IS 1,500 MILES NORTH AND SOUTH. IT IS A PRETTY LARGE AREA. THE 7,000, INCLUDING LITTLE BITTY ROCKS AND THINGS, BUT THERE ARE STILL MANY BIG ISLANDS.

I LANDED IN MINDANAO, OFFLOADED THE PILOT. THE NEXT NIGHT, GETTING READY TO GO BACK, ADM. SHARP, THE COMMANDER DOWN THERE FOUND OUT I WAS GOING BACK TO THE BATAAN AREA. HE ORDERED ME TO FILL MY PLANE WITH QUININE THAT HAD COME IN FROM AUSTRALIA. IT WAS IN 5 GALLON DRUMS, IN A WOODEN CRATES. WE FILLED

THE ADMIRAL NIMITZ MUSEUM

FREDERICKSBURG, TEXAS

AN ORAL HISTORY

BY

LT. GEN. JOSEPH H. MOORE, USAF (RET.)

TAPE TWO, SIDE ONE

BILL ALEXANDER

GENERAL, WOULD YOU LIKE TO TAKE UP FROM WHERE WE LEFT OFF?

GEN. MOORE

YES, I THINK I WAS TELLING ABOUT THE TIME WE WERE ON BATAAN BUILDING MARIVELES AIR STRIP WHICH WAS ON THE SOUTHWEST CORNER OF BATAAN. ON MARIVELES HARBOR.

WE FOUND THAT THERE WERE THREE NAVY AMPHIBIANS, J2F-2, SINGLE ENGINE BIPLANE WITH BIG BOAT HULL. THEY HAD BEEN STRAFED AND DAMAGED SO BADLY IN THE EARLY DAYS OF THE WAR, THEY WERE ABANDONED ON THIS SHORE. ONE OF THEM WAS ENOUGH ABOVE WATER AT HIGH TIDE THAT IT WAS NOT DAMAGED, THE ENGINE WAS NOT DAMAGED. THE OTHER TWO WERE ALMOST SUBMERGED. WE PULLED THIS SHIP UP ON SHORE AND BAILED WATER OUT OF THE HULL, PATCHED THE HOLES IN THE HULL AND TOWED IT ACROSS THE BAY. THE ENGINEERS BUILDING OUR AIRSTRIP IN MARIVELES USED A DRAGLINE, LIFTED IT UP, AND WE CRANKED THE WHEELS DOWN. IT WAS ABLE TO LAND ON LAND, AS WELL AS WATER. WE TOWED INTO IT ONE OF THE REVETMENTS WE WERE BUILDING. THE MECHANICS THAT WE HAD WHO WERE SUPERB AND HAD THE CAPABILITY TO BUILD AN AIRPLANE, PATCHED THIS AIRPLANE UP COMPLETELY. THEY GOT THE ENGINE RUNNING GOOD. DURING THIS TIME, THE SQUADRON HAD GONE OVER TO THE CHINA SEA COAST AND FOUGHT AS INFANTRY TROOPS FOR 6 WEEKS.

WHEN WE RETURNED THIS PLANE WAS READY TO GO. WE HAD LOST OUR LAST P-40. I WAS CONCERNED ABOUT THE STAMINA AND STRENGTH OF OUR PILOTS HAVING NOT BEEN EATING VERY WELL. WE ATE TWO MEALS A DAY BUT MY FLIGHT SURGEON RECKONED THAT WE WERE GETTING 1/4 OF ONE DAYS NUTRITIONAL VALUE OUT OF WHAT WE WERE EATING. OUR HEALTH HAD GONE DOWN, OUR STAMINA, OUR STRENGTH, OUR WEIGHT HAD BEGUN TO DETERIORATE. WE WERE EXPECTING REINFORCEMENTS TO COME IN JUST ANY DAY. RIGHT ON UP UNTIL THE DAY BATAAN FELL, WE EXPECTED REINFORCEMENTS TO COME IN. WE WERE PREPARING MARIVELES TO TAKE CARE OF THESE INCOMING AIRPLANES. I WAS CONCERNED THE PILOTS WOULD NOT BE ABLE TO FLY THEM WHEN THEY GOT THERE.

ON THE STRENGTH OF THAT, I PERSUADED MY COMMANDER TO LET ME FLY THIS AMPHIBIAN DOWN TO CEBU AND MINDANAO AND TAKE A COUPLE OF PILOTS DOWN AND THEN BRING A LOAD OF FOOD BACK . KEEP GOING BACK AND FORTH THIS WAY. AFTER BEING IN MINDANAO, AND EATING GOOD FOOD FOR A WHILE, BRING THEM BACK TO BE READY TO GO.

THE JAPANESE, WHEN THEY PINNED US DOWN ON BATAAN, THEY BY-PASSED THE SOUTHERN ISLANDS OF THE PHILIPPINES.

BILL ALEXANDER

I WONDERED ABOUT THAT.

GEN. MOORE

THEY WENT ON DOWN TO BORNEO AND THE DUTCH EAST INDIES. CEBU, PANAY WAS THE BIG ISLAND JUST TO SOUTH OF LUZON THAT THE JAPS HAD NOT BOTHERED. THEY IGNORED FROM PANAY, CEBU, MINDANAO, THEY DID HAVE A DETACHMENT IN

DAVAO WHICH IS WAY OVER ON THE SOUTHEAST CORNER OF MINDANAO. THE REST OF THAT PART OF THE ISLANDS, THEY IGNORED. WE HAD PLENTY OF FOOD DOWN THERE. THE QUARTERMASTER AT CEBU HAD WAREHOUSES STACKED FULL OF FOOD.

WE HAD AN AIRFIELD, WELL, IT WAS A BIG PASTURE ON THE DEL MONTE PINEAPPLE PLANTATION ON THE NORTHERN SHORE OF MINDANAO. WE LANDED ON THAT. WE DIDN'T PREPARE IT AS AN AIRFIELD. IT WAS NOT OBSERVED AS AN AIRFIELD BY THE JAPANESE OCCASIONAL RECONNAISSANCE PILOT OUT OF DAVAO. WE WOULD HIDE THE PLANE WHEN WE GOT IT ON THE GROUND. WE WERE ABLE TO GET IN AND OUT OF THERE WITHOUT TOO MUCH TROUBLE. AS A MATTER OF FACT, B-17'S AND LB -30'S OR

B-24'S CAME UP FROM AUSTRALIA OCCASIONALLY WITH A LOAD OF ESSENTIAL THINGS LIKE RADIO BATTERIES, MEDICINES OR THINGS THAT WERE CRITICALLY NEEDED AND LAND AND OFFLOAD THERE.

WHEN I GOT PERMISSION TO GO DOWN IN THIS OLD PLANE, I LANDED IN CEBU AND TOLD THE QUARTERMASTER WHAT I WANTED, SOME FOOD. HE SAID, "ALL YOU WANT. JUST PICK IT UP WHEN YOU COME BACK." I TOLD HIM I WAS GOING TO MINDANAO TO OFFLOAD THE PILOT I HAD BROUGHT DOWN AND I WOULD BE BACK THE NEXT DAY. I MADE THESE FLIGHTS AT NIGHT BECAUSE THE PLANE'S SPEED WAS ABOUT 90 KNOTS. I DIDN'T WANT TO BE CAUGHT IN DAYLIGHT WITH SUCH A SLOW UNARMED PLANE. I THOUGHT IT WOULD BE SAFER. TO MAKE THE FLIGHTS AT NIGHT.

IT WAS RATHER DIFFICULT BECAUSE WE HAD NO NAVIGATIONAL AIDS AND WE HAD NO WEATHER REPORTS. I HAD BEEN IN THE ISLANDS FOR OVER A YEAR AND IF THERE WAS ANY LIGHT, EVEN STARLIGHT, I COULD EYEBALL AN ISLAND AND TELL APPROXIMATELY WHAT IT WAS.

YOU KNOW, A LOT OF PEOPLE DON'T REALIZE, BUT THERE ARE MY HULL FULL AND I LANDED IN CEBU EN ROUTE BACK. THE QUARTERMASTER THERE CAME OUT TO CHECK ON HOW MUCH I WANTED TO LOAD. I SAID, "I DON'T HAVE ANY ROOM FOR ANYTHING." HE ASKED, "WHAT YOU GOT THERE?" I TOLD HIM. HE SAID, "OFFLOAD THIS. I HAVE A PILL MAKER MACHINE HERE. I'LL MAKE PILLS OUT OF THIS POWDER AND YOU CAN PICK THEM UP THE NEXT TIME YOU COME DOWN." THAT WAY, I GOT MY LOAD OF FOOD AND BEING AN OLD PURSUIT PILOT, I DIDN'T KNOW ANYTHING ABOUT WEIGHTS AND BALANCES, WHICH IS COMMON KNOWLEDGE FOR A TRANSPORT PILOT. WE JUST FILLED THE HULL FULL.

WE ALWAYS PUT A BOX OF CANDY ON TOP OF THE LOAD. WE HAD SOME NURSES UP THERE, ON BATAAN, ABOUT 30 OF THEM RUNNING THE HOSPITALS. THEY HAD NOTHING. THEY LIVED RIGHT OUT IN THE BOONDOCKS LIKE THE REST OF US DID. THEY WERE WONDERFUL PEOPLE AND EVERY TIME I WOULD COME BACK, I WOULD BRING SOMETHING FOR THEM PARTICULARLY, BECAUSE WE APPRECIATED THEIR--- WHAT THEY WERE DOING SO MUCH.

I GOT IN BATAAN AND OFFLOADED. THE NEXT NIGHT I STARTED BACK DOWN. I MADE THREE ROUND TRIPS EVENTUALLY ON THIS TYPE OF BUSINESS. I FOUND OUT THAT LOADING THE AIRPLANE SO HEAVILY I HAD TO USE AN AWFUL LOT OF POWER TO GET AIRBORNE AND TO STAY ABOVE THE LITTLE---WE ALWAYS HAD A PATCH OF SMALL CLOUDS AT 6,000, 8,000 FEET. NOT SOLID OVERCAST, BUT JUST A LAYER OF BROKEN CLOUDS AND I WOULD ALWAYS GET UP ON TOP. BECAUSE AS YOU APPROACHED MANILA HARBOR, THE JAP SHIPS IN BLOCKADE THAT THEY HAD ON MANILA HARBOR, A VERY IRON BLOCKADE WITH A LOT OF SURFACE SHIPS, WOULD ALWAYS PICK YOU UP IN THEIR SEARCHLIGHTS. THE SHIP'S SEARCHLIGHTS, WHICH WOULD FRIGHTEN YOU TO DEATH, IN THE FIRST PLACE. I DECIDED TO TRY TO STAY ABOVE THE CLOUDS SO THEY WOULDN'T SPOT ME EXACTLY, UNTIL I GOT TO MY DESTINATION. ALSO, THE FIRST TIME WE MADE THAT FLIGHT, THE CORREGIDOR GUNS FIRED AT US. THEY WERE NOT USED TO ANY FRIENDLIES BEING IN THE AIR BY THAT TIME. WE TOLD THEM WHAT WE WERE GONG TO DO AND WE WORKED OUT A DEAL. WE WOULD COME IN FROM THE CHINA SEA, OPPOSITE CORREGIDOR TO THE

WEST, TURN 90 DEGREES AND COME STRAIGHT INTO CORREGIDOR THAT WAY AND THEY DID NOT FIRE AT US. IT WORKED ALL RIGHT FROM THEN ON.

THIS J2F2 AIRPLANE HAD HAND AN OLD "CYCLONE" ENGINE IN IT. . A NINE CYLINDER, AIR COOLED ENGINE. YOU HAD A TWO POSITION PROPELLER. HIGH RPM'S AND LOW RPM'S. YOU WOULD TAKE OFF IN THE HIGH RPM'S, LIKE A LOW GEAR IN A CAR. THEN WHEN YOU GOT UP TO CRUISE ALTITUDE, YOU WOULD PUSH IN INTO LOW RPM'S WHICH WAS SORT OF LIKE IN CRUISING. IT HAD A REGULAR OLD STANDARD CARBURETOR, AS I RECALL YOU COULD DRAW ABOUT 36 INCHES OF MERCURY ON TAKEOFF. FULL LOAD, WIDE OPEN. WITH THE HEAVY LOAD I CARRIED, AND TO GET UP ABOVE THE CLOUDS, I FOUND I WAS USING ABOUT 34 INCHES JUST TO MAINTAIN MY ALTITUDE.

THE THIRD TRIP, COMING BACK IN, PULLING THAT MUCH POWER ON THAT OLD ENGINE, I BURNED OUT A CYLINDER JUST AS I WAS APPROACHING CORREGIDOR I LOST POWER AND I COULDN'T MAINTAIN ALTITUDE. I SANK, SANK SLOWLY. I FINALLY MADE IT INTO BATAAN BEFORE LOSING ALL MY ALTITUDE. THAT NIGHT, HAPPENED TO BE , I BELIEVE IT WAS THE 7TH OF APRIL, AS I RECALL. I ALWAYS LANDED AT BATAAN STRIP RATHER THAN MY FIELD, MARIVELES, BECAUSE THAT IS WHERE GEN. GEORGE AND THE AIR CORPS HEADQUARTERS WAS. I WOULD ALWAYS LAND THERE. THEY WOULD TAKE CARE OF THE PLANE UNTIL I WOULD PICK IT UP TO GO BACK. I WOULD GET A CAR TO GO ON AROUND TO MY BASE AND STAY .

DURING THIS TIME, THERE WAS A GRANDIOSE PLAN COOKED UP TO GET BOATS LOADED WITH FOOD TO BATAAN. ABOUT 20 LITTLE INTER-ISLAND BOATS, ANYWHERE FROM A COUPLE OF THOUSAND TONS TO MAYBE 2 OR 3 HUNDRED TONS, WOULD BE LOADED WITH FOOD IN CEBU. THEY WERE GOING TO ASSEMBLE THIS LITTLE FLEET JUST NORTH OF PANAY, AND BY SHEAR SURPRISE AND AUDACITY, RUN THEM INTO THE PROTECTION OF CORREGIDOR'S GUNS. WE EXPECTED SOME BOMBARDMENT AIRCRAFT TO COME IN FROM AUSTRALIA AND THEY WERE GOING TO MAKE NUISANCE RAIDS ON THE JAP BLOCKADE SHIPS. TO DISTRACT THEIR ATTENTION. WE BY THIS TIME, HAD 4 P-40'S DOWN ON MINDANAO THAT HAD COME FROM AUSTRALIA BY FREIGHTER IN CRATES. THEY HAD BEEN ASSEMBLED THERE. WE HAD ONE P-40 LEFT ON BATAAN THAT THE WING HAD SNAPPED OFF ON LANDING FROM THE SUBIC BAY FIGHT I MENTIONED EARLIER. WE HAD REPLACED THAT WING. INCIDENTALLY, THAT HAPPENED TO BY MY TAIL NUMBER AIRPLANE THAT I HAD IN MY SQUADRON IN MY FIRST DAY THE WAR STARTED. SOME OTHER PILOT WAS FLYING IT WHEN IT LANDED, GROUND LOOPED AND TORE THE WING OFF.

COL. GROVER, WHO WAS MY ORIGINAL SQUADRON COMMANDER, WAS NOW AT GROUP OPS, HAD GONE TO MINDANAO TO COORDINATE THIS ACTIVITY. HE SELECTED FIVE PILOTS, INCLUDING ME , TO PILOT ONE OF THESE 5 P-40'S. WHILE THE BOMBERS WERE ENGAGED IN THEIR BOMBARDMENT OF THE JAP BLOCKADE SHIPS, WE WERE SUPPOSED TO PROTECT THEM FROM ANY ITINERANT JAP PLANE THAT WOULD COME OUT OF DAVAO OR MANILA. AS SAID, BY SHEER SURPRISE AND AUDACITY, WE EXPECTED THAT WITHIN 48 HOURS WE COULD RUN THESE LITTLE SHIPS, LITTLE BOATS INTO THE PROTECTION OF CORREGIDOR'S GUNS. THAT WOULD BE A SIZABLE AMOUNT OF FOOD. WE NEEDED THAT BADLY ON BATAAN AND CORREGIDOR.

THE MORNING OF -- I THINK IT WAS THE 8TH, I HAD BEEN UP THERE ABOUT 24 HOURS AFTER GETTING BACK FOR THAT LAST TRIP IN THE "DUCK". INCIDENTALLY, THIS OLD J2F-2 WAS CALLED THE "CANDY CLIPPER" BECAUSE I ALWAYS BROUGHT A BOX OF CANDY BACK AND SOME BODY NAMED IT A MEMBER OF THE BAMBOO FLEET. THEY SAID IT WAS PATCHED TOGETHER WITH BAILING WIRE AND BAMBOO STRIPS.

I GOT MY CALL OVER--- I HAD BEEN BRIEFED ON WHAT WE WERE GOING TO DO ON THIS SURPRISE MISSION TO GET THE FOOD INTO CORREGIDOR. I GOT A CALL ABOUT NOON ON THE 8TH OF APRIL. IT SAID, "PICK UP THE P-40 AND GO SOUTH." IT WAS BY TELEPHONE. WE HAD DISCOVERED EARLIER ON BATAAN THAT SUSPECTED

JAP AGENTS TAPPED THESE PHONE WIRES. WE NEVER TALKED PLAIN LANGUAGE. WE USED PIG LATIN AND ALSO SOME OF THE HIGHER HEADQUARTERS THERE USED SOME INDIANS, AMERICAN INDIANS, APACHE I BELIEVE, ONE APACHE ON EACH END OF THE LINE TALKING IN THEIR LANGUAGE BECAUSE THE JAPANESE NEVER COULD BREAK THAT. IT WAS QUITE EFFECTIVE AT THAT PARTICULAR TIME.

I GOT A CODED MESSAGE TO GO SOUTH. I PACKED MY DOPP KIT AND A CHANGE OF UNDERWEAR AND WENT OVER TO CABCABEN AND PICKED UP THIS P-40 AND I LEFT ABOUT 10:30 THAT NIGHT. THERE WAS A TERRIBLE THUNDERSTORM ACROSS THE ROUTE I FLEW. FIRST TIME I HAD TO DEVIATE. I WENT WAY OFF TO THE WEST, CIRCLED BACK AROUND. NEVER COULD FIND ANY LAND THAT I COULD RECOGNIZE. I WAS PLAIN LOST. FINALLY, I WAS FAR ENOUGH SOUTH THAT LOOKING BACK UNDER THIS BIG THUNDERSTORM I SAW A FIRE, WAY OFF. I FIGURED THAT HAD TO BE LAND SO I WENT BACK OVER THAT WAY SKIRTING THE THUNDERSTORM AND AS I GOT CLOSER I BELIEVED THAT FIRE HAD TO BE ON PANAY. FIGURING OUT TIME/DISTANCE OF TRAVEL, THAT HAD TO BE WHERE IT WAS, BUT I COULDN'T SEE ENOUGH TO IDENTIFY IT. JUST TO THE EAST OF THAT, THERE IS A LITTLE ISLAND NAMED NEGROS THAT HAD TWO DISTINCTIVE PEAKS, SMALL, A COUPLE OF HUNDRED FEET HIGH, BUT VERY DISTINCTIVE. IF I RECOGNIZED THEM, THEN I KNEW CEBU WAS HERE. MY DESTINATION, WAS CLOSE BY AND THERE IT WAS. I LANDED IN CEBU, ALMOST OUT OF FUEL. LATE IN THE MORNING. I MEAN, EARLY MORNING. 1 OR 2 O'CLOCK. THE P-40 HAD ABOUT TWO AND A HALF HOURS FUEL AS I RECALL.

I WAS EXHAUSTED. I WENT TO BED. MY DESTINATION WAS MINDANAO AND I WAS GOING TO GO DOWN THE NEXT DAY. I WOKE UP ABOUT NOON AND THE FIRST NEWS I WAS TOLD WAS BATAAN HAS BEEN OVERRUN. THE FRONT LINE HAD BROKEN. UP TO THIS TIME, ON BATAAN, WE HAD TWO MAIN FIGHTING FORCES, THE PHILIPPINE SCOUTS WHICH WAS OFFICERED BY AMERICAN OFFICERS, AND THE 31ST INFANTRY. THEY WERE REAL GOOD TRAINED FIGHTING TROOPS. EVERYBODY ELSE ON THE GROUND WERE NOT WELL TRAINED GROUND FIGHTERS. THEY WERE PERSONNEL FROM THE AIR DEPOT, FROM THE NAVY AIR, AND FILIPINO ARMY. NOT PHILIPPINE SCOUTS, PHILIPPINE ARMY. THEY MANNED THE FRONT LINES OF BATAAN PENINSULA.

THE JAPS, WHEN THEY PINNED US ON BATAAN, WENT SOUTH. TO MEAN THE DUTCH EAST INDIES, AND THEY LEFT THEIR POORLY TRAINED TROOPS BEHIND. THOSE TROOPS WOULD ATTEMPT TO CRACK OUR LINES AND THEY WOULD MAKE A SMALL DENT IN THEM AND WE WOULD FALL BACK A LITTLE BIT. THEN WE WOULD BRING UP THESE FIGHTING TROOPS FROM THE RESERVES. THEY WOULD KNOCK OUT THAT LITTLE POCKET. THE LINE KEPT DROPPING BACK SLOWLY, INCH BY INCH. FROM DAY TO DAY. WE GOT USED TO GETTING THE WORD THAT THE FRONT LINE WAS BROKEN. BUT IT ALWAYS WOULD BE PATCHED. THIS TIME, WHEN THOSE FIGHTING TROOPS CAME IN, THEY HIT THE LINE AND IT BROKE LIKE A DAM. IN A HALF A DAY, 12 HOURS, THEY HAD TAKEN THE WHOLE PENINSULA. I WAS IN CEBU. BILL ALEXANDER

THAT IS HOW YOU LUCKED OUT.

GEN. MOORE

THAT IS HOW I GOT DOWN THERE. I EXPECTED TO BE BACK WITHIN 3 DAYS WHEN I LEFT SO I DIDN'T TAKE ANYTHING WITH ME. I HAD A FOOT LOCKER FULL OF PAPERS AND PICTURES AND THINGS, CAMERAS, UP THERE AT CAMP. I DON'T KNOW WHAT HAPPENED TO THEM. THAT AFTERNOON LATE, GROVER LEARNED I WAS AT CEBU, HE SENT ONE OF THOSE BRAND NEW P-40'S UP THERE WITH A PILOT AND TOLD ME TO COME DOWN IMMEDIATELY. I WENT DOWN THAT NIGHT AND REPORTED IN TO HIM. THEN OF COURSE, WE GOT ALL THE TRAGIC NEWS AND WONDERED WHAT WAS GOING TO HAPPEN.

ABOUT 4 OR 5 DAYS LATER, THE BOMBERS CAME IN. TEN B-25'S AND 3 B-17'S FROM AUSTRALIA LED BY GENERAL RALPH ROYCE. THEY WERE THE BOMBING FORCE THAT WAS GOING TO PEPPER THE JAP BLOCKADE SHIPS WHILE THE FIVE

FIGHTERS WERE GOING --- TO HELP GET THESE BOATS FULL OF FOOD INTO CORREGIDOR. IT WAS TOO LATE. THE JAPS HAD TAKEN ALL OF BATAAN AND THEY HAD PLACED THEIR GUNS ON BATAAN JUST OVERPOWERING CORREGIDOR WITH FIRE POWER.

THE BOMBERS STAYED 3 DAYS. THEY BOMBED CONSTANTLY DURING THE DAY. THEY ONLY STAYED ON THE GROUND LONG ENOUGH TO REFUEL AND BOMB UP.
BILL ALEXANDER

WHERE WAS ALL THE FUEL COMING FROM? YOU HAVE A LOT OF FUEL.
GEN. MOORE

WE MUST HAVE. THEY HAD QUITE A BIT DOWN THERE.
BILL ALEXANDER

YOU MUST HAVE HAD A LOT OF IT ON BATAAN AS WELL.
GEN. MOORE

IT WAS IN DRUMS. WE HAD NO SHORTAGE BECAUSE WE DIDN'T HAVE THE AIRPLANES TO FLY MUCH. HOWEVER, AT MARIVELES HARBOR, THERE WAS A P.T... SQUADRON. P.T. BOATS. THEY HAD ALLISON AIRCRAFT ENGINES, THREE ALLISON ENGINES. THEY USED AVIATION FUEL. THEY HAD A WHOLE BUNCH OF DRUMS OF AVIATION FUEL FROM CAVITE, THAT THEY BROUGHT OVER. BUT, IT WAS CONTAMINATED. SOMEHOW A SABOTAGER GOT INTO IT. BUCKLEY, LT. BUCKLEY WAS COMMANDER OF THIS SQUADRON. HE WOULD SORTY OUT AND MAKE ATTACKS ON THE JAP BOATS, THE SHIPS THAT WERE ON THE BLOCKADE. THESE ENGINES GOT SO FOULED THAT INSTEAD OF BEING ABLE TO TRAVEL ABOUT 70 KNOTS, THE NORMAL HIGH SPEED, HE WOULD LIMP OUT AT AROUND 20 OR 30 KNOTS. THAT WAS ALL HE COULD DO.

HIS OPERATIONS WERE SORT OF CURTAILED, SEVERELY. THEY WERE TRYING TO GET THE ENGINES FIXED UP. A NEW JAP CRUISER CAME ON THE LINE OUT THERE ONE NIGHT. ONE DAY WE DISCOVERED IT.

BILL ALEXANDER
JAPANESE?

GEN. MOORE

A JAPANESE CRUISER JOINED THE BLOCKADE. IT WAS TOO GOOD A TARGET TO MISS.. BUCKLEY TURNS UP HIS P.T BOAT AT NIGHT AND CREPT OUT AND THE TACTIC HE USED WAS HE WOULD COME IN SLOW SPEED, LOOSE HIS FOUR TORPEDOES, WHICH THIS LITTLE P. T. BOAT COULD CARRY, THEN HE WOULD RAM THOSE THROTTLES FORWARD AND LEAVE AT 70 KNOTS AND THE JAPS COULDN'T CATCH HIM. BUT THIS WAS A TRAP. THEY HAD HAD ENOUGH OF THAT KIND OF ATTACK FROM THE P.T. BOATS. THIS TIME THE NEW CRUISER HAD THEIR GUNS TRAINED WAY OUT. SO, WHEN BUCKLEY LOOSED HIS TORPEDOES, AND THEN RAMMED HIS THROTTLES FORWARD, INSTEAD OF GOING OUT AT 70, HE WAS LIMPING OUT AT 20 OR 30 (KNOTS). BOY, THAT CRUISER WAS ABLAZE WITH GUNS THAT FIRED THE SHELLS WAY OUT THERE AHEAD OF BUCKLEY, WHERE HE WOULD HAVE BEEN AT 70 KNOTS. HE OF COURSE, TOOK EVASIVE ACTION AND GOT HOME SAFELY.

BILL ALEXANDER

I KNEW HE SURVIVED BUT GOLLY!

GEN. MOORE

THAT WAS QUITE A STORY. DURING THIS TIME, THE 3 B-17's; ONE OF THEM HAD AN ENGINE FAILURE. THE THREE CREWS REMAINED ONE THE GROUND THIS DAY INSTEAD OF DOING THEIR DAILY BOMBING. THEY HAD SOME ENGINES AND B-17 PARTS THERE AT MINDANAO BECAUSE WHEN THE 19TH BOMB GROUP WENT TO AUSTRALIA, IN DECEMBER, THEY HAD A SHIP LOADED WITH EQUIPMENT, ENGINES, AND PERSONNEL TO FOLLOW ON BUT THEY COULDN'T MAKE THE RUN TO AUSTRALIA BECAUSE OF THE JAP WARSHIPS SO. THEY OFF LOADED THIS STUFF ON MINDANAO. I AM NOT SURE WHERE, BUT NEAR THE DEL MONTE PINEAPPLE PLANTATION. ALL THIS STUFF WAS AVAILABLE. THEY TOOK ONE OF THOSE NEW ENGINES AND PUT IT IN,

REPLACING THE BAD ENGINE ONE OF THE LITTLE JAP PLANES AT DAVAO. I THINK THEY WERE FLOAT PLANES, DISCOVERED THE B-17'S ON THE GROUND AND PEPPERED THEM ALL DAY WITH SMALL BOMBS. THEY KNOCKED OUT ONE OF THE PLANES. ROYCE PUT HIS THREE CREWS IN THE OTHER TWO B-17'S AND WENT BACK TO AUSTRALIA.

THE TEN B-25'S CONTINUED BOMBING THROUGH THE THIRD DAY. THEY HAD TO USE BELLY TANKS FOR FUEL TO GET UP FROM AUSTRALIA. THEY REMOVED THOSE TANKS TO DO THE BOMBING RUNS AND THEN PUT THE TANKS BACK IN AND TOOK OFF FOR AUSTRALIA. EACH HAD ROOM FOR 3 PEOPLE, PLUS THEIR CREW. GENERAL HAL GEORGE WHO WAS NOW A BRIGADIER GENERAL, HAD GONE TO AUSTRALIA WITH MCARTHUR. HE TOLD ROYCE TO BRING ANY OF HIS PURSUIT SQUADRON COMMANDERS BACK THAT HE COULD FIND. HE NEEDED THEM IN AUSTRALIA. I AND HANK THORNE, COMMANDER OF THE 3RD PURSUIT SQUADRON WERE THE ONLY TWO DOWN IN MINDANAO. THERE WERE A LOT OF 19TH BOMB PEOPLE AND SOME OTHER PURSUIT GUYS BUT WE WERE THE ONLY TWO SQUADRON COMMANDERS. WE GOT A PLACE IN THOSE AIRPLANES. THE OTHER 28 OF THE 30 PEOPLE IN THE TEN AIRPLANES WERE 19TH BOMB GROUP PEOPLE.

I CROUCHED DOWN RIGHT BEHIND THE PILOT SEAT. BETWEEN THE BULKHEAD AND THE SEAT. WE RODE OUT TO DARWIN AT NIGHT. DAYLIGHT CAUGHT US, AS I RECALL, SOMEWHERE DOWN IN THE CELEBES. BOY, WE GOT RIGHT DOWN ON TOP OF THE WAVES. WE WERE FLYING INDIVIDUAL PLANES, NOT IN FORMATION. WE LANDED IN DARWIN. WE REFUELED. I SWITCHED TO ANOTHER PLANE AND WENT ON DOWN TO MELBOURNE, HANK AND I, AND REPORTED IN TO GEORGE, AS WE HAD BEEN INSTRUCTED.

HANK WAS QUITE ILL. HE HAD THREE DIFFERENT KINDS OF MALARIA BUGS, IT TURNED OUT. HE WAS A GREAT BIG SIX FOOT TWO, ABOUT 210 POUNDS BUT WAS JUST SKIN AND BONES. VERY ILL. IT WAS OBVIOUS. GEN. GEORGE SAID, "JOE, YOU TAKE HIM OVER TO THE HOSPITAL. THEN I WANT YOU TO BE MY PILOT AIDE. I HAVE BEEN ASSIGNED TO NORTHWEST TERRITORY. WE WILL BE LEAVING IN ABOUT TWO WEEKS."

BILL ALEXANDER

NORTHWEST TERRITORIES?

GEN. MOORE

THAT IS DARWIN. NORTHWEST TERRITORY OF AUSTRALIA. FACING JAVA. THE JAPS WERE MAKING REGULAR RAIDS UP THERE. WE HAD ABOUT 3 AIRSTRIPS. HE SAID, "TAKE A LITTLE TIME OFF, GET SOME WARM CLOTHES." I HAD ONLY SUNTANS. I HAD BEEN IN THE TROPICS A COUPLE OF YEARS. IT WAS COLD DOWN THERE. I GOT SOME WARM CLOTHING AND FIDDLED AROUND AND TRIED TO GET THINGS SORTED OUT. I WAS UNHAPPY ABOUT THE WAY THE WAR WAS BEING FOUGHT. ALL MY GOOD TROOPS WERE STILL UP THERE. I HAD A FRIEND WHO WAS IN CHARGE OF ASSEMBLING AIRPLANES THAT CAME IN ON SHIPS, INTO MELBOURNE DEPOT. HE CALLED ME ONE DAY AND SID, "JOE, I GOT AN AIRPLANE I WANT FERRIED TO SYDNEY. DO YOU WANT TO TAKE IT?" I DIDN'T HAVE ANYTHING TO DO. I SAID, "SURE." I WENT OUT THERE AND IT WAS A P-39. I HAD NEVER SEEN A P-39 BEFORE. IT HAD A TRICYCLE GEAR. I TOOK IT OVER TO SYDNEY, SPENT A COUPLE OF DAYS AND CAME BACK.

BILL ALEXANDER

LET ME ASK YOU A QUESTION. HERE IS A BRAND NEW AIRPLANE THAT YOU HAVE NEVER FLOWN BEFORE, A TRICYCLE GEAR. DID THEY CHECK YOU OUT IN IT OR JUST SAY, "HERE, GO TAKE IT?"

GEN. MOORE

OH YEAH. THE CHECK OUT IN THOSE DAYS WAS QUITE SIMPLE. YOU KICKED THE TIRES, AND WALKED AROUND IT AND SOMEBODY WHO HAD FLOWN THE PLANE WOULD SEAT YOU IN THE COCKPIT AND HE WOULD POINT OUT THINGS AND SAY, "YOUR SAFE SPEED OVER THE FENCE ON A LANDING IS SUCH AND SUCH, YOU LIFT

YOUR GEAR AT THIS SPEED, PUT YOUR FLAPS DOWN AT THIS SPEED AND THAT TYPE A THING." THAT WAS ALL IT TOOK THEN. IT IS MUCH DIFFERENT NOWADAYS.

WE WERE PRETTY ---I WAS PRETTY WELL EXPERIENCED. I HAD 4 YEARS OF PURSUIT TRAINING BY THAT TIME. WE ALL FIGURED WE WERE PRETTY HOT. AT THE SAME TIME, WE WERE FAIRLY CAREFUL. HOWEVER, ---I'LL GET INTO ANOTHER STORY IN A MOMENT. ABOUT THE PRODUCT OF THE FLYING SCHOOLS IN THE STATES SENDING THEIR PRODUCT OVER TO AUSTRALIA. I PICKED UP A LITTLE TWIN ENGINED PROP. IT WAS SORT OF ---- IT WAS A LOCKHEED. SORT OF LOOKED LIKE A C-45 OR AN L-30. IT WAS SOLD TO THE DUTCH. IT HAD METRIC INSTRUMENTS. TWO ENGINES. TWO LITTLE PRATT & WHITNEYS. A NICE LITTLE AIRPLANE. IT USUALLY HAD SEATS FOR ABOUT 6,BUT THIS ON HAD NO SEATS IN THE BACK.

BILL ALEXANDER

WAS IT THE ELECTRA?

GEN. MOORE

NO. MUCH SMALLER THAN THAT. ABOUT THE SIZE OF A C-45. I DON'T REMEMBER THE DESIGNATION. SEEMS LIKE TO ME THEY CALLED IT AN L-30 OR SOMETHING LIKE THAT. I TOOK THAT BACK TO MELBOURNE AND GOT IT READY FOR GEORGE TO USE WHEN WE WENT NORTH. THE MAN AT THE DEPOT-----OH, IN THE MEANTIME, A LB-30 WENT UP TO MINDANAO.

BILL ALEXANDER

AN LB-30 WAS?

GEN. MOORE

IT WAS THE B-24. IT WAS A MODEL OF THE B-24. BUT, CALLED AN LB-30. IT HAD SOMETHING TO DO WITH THE ENGINES AND STUFF.

ALL THIS TIME I WAS AGITATING ABOUT GETTING UP TO MINDANAO TO BRING OUT SOME OF THESE GOOD PILOTS. WE HAD THESE YOUNG KIDS COMING IN FROM THE STATES. THEY WERE TRYING TO FERRY THESE AIRPLANES WHICH WERE ASSEMBLED IN MELBOURNE UP TO THE TOWNSVILLE AREA AND THE DARWIN AREA WHICH WERE THE COMBAT ZONES. THEY WERE LOSING 50 PERCENT OF THOSE AIRPLANES.

BILL ALEXANDER

TO THE ENEMY?

GEN. MOORE

NO. TO THE UNSKILLED, INEXPERIENCED PILOTS. THEY WOULD GET LOST. THEY WOULD BAIL OUT OR THEY WOULD LAND ON THE BEACHES. CRACK UP THE AIRPLANE. DIDN'T HAVE ANY NAVIGATION AIDS IN THOSE DAYS. THEY WERE DOING THE BEST THEY COULD. I HAD ALL THESE PILOTS UP THERE IN THE PHILIPPINES THAT WERE SKILLED. I HAD MECHANICS THAT COULD LITERALLY MAKE AN AIRPLANE. I KEPT AGITATING TO GO UP THERE AND BRING OUT SOME OF THESE PILOTS THAT WERE STILL AVAILABLE. CORREGIDOR WAS STILL RESISTING AND WAS THE TARGET OF ALL THE JAP FORCES. THEY LASTED ANOTHER 30 DAYS IF YOU RECALL AFTER BATAAN FELL.

I COULDN'T GET ANY PERMISSION TO GO. FINALLY, THERE WAS AN LB-30 ON ONE OF THE NORTHERN BASES IN AUSTRALIA THAT HAD LANDED EARLY ON AND HAD BENT THE NOSE WHEEL FORK. THEY WERE WAITING FOR A PART TO COME IN. MY AGITATION, I THINK, HELPED A LITTLE BIT. THEY SAID, "OK, IF THAT AIRPLANE CHECKS OUT, AND IF WE CAN GET A CREW, WE WILL SEND IT UP." THEY GOT A CREW ALL BUT A CO-PILOT. I VOLUNTEERED OF COURSE. NOT BEING A BOMBER PILOT, I WOULD BE IN THE RIGHT SEAT. ON A TEST FLIGHT, IT DIDN'T TEST OUT. THEY HAD TO DO SOME MORE WORK. IT WAS NEARLY A WEEK LATER WHEN THE AIRPLANE WAS READY TO GO. BY THIS TIME THEY HAD A FULL QUALIFIED CREW AVAILABLE. IT WENT UP AND BROUGHT BACK TWELVE PILOTS, INCLUDING A COUPLE OF MY CLASSMATES AND LT. BUCKLEY, THE P.T. BOAT COMMANDER.

WE HAD A BIG PARTY. A BIG CELEBRATION IN MELBOURNE OVER THEM GETTING OUT. GOOD FOOD AND EVERYTHING. THE NEXT DAY MY FRIEND AT THE

DEPOT CALLED ME AND SAID, "JOE, I'VE GOT 12 AIRPLANES I WANT TO FERRY. DO YOU KNOW ANYBODY TO GO?" I SAID, "HELL YES. I'LL GET A WHOLE BUNCH OF GUYS HERE." I GOT THEM ALL TOGETHER. YEAH, WE CAN FLY THEM. SEVERAL DAYS A WEEK.

WE WENT OVER TO THE DEPOT. THE PLANES WERE P-39'S. THEY HAD NEVER SEEN THEM BEFORE. WE CLIMBED IN THESE AIRPLANES. WE WANTED TO SPEND THE NIGHT IN SYDNEY BECAUSE THAT WAS A GOOD PLACE TO SPEND THE NIGHT. GOOD OVERNIGHT STOP. WE STARTED AND WENT AROUND THE COAST. I DIDN'T REALIZE, BUT IN THAT PART OF THE WORLD, YOU DON'T HAVE A DAWN OR TWILIGHT. WHEN THE SUN GOES DOWN, SOMEBODY PULLS THE SHADE DOWN AND IT IS BLACK. I WAS LEADING THIS FLIGHT OF 12. WE STOPPED AT A REFUELING SPOT DOWN ON THE SOUTHEAST CORNER OF AUSTRALIA, JUST A STRIP, WITH DRUMS OF FUEL. THERE WERE TWO A-20'S ENROUTE TO THE DEPOT NORTH OF BRISBANE WHERE WE WERE HEADING. WE WERE DELAYED GETTING FUEL BECAUSE THE A-20'S WERE USING THE HAND PUMPS. WE FINALLY GOT REFUELED AND WE CRANKED UP BUT 2 OF THE PLANES IN MY FLIGHT DIDN'T GET REFUELED SO THEY STAYED THERE. WE TOOK OFF. WE THOUGHT WE HAD ENOUGH DAYLIGHT TO GET TO SYDNEY. IT WAS ONLY ABOUT 100 OR SO MILES AWAY. WE HEADED UP THE COAST AND THE TWO A-20'S JOINED US.

THE PREVIOUS TIME I HAD MADE MY ONE TIME FLIGHT INTO SYDNEY, I HAD LANDED AT AN RAAF FIELD JUST TO WEST OF SYDNEY LOCATED ON THE SHORE OF A LAKE. IT WAS EASILY IDENTIFIABLE. THERE WAS AN RAAF FIELD RIGHT IN THE MIDDLE OR KIND OF ON THE SOUTH SIDE OF SYDNEY, WHERE WE WERE HEADED. WE FLEW ON TO THE TOWN. THE TOWN WAS BLACKED OUT. A WEEK BEFORE, A MIDGET SUBMARINE HAD COME IN AND TRIED TO TORPEDO A BIG CRUISER THAT WAS IN THE DOCK, MOORED THERE IN SYDNEY HARBOR. THE MIDGET SUB HAD COME OFF OF A BIG SUBMARINE, A MIDGET LIKE THE ONE THAT HIT PEARL HARBOR I GUESS. ONE TORPEDO THAT THEY FIRED AT THIS CRUISER HIT A BARGE THAT WAS FIXED TO THE SIDE OFF LOADING STUFF AND ONE WENT ASHORE. MISSED. THAT HAD THEM ALL PANICKY. THEY HAD ALL THE LIGHTS OFF AT NIGHT. WE FLEW OVER AND COULDN'T FIND THAT DADGUMED AIRFIELD. I HAD MY LANDING LIGHTS ON. THE P-39 HAD LANDING LIGHTS. I WAS FLASHING THEM ON AND OFF. I WAS CALLING IN ON THE RADIO. I COULDN'T GET ANY ANSWER. IT WAS BLACK AS PITCH. I KNEW WHERE THIS FIELD WAS WHERE I HAD LANDED BEFORE. I KNEW THERE WAS A LITTLE LAKE THERE AND I COULD IDENTIFY IT. WE SWUNG OUT THAT WAY, PICKED UP THAT LAKE, GOT MY BEARINGS EXACTLY. WE HEADED BACK IN FOR THIS RAAF FIELD AGAIN IN SYDNEY. THE TWO A 20'S PEELED OFF. THEY DIDN'T WANT TO STAY WITH ME AND THEY BAILED OUT LATER DURING THE NIGHT.

WE CAME BACK AROUND THIS TIME FLASHING, FLASHING, AND SUDDENLY, AN ELL SHAPED LINE OF LIGHTS CAME ON. THIS IS THE AUSSIE WAY. A LINE OF WHITE LIGHTS DOWN THE SIDE AND A LINE OF GREEN AT THE BOTTOM TO FORM AN ELL. YOU LAND RIGHT OVER THE GREEN, PARALLEL AND CLOSE TO THE WHITES AND YOU DIDN'T HAVE TO KNOW THE FIELD AT ALL. WE ALL TEN, THE OTHER TWO STAYED BEHIND, AT THE OTHER FIELD, ALL TEN LANDED SAFELY. WE TAXIED UP. SPENT THE NIGHT. THE NEXT DAY, WE WENT ON UP TO THE DEPOT AND DELIVERED THE AIRPLANES. THEY WERE AMAZED. THE FIRST TIME THAT ALL PLANES THAT HAD DEPARTED MELBOURNE GOT TO THE DESTINATION.

THESE WERE PILOTS WHO---THIS WAS EVERYDAY FLYING. THE REASON I WAS UNHAPPY WITH THE WAY THEY WERE FIGHTING THE WAR ---THEY WEREN'T SAVING THOSE GUYS AND MY ANSWER FROM THE ARMY, OF COURSE WE WERE ARMY AIR CORPS, WAS, "HELL, YOU CAN'T PULL OUT A FEW GUYS AND LEAVE THE REST OF THEM." THAT WASN'T THE IDEA. THE IDEA WAS TO GET THE ASSETS, THE TALENT YOU NEEDED AND PUT IT WHERE YOU NEEDED IT.

AFTER THAT, I PICKED UP THE L-30 PLANE AND GEN. GEORGE AND MEL JACOBY, THE TIME-LIFE REPORTER. AL IND, WHO WAS THE GENERAL'S ARMY AIDE.

THE CREW CHIEF AND I. B. JACK DONALDSON, MY CO-PILOT, TOOK OFF FOR BRISBANE. WE SPENT THE NIGHT IN ALICE SPRINGS, WHICH IS THE GEOGRAPHICAL CENTER OF AUSTRALIA. WE WENT ON UP TO DAILY WATERS, AND REFUELED. THERE WAS AN AUSTRALIAN MAJOR AT DAILY WATERS WHO WAS HITCH-HIKING TO DARWIN. GEN. GEORGE SAID, "JOE, WE'VE GOT ROOM. LET'S TAKE HIM." HE CLIMBED IN AND WE TOOK OFF FOR DARWIN. AS WE APPROACHED FROM SOUTHEAST, WE FLEW ACROSS 27 MILE STRIP, WHICH IS A STRIP THAT WE WERE OPERATING PURSUIT PLANES FROM. IT HAD TWO BIG CROSS RUNWAYS, GRAVEL ABOUT 200 FEET WIDE AND THERE WERE TALL REEDS, GRASS OR SOMETHING HEAD HIGH ALMOST ON THE REST OF THE FIELD. THEY HAD CUT OUT LITTLE HALF MOONS IN THOSE REEDS ACROSS THE FIELD WHERE THEY PARKED TRANSIT PLANES, SO THEY WOULDN'T BE BUNCHED TOGETHER. THIS MAJOR, AS WE CROSSED OVER, SAID, "HEY, THAT IS MY DESTINATION." GEORGE CALLED UP TO ME AND SAID, "JOE, GO IN. LET'S LET THE MAJOR OFF AND I WILL CHECK IN WITH THE PEOPLE ON THE BASE." I NOTIFIED THEM OF COURSE, BY RADIO THAT GE. GEORGE WAS ABOARD. WE CAME IN, LANDED AND FOLLOWED THE JEEP, TAXIED IN AND PARKED IN ONE OF THE DISPERSAL PARKING AREAS, PERPENDICULAR, FACING THE RUNWAY. TWO OR THREE CARS OR TRUCKS OR JEEPS WERE THERE TO GREET THE GENERAL. EVERYBODY HAD GOTTEN OUT OF OUR PLANE AND WERE STANDING AT THE WINGTIP. I STAYED IN THE COCKPIT FILLING OUT MY FORM ONE. THEN WHEN I FINISHED, I COULDN'T FIND MY CAP. IT WAS IN THE BACK OF THE PLANE. THE CREW CHIEF GOT BACK IN AND WE FOUND IT. AS WE WERE GETTING OUT OF THE PLANE, I HEARD THOSE FAMILIAR ALLISON ENGINES ROARING. I LOOKED UP OVER THE BACK OF THE PLANE AND I SAW TWO P-40'S TAKING OFF ON THE RUNWAY IN FRONT OF US. IT TURNED OUT THAT JACK DALE WAS LEADING. HE WAS A MEMBER OF THE 17TH SQUADRON IN THE PHILIPPINES WHO HAD COME DOWN IN DECEMBER TO BRING BACK REINFORCEMENTS. WE WERE EXPECTING ALL ALONG. THE JAPS HAD TAKEN OVER THE BORNEO FIELDS THAT THEY WERE SUPPOSED TO LAND ON AND REFUEL EN ROUTE, SO HE COULDN'T RETURN, SO WAS ASSIGNED TO DARWIN. HE WAS LEADING ONE OF THESE BRAND NEW PILOTS FROM THE STATES. A FLIGHT OF TWO.

AS I LOOKED UP, OFF TO THE RIGHT, KIND OF ACROSS OUR FRONT, THE TAILS OF THE TWO PILOTS WERE IN THE AIR AND THEY WERE JUST ABOUT TO LIFT OFF WHEN THE WINGMAN GOT INTO THE PROP WASH OF DALE'S PLANE. LOST CONTROL AND CRASHED INTO OUR LITTLE AIRPLANE. TOOK BOTH ENGINES OFF AND THE COCKPIT AND CRASHED INTO GEORGE'S GROUP. WE THINK A WHEEL HIT GEORGE AND BROKE HIS NECK.

BILL ALEXANDER

WHERE THEY WERE STANDING?

GEN. MOORE

BY OUR PLANE'S WINGTIP. THE PROPELLER CAUGHT JACOBY. CUTTING HIM BADLY AND THREW HIM SOME DISTANCE. WHEN WE SAW THEM COMING, I RECOGNIZED THE DANGER. I YELLED AND THE CREW CHIEF AND I RAN TOWARD THE TAIL OF OUR PLANE TO GET AWAY. AN OIL RADIATOR OFF ONE OF THE ENGINES ON OUR PLANE WAS FLUNG IN TO MY BACK. I GOT A CRACKED RIB. I WAS THE LEAST HURT OF THE BUNCH.

IT WAS A TERRIFIC LOSS BECAUSE GEORGE WAS ABOUT THE BEST COMBAT COMMANDER WE HAD IN THOSE DAYS. I ACCOMPANIED HIS BODY AND JACOBY'S BACK TO MELBOURNE THAT NIGHT. I REPORTED IN TO GROVER WHO BY THIS TIME WAS THERE IN THE COMBAT OPS, McARTHUR'S COMBAT OPS. HE ASSIGNED ME TO THAT DUTY FOR A WHILE.

BILL ALEXANDER

TO COMBAT OPS?

GEN. MOORE

IN THE COMBAT OPS CENTER. I WAS A MAJOR. BY THIS TIME, RECOGNIZED THE PILOTS COMING IN FROM THE STATES HAD ONLY BASIC TRAINING. WE ORGANIZED A TRAINING SCHOOL. COMBAT TRAINING, GUNNERY AND COMBAT TACTICS UP AT BRISBANE. AT AN AIRFIELD. CLASSMATE OF MINE, TWO OF THEM. BILL CUMMINGS AND OOZE LUNACY THEY CAME OUT ON THAT LB-30 ORGANIZED THE SCHOOL AND STARTED TRAINING. PILOTS WHEN THEY CAME IN FROM THE STATES GOT THROUGH THIS TRAINING BEFORE THEY GO UP TO THE COMBAT UNITS.

MCARTHUR MOVED HIS HEADQUARTERS FROM MELBOURNE UP TO BRISBANE. A SHORT TIME AFTER THAT, I GOT ORDERS TO GO HOME. I TOOK THREE PROSPECTIVE SQUADRON COMMANDERS WITH ME AND I WAS TO PICK UP A PURSUIT GROUP IN THE STATES AND RETURN TO COMBAT AFTER CHECKING EVERYTHING OUT. BILL CUMMINGS, OOZE LUNACY, CLASSMATE OF MINE, ALSO BENNY PUTNAM, BUZZ WAGNER WERE ALL ON THESE FLIGHT ORDERS TO GO BACK. BUZZ, AS I SAID, HAD DONE A MAGNIFICENT JOB IN THE PHILIPPINES. IN ATTACKING A LITTLE AIRSTRIP LINGAYEN GULF, WHERE THE JAPS HAD SOME I-97, FIXED LANDING GEAR PLANES. HE AND A GUY NAMED CHURCH WENT UP TO ATTACK THESE AND STRAFE. ON THE FIRST PASS, CHURCH WAS HIT, CAUGHT AFIRE AND HE DOVE HIS PLANE ON INTO THE GROUND KNOCKING OUT SOME OF THEIR PLANES. BUZZ GOT REAL MAD AT THIS AND HE KEPT MAKING ATTACKS STRAFING, AND A JAP 20 MILLIMETER OR SOME SIZE, CRACKED HIS CANOPY AND SHREDS OF THE PLEXIGLAS GOT IN HIS EYE. HE GOT BACK TO HOME BASE SAFELY. THIS IS NOW BEFORE CHRISTMAS, BEFORE WE EVACUATED TO BATAAN. HE WAS UNABLE TO FLY. HIS EYE WAS INJURED PRETTY BADLY. THEY PUT HIM ON THE FIRST PLANE GOING DOWN TO AUSTRALIA. AN OLD C-45 TYPE.. THEY HAD TO LAND IN BORNEO AND REFUEL. TO GET HIS EYE REPAIRED. THEY GOT IT FIXED OK IN TIME.

WE WERE NOW MAJORS, MY CLASS. ALL CLASS PROMOTIONS. WHEN BUZZ GOT DOWN THERE, AND WAS ABLE TO FLY AGAIN, THEY PROMOTED HIM TO LT. COLONEL, PUT HIM IN CHARGE OF PURSUIT FLYING UP IN PORT MORESBY, NEW GUINEA. HE DID A WONDERFUL JOB THERE WITH HIS SKILL AS A COMBAT PILOT.

THEY HAD ORDERED HIM TO WASHINGTON TO GIVE ADVICE AND RECOMMENDATIONS OF WHAT WE COULD DO TO OUR AIRPLANES TO MAKE THEM MORE COMPETITIVE WITH THE ZERO WHICH WAS GIVING US FITS.

WHEN I GOT HOME, MY FIRST ASSIGNMENT WAS TO GO TO THE DAY FIGHTER SCHOOL IN ORLANDO FLORIDA. ALL OF US. THERE, DURING THE 10 DAYS COURSE, BEFORE GOING TO PICK UP OUR NEW GROUP, THEY LEARNED THAT PUTNAM, CUMMINS, LUNACY AND I HAD BEEN IN THE PHILIPPINES. UP TO THIS POINT, THEY KNEW WE HAD COME FROM AUSTRALIA. THEY FOUND OUT WE HAD BEEN IN THE PHILIPPINES, THEY SAID, 'WELL, YOU ARE NOT GOING BACK AGAIN.' SO, THEY REASSIGNED US. I WAS ASSIGNED TO A DAY FIGHTER TRANSITION SCHOOL SQUADRON AS COMMANDER. AT DREW FIELD IN TAMPA FLORIDA.

THE THIRD FIGHTER WING, I GUESS YOU WOULD CALL IT, HAD SIX AIR FIELDS AROUND THE GULF. THREE OF THEM WERE FLYING P-39'S AND THREE OF THEM WERE FLYING P-40'S. THEY WERE TAKING KIDS OUT OF BASIC FLYING SCHOOL, GIVING THEM TEN HOURS FLYING IN A P-39 OR P-40 AND SENDING THEM OVERSEAS. WE ONLY HAD SINGLE SEATERS IN THOSE DAYS. DIDN'T HAVE A TWO SEATER FOR TRAINING PURPOSES. BRIGADIER GENERAL GILKERSON HAD JUST COME UP FROM PANAMA AND TAKEN COMMAND OF THE THIRD WING. I WAS THE FIRST GUY FROM COMBAT TO RETURN TO HIS COMMAND. I WAS ASSIGNED TO THE 90TH SQUADRON. FLYING P-40'S AT DREW FIELD. HE ORDERED ME TO VISIT HIS SIX AIRFIELDS AND TALK TO THE PILOTS IN TRAINING, TELL THEM WHAT I COULD ABOUT COMBAT WITH THE JAPS. THEN GIVE HIM A WRITTEN REPORT ON THE WING'S TRAINING PROGRAM..

I DID THIS. I GAVE HIM ABOUT THREE AND A HALF TYPED PAGES OF REPORT. THAT WAS THE WRONG THING TO ASK ME TO DO BECAUSE I WASN'T HAPPY

WITH THE WAY THE WAR WAS BEING FOUGHT. ONE OF THE BIG GRIPEs WAS THAT THE PILOTS BEING SENT TO COMBAT ZONES HAVEN'T HAD ANY GUNNERY, NO CLOSE COMBAT FLYING, FORMATION FLYING AND NO COMBAT TACTICS. I WROTE ALL THIS IN MY REPORT. WHEN I ARRIVED AT TAMPA, THEY WERE SO SAFETY CONSCIENCE THAT ANY TIME AN INFRACTION OR CLEAR NEAR-MISS ACCIDENT HAPPENED, AN ORDER WOULD COME OUT, "YOU DON'T DO THIS ANY MORE." THEY WERE RESTRICTED IN FLYING THEY WERE JUST GETTING TRANSITION . LEARN TO FLY AND LAND THE AIRPLANE. NOTHING ELSE.

I RECOMMENDED THAT THEY SPEND FIFTY PER CENT OF THE TIME THEY ARE IN THE AIR SHOOTING AND PRACTICING COMBAT TACTICS AND FORMATION FLYING .THE GENERAL READ THIS REPORT WHILE I WAS SITTING IN HIS OFFICE. HE SAID, "OK MAJOR, YOU ARE EXCUSED." THE NEXT MORNING, THE FLIGHT SURGEON CALLED ME IN AND SAID, " THE GENERAL HAS ORDERED YOU TO BE PUT ON 30 DAYS SICK LEAVE. YOU HAVE NOT ACCLIMATED YOURSELF PROPERLY. "

I GOT TRANSFERRED TO THE 1ST FIGHTER COMMAND. WITH THEIR WING IN PHILADELPHIA. THEY WERE TRAINING UNITS, GROUPS TO GO OVERSEAS. THEY HAD BEEN DOING THIS SINCE THE WAR HAD BEGUN. THIS NOW WAS IN FEBRUARY OF '42. ABOUT A YEAR AFTER THE WAR STARTED.

BILL ALEXANDER

JUST A FEW MONTHS OF AFTER THE START OF THE WAR, YOU WERE STILL IN ----. OF '42.

GEN. MOORE

WAIT A MINUTE. 1943.

BILL ALEXANDER

OK. YOU LEFT BRISBANE ABOUT WHEN?

GEN. MOORE

IN SEPTEMBER, 1942. THIS HAPPENED AROUND DECEMBER OF '42. I TRANSFERRED TO FIGHTER WING, PHILADELPHIA. BILL ALEXANDER

WHAT WAS THE UNIT?

GEN. MOORE

PHILADELPHIA FIGHTER WING. DEFENSE WING.

BILL ALEXANDER

WHAT WOULD THAT CONSIST OF? AIRPLANES AND PILOTS AND WHAT?

GEN. MOORE

IT CONSISTED OF A BIG RADAR NET WITH A COMBAT CONTROL CENTER IN THE CITY OF PHILADELPHIA. FOR THE DEFENSE OF THAT PART OF THE COAST AND WE RAN A GUNNERY CAMP IN NEW JERSEY, A FIELD IN NEW JERSEY.

BILL ALEXANDER

WHAT IS A GUNNERY CAMP?

GEN. MOORE

FOR PILOTS COMING IN TO PRACTICE GUNNERY. GROUND GUNNERY AND AERIAL GUNNERY. AT AN AIRFIELD IN MILLVILLE, NEW JERSEY . AERIAL GUNNERY OFF SHORE. BUT, GROUND TARGETS ON THE GROUND. RICHMOND AIRFIELD, BLUMENTHAL AIRFIELD IN NORTH CAROLINA, 2 OR 3 OTHER FIELDS WERE ASSIGNED TO THE WING AND THEY ASSEMBLED CADRES AND BUILT A GROUP. BY THIS TIME, THEY CALLED THEM FIGHTERS. THAT GROUP WOULD GET TRAINED IN GUNNERY AND THEN THEY WOULD GO TO EUROPE. THEY WERE SENDING NOTHING TO THE PACIFIC.

WHEN I ARRIVED, THE LAST FIGHTER UNIT HAD COMPLETED TRAINING AND WAS READY TO BE SHIPPED. FIGHTERS. JUGS IN THOSE DAYS. P-47's. ALL OF THESE I CHECKED OUT IN. IT WAS A GOOD AIRPLANE. THE LAST UNIT THAT THEY WERE PREPARING FOR SHIPMENT TO ENGLAND WAS THE 84TH FIGHTER WING. BEING ASSEMBLED AT BLUMENTHAL FIELD IN NORTH CAROLINA. I REQUESTED AND GOT ASSIGNED TO THAT UNIT TO GO TO EUROPE. THEY WERE SENDING NOTHING TO THE PACIFIC. I WAS UNHAPPY WITH THE WAY THE WAR WAS BEING FOUGHT AND I

ASKED TO GO WITH THIS UNIT. I WAS SENT DOWN---I WAS A LIEUTENANT COLONEL BY THEN. I WENT DOWN TO BLUMENTHAL AND I WAS THE SENIOR OFFICER TO REPORT IN.

WE BUILT UP TO FULL STRENGTH IN PERSONNEL. MY INTELLIGENCE OFFICER WAS LT. COL. BOBBY JONES, THE FAMOUS GOLFER, FROM ATLANTA. HE WAS A RESERVE OFFICER AND AS A PATRIOTIC DUTY, HE CAME BACK IN VOLUNTARILY AND WAS THE INTELLIGENCE OFFICER FOR THIS UNIT. WE GOT THE CADRE IN AND OUR ASSIGNED COMMANDER WAS BRAND NEW BRIG. GEN. O. P. WEYLAND. HE MET US AT THE PORT. IN NEW JERSEY. I TOOK THE UNIT--- I WAS NEXT IN COMMAND. I TOOK THE UNIT UP TO THE PORT BY TRAIN AND WEYLAND JOINED US THERE. WE WERE PUT ON THE QUEEN MARY.

END OF TAPE TWO, SIDE ONE.
TRANSCRIBED BY FOREST J. REES
FREDERICKSBURG, TX. MARCH 1998
REVIEWED AND EDITED BY LT. GEN. MOORE

G THIS TIME, THE SQUADRON HAD GON
35353535
THE ADMIRAL NIMITZ MUSEUM

FREDERICKSBURG, TEXAS

AN ORAL HISTORY
BY

LT. GEN. JOSEPH H. MOORE, USAF (RET.)

TAPE TWO, SIDE TWO

GEN. MOORE

WE WENT OVER ON THE QUEEN MARY AND LANDED IN SCOTLAND IN THE FIRTH OF CLYDE . THE SHIP WAS SO FAST THAT IT WENT WITHOUT ESCORT. AS I RECALL, THERE WERE 17,500 TROOPS ABOARD. WE WERE ALL JAMMED TOGETHER IN CABINS AND CLOSED DECKS. BEING A LT. COLONEL, I WAS UP FORWARD IN A SMALL, VERY SMALL CABIN THAT HAD TWO EXTRA BUNKS PUT IN IT. THERE WERE THREE OF US IN THAT LITTLE ROOM .

THE TRIP WAS UNEVENTFUL. EVERYTHING WAS SECRET OF COURSE. WE DID NOT KNOW EXACTLY WHAT OUR COURSE WOULD BE, BUT THE FIRST COUPLE OF DAYS, WE WERE IN WARM WEATHER AND THE NEXT COUPLE OF DAYS WE WERE IN VERY COLD WEATHER. WE ZIGGED AND ZAGGED ALL THE TIME. THERE WERE 800 TONS OF ANTI-AIRCRAFT GUNS PLACED ON THE TOP DECKS OF THAT SHIP WHICH WAS NOT ORIGINALLY PLANNED FOR. EVERY TIME THE SHIP WOULD ZIG, IT WOULD KEEL OVER AND I HAD THE FEELING IT WASN'T GOING TO COME BACK, BUT IT DID. IT KEPT GOING. OF COURSE THE CREW WAS HAVING FUN WITH US. THEY WOULD TELL US, "OH, THE SUBMARINE WARNINGS ARE THAT THEY ARE LYING AHEAD WAITING FOR US."

WE GOT OVER WITHOUT ANY EXCITEMENT AND LANDED AND THEY OFF-LOADED US ON BARGES. WE GOT ABOARD A TRAIN THAT NIGHT AND WENT TO AN RAF BASE WEST OF LONDON, NAMED THROWBRIDGE, NOT TOO FAR FROM BATH. WE GOT IN THERE PAST MIDNIGHT BY TRAIN. IT WAS RAINY AND WET. I HAVE NEVER BEEN SO COLD IN MY LIFE. ALL THE OFFICERS WERE GREETED BY THE RAF OFFICERS WHO

RAN THE FIELD AND THEY GAVE US A RECEPTION IN THE OFFICER'S CLUB. HOT TEA AND STUFF. THEN THEY TOOK US TO OUR QUARTERS WHICH WERE LITTLE OLD QUONSET HUTS. THIS FIELD WAS BRAND NEW. IT HAD JUST BEEN BUILT. THE CEMENT FLOORS OF THE HUT FELT LIKE IT WAS STILL WET AND WAS VERY COLD. THEY HAD LITTLE STEEL COTS IN THE ROOMS AND HAD WHAT THEY CALLED "BISCUITS". THESE WERE PADS WITH OIL CLOTH TYPE COVERING. IT TOOK THREE OF THOSE TO FILL THE LENGTH OF THE COT. THEN THEY HAD A WHOLE STACK OF HORSE BLANKETS, REAL COARSE WOOL BLANKETS. I WAS SO DOGGONE COLD, I HAD ON A PAIR OF JUMP BOOTS AND LONG UNDERWEAR AND MY UNIFORM. I DIDN'T EVEN UNDRESS. I PUT 3 OR 4 BLANKETS UNDER ME ON TOP OF THOSE "BISCUITS" AND ABOUT TEN ON TOP OF ME. I SHIVERED ALL NIGHT LONG.

THE HUTS HAD LITTLE SIBLING STOVES THAT BURNED COAL. THE RULES IN THOSE DAYS WERE YOU COULD NOT BUILD A FIRE BEFORE 5:00 PM AND YOU COULDN'T PUT ANY FUEL ON THE FIRE AFTER 10:00PM. COAL WAS IN SHORT SUPPLY. WE STAYED THERE FOR A COUPLE OF MONTHS, THEN THEY SENT US DOWN TO BEULIEU WHICH WAS SOUTH OF SOUTHAMPTON AT AN RAF FIELD. THERE WE GOT PREPARED TO GO TO NORMANDY FOR THE INVASION WHICH WAS BUILDING UP. EVERYBODY KNEW IT WAS TO BE SOON. FINALLY, MY UNIT, THE 84TH FIGHTER WING WHICH WAS A COMBAT CONTROL UNIT WAS READY TO GO OVER TO THE BEACH AND SET UP CONTROL OF THE SIX AIRSTRIPS THAT WOULD EVENTUALLY BE BUILT ON THE BEACH.

BILL ALEXANDER

ARE YOU TALKING ABOUT WHICH BEACH?

GEN. MOORE

NORMANDY

BILL ALEXANDER

I KNOW, BUT WHICH ONE?

GEN. MOORE

ALL AROUND. ALL ACROSS.

BILL ALEXANDER

OMAHA?

GEN. MOORE

WE LANDED ON OMAHA, BUT THE FIELDS STRETCHED AROUND ALL THREE AMERICAN BEACHES, INLAND.

BILL ALEXANDER

OK

GEN. MOORE

THE AMERICAN ENGINEERS, FROM THE VERY DAY THEY GOT THERE, JUST BULLDOZED THE AIRFIELDS, BULLDOZED THROUGH THE HEDGEROWS, THEN TOOK MANSVILLE HEAVY TAR PAPER ROOFING IN ROLLS. THEY HAD TRUCKS RIGGED WITH THE ROLLERS ON THEM, AND THEY JUST ROLLED THAT STUFF OUT LENGTHWISE ON THE RUNWAY OVERLAPPING HALF THE WIDTH. AT THE LANDING END, THEY USED WHAT I CALLED CHICKEN WIRE. IT WAS HEAVY GAUGE STEEL RODS IN ABOUT A 4 INCH SQUARE. THAT WOULD BE ROLLED DOWN OVER THE TOP OF THE TARPAPER. THE IMPACT OF LANDING WOULD BE ON THAT. THEY WERE TEMPORARY LANDING STRIPS. THEY DIDN'T EXPECT TO USE THEM VERY LONG.

BILL ALEXANDER

WHAT DID THEY PUT ON TOP AFTER THE PAPER?

GEN. MOORE

NOTHING.

BILL ALEXANDER

YOU LANDED ON THE TAR PAPER?

GEN. MOORE

YES, WE LANDED ON THE TAR PAPER. ACTUALLY, THE WIRE RODS ON THE IMPACT AREA, THEN WE ROLLED ON TO THE TAR PAPER. THE GROUND WAS SOFT, THE TARPAPER WAS ABRASIVE AND YOU DIDN'T HAVE TO USE BRAKES. YOU SLOWED DOWN NATURALLY. WE USED "JUGS. " THE P-47

BILL ALEXANDER

WOULD YOU TELL THE READER WHAT A "JUG" IS?

GEN. MOORE

A "JUG" IS A P-47 FIGHTER PLANE. IT HAD A GREAT BIG R-2800 ENGINE WITH DUAL ROWS OF CYLINDERS. WONDERFUL AIRPLANE. IT HAD 8 FIFTY CALIBER GUNS, FOUR IN EACH WING.

BILL ALEXANDER

WAS THERE A CANNON ON THAT?

GEN. MOORE

NOT THAT ONE. NOT THE P-47. THE P-39 HAD A LITTLE 20 MM, LATER, THE P-63 HAD A LITTLE BIGGER, A 37 MM MAYBE, IF FORGET. I DIDN'T FLY ONE. I DID FLY THE P-35.

WE SENT A DETACHMENT OVER TO NORMANDY ABOUT D+3 AND THEY LOCATED A PLACE FOR US TO SET UP OUR COMBAT OPS CENTER. THE REST OF OUR WING, WITH EQUIPMENT WENT OVER ON D+10. WE HAD A SYSTEM SET UP TO LEAP FROG AS WE BROKE OUT OF THE BEACHHEAD. WE HAD A COMPLETE OPERATION CENTER WITH AN INTELLIGENCE CENTER AS PART OF IT.

WE HAD A BIG CIRCUS TENT THAT WE COULD HOUSE ALL OF THIS IN. WE HAD PHONE LAND LINES. COMMUNICATIONS THAT RAN TO EACH OF THE AIRFIELDS THAT WE OPERATED. THAT WAY, WE COULD CONTROL THE AIRCRAFT. WE HAD A DUPLICATE SET OF THIS EQUIPMENT . THE IDEA BEING, AND IT WORKED FINE WHEN WE ACTUALLY STARTED USING IT, AFTER BREAKING OUT OF THE BEACHHEAD. WE WOULD BE TOLD TO MOVE FORWARD AND SET UP IN THE VICINITY OF A TOWN OR A LOCATION. IT WAS MY JOB AND I HAD AN RAF LIAISON OFFICER WHO SPOKE FLUENT FRENCH WITH ME. WE WOULD GET IN A JEEP AND GO OUT TO THE NEW LOCATION. IF WE COULD FIND A GYMNASIUM OR LARGE BUILDING . WE SET UP OUR OPERATIONS CENTER IN THAT. IF WE COULD NOT FIND A SUITABLE BUILDING, WE SET UP IN OUR CIRCUS TENT. THEN WE STRUNG AN UMBILICAL CORD FROM OUR OLD SITE TO THE NEW SITE. THEN AS THE PURSUIT GROUPS, FIGHTER GROUPS, STARTED MOVING FORWARD TO THE NEW FIELDS AS THEY WERE MADE READY, THEY WOULD TIE IN TO THE NEW CONTROL CENTER. EVENTUALLY, WHEN EVERYTHING WAS FORWARD, WE CUT OFF THE UMBILICAL CORD, PACKED UP WHAT WE HAD LEFT BEHIND, AND BRING IT UP TO WAIT FOR IT TO LEAP FROG NEXT TIME.

WE LEAP FROGGED THROUGH FRANCE THAT WAY. WE MOVED FAST.

BILL ALEXANDER

HOW MANY TIMES WOULD YOU THINK YOU MADE THAT LEAP FROG?

GEN. MOORE

ABOUT SIX AS I RECALL.

BILL ALEXANDER

CLEAR ACROSS FRANCE?

GEN. MOORE

WE WENT ON UP THROUGH FRANCE . WE GOT TO PARIS FOUR DAYS AFTER IT WAS LIBERATED. THEN WE WENT ON IN TO BELGIUM.

BILL ALEXANDER

LET ME ASK YOU, WHERE WERE YOU WHEN PARIS WAS LIBERATED?

GEN. MOORE

WE WERE ABOUT COLOGNE. WHERE THE BIG CATHEDRAL IS.

BILL ALEXANDER

COLOGNE IS IN GERMANY.

GEN. MOORE

I GUESS I HAVE THE WRONG PLACE. I RECALL---IT WAS CHARTRES ,SOUTHWEST OF PARIS. THERE IS A HUGE BIG CATHEDRAL THERE THAT IS FAMOUS . WE WERE IN THAT VICINITY. IF YOU PROBABLY RECALL, PATTON COULD HAVE TAKEN PARIS 2 OR 3 WEEKS BEFORE WE DID ACTUALLY, BUT THE POLITICS INVOLVED REQUIRED THAT GEN. DeGAULLE AND HIS FREE FRENCH ARMORED DIVISION WOULD HAVE THE HONOR OF GOING IN FIRST. IT TOOK TWO WEEKS TO GET THEM TOGETHER AND GOING IN THE SAME DIRECTION.

THEY FINALLY DID GO IN. FOUR DAYS LATER, OUR RAF LIAISON OFFICER AND I GOT TO PARIS.

BILL ALEXANDER

HAPPENED TO COME THROUGH. I CAUGHT THAT.
GEN. MOORE

NEXT, WE MOVED TO MAASTRICHT, THEN AACHEN. ABOUT THIS TIME, I GOT A MESSAGE, A CARD. FROM MY OLD COMMANDER GROVER IN THE PHILIPPINES. McARTHUR HAD PROMISED ALL OF US THAT WE COULD GO BACK TO THE PHILIPPINES WITH HIM. OF COURSE MY HEART WAS STILL OVER THERE. I GOT A MESSAGE FROM GROVER SAYING, "WE ARE ON OUR WAY". I ASKED FOR AND GOT TRANSFERRED BACK TO THE STATES. OF COURSE, THE WAR WAS OVER IN GERMANY BY THIS TIME.

BILL ALEXANDER

WE ARE NOW PAST MAY OF 1945?
GEN. MOORE

NO. THIS WAS DECEMBER OF 1944. HOWEVER, THIS WAS BEFORE THE BATTLE OF THE BULGE. IT WAS JUST A MATTER OF TIME. I LEFT ABOUT THE 10TH OF DECEMBER. I FORGET THE EXACT DATE.

BILL ALEXANDER

THE WAR WASN'T OVER THEN?
GEN. MOORE

FOR ALL INTENTS AND PURPOSES, IT WAS OVER IN EUROPE. THEY WERE BEGINNING TO SEND STUFF BACK TO THE PACIFIC NOW. THE WAR COULD HAVE BEEN OVER EXCEPT THAT PATTON WAS HELD UP AND MONTGOMERY WAS GIVING US TROUBLE.

I ASKED FOR ORDERS TO THE PACIFIC. WE CANT' GET YOU TO THE PACIFIC UNTIL YOU GO BACK HOME. I SAID, "OK, SEND ME HOME." I GOT HOME AND IN THOSE DAYS, THE PROCEDURE WAS THAT YOU WENT TO MIAMI WHERE THEY HAD TAKEN ALL OF THE BIG LUXURY HOTELS AND THEY PUT YOU THROUGH ABOUT A TWO WEEKS R & R. YOU WERE ALLOWED TO TAKE YOUR FAMILIES.

I WENT INSTEAD TO THE PENTAGON AND ASKED FOR AN ASSIGNMENT IN THE FAR EAST. THEY JUST LAUGHED. AND SAID. "YOU HAVE BEEN OVERSEAS TWICE. YOU ARE NOT GOING TO GO BACK. WE HAVE GUYS THAT HAVEN'T EVEN BEEN OVER ONCE." I RAN INTO GENERAL FREDDY SMITH, AN OLD FIGHTER PILOT FRIEND AND I EXPLAINED WHAT I WAS TRYING TO DO. HE SAID, "JOE, GO ON DOWN TO MIAMI. I WILL GET YOUR ORDERS FOR YOU."

I WENT DOWN TO MIAMI AND IN 4 DAYS I COVERED EVERYTHING I WAS SUPPOSED TO DO IN 2 WEEKS. I BEGAN TO POUND ON THE PERSONNEL DOOR. THEY DIDN'T WANT TO HELP ME AT ALL. THEY DIDN'T WANT TO CALL WASHINGTON TO SEE. THEY SAID, "WE HAVEN'T GOTTEN ORDERS FOR YOU YET." I SAID, "LET'S CALL THEM." " OH NO" WELL, I'LL CALL THEM. LET ME CALL. I FINALLY CALLED AND FOUND THAT GENERAL SMITH HAD JUST DEPARTED FOR DUTY IN THE FAR EAST.

I WAS ASSIGNED TO A UNIT IN McDILL. I THINK IT WAS THE THIRD WING. A SHORT TIME AFTER THAT, THEY MOVED OUR UNIT TO BARKSDALE FIELD. SHREVEPORT, LA. IT HAD BEEN MY FIRST STATION OUT OF FLYING SCHOOL WHILE THERE, I LEARNED THAT THE COURSE AT THE ARMY COMMAND AND STAFF SCHOOL AT FORT LEAVENWORTH HAD BEEN SHORTENED TO SIX WEEKS. NORMALLY A NINE MONTHS COURSE, A YEAR'S COURSE. IT WAS IMPORTANT TO HAVE THIS ON YOUR RECORD. I

THOUGHT I WOULD BE SMART AND ATTEND THAT SIX WEEKS COURSE AND NOT HAVE TO SPEND A WHOLE YEAR IN SCHOOL LATER. I GOT UP THERE. MY FAMILY STAYED AT BARKSDALE. I COULD FLY HOME OCCASIONALLY. I COMPLETED THE COURSE AND CAME HOME. THEN OUR UNIT WAS ASSIGNED TO BIGGS FIELD.

BILL ALEXANDER

WHEN WAS THIS NOW?

GEN. MOORE

1945. SUMMER OF 1945.

BILL ALEXANDER

OK. THE WAR IS STILL GOING ON?

GEN. MOORE

THE WAR WAS JUST OVER IN EUROPE.

BILL ALEXANDER

RIGHT AROUND MAY.

GEN. MOORE.

THE HEADQUARTERS, WE WERE A TACTICAL AIR FORCE. IT WAS THE THIRD TACTICAL COMMAND, I BELIEVE. BARKSDALE FIELD WAS GIVEN TO THE STRATEGIC AIR COMMAND FOR A B-17 WING. THEY MOVED US TO BIGGS. WE STAYED THERE ALMOST A YEAR.

IN THE MEANTIME, ONE OF MY PREVIOUS COMMANDERS WAS IN EUROPE IN THE OCCUPATION FORCE. I ASKED TO GO OVER AND JOIN HIM. THEY SAID, "OK. WE WILL GET YOUR ORDERS FOR YOU." THEN THE UNIT WAS TRANSFERRED FROM BIGGS TO GREENVILLE, S. C. IT WAS COMBINED WITH THE 18TH AIR FORCE. TROOP CARRIERS. COMBINING THE TWO HEADQUARTERS. I STAYED BEHIND AT EL PASO UNTIL THE VERY LATEST DATE, THINKING I WOULD GET ORDERS TO GO STRAIGHT TO EUROPE. THEY DIDN'T COME SO I CLOSED IN TO GREENVILLE AND 2 WEEKS LATER I GOT MY ORDERS FOR EUROPE. I WENT OVER AND SPENT A YEAR WITH THE OCCUPATION FORCES.

FROM THERE, I WENT TO THE PENTAGON.

BILL ALEXANDER

TELL ME ABOUT THE OCCUPATION FORCE DUTY. WAS THIS WHAT? WHAT DID YOU DO AS A FIGHTER PILOT?

GEN. MOORE

THERE WERE THE 12TH TACTICAL AIR COMMAND AND THE 84TH FIGHTER WING, AT BAD KISSINGEN IN GERMANY. THEY CONTROLLED ALL OF THE FIGHTERS LEFT IN EUROPE. THERE WERE NOT MANY LEFT. THERE WAS A UNIT, A GROUP OF P-80's, OUR FIRST JETS DOWN, AT FURSTENFELDBRUCK, MUNICH. THEY WERE HAVING ALL KINDS OF ENGINE TROUBLES. DURING THE YEAR I WAS THERE, I WAS IN THE 84TH FIGHTER WING, UNDER THE 12TH TAC. . DURING THIS YEAR, THEY WERE JUST SCALING EVERYTHING DOWN. IT WAS DECIDED TO MOVE THE JETS BACK TO THE STATES BECAUSE OF THE PROBLEMS WITH THE ENGINES. WHEN THEY WERE ORDERED TO GO BACK, BY BOAT, THEY FLEW-----THEY ONLY HAD ABOUT SIX ENGINES, FLYABLE. THEY WOULD FLY SIX PLANES UP TO BREMERHAVEN, TAKE THE ENGINES OUT OF THE PLANES, TRUCK THEM BACK DOWN TO FURSTENFELDBRUCK REINSTALL THEM IN THE OTHER AIRPLANES. THAT WAY THEY GOT ALL THE AIRPLANES IN TO BREMERHAVEN AND SENT THEM BACK BY SHIP.

THEY BEGAN TO SCALE DOWN EVERYTHING ELSE. THEY CUT OUT THE 84TH FIGHTER WING. I WAS A COLONEL AT THIS TIME. THE BASE COMMANDER AT BAD KISSINGEN SUPPORTED THE 12TH TAC. THEY MADE ME THE BASE COMMANDER WHEN THE 84TH FIGHTER WING WAS DISBANDED. ABOUT 3 MONTHS AND THEN WORD CAME IN THAT QUALIFIED OFFICERS WERE NEEDED TO COMMAND GROUPS BACK IN THE STATES. IT WASN'T VERY LONG BEFORE MY JOB WOULD BE ELIMINATED, SO I ASKED TO GO BACK FOR ONE OF THOSE GROUPS IN THE STATES.

I WENT TO THE PENTAGON INSTEAD. IN EARLY 1947. I WAS THERE FOR 3 YEARS. I WAS HEAD OF THE ZI COMMANDS BRANCH OF OPERATIONS AT AIR FORCE HEADQUARTERS.

BILL ALEXANDER

ZI?

GEN. MOORE

ZONE OF THE INTERIOR. COMMAND BRANCH. THEY ALSO HAD AN OVERSEAS BRANCH UNDER MY BOSS. THERE WAS A BASE AND UTILITIES BRANCH, I THINK, ALSO IN THOSE DAYS. ALL UNDER PLANS AND OPERATIONS. GENERAL NORSTAAD WAS DES/OPERATIONS. DURING THAT PERIOD OF TIME, WE BECAME A SEPARATE AIR FORCE. AN AUTONOMOUS AIR FORCE IN SEPTEMBER 1947.

IN 1950, MY THREE YEARS, A LITTLE OVER 3 YEARS, TOUR IN THE PENTAGON WAS UP AND I WAS ASSIGNED TO THE AIR WAR COLLEGE AT MAXWELL FIELD. THIS WAS JUNE OF 1950. WE HAD SHIPPED OUR FURNITURE DOWN TO MAXWELL TO QUARTERS ASSIGNED TO US. WE DEPARTED WASHINGTON ON SUNDAY TO VISIT MY WIFE'S KID BROTHER WHO WAS IN THE AIR DEFENSE FIGHTER UNIT AT MCGUIRE, TO SPEND A COUPLE OF DAYS WITH HIM BEFORE HEADING DOWN TO FLORIDA AND EVENTUALLY TO MAXWELL. OUR T YOUNG SON WAS WITH US, THE THREE OF US. WHEN I ARRIVED AT MCGUIRE, LATE THAT AFTERNOON, I WAS BARRED FROM ENTERING THE BASE. THE WAR HAD BEGUN IN KOREA. MY I.D. CARD WAS NOT RECOGNIZED BY THE GUARD AT THE GATE. WE HAD TO GET THE O.D. TO COME OUT BEFORE THEY FINALLY LET ME GO INTO THE BASE.

BILL ALEXANDER

WHAT WAS SO SUSPECT ON YOUR I.D.?

GEN. MOORE

I DON'T KNOW. EVERYONE WAS EXTRA CAUTIOUS WITH THE KOREAN ATTACK. YOU KNOW WHAT HAPPENED DURING WORLD WAR II. THEY WERE VERY STRINGENT. THE SERGEANT ON THE GATE WOULD NOT LISTEN TO ME AT ALL. WOULD NOT RECOGNIZE MY I.D. CARD. THE O.D. CAME OUT. HE FINALLY LET US IN. THE NEXT MORNING, I PHONED BACK TO THE PENTAGON AND ASKED WHAT I SHOULD DO. I WAS TOLD, "YOUR REPLACEMENT IS HERE. THOSE PEOPLE WHO ARE GOING TO LEAVE, WE WILL CALL THEM BACK.. THOSE WITH PCS, (PERMANENT CHANGE OF STATION) GO AHEAD TO YOUR NEW ASSIGNMENT." WE WENT ON DOWN TO FLORIDA ABOUT 10 DAYS LATER TO PANAMA BEACH, THE AF AIRFIELD THERE. THAT NIGHT AT THE CLUB, WE GOT WORD THAT MY WAR COLLEGE CLASS HAD BEEN CANCELED.

I HAD A CLASSMATE IN MAXWELL WHO WAS CHIEF OF PERSONNEL THERE. WE DROVE UP AND I ASKED WHAT WAS GOING TO HAPPEN. HE SAID, " YOU ARE SUPPOSED TO GO BACK TO YOUR OLD JOB." SO I PHONED BACK TO THE PENTAGON AND THEY SAID, "NO, IF YOU CAN FIND A JOB, GO AHEAD AND GET IT." I CALLED THE DEPUTY COMMANDER OF TACTICAL AIR COMMAND, AN OLD BOSS OF MINE, AND ASKED FOR A JOB. HE SAID, "YEAH, WE HAVE A JOB FOR YOU. COME ON DOWN." SO WE WENT TO LANGLEY FIELD. ALL MY FURNITURE HAD BEEN PLACED IN MY QUARTERS DOWN AT MAXWELL--SO WE HAD TO GET IT SHIPPED TO LANGLEY.

THE AIR FORCE WAS ORDERING THE RESERVE, NATIONAL GUARD UNITS TO ACTIVE DUTY, FEDERALIZED THEM AND ASSIGNED TO TAC TO GET THEM READY TO GO TO KOREA. MY FIRST JOB WAS AS LIAISON OFFICER BETWEEN THE COMMANDER AT TAC AND THE A-20 UNIT IN CALIFORNIA THAT WAS BEING READIED FOR SHIPMENT TO KOREA.

BILL ALEXANDER

NOW THESE ARE NATIONAL GUARD OR WHAT? AIR FORCE?

GEN. MOORE

AIR FORCE NATIONAL GUARD. FLYING UNITS. A-20's. BRIG. GEN. SWEETZER. I REMEMBER THE NAME, WAS COMMANDING THAT ONE. THERE WAS A FIGHTER UNIT THAT HAD BEEN ORDERED TO ENGLAND AIR FORCE BASE AND A RECCE

UNIT TO BASE SOMEWHERE ELSE. I DON'T KNOW. GETTING READY TO GO TO KOREA. MY JOB AS LIAISON WAS TO FACILITATE GETTING THIS UNIT READY. WHEN IT LEFT, FOR KOREA. I WAS SENT DOWN AS COMMANDER OF THE 137TH FIGHTER BOMBER WING AT ALEXANDRIA. ENGLAND AIR FORCE BASE NOW. THREE TACTICAL SQUADRONS CAME FROM GEORGIA, OKLAHOMA AND KANSAS. THEY ALL FLEW THE SAME TYPE AIRPLANE, SO WERE BROUGHT TO ALEXANDER TO FORM THE 137TH.

BILL ALEXANDER

WHAT WAS THE AIRPLANE?

GEN. MOORE

F-84's. JETS. THE SUPPORT UNITS WERE FROM OTHER PARTS OF THE COUNTRY, MOSTLY FROM TEXAS. COMING FROM DIFFERENT STATES, THERE WAS SOME CONFUSION. IT TOOK A LITTLE WHILE TO GET THEM SORTED OUT. WE HAD A LOT OF PEOPLE THAT WERE INELIGIBLE FOR OVERSEAS. WE HAD TO GET RID OF THOSE. GET NEW GUYS IN. WE GOT BRAND NEW AIRPLANES. NEW F-84-G"s. WE COMPLETED TRANSITION IN THE NEW PLANES AND EVERYBODY CHECKED OUT. ALL OF OUR EQUIPMENT READY TO GO. WE RECEIVED A PORT DATE FOR SHIPMENT TO KOREA, BUT THAT SLIPPED TO A LATER DATE . WE HAD SIX SLIPPAGES IN OUR PORT DATE.

FINALLY, WE GOT ORDERS, TELLING US "YOU ARE NOT GOING TO KOREA, YOU ARE GOING TO FRANCE AS THE FIRST AMERICAN FIGHTER UNIT." TO NATO. WE FLEW THOSE 75 F-84's, , ACROSS THE NORTHERN ATLANTIC TO CHAUMONT, FRANCE THE FLIGHT WAS FOX ABLE 15. THE 15TH SUCH DEPLOYMENT OVER THE NORTH ATLANTIC. I WAS THERE FOR A YEAR, THEN THEY PULLED ME INTO RAMSTEIN AS DO OF TWELVE TAC HQ . ABOUT 6 MONTHS LATER, I WENT TO WIESBADEN AS CHIEF OF STAFF OF USAFE. I WAS THERE UNTIL THE SUMMER OF '55, WHEN WAS SENT HOME TO THE NATIONAL WAR COLLEGE, IN WASHINGTON.

BILL ALEXANDER

GONNA MAKE IT.

GEN. MOORE

NO, TO THE NATIONAL WAR COLLEGE. I NEVER DID GO TO THE AIR WAR COLLEGE. THIS IS THE NEXT STEP ABOVE.

BILL ALEXANDER

THE BIGGIE.

GEN. MOORE

THE BIGGIE, YEAH. THAT WAS A YEAR'S COURSE. AT THE END OF THE YEAR, THE CLASS WAS DIVIDED INTO 4 SECTIONS AND TO GO ON OUR GRADUATION FLIGHT. ONE SECTION WENT TO SOUTH AMERICA, ONE WENT TO THE MEDITERRANEAN, ONE WENT TO NORTHERN EUROPE, AND ONE WENT TO THE PACIFIC. I ASKED FOR AND GOT ON THE PACIFIC FLIGHT BECAUSE I HADN'T BEEN BACK THERE SINCE THE FIRS YEAR OF THE WAR. I HAD JUST COME BACK FROM GERMANY NOT TOO LONG AGO. I WAS ANXIOUS TO GET BACK TO THE PACIFIC AND SEE WHAT WAS GOING ON THERE.

WE SPENT 3 DAYS IN TOKYO. WE HAD MEETINGS WITH THE JAPANESE SELF AIR DEFENSE FORCE. THERE WAS NOT A FORMAL AGENDA. WE SAT AROUND A TABLE, EIGHT OR SO ON EITHER SIDE WITH A MONITOR. I WAS THE MONITOR ON MY SIDE AND A LT. COL. JAPANESE ON THE JAP SIDE.

BILL ALEXANDER

STILL A COLONEL?

GEN. MOORE

I WAS A COLONEL. THE JAP LT. COLONEL SPOKE FLUENT ENGLISH. WE HAD A NICE SESSION, JUST PICKING EACH OTHER'S BRAINS. AFTERWARDS, WE HAD A LITTLE SOCIAL WHERE WE GATHERED FOR PRETZELS AND BEER. I SOUGHT THIS GUY OUT. I ASKED, "WHERE DID YOU LEARN TO SPEAK SUCH GOOD ENGLISH?" HE GRINNED AND SAID, " I GRADUATED FROM U.C. L.A."

BILL ALEXANDER

BEFORE THE WAR ?

GEN. MOORE

"WOW." I ASKED, "WHAT DID YOU FLY DURING THE WAR?" HE SAID, " I FLEW WHAT YOU CALLED THE "BETTY", OUR TWIN ENGINED BOMBER." "DURING THE FIRST DAYS, I WAS BOMBING CLARK FIELD. " THAT TURNED A LIGHT ON. I TOLD HIM I WAS IN P-40'S THERE AT CLARK AND WE HAD A LONG DISCUSSION ABOUT THAT. THEN I SUDDENLY REMEMBERED THAT THEY DIDN'T HIT US WHEN WE EXPECTED THEM TO. EARLY IN THE MORNING ON DEC. 8TH.

I ASKED, "WHY DID YOU WAIT UNTIL 12:30 IN THE MORNING TO HIT US INSTEAD OF EARLIER?" "IN COORDINATION WITH YOUR ATTACK AT PEARL HARBOR?" HE SAID, "WE WERE SUPPOSED TO. WE WERE BRIEFED TO. WE GOT IN OUR COCKPITS ABOUT 4:00 IN THE MORNING. WE COULDN'T EVEN SEE THE WINGTIPS . FOR THE FIRST TIME IN RECORDED HISTORY, THERE WAS A PEAS SOUP FOG SO THICK WE COULDN'T EVEN TAXI. WE SAT THERE FOR OVER 4 HOURS SCARED TO DEATH YOU WERE GOING TO HIT US."

FINALLY, THE VISIBILITY LIFTED ENOUGH THAT WE COULD TAXI OUT, WE TOOK OFF AND THAT PUT US DOWN THERE AT 12.30.

BILL ALEXANDER

THAT WAS BECAUSE McARTHUR WOULD NOT ALLOW ANY INTERDICTION.

GEN. MOORE

I AM GOING TO WRITE A "WHAT IF" BOOK SOMEDAY. THAT IS , WHAT IF EMBANK HAD BEEN ALLOWED TO TAKE HIS 34 B FULLY LOADED B-17'S AND BOMBED FORMOSA WITH THAT SECRET NORDEN BOMBSIGHT, THE COULD HAVE BOMBED THROUGH A FOG BANK ON A TARGET AS BIG AS AN AIRFIELD WITH ENOUGH ACCURACY THAT IT PROBABLY WOULD HAVE CHANGED THE ENTIRE OUTCOME OF THE WAR OR IN THE PHILIPPINES. OR IF THEY HAD COME IN EARLIER IN THE MORNING WHEN ALL HUNDRED OF OUR P-40'S AND P-35'S WERE UP IN THE AIR WAITING FOR THEM, IT MIGHT HAVE MADE A DIFFERENCE. HIS STORY WAS VERY INTERESTING AND IT CLEARED UP A MYSTERY TO ME. WHY IN THE WORLD THEY HAD WAITED SO LATE TO HIT THE PHILIPPINES THAT DAY.

AFTER THAT, I WAS ASSIGNED TO THE 323RD FIGHT-BOMBER WING AT PERU INDIANA, FLYING F-100'S. BRAND NEW SUPERSONIC PLANES. FROM THERE, AFTER A CHANGE OF ASSIGNMENTS IN AIRFIELDS. THAT AIRFIELD WAS GIVEN TO SAC, WHERE THEY PUT THEIR B-47'S. SO, I WENT DOWN TO NINTH AIR FORCE AT SHAW AIR FORCE BASE IN SOUTH CAROLINA. AT SUMTER, S.C. AS DO. (DIRECTOR OF OPERATIONS.) ABOUT 6 MONTHS LATER, I WAS MADE CHIEF OF STAFF. IN THAT JOB, I GOT PROMOTED TO BRIG. GENERAL.

DURING THIS TIME, THE FOURTH TACTICAL FIGHTER WING WAS AT A BRAND NEW AIRFIELD AT GOLDSBORO, N.C. NOW CALLED---- SEYMOUR JOHNSON AFB AFTER A NAVAL AVIATOR WHOSE HOME WAS IN GOLDSBORO, N.C. THEY CALLED IT SEYMOUR JOHNSON AIR FORCE BASE.

THE FOURTH WING HAD THE F-105, WHICH WAS THE WHITE HOPE FOR THE FIGHTER BOYS. BACK THEN, IT COULD CARRY A SMALL ATOMIC BOMB INBOARD IN A BOMB BAY. IT WAS A GREAT BIG AIRPLANE AND SUPERSONIC. IT COULD MAKE MACH 2.15. PRETTY FAST!. ABOUT THAT TIME, THE STRATEGIC AIR COMMAND IN OMAHA, WAS BUILT UP BY GENERAL LeMAY, WERE ALL BASED ON -----ALL CLUSTERED ON THEIR OWN SAC BASES. IT WAS DECIDED THAT THEY OUGHT TO DISPERSE. THEY SELECTED SEYMOUR JOHNSON A DISPERSAL BASE. THEY HAD FIRST CHOICE ON EVERYTHING IN THE AIR FORCE IN THOSE DAYS. PEOPLE, PERSONNEL, BASES, MONEY, AND ANYTHING THEY WANTED. THEY DID A MAGNIFICENT JOB IN MY OPINION. THEY SELECTED SEYMOUR JOHNSON, A TAC BASE AND PUT IN ONE OF THEIR B-52 WINGS, WHICH CONSISTED OF A SQUADRON OF B-52'S AND AN SQUADRON OF TANKERS, KC-135.

AT A STAFF MEETING ONE DAY, MY COMMANDER WAS MAJ. GENERAL HARRIS, WHO HAD ONCE BEEN IN THE STRATEGIC AIR COMMAND. HE WAS NOW IN TAC, 9TH

AIR FORCE COMMANDER. HE WAS SO AGITATED OVER THE THOUGHT OF SAC COMING IN TO ONE OF OUR BASES, BEING A BIG PRIMA DONNA, DEMANDING EVERYTHING AND NOT EASILY SATISFIED WITH ANYTHING, HE WANTED THE MOST COMPETENT WING COMMANDER IN 9TH AIR FORCE GO UP THERE AND COMMAND THAT BASE, SO THAT THEY COULD BE SURE THAT SAC WAS SUPPORTED PROPERLY.

WE CONSIDERED EVERYBODY WE HAD IN 9TH AIR FORCE FOR ABOUT 2 HOURS. NOBODY STOOD OUT LIKE A SORE THUMB. THE MEETING BROKE UP AND AS WE LEFT I HAD THE TEMERITY TO SAY, "BOSS, I DON'T THINK YOU HAVE ANYBODY BETTER QUALIFIED THAN I AM TO GO UP THERE." EVERYBODY LAUGHED LIKE HELL. NEXT DAY, HE CALLED ME IN AND ASKED, "HOW LONG WILL IT TAKE YOU TO BE READY TO GO TO SEYMOUR JOHNSON." I SAID, " I CAN GO TOMORROW." HE SAID, " I WANT YOU THERE WHEN THE WING COMMANDER FROM SAC REPORTS IN" WHICH IS ONE FEBRUARY. 1957.

I REPORTED IN AND THE BOMBERS CAME IN. O.C. JONES WAS THE COLONEL COMMANDING. HE HAD A HOUSE RIGHT ACROSS THE STREET FROM MINE. I MADE A BIG POINT TO BE GOOD FRIENDS WITH HIM. SAC IN THOSE DAYS WAS QUITE ALOOF. THEY HAD A SENSE OF SUPERIORITY. I ADMIRED THEM THOUGH. THEY HAD "A" FORCE AND THEY WERE CAPABLE OF DOING EXACTLY WHAT THEY WERE ORDERED TO DO. I MADE A BIG POINT TO WORK CLOSELY WITH O.C.

ALL OF HIS B-52's CAME IN AND THE WAY SAC DID, THEY TRAIN THEIR CREWS INDIVIDUALLY. THEN, WHEN THEY REPORT INTO A UNIT, THEY ARE COMBAT READY. THEY DIDN'T HAVE TO GO THROUGH A PERIOD OF TRAINING. THEY HAD THE TANKERS THERE.

MY COMMAND SUPPLIED EVERYTHING THEY NEEDED, BOMB STORAGE, THE ARMAMENT DUMP, FROM HOUSING, MESS HALL, EVERYTHING EXCEPT THE FLIGHT LINE MAINTENANCE, WHICH THEY PROVIDED FROM THEIR OWN CREWS. WE PROVIDED EVERYTHING ELSE.

I WAS VERY PROUD OF OUR UNIT. I WAS VERY HAPPY. WE WERE DETERMINED WE WERE GOING TO GIVE THEM GOOD SUPPORT. WHEN O.C. BECAME AWARE OF THIS, HE EVEN GAVE ME A PASS TO GET IN HIS COMBAT OP CENTER. NOBODY ELSE BUT SAC WAS ALLOWED IN THERE.

ONE OF MY RESPONSIBILITIES AS HOST BASE COMMANDER WAS DISASTER CONTROL. THESE AIRPLANES OF O.C.'s WERE INVOLVED IN THAT BIG 24 HOUR ALERT THAT SAC CONDUCTED THEN. THEY HAD TWO WEAPONS ABOARD THE PLANE AND THEY KEPT ONE AIRPLANE IN THE AIR ALL THE TIME, 24 HOURS A DAY FLYING BETWEEN THE EAST COAST AND THE AZORES. JUST CIRCLING BACK AND FORTH, BACK AND FORTH. THAT WAS IN COORDINATION WITH OTHER SAC WINGS THAT DID THE SAME THING IN OTHER AREAS. EACH PLANE HAD AN ENEMY TARGET THAT THEY WERE EXPECTED TO GO TO IMMEDIATELY UPON RECEIVING ORDERS.

THEY TOOK A REPLACEMENT AIRPLANE OFF ONE NIGHT TO GO OUT AND RELIEVE THE ONE ON STATION. THAT PLANE GOT JUST OFF THE COAST OF WILMINGTON, N.C. WHEN THE PILOT GOT AN INDICATION OF LOSS OF FUEL. HE COULDN'T TELL WHY. HE KNEW HE HAD LOST SOME FUEL. HE BEGAN TO CIRCLE. CALLED BACK IN TO THE COMMAND POST, O.C. IMMEDIATELY GOT OUT OF BED AND WENT DOWN TO HIS COMMAND POST. HE FOUND OUT AFTER THEY LAUNCHED A REPLACEMENT, A SPARE, AND IT WENT ON OUT AND RELIEVED THE PLANE ON STATION. THIS PLANE KEPT CIRCLING, TRYING TO DETERMINE WHAT THEIR PROBLEM WAS. IN SUCH EMERGENCIES USUALLY THE SAC WING COMMANDER WOULD CALL SAC HEADQUARTERS, SAC HEADQUARTERS WOULD CALL THE BOEING ENGINEERS, AND THEY DISCUSS THE EMERGENCY AND WORK OUT A COURSE OF ACTION TO TAKE .

WITH AN AIRPLANE THAT EXPENSIVE, I GUESS THAT IS THE ONLY WAY TO DO IT. ANYWAY, THEY DECIDED TO TRY TO BRING THIS AIRPLANE BACK TO HOME BASE. ABOUT 2 O'CLOCK IN THE MORNING, THEY HAD HIM CIRCLE AROUND NORTH OF THE FIELD AND ON HIS APPROACH TO LAND, AS HE LOWERED HIS GEAR, THE WING CAME

OFF. TWO OF THE CREW MEMBERS GOT OUT, THE OTHERS DID NOT. THE PLANE WENT DOWN ON A FARM. I IMMEDIATELY GOT A REPORT FROM MY DISASTER CONTROL TEAM .

I WENT OVER TO O.C.'S COMBAT CONTROL CENTER IMMEDIATELY. THE COMBAT OFFICER LET ME IN. THEY DIDN'T KNOW QUITE WHAT HAD HAPPENED OR WHERE THE PLANE HAD GONE DOWN, BUT HE TOLD ME THAT THERE WAS A DISASTER AND THE PLANE HAD TWO HYDROGEN BOMBS ABOARD.

I IMMEDIATELY ALERTED MY TEAM, WHICH HAD PRACTICED OFTEN, I SAID, "THIS IS NOT A PRACTICE, THIS IS THE REAL THING." WE JUMPED OFF AND WENT UP AND LOCATED THE PLANE. IT TOOK US A COUPLE OF HOURS. IT HAD FALLEN ON A FARM. IT MADE A BIG HOLE. ONE OF THE BOMBS WAS SUSPENDED IN A TREE HANGING BY IT'S PARACHUTE. THE NOSE HAD JUST PENETRATED INTO THE GROUND ABOUT SIX INCHES. THE SECOND BOMB, WE COULDN'T FIND. WE CORDONED OFF THE AREA , WE RECOVERED THE BODIES OF THE TWO CREW MEMBERS THAT DIDN'T GET OUT.

ABOUT THIS TIME, GEN. SWEENEY WHO WAS COMMANDING THE 8TH AIR FORCE, AND THE SAC UNIT AT SEYMOUR JOHNSON, LOADED A PLANE WITH HIS STAFF MEMBERS AND RUSHED DOWN . HE ARRIVED ABOUT FIRST LIGHT. HE CAME OUT TO THE CRASH SITE AND WE HAD EVERYTHING CORDONED OFF, WORKING. I GAVE HIM A BRIEFING. HE DISMISSED ME AND SAID, "I AM TAKING OVER NOW."

TO CUT THE STORY SHORT, THE ENGINEERS CAME IN AND TRIED TO DIG DOWN IN THE HOLE TO LOCATE THE SECOND BOMB. THEY FOUND A LOT OF THE IGNITION EQUIPMENT OFF THE WEAPON DOWN IN THE HOLE. THEY RAN INTO WATER. THE WATER TABLE WAS QUITE HIGH THERE. THEN THEY GOT SOME CIVILIAN HYDRAULIC ENGINEERS TO COME IN. THEY KEPT DIGGING FURTHER AND FURTHER OUT BECAUSE THE SIDES WOULD CRUMBLE AND FALL IN. THEY NEVER DID FIND THE COMPLETE WEAPON BUT THEY GOT MOST OF IT OUT.

THE FARM WAS DESTROYED BECAUSE IN DIGGING DOWN THE SUBSOIL WAS DUG UP AND SPREAD IT OUT OVER THE TOP SOIL .

WHEN WE GOT THE F-105'S, FINALLY GOT ALL THREE SQUADRONS. WE TRAINED FOR OUR MISSION. ONE DAY IN NOVEMBER OF '59, I GOT A CALL FROM GEN. HARRIS, MY BOSS SAYING, "THE AIR FORCE HAS DECIDED TO ATTACK THREE WORLD RECORDS, INTERNATIONAL WORLD RECORDS. THEY WANT THE F-105 TO ATTACK THE 100 KILOMETER CLOSED COURSE. F-104'S ARE GOING TO GET THE ALTITUDE RECORD. THE F- 106 IS GOING TO GET THE STRAIGHT AWAY SPEED RECORD.

THE HUNDRED KILOMETER CLOSED COURSE WAS A HUNDRED KILOMETER CIRCLE OUT AT EDWARDS AIR FORCE BASE, MARKED BY PYLONS ON THE GROUND.

BACK IN THE OLD DAYS, A PILOT WOULD FLY LOW ENOUGH TO SEE THE PYLONS AND FLY THE COURSE BY SIGHTING THE MARKERS. THE MAXIMUM EFFICIENCY OF THE F-105 WAS OBTAINED BY FLYING AT AN ALTITUDE OF 35,000 FEET. IT'S FASTEST SPEED WAS REACHED AT THAT ALTITUDE. OF COURSE WE COULDN'T SEE THE PYLONS AT THAT ALTITUDE, SO WE HAD TO DEVISE ANOTHER METHOD OF STAYING ON COURSE. EDWARDS AIR FORCE BASE WAS THE AIR FORCE FLIGHT TEST STATION IN THOSE DAYS. IT HAD A NETWORK OF RADARS ACCURATE ENOUGH TO TRACK AN OBJECT, AN AIRPLANE, IN SPACE, WITHIN THREE FEET. OUR PLAN WAS SIMPLE. THE RADAR NET WOULD TRACK OUR PLANE, A PILOT WATCHED OUR TRACK ON THE PLOTTING BOARD AND WOULD RADIO INSTRUCTIONS TO THE PILOT IN THE PLANE THAT WOULD KEEP HIM AS CLOSE TO THE COURSE ON THE GROUND AS POSSIBLE WITHOUT TOUCHING, OR CROSSING, THE CIRCLE, WHICH WOULD DISQUALIFY THE RECORD ATTEMPT.

I RECEIVED PERMISSION TO MAKE THE FLIGHT. WE TOOK TWO PLANES TO EDWARDS, A BACK-UP PILOT AND CREW CHIEFS. WE JOINED A TEAM FLYING THE F-104 AND ONE FLYING THE F-106. WE PRACTICED FOR ABOUT TWO WEEKS UNTIL WE GOT OUR PATTERN DOWN PAT, AND WORKED OUT A SMOOTH RADIO TRANSMISSION FROM

THE PILOT AT THE RADAR. WHEN WE WERE READY, WE NOTIFIED THE OBSERVERS OF THE AERONAUTIQUE INTERNATIONALE WHO ATTESTED TO ALL SUCH RECORD ATTEMPTS, AND THEY CAME OUT AND MONITORED OUR FLIGHT.

OUR PATTERN WAS TO TAKE OFF FROM EDWARDS, CLIMB OUT TO THE EAST TO AN ALTITUDE OF 35,000 FEET, THEN TURN BACK TO THE WEST ON A HEADING THAT WOULD TAKE US TOWARDS THE COURSE CIRCLE THAT WAS MARKED ON THE GROUND. THE RADAR WOULD TRACK US, AND THE PILOT AT THE RADAR SITE WOULD FOLLOW MY TRACK AND GIVE ME INSTRUCTIONS TO CORRECT MY COURSE AS NEEDED. I ACCELERATED TO MAXIMUM SPEED, ABOUT 2.15 MACH. AT ABOUT TEN MILES FROM THE "GATE" I RECEIVED INSTRUCTIONS TO START MY TURN. DURING OUR PRACTICE RUNS WE HAD DETERMINED THE DEGREE OF BANK WE HAD TO FLY TO STAY ON THE CIRCLE. THE BANK WAS STEEP ENOUGH THAT WE HAD TO USE REVERSE CONTROLS. WE USED THE STICK TO PULL IN, OR GO OUT FROM THE CIRCLE, AND THE RUDDERS TO CLIMB OR REDUCE ALTITUDE. THE CLOSER WE STAYED TO THE CIRCLE PERIMETER WITHOUT CROSSING IT, THE QUICKER WE COMPLETED THE RUN, AND THE FASTER OUR SPEED WOULD BE.

ON THE RECORD RUN WE WERE ABLE TO STAY WITHIN ONE QUARTER OF A MILE OF THE CIRCLE. WE SET A RECORD OF 1216 MILES PER HOUR. THAT EXCEEDED BY OVER ONE HUNDRED MILES THE PREVIOUS RECORD HELD BY THE FRENCH. ,
BILL ALEXANDER

SO YOU WON IT.

GEN. MOORE

WE ESTABLISHED A NEW INTERNATIONAL RECORD FOR THE AIR FORCE AND I GOT THE BENDIX TROPHY FOR MAKING THE FLIGHT.

BILL ALEXANDER

OH. YOU GOT THE BENDIX TROPHY FOR IT . THAT'S WONDERFUL.

GEN. MOORE

THE F-104. THEIR MISSION PROCEDURE WAS TO GET UP ABOUT 40,000 FEET, ACCELERATE TILL THEY GOT RIGHT OVER THE FIELD THEN PITCH UP AT A CERTAIN ANGLE TO CLIMB, PRE-DETERMINED BY ENGINEERS AND BY PRACTICE. THE PILOT HELD THAT CLIMB ANGLE UNTIL THE ENGINE CUT OUT, STARVED FOR AIR. THEN THE PLANE CONTINUED ON CLIMBING BALLISTICALLY. HE TOPPED ABOUT 104,000 FEET. HE WAS IN A SPACE SUIT OF COURSE. HE WOULD LOSE ALL CONTROL. THE PLANE WOULD JUST START FALLING BACK, TUMBLING UNTIL HE GOT DOWN TO AROUND 40,000 OR 35,000 FEET.

BILL ALEXANDER

COULD HE REGAIN IT?

GEN. MOORE

HE REGAINED CONTROL AND THEN HE WOULD START THE ENGINE AGAIN. COME IN AND LAND.

BILL ALEXANDER

WHICH CAME FIRST, STARTING THE ENGINE OR GAINING CONTROL?

GEN. MOORE

GAINING CONTROL FIRST. THE F-106 ATTEMPTED A NEW STRAIGHT AWAY RECORD. A 10 KILOMETER COURSE. THE RULES WERE, YOU HAD TO GO THROUGH THE COURSE, TURN AROUND AND COME BACK THROUGH THE COURSE. YOU TOOK THE AVERAGE OF THE TWO SPEEDS BETWEEN THOSE TWO POINTS.

BILL ALEXANDER

STAY AT THE SAME ALTITUDE?

GEN. MOORE

YOU STAY AT THE SAME ALTITUDE. THE INTERNATIONAL RULES REQUIRED THAT THE AIRCRAFT MAKING THE RECORD RUN HAD TO BE A REGULAR COMBAT AIRPLANE. YOU COULDN'T ALTER IT TO MAKE IT FLY FASTER THAN NORMAL.

WE WERE ALLOWED TO SOUP UP THE POWER IN THE ENGINE JUST A LITTLE BIT. NORMALLY, WE FLEW THAT ENGINE IN THE F-105 AT ABOUT 98%. WE WERE ALLOWED TO GO TO 101%. WE HAD A GUN PORT ON THE NOSE THAT WAS ABOUT 6 INCHES IN DIAMETER. IT WAS FOR A GATLING GUN. WE WERE ALLOWED TO FILL THAT GUN PORT WITH A Balsa WOOD PLUG TO MAKE A SMOOTH SURFACE. WE PUT A PITOT TUBE OUT ON THE NOSE SO THAT THE AIR SPEED MEASUREMENT WOULD BE UNDISTURBED BY AIR FLOW AROUND THE WING. THAT WAS THE ONLY CHANGE WE MADE. THAT WE WERE ALLOWED TO MAKE.

THE F-106 ESTABLISHED A NEW RECORD FOR THE 10 KILOMETER STRAIGHT AWAY. THE F-104 ESTABLISHED AN ALTITUDE RECORD

THE AIR FORCE TOOK THOSE THREE RECORDS IN DECEMBER 1959.

IN '61. GENERAL SWEENEY BECAME COMMANDER OF TAC. HE HAD GOTTEN HIS FOURTH STAR. HE BROUGHT ME UP AS HIS DIRECTOR OF OPERATIONS AT TAC HEADQUARTERS. I GOT A SECOND STAR THERE. IN JANUARY OF '64, GENERAL LeMAY WAS CHIEF OF STAFF AT THIS TIME AND HE CALLED SWEENEY AND WANTED A MAN TO GO TO VIETNAM AS THE AIR COMMANDER, SECOND AIR DIVISION. SWEENEY SELECTED ME TO GO. I WENT OVER IN JANUARY, 1964. I STAYED UNTIL JUNE, 1966. I CAME BACK TO BE VICE COMMANDER, PACAF AT HICKHAM. A YEAR LATER I BECAME THE AIR FORCE'S INSPECTOR GENERAL. TWO YEARS LATER, I WENT TO IZMIR, TURKEY AS COMMANDER OF THE 6TH ALLIED TACTICAL AIR FORCE.

I GOT MY THIRD STAR IN VIETNAM. I WAS AT IZMIR TWO YEARS AND I RETIRED FROM THERE ON APRIL 1, 1971. CAME HOME.
BILL ALEXANDER

QUITE A CAREER GENERAL.
GEN. MOORE

I SURE TALKED ABOUT IT FOR A LONG TIME.
BILL ALEXANDER

IT WAS WONDERFUL. I WANT TO THANK YOU ON BEHALF OF THE NIMITZ MUSEUM FOR DOING THIS. WE CAN'T DO ANYTHING MORE THAN SAY, THANK YOU FOR EVERYTHING YOU DID.
GEN. MOORE

WELL, I ENJOYED IT. I WILL LOOK FORWARD TO READING IT WHEN IT IS FINISHED.

END OF TAPE

TRANSCRIBED BY FOREST J. REES
FREDERICKSBURG, TEXAS MARCH, 1998
REVIEWED AND EDITED BY GEN. MOORE

THOSE THREE RECORDS IN DECEMBER 1959.

IN '61. GENERAL SWEENEY BECAME COMMANDER OF TAC. HE HAD GOTT