

WWII Memories
John Cox

Tape Counter, Speaker, And Subject	Narrative
000 Donna Palkowsky Introduction	This is Donna Palkowsky. Today is the 20 th day of June, 2005. I am interviewing for the first time Mr. John Cox. This interview is taking place in the home of John Cox at 3442 North 281, Burnet, Texas. And your name is
Cox Introduction	My name is John Cox.
Palkowsky Personal Info	John, we'd like to know where you were born and when you were born.
Cox Personal Info	I was born in Bismarck, Illinois on November 3, 1917.
Palkowsky Personal Info	And what were the names of your parents
Cox Personal Info	Mr. and Mrs. Harry Cox.
Palkowsky Personal Info	Did you have any siblings?
Cox Personal Info	I had one older sister named Zola and one younger brother named Harry, Jr.
Palkowsky Enlistment	Okay. And, where and when did you enlist?
Cox Enlistment	I enlisted the 18 th of November; no, the 18 th of December, 1939 at Jefferson Barracks, St. Louis, Missouri for the Philippine Islands.
Palkowsky Enlistment	For the Philippine Islands?
Cox Enlistment	Yes.
Palkowsky	Okay. What were the factors that influenced your joining and was it the Navy or the Army or what was it?

WWII Memories

John Cox

Tape Counter, Speaker, And Subject	Narrative
Enlistment	
Cox Enlistment	I enlisted to go into the Army Air Corps at that time. My feeling was that I expected the United States to enter the war in Europe and being assigned to the Philippine Islands I thought I was the farthestmost away from any hostilities. But I was wrong.
Palkowsky War Declaration	You want to tell us a little bit about experience between 1939 and 1941 when war was declared?
Cox Basic Training	I took my basic training at March Field in California and sailed for the Philippines in April of 1940. My best friend and I enlisted together and we both sailed to the Philippines and arriving there in May of 1940.
Palkowsky Best Friend	And what was his name?
Cox Best Friend Military Title and Job Promotions	His name was Bob Anderson. We were high school friends; had been for a number of years. I was assigned to be a mechanic, which I wanted to be. Bob was sent to Clark Field; therefore, we were separated. I became an aircraft mechanic in the Philippines and that is where old airplanes are sent to die. We had old airplanes. We had a B-3; a B-10 which I flew in one time; an O-47 and an O-19 and then one of the other squadrons had P-26's; the fighter squadron. At that time they called it Pursuit Squadron. I went to become an aircraft mechanic; went to what they called at that time A&M Aircraft Mechanic School in the Philippines. I was assigned to, at that time they called it the 27 th Materiel Squadron; now a materiel squadron in those days was like a base flight is today in the Air Corps, or the Air Force. So, we had different people doing different jobs but I was one of the mechanics. I became different; had different jobs; worked on different aircraft. I was a Private. I was a Private so long I thought PVT was my initials. But, promotions were slow. The only time we got a promotion in those days was when the ship came in, which came in every three months. Those that had served 2 years there would be sent back to the States and they would bring in new people. I vividly recall, as I walked down the gangplank, arriving in Manilla. All the troops were watching us and they all were saying, "You'll be sorry; you'll be sorry". Well, three months later I'm down there and as the new people come in I'm saying, "You'll be sorry". That was kind of a joke we had. We never....how long do you want me to talk?
Palkowsky	We want your story.

WWII Memories

John Cox

Tape Counter, Speaker, And Subject	Narrative
Memories	
Cox Military Job Seeing Familiar Friends	Oh, goodness. So, anyway, I had different jobs. At one time I was on the work crew. Incidentally there was; along in early 1941 I'm walking down the street and I see these two new people coming toward me and I thought they sure looked familiar. They were from my home town of Danville, Illinois. So, it ended up there were 4 of us from Danville, Illinois in the Philippines.
Palkowsky Seeing Familiar Friends	What were their names?
Cox Seeing Familiar Friends	One of them was
Palkowsky Seeing Familiar Friends	That's okay. They'll come. You can give them to us as you remember.
Cox Seeing Familiar Friends Build up in the Philippines Life in Manilla, Philippines	Okay. It will come to me. Harry Johnson was one of them and Chuck Kanean, I believe it was. His aunt was my aunt my marriage and it was one of those things that nobody could get straightened out....how your aunt could be his aunt and you're not related. But, it was just by marriage. But, anyway, so there was another couple of men that had enlisted together and they had been separated and they were from Wray, Colorado. One of them was named John Brady; he and I became quite good friends. I don't recall his name but he became good friend of Bob Anderson at Clark Field. So about every month or few weeks I would either go to Clark Field to see Bob or he would come to Manilla. Actually they would rather come to Manilla because there was more activity because the Clark Field in the Philippines was just a little old village outside the base. Anyway, then along in 1941 they began to build up the strengths in the Philippines. We got some B-18's in and I helped assemble them at the base and we got some P-40's in. Activity began to pick up. Up to that time, our duty days were just a half a day from 7:00 'till 11:00. And afternoons were for rest. When I first got there, I know I'd say, "I'm not gonna sleep in the afternoon, that's waste of time". But,

WWII Memories

John Cox

Tape Counter, Speaker, And Subject	Narrative
	<p>you know, being in the tropics and it was hot and it was before air conditioning days; well, you know we'd eat and I'd sit around and nobody would be there; they'd all be in bed asleep. So, finally, you know I got so I'd be right in there with them, sleeping every afternoon until about 3:00 or 3:30 and we'd get up. And, in those days we drew \$21 a month as the salary. Three dollars was taken out for KP and bunk boys. At that time we did not pull KP and these bunk boys made our bed; took care of our uniforms. All of uniforms and fatigues were tailor made. And then twenty-five cents was taken out for the Old Soldier's Home.</p>
<p>Palkowsky</p> <p>Life in Manilla, Philippines</p>	<p>Now were these bunk boys....</p>
<p>Cox</p> <p>Life in Manilla, Philippines</p>	<p>They were Philippinos.</p>
<p>Palkowsky</p> <p>Life in Manilla, Philippines</p>	<p>Okay. That's what I was going to ask.</p>
<p>Cox</p> <p>Life in Manilla, Philippines</p> <p>Money</p> <p>Cigarettes</p> <p>Pay</p>	<p>Yeah, they were Philippinos. Now we all had a little kind of racket that we would work because we didn't have much money because usually on pay day I would draw around; at that time, we called it peso. It was 2 pesos for one dollar and we were paid in pesos and in those days we only got paid once a month which was the last day of the month because you never to pay anything in advance from the Government. So, I would usually draw around \$10 and the reason I say \$10; my pay would actually be \$17.25 but they would let us have \$7 of PX chits. And, then we also could have \$3 worth of what we called show tickets. At that time a show in the base was ten-cents and there would be 30 of these little coupons and the PX chits was what we'd buy cigarettes with. We were allowed 3 cartons of cigarettes a month. They were 50 cents a carton. And at that time I didn't smoke so I would take my 3 cartons of cigarettes out into the barrio and I'd get a \$1 a carton so I would make a dollar and a half. Along about that time of course we're paying _____(???) \$5.00 to a 20% man. Now a 20% man was a man that you'd borrow \$4.00 and</p>

WWII Memories

John Cox

Tape Counter, Speaker, And Subject	Narrative
<p>Bought a car with a Staff Sergeant and How he Ended up with the Car</p> <p>Taxi Cab Driver</p>	<p>you'd pay him back \$5.00 on payday. Now along about that time I hit a lucky streak and on one payday I won about \$300 dollars and one of the Sergeants was going back to the States and he had 1934 Buick he was wanting to sell. So, another Staff Sergeant came to me and his name, I remember was Jerikey.....I can't spell it but his name was Jerikey and he says, "Cox, I don't have any money but so-and-so", and I don't remember his name 'cause I never knew him; in those days you know Staff Sergeants and above were pretty high because they had.....in those days I recall a Staff Sergeant had to have 12 years in before you could make Staff. A Tech had to have 16 years and a Master had to have 20 years in. So, they were usually older and they had their own living quarters. But, anyway, he came to me and he said that this man wanted to sell it but he didn't have any money but he could get it if I'd go in partners with him and he'd pay me the next month his share. So, I said, "Okay". So, that first weekend he wanted the car on a Friday night and he said, "Will it be okay if I use the car tonight, Cox"? And, I said, "Yeah, and tomorrow" 'cause I said, "Sunday morning I'll get up and go to Clark Field". So, I didn't see him all day Saturday and Sunday morning I got up early and dressed and went out and there was no car and I kept looking around and finally I saw one of the Sergeants walk by and I said, "Have you seen Jerikey"? And, he said, "Not since last night; he was drunk as a skunk". And, I said, "Oh, boy". So, I saw him; he came in that afternoon so I told him, "Well, the deal's off; either you pay me or I'm taking the car over". So, I ended up with the car. So, I became a taxi cab on paydays.</p>
<p>Palkowsky</p> <p>Taxi Cab Driver</p>	<p>Did you make money?</p>
<p>Cox</p> <p>Taxi Cab Driver</p> <p>Deals</p> <p>Salary</p>	<p>Oh, yes. And, they would let me charge \$7 worth of gas on the base and it was ten cents a gallon. So, you know I'd haul them into town for \$3.00 and you know I'd make 2 or 3 trips right after payday afternoon and payday night so you know I had a little racket. I remember one guy he had....I forget what you call them....girlfriends in the Philippines but in Japan it was joson (????). But, anyway I'll say joson (???) girlfriend; they had this little nest outside and on payday he have a keg of beer and peanuts and thing like that and for a dollar you could go there and drink all the beer you wanted. You know everybody had to have their little deal. When the 17th Pursuit Squadron came over, which these two boys from Danville were in the 17th in Selfridge Field, Michigan. They had some Staff Sergeants that were crew chiefs on the P-26's and I was</p>

WWII Memories

John Cox

Tape Counter, Speaker, And Subject	Narrative
Promotion	driving the gas truck. Well, at that time they had raised our salary to \$30 a month if you was a Private. But, you had to have 4 months service. Well, there was two of these Staff Sergeants that were crew chiefs that were still drawing \$21 a month. That's how fast they got promoted to come overseas. So, that kinda irritated me. Well, then I got promoted to 4 th Class Specialist. Now, I don't think they had them in the States but in the Philippines. We had Specialist's ratings and the Private First Class; First Class Specialist would draw \$36. They were paid \$6 a month extra. A Second Class Specialist paid \$9, I think, and it went on up to Fourth Class Specialist paid \$20 a month extra and a Fifth Class Specialist paid \$25 and a Sixth paid \$30. So, a PFC with a Sixth Class Specialist would draw \$66 a month.
Palkowsky Salary	Now what was the pay scale?
Cox Salary	Okay. The pay scale at that time was a Private was \$30; PFC was \$36.
Palkowsky Salary	So, pay scale, you're saying?
Cox Salary	Yes.
Palkowsky Salary	That's what I wasn't....
Cox Salary/Bonus Driving a Gas Truck Busy 20 th Pursuit Squadron P-26 Description	Yeah. The pay scale for a Corporal was \$42 and a Buck Sergeant, I believe was \$54, Staff Sergeant \$66, Tech Sergeant \$72 and M/Sgt \$84, I believe it was. So, anyway, suddenly I became quite wealthy; you know, \$60 a month was what I was drawing. \$50 a month, I mean, and oh, then if you were overseas you got a \$10 bonus so I didn't know where I was going to spend it all. And, so I was driving the gas truck and it was a WWI type and we only had 2 of them on the base and the other one was usually broke down. But, anyway, the 20 th Pursuit Squadron pushed those airplanes out of the hangar. Now, if you've never seen a P-26 it's a little airplane; a little radial engine and stubby wings and they'd line them up out there on the flight line and then they'd preflight them if you're familiar with the Air Force you'd always preflight an airplane and they'd get out there and preflight the airplane, start the engine, blow smoke around and then they'd call for a gas truck and we only had one. You'd

WWII Memories

John Cox

Tape Counter, Speaker, And Subject	Narrative
<p>Fill Up the Airplane</p> <p>Friends</p> <p>Car Not For Sale</p> <p>Scouting for Girls</p> <p>German Catholic Priest</p>	<p>go down there....and also they had oil; they carried oil with it and in those days you wasn't allowed to drag the hose and it didn't have the type later on in WWII where you had compressed air where you pressed a button and it would roll the hose up. You wound it up by hand; everything was by hand. Actually it was a WWI truck so that's all I knew. So I would pull down there and the crew chief would want maybe 5 gallons of gas and a quart of oil and then I'd roll the hose up and move forward about 15 feet and do it again and then the Second Lieutenants all came out and they'd want me to go to this airplane and that airplane and so I became familiar with their faces and they became familiar with mine and I'm telling you all this because it ties into something later on. So, we became friends; not sociable friends, but friends and everything. So, then they went on maneuvers and up at called IBA which was on the China Sea. So, I was sent along then to take care of the fuel and the oil; to keep track of it, the order, and I left my car behind. It seemed to me it was about 60 kilometers up to this little strip up there and I'd been there about a week and one evening sitting there at the tent we see this car come in, you know, and wondered, "Who's got a car". It circles around, comes up to the tent and it's my car and it's the 20% man. And, his last name was Melanie and I said, "Melanie, what are you doing with my car". He said, "I found it out in the barrio". And, he said, "The rear end on it was burned up". So, he says, "I went down and got a used rear end and I fixed it up and I want to buy it". And, I said, "Well, really, it's not for sale". So, I talked to the Lieutenant who was in charge of us about taking him back that night and he said, "Yeah". So, we went back to Nichols Field that night because that's where I was stationed, at Nichols Field in Manilla. And the next day I came back up so it made it real nice for me then because of an afternoon I wouldn't have much to do so I would get in the car and this Chuck Kanean was up there, from Danville, so we would go to the little villages around and meet the people....and actually looking for the girls. And, so we kinda worked out a deal where we thought we were interested in English school teachers because they were supposed to be teaching English so we went to a couple of villages and, yes, the school's there, so we would go in and there would be a nice looking Philippino girl teaching English to about 15 of the little kids and we couldn't even understand her and she was speaking English. So, that deal didn't work out very good. But, I have some pictures of when we went to this Catholic school and met this Catholic priest and he was a German and we had a quite interesting visit with him. He was telling us about his family and he had a brother in the German Navy and he seemed to be a real nice fellow so we went on and after I'd had the car there for 3</p>

WWII Memories

John Cox

Tape Counter, Speaker, And Subject	Narrative
<p>Park the Car</p> <p>Sold the Car</p> <p>Blackjack</p> <p>Transfer</p>	<p>or 4 days or maybe a week the Lieutenant says, "Cox, you're gonna have to park your car". And, I said, "Why". He said, "Well, you know all the other fliers, the Lieutenants, are kinda getting irritated because they see you have a car; they're not allowed a car and you're having a good time" and so he says, "You'll just have to park it". So, I said, "Okay". So, anyway, I finished my time and I went back to base and that would be the end of October 1941. Payday was November 1st, this would be the weekend after payday November 1st; we had been playing....oh, and I had sold my car that week to this 20% man. You know you get a feeling about doing something and I told him on payday, "Melanie, you still want the car" and he said, "Yeah". So, we went down and got the papers transferred and I sold him the car and I forget I think he paid me what I'd paid for it. But, anyway, that weekend after I'd sold the car we was playing blackjack in the barracks on my bed and it got crowded. So, someone said, "Let's go to the day room". Well, I still was in fatigues and we were not allowed in fatigues in the day room but we'd gone in and just sat at this big round table and I don't know who was dealing but the First Sergeant came in and he said, "Cox, come here". And, I thought, "Well, I'm in trouble". So, we go out and there's a bench outside the orderly room and he said, "Sit down there". And, he leaves and comes back with a couple of other men I knew and he says, "Come on" and I thought, "Well, I'm really in trouble, taking us in to the CO" which was a First Lieutenant. And, he said, "Okay, do any of you men having any objection being sent to a foreign country for a period of 6 months and probably not return". I said, "What did you say, Lieutenant" because I'm really expecting to get chewed out. I'm thinking, "Gee, transferring me; this is really bad". So, he said, "Now listen, do you have any objection being sent to a foreign country for a period of 6 months and probably not coming back" and I said, "No sir, no sir". And, he said, "I wish I was going with you". So he said, "Pack everything you've got and be ready to leave Monday morning at seven o'clock".</p>
<p>Palkowsky</p> <p>Transfer</p>	<p>Would they consider the Philippines as a foreign country?</p>
<p>Cox</p> <p>Transfer</p>	<p>He just said a foreign country and I'm in the Philippines.</p>
<p>Palkowsky</p> <p>Transfer</p>	<p>Yeah, that's what I'm saying.</p>
<p>Cox</p>	<p>Well, you know we're thinking, "Wonder where we're going".</p>

WWII Memories

John Cox

Tape Counter, Speaker, And Subject	Narrative
Transfer	
Palkowsky	You didn't ask where?
Transfer	
Cox Transfer Transfer to Port Moresby Proper Conduct Leave in a Week Secret Orders Port Moresby, New Guinea	<p>No, didn't ask where. Well, he didn't know. So, Monday morning we got our footlocker packed you know and this truck came; a 6x6; we called the 6x6's and they called our names and we got in it. We're all three Privates but I'm ranking Private because I'm 4th Class Specialist. I think one of them was a PFC. So, anyway, they take us down to Headquarters and we go into this room and there is 17 other men; I didn't know any of them. So, we sat there and they tell us, "You're going to be under secret orders and you're going to this other building and get your assignment". Well, we was all in the back of this truck and as we got out something made me say, "Just a minute; let's don't rush into this". So, as the men lined up going into kind of an aisle in this Quonset hut there were 2 desks here and we're actually the last 3 men and I could hear this one Sergeant saying, "You're going to Rabul; you're going to Singapore; you 3 men are going to Darwin and we were the last 3 men and he said, "You're going to Port Moresby. So, you know, they put our names down and everything and we go into another room and they take our pictures for passport and so then they brief us and say, "You're going to a foreign country; you're American military men; you will conduct yourself in a military manner; you have your assignments; now those going to Singapore and Rabul will leave in the morning. Those going to Darwin and Port Moresby will leave a week from tomorrow. You are relieved of all duties; you're under secret orders; you're not to tell anybody where you're going" and secretly I'm real happy because I think I've got a week and I don't have to work and everybody's envious of me, you know. So, we go back to the barracks and they take us back to the base and we go to the dayroom and get an Atlas out, you know, and we're looking and I have no idea where Port Moresby is; you know, it don't mean anything to me. And, I'd heard of Singapore. We find Darwin, it's Australian; well, there's Darwin. And, we're looking at Dutch East Indies; we find Rabul over here and all of a sudden I say, "Port Moresby; that's in New Guinea" at the top of the page. So, we're saying, "Let's go have a Coke". So, we go to what we used to call the 10th hole where they would take our chits, you know, and we're sitting there drinking a Coke and I see this Buck Sergeant come in and he's from the Artillery because we wore campaign hats in those days, and he had red ribbon around there. Now the Air Force is blue and yellow so he comes in and stops at the first table and says something to them and they point to us and he comes over</p>

WWII Memories

John Cox

Tape Counter, Speaker, And Subject	Narrative
<p>Leaving Early</p> <p>Temporary Leave</p> <p>Port Moresby, Australia</p> <p>Refuel Crew Job</p>	<p>and he says, "Are you Private John Cox". "Yes". I was told to have you and your men be ready to leave in the morning at 6:00. I said, "You're wrong, Sergeant, we don't yet for another week". He said, "I don't know about that; I was just told to come and give you direct orders for you to be ready early in the morning". We thought, "Oh, hell". So, the next morning this truck picks us up and takes us down to the dock and it's the Inter-Island steamer, Donna Maria, and there was 7 other men there; I didn't know them. And, a Captain Porter was our officer in charge. There was 10 of us. We all had private staterooms. The only job we had to do; one of them had to be on duty all day in case one fell overboard. So, we left about noon and, you know, I think the next day then we stopped at Zamboanga now that's the southern most tip of the Philippines. And, they told us, "Don't say nothing about where you're going. You can go ashore because we're going to refuel and take on water but you're not to tell anybody where you're going because they're going to be asking you". So, we went ashore and people would say, "Where you going; where you from; what's your name". "We don't know", so 9 days later we ended up at Port Moresby; the Australians were there to meet us and we unloaded 280 500-lb bombs and over a million rounds of 50 caliber ammunition. Then I found out what we were to be. We were to be a refueling crew for the B-17's coming to the Philippines that were shot down at Pearl Harbor on December 7th. Now at Port Moresby there was the fields...had no name so the one that the Americans were to use was called Seven Mile. It was seven miles from downtown Port Moresby; it was a five thousand foot runway that had been built; paid for by the Americans. Now this is information that the Australians told me.</p>
<p>Palkowsky</p> <p>Time Frame</p>	<p>So this was after Pearl Harbor.</p>
<p>Cox</p> <p>Time Frame</p>	<p>No. This was before Pearl Harbor. This was in November yet.</p>
<p>Myers</p> <p>Pearl Harbor</p>	<p>Well, this makes it sound like they knew Pearl Harbor was going to happen.</p>
<p>Cox</p> <p>Runway Strip</p> <p>1941</p>	<p>Yes, we were trying to get reinforcements to the Philippines. This strip had already been finished....now there was nothing....no buildings. The only thing at this runway was over 2,000 drums of hundred octane fuel which was....along the side of the runway. So, it was just all grass and this must have been probably around the 18th of November, 1941. So,</p>

WWII Memories

John Cox

Tape Counter, Speaker, And Subject	Narrative
<p>Royal Air Force Reconnaissance squadron</p> <p>PBY Plane</p> <p>Australian Air Force</p> <p>Fired</p> <p>Seven Mile Transfer</p> <p>Visit with Lt. General Bereton</p>	<p>then I found out that there was 3 American Navy people flying there. This was a squadron, a reconnaissance squadron, a Royal Australian Air Force Reconnaissance Squadron and they flew PBY's and this one, I called him Captain Hutchison because he wore Captain bars; he and I became quite friends so I would go up with him in a PBY and they would be on reconnaissance. That PBY would take off at seemed to me a hundred miles an hour and climb at a hundred and cruise at a hundred and dive at a hundred and land at a hundred. It was a real slow airplane. Then, fire machine guns....they had a rock out there in a little island outside, off shore aways and target practicing. Our machine gun added a blister on the PBY. One time there was a British Sunderland aircraft came and they checked him out in it and let me go along so I became quite happy with my assignment. Now the Australian Air Force was quite rank conscious. Privates slept in one barracks, PFC's was in another, you know, Sergeant's Mess, which would be equivalent to our Staff Sergeants had their own mess. They invited us; Private Swensk was with me and they invited he and I up there one night and we ate off of plates and they had silver and they had bus boys that were waitin' on them. It was as nice as any officer's club I was in later on. So, they were quite rank conscious and I was assigned to a crew to work on PBY's but I got fired the first day because they would pull preflight and they didn't have it on land; But out in the water and you'd go out in a dinghy and open up the cowlings and the wrench would slip out of my hand and go over in the water and they finally told me, "Yank, we can't afford you; you're losing all of our spanners". So, I got fired the first day on that job but after I'd been there about a week they came to me; the Australian Sergeant and says, "One of your planes have landed out at Seven Mile and they want you out there". So, they took me out there and it was a B-17 and this Captain Hutchison was talking to this 3-star General and they were refueling their plane out of these barrels which at that time we had a wobble pump....it was half a gallon, half a gallon, you know. So, I'm out there pumping one of those and this Australian Corporal comes up and says, "Yank, that ranking officer over there wants to talk to you". Well, as a Private I knew his rank was a Lieutenant General and, you know, what do you do....I went up to him and saluted and said, "Private Cox reporting as instructed". So, he told me, "I'm Lieutenant General Bereton." He was in charge of the 9th Air Force in Europe later. Anyway, he said, "I just want you to know that we know you're here and there'll be more of your countrymen here but I do want you to know that you're not forgotten". And about that time a Colonel came up and he says, "The airplane is ready". And, so they take off and this Captain</p>

WWII Memories

John Cox

Tape Counter, Speaker, And Subject	Narrative
<p>Rank Discussion with Capt. Hutchison</p> <p>Party Time</p> <p>Bombing at Pearl Harbor</p>	<p>Hutchison turns to me and he says, “Now, Cox, what rank was that officer”. I was so surprised because here I’m thinking he was a Captain and he doesn’t know his superior and I look at him kind of funny, I guess, and he said, “I guess you wonder why I don’t know” and I said, “Yes, sir, I sure do”. He said, “I’m Navy”. He says, “I’m a Lieutenant in the Navy” and he says, “I was stationed at Pensacola and then they transferred me here”. So, I’m explaining the different ranks and he’s explaining how the Admirals and the Generals are the same so on December the 7th, that weekend in Port Moresby, an Australian ship had landed there and there was a bunch of the Aussies going to the middle east and so they had a big party downtown and I went to the party and came back and the next morning the radio operator says, “Hey, Yank, you blokes are in World War with us now” and I said, “What do you mean”. He says, “They bombed Pearl Harbor....we got word about three o’clock this morning”.</p>
<p>Palkowsky</p> <p>Pearl Harbor</p>	<p>Well, now let me ask you here....so where were you actually. This is one of the things we want to know through this. Where were you actually on December 7th and who were you with and then what was your reaction when you found out.</p>
<p>Cox</p> <p>Pearl Harbor Location</p>	<p>Okay. I was at Port Moresby, New Guinea with the Royal Australian Air Force.</p>
<p>Palkowsky</p> <p>Friends During Pearl Harbor</p>	<p>And who were your friends that you were with? I mean, did you have close friends?</p>
<p>Cox</p> <p>Friends During Pearl Harbor</p> <p>Secrecy</p> <p>What’s Next?</p>	<p>There was two other men with me; Privates Swensk and Thompson. The three of us had been in the Philippines together. All right. Immediately then the Aussies did not leave the next day which they were supposed to do. I was quite surprised in one way that they bombed Pearl Harbor and again I was not surprised because the Japanese had been infiltrating in the Philippines and we had been warned about any military secrets; talking to the civilians because at that time there was Japanese spies everywhere. But, I’m thinking how happy I was not to be in the Philippines. So, we pondered and talked about what’s going to happen with us. Then the Australians said, “We’d better move all the gasoline drums along the</p>

WWII Memories

John Cox

Tape Counter, Speaker, And Subject	Narrative
<p>Water and Lime Juice</p> <p>Moving Gas Drums</p> <p>Evacuating Civilians</p> <p>Leaving Port Moresby, Australia</p> <p>Having a Drink</p> <p>Going to Townsville, Australia</p> <p>Lenox Hotel</p>	<p>runway” so we got a detail together and I remember this. They had a glass gallon jar, filled it with water and poured lime juice in it and you know it’s hot and sweaty and I said, “Is that all the water you’re gonna take for 4 of us”. “Yeah, that’s enough, Yank”. I said, “I can drink that much myself”. He said, “Aw, you won’t”. Well, he was right because that lime juice in there just killed my taste. Anyway, we went out and they had a crew of natives to help us move all this fuel, all these gasoline drums, and we would put 50 drums together and dispersed them probably a quarter of a mile away from the runway on each side of the runway. Now at that time there were weeds; there was no trees; it was just all grass. Then they began to evacuate the civilians from the other islands around there. I know they had a Ford Tri-motor airplane that was bringing civilian women and children from Rabul. And it had no seats; they just had benches in there for them to sit on and they would fly them in to Port Moresby. How they got out of there I do not know. This went on until Christmas Eve, December 24th, when we were told that we were to take our ammunition and bombs down to the dock; that we were leaving the next day by boat. And, I said, “Where are we going”. “We don’t know”. I had about \$26 yet in American money and so I had decided that we were going back to the Philippines. You know, they needed us. So, I said, “I’m going down to buy me some good old Scotch”. So, I went down and spent all my money for Scotch and I think I ended up with six bottles. And, we worked Christmas Eve until 11:00 loading these bombs on a truck and taking them down to the dock. The next morning, which would be Christmas morning of 1941, I’m down there counting the bombs and there’s another little island steamer in there and this Captain said, “Hey, Yank, come and have a drink with me”. So, I’m down there in his cabin, it’s cool, and I’m drinking Scotch and water and this voice out there said, “Hey, Yank, where are you”. And, I said, “Here”. I go up and said, “What do you want”. And, he said, “We got a wireless in and you’re to go to Townsville, Australia tomorrow. Captain Hutchison is going to fly you in the morning to Townsville”. And, I said, “Well, what about the other people”. “We don’t know; they just asked you by name”. So, the next morning I say goodbye to these troops and I fly to Townsville; nine hour flight, all day in that PBY, and we land and this Australian officer says, “Well, your countrymen were here but they got tired of waiting for you so they said for you to go to the Lenox Hotel and wait; they’ll be back”. So, this Australian officer gets this staff car and they take me to the Lenox Hotel in Townsville, Australia. So, the next morning I get up and I...oh, meanwhile, I had gone back when I’d found out I was leaving I went back and sold my liquor and got my \$25</p>

WWII Memories
John Cox

Tape Counter, Speaker, And Subject	Narrative
<p>Breakfast</p> <p>Brigadier General Claggett</p> <p>Military Tourist</p>	<p>back. So, that's all I had. The next morning I get up and I have steak and eggs, you know, 'cause that Australian food is lousy. You know they like sheep's tongue and I'd never eaten sheep's tongue 'till then. I tried it with the thick skin on it and I've tried peeling it and I've tried being drunk when I ate it and they did not have water to drink. They drank hot tea and I said, "Don't you have water". "No, this tea is better for you because it makes you cooler in the long run". Well, it would; you'd perspire awful for maybe 30 minutes but then you'd be cool because I guess the perspiration....but, anyway, I had these steak and eggs. First good meal I'd had in a month and so I walked downstairs and I walk out in front of this hotel. I'm standing there and I go (take a deep breath) and I kinda turned and there was that Brigadier General Claggett (???). Now I knew who he was 'cause he had come to the Philippines along in September of '41 and had a big inspection in October and we were told at the time, "He'll find something wrong with every man....you wait and see 'cause he's a big one on show-down inspections". So, I remember that morning I was standing out there and I'd even stood on my bunk to take my trousers on because starched, you know, and I didn't want any creases in it and I'd made sure. I even stood in front of the mirror, you know; I just knew everything was perfect. And as they came down the First Sergeant's got his tablet, you know, and as you're looking straight ahead but you still see coming down about every man he's getting for something and when he got in front of me of course you stand and look straight ahead. I could feel his eyes going up and down my uniform and he said, "Rust spots on the shirt". Rust spots on the shirt. So I knew who Brigadier General Claggert (???) was and when I got back to the barracks I did look and you know there was 3 or 4, about the size of a pin head of rust, on my shirt. So, anyway, as I stepped out of the hotel there sat Brigadier General Claggett (???). "Good morning, General", you know. "Who are you". "Private John Cox". He says, "Are you one of Captain Pell's (???) men". "Yes, sir". "Oh, okay, that's why you're here". I said, "Yes, sir". "You know where I'm going"? "No, sir". "I'm on my way back to the States". And, I say, "You are"? "Yeah, I'm going to fly back today". And about that time this cab pulls up and says, "General Claggert, I'm here". "Good morning, have a good trip, General", you know. Well, I heard later when he got back to the States they busted him back to Colonel. He was in charge of the Air Force in the Philippines when the war broke out, I guess, so I was told. As a Private, you're not in on all the meetings. But, anyway, I was there a week and I'd walk down the street and people would stop me, "Where are you from". "Well, I'm from the States". "A Yank; how many of you</p>

WWII Memories

John Cox

Tape Counter, Speaker, And Subject	Narrative
Getting Picked Up Going to Brisbane	are you". "Right now, I'm it". "Is any more coming"? "Oh, yeah". I didn't know. But, anyway, I'd been there a week and one evening here comes six Americans in. I knew one of them. He was the radio operator from the Philippines in my squadron and so what had happened they had lost a cylinder. You know in the old radial engine when we say we lose a cylinder you can change the cylinder so they'd made a forced landing out there and then the Royal Australian Air Force had flown in a part so that's why they were late picking me up. So, they picked me up and I knew the radio operator. He was in my squadron in the Philippines and it was a B-18. So, we flew to Brisbane that day. Now, you know, this is after the war started. You want me to stop or go on.
Palkowsky Continue	Go on.
Cox P-40s Amberly Field Darwin Lt. Shorty Wheless Reconnaissance Mission Against Japan Del Monte, Philippines	I can talk... 'cause I've relived this so much. So we flew to Brisbane and there was some P-40's that they were putting together there. The convoy that was on the way to the Philippines when the war broke out they had rerouted them to Australia and so they were putting together P-40's at Amberly Field and we landed at Amberly Field. The crew chief on the B-18 was a Staff Sergeant and he was from Clark Field. Well, the airplane was from Clark Field. I did not know the pilots and I don't remember their names today because I only saw them that one time. When I was with the Australians they had issued me Australian uniforms so I had two sets of uniforms so I would alternate my clothes. Anyway, two days later we took off to go to Darwin. And a Lieutenant Shorty Wheless and he was a B-17 pilot in the 19 th Bomb Squadron at Clark Field and he told me some interesting tales. He had been on reconnaissance the day the war broke out. Now the early B-17's did not have tail guns and that's what they had in the Philippines so he was on patrol, reconnaissance when he was jumped on by, I don't remember how many of the Japanese zeroes, but what they would do, they would just line up behind this B-17 and just set there with their 25 caliber machine gun and just riddle the airplane. The gunners had armor protection for their body but not for their legs. So, their legs were being shot up pretty bad. The pilots had armor protection in back of them but the bullets coming through were going into the instrument panel and he said the co-pilot; he called him by name but I don't...., had a short sleeved shirt on and these bullets would nip this shirt as they'd go by because he was just sitting there and they couldn't do anything and they landed at Del Monte. Now, I want to go back a little ways if I can. Del Monte in the

WWII Memories

John Cox

Tape Counter, Speaker, And Subject	Narrative
	<p>Philippines was a secret base and it was also where the Del Monte Plantation was; they had pineapples down there. When I told you I flew in the B-10 I got to fly down into Del Monte one weekend in the B-10 and spent the night so during the war the Japanese never found this base. So, now this is information passed on to me by crew chiefs of the B-17. They would leave Australia, fly into Del Monte to pick up people. Now they would have a roster of the people they wanted from the 19th Bomb Squadron. This crew chief on the B-17 told me that they would have the names they wanted but when they would land there Del Monte, he said there would be a lot of people come out wanting to get on board. But, rank had no preference. He said, "We would take so-and-so, he might be a Buck Sergeant, a Tech Sergeant, some Lieutenant, maybe a Major", but he says, "They knew who they wanted by name". And, they would fly in there and they would keep it barricaded during the day with empty drums on the runway. It was just a grass runway and that was the only sign that you knew it was a field. That's why the Japanese never found it because it was never listed.</p>
<p>Myers Del Monte, Philippines</p>	<p>What were they picking these people up for?</p>
<p>Cox Del Monte, Philippines</p>	<p>To get back to Australia.</p>
<p>Myers Del Monte, Philippines</p>	<p>For a mission?</p>
<p>Cox Australia</p>	<p>Well, we had no people.</p>
<p>Myers Australia</p>	<p>In Australia?</p>
<p>Cox Australia</p>	<p>Yeah, Americans. They were just guys that escaped....like I was. I wasn't an escapee but I was unassigned and there was some....three B-18's got out of the Philippines. One was shot down in Java and then I became crew chief on one; which was the one I was telling you about. The other one.....well, they finally parked my B-18 along in the spring of '42 for spare parts and gave me the other B-18 so I could keep one</p>

WWII Memories

John Cox

Tape Counter, Speaker, And Subject	Narrative
England	airplane flying. But, we had no people. And, no airplanes and no parts. It's hard for people today and even during WWII when I went to England during WWII...I went over to England and we had all brand new equipment and yet when war broke out down there in the Southwest Pacific we had nothing. So, I think the second day I was in Brisbane we took off and Lieutenant Shorty Wheless, which later became Lieutenant General. Everybody made General except me.
Palkowsky Rank	What was your top rank?
Cox Rank Meeting up with Private Swensk in Darwin Japan Attacked Darwin	Chief Warrant Officer. So, we came up to Darwin and landed and this gas truck comes up and there is Private Swensk that was in the Philippines with me and we'd left behind and I said, "My gosh, you didn't go back to the Philippines" and he said, "No, we came to Darwin". And, so I was happy to see him and that's the only time I ever ran across him again because the Japanese was bombing Darwin so much then that we would land at Bachelor Field which was about 30 miles from there and we'd land there of an evening and take off early the next morning.
Myers Japan Attacked Darwin	See I didn't know that the Japanese bombed Australia.
Cox Japan Attacked Darwin	Oh, the northern part. They were bombing the northern part quite frequently.
Palkowsky Time Frame	This was early war, wasn't it?
Cox Time Frame	Oh, yeah. I'm speaking of January and February of '42. See, I got to Australia December 26 th and then they picked me up, I think, a week later which probably would be the first week of January when I got back with the Americans.
Myers Port Moresby,	Did anything happen to those people you left back at Port Moresby?

WWII Memories
John Cox

Tape Counter, Speaker, And Subject	Narrative
Australia	
Cox Port Moresby, Australia to Darwin	Yeah, they ended up back at Darwin.
Myers Port Moresby, Australia to Darwin	They all got evacuated out.
Cox Port Moresby, Australia to Darwin	Yeah, they left by boat and instead of going back to the Philippines they went to Darwin and loaded there.
Palkowsky Injuries/Deaths Buddies	Now did any of your buddies; I mean any of the people that you knew well or was close to; were any of them injured in the war?
Cox 2 Buddies Died in Prison Camp	Two of them died; the ones in the Philippines, two of them died in prison camps. Bob Anderson and Chuck Kanean died in prison camp. Harry Johnson which was on the burial detail lived and he told me since then all about the prison war camp. Bob died in April of '42 and I think Chuck died in June of '42.
Palkowsky 2 Buddies Died in Prison Camp	Do you know what prison camp they were in.
Cox 2 Buddies Died in Prison Camp	The big one.
Myers 2 Buddies	In Japan.

WWII Memories

John Cox

Tape Counter, Speaker, And Subject	Narrative
Died in Prison Camp	
Cox 2 Buddies Died in Prison Camp	No, in the Philippines.
Palkowsky Anyone killed in presence?	So, were you present when any of the buddies were killed.
Cox Anyone killed in presence?	No. Well, not at that time.
Palkowsky Anyone killed in presence?	I meant in your service.
Cox Philippines Buddies Captured Left with Shorty Wheless Forced Landing	Oh, yeah. Where was I? Oh, yeah, my buddies from the Philippines. I was also told that the ones going out of the Philippines that were supposed to go Rabul and Singapore never got out. The ship never picked them up. They were captured. So, again, I was lucky. When I was with this Shorty Wheless, we took off, and he was telling me about the B-17's in the Philippines. Oh, and incidentally, well, let me go on with this particular story. You know I get....so, coming back from Darwin all of a sudden we began to throw oil out of this one engine; number one engine. So, we find this, well we call them ranches, they call them stations. It was a sheep station out in the middle of the outback and it looked like a safe place to make forced landing so we landed and the grass was about this tall.
Myers Forced Landing	About a foot tall?
Cox Forced	Yeah. And we landed there and everything was all right. Oh, we had an Aussie...this one Aussie was so airsick. They just drug him out of the airplane and laid him out here about from here to the windows away from

WWII Memories

John Cox

Tape Counter, Speaker, And Subject	Narrative
<p>Landing</p> <p>Fixing the Plane</p> <p>Leaving in a Truck to Pick Up a Sick Aussie</p> <p>Surprise Snake</p> <p>Thirsty</p> <p>Lt. Whittington</p> <p>Flight to Darwin</p> <p>New Job: Co-Pilot</p> <p>Flight to Cloncurry</p>	<p>the airplane and found a leak on the airplane. It was a push rod housing that was leaking, was able to repack it with water pump packing and meanwhile this pickup had come from this sheep station and taken all....I think we had around 10 passengers, and they picked them up and had taken them up to the station and so I'm working on it; starting the engine. Nowadays, you know, you have to have a fire guard and a truck and everything. Here I am starting the engine myself and I'm running it and I don't see any oil coming out of it. So, get all through and the truck comes back and it's an old Dodge pickup, about a '34 model I imagine. Get in it and pick up this passenger, he's sick, you know, and throw him in the truck and as we start off I'm sitting on the back, on the edge, and I look over and there was the biggest snake I'd ever seen. He was about as big around as my arm and he must have been 15 feet long and he wasn't 10 foot from this poor old sick guy. I don't know how long that snake had been there or whether it was moving or not; and it was brown. He was a big one. Anyway, we got up there and you know in Australia when they drill for water the water comes up hot and they call them a bore. Where we drill they bore. Anyway, they had....everybody else had been thirsty and had drunk all the cold water. You know they'll have a big tank out there and so I ended up drinking pretty hot water but I was real thirsty and hot water will quench your thirst. I found that out that day. Anyway, we spent the night there and we found out that there was a rail line that ran 2 days a week and it was about 30 miles from there and so the Australian says, "If we didn't mind they'd just go by train the rest of the way". So, this rancher or this Australian said he'd take them to the train. So we didn't mind so we went back. Well, I think on the next flight...I want to tell you this....it was kind of interesting. On the next flight we have this Lieutenant Whittington. He was a Second Lieutenant and a First Lieutenant Lt. Coats and he's from the Philippines and so we're going to Java so we fly up to Darwin. And what we're doing, I'm in this B-18 and we're hauling supplies and passengers is actually what we're doing. So we fly into Darwin to spend the night at Batchelor Field and went to take off the next morning and the next morning this Lieutenant Whittington comes out and I says, "We going to Java". He said, "No, it's been changed. They found out that we've had a lot of trouble there and this plane isn't combat ready", which it wasn't. So he says, "You're co-pilot". "Well, okay, you know". So we take off and he's Second Lieutenant and I'm a Private and we landed at Cloncurry. Now Cloncurry was in the middle of the outback and that was always a refueling place and we always spent the night there. But, anyway, we came in there and we let down and it's desert, it's like west Texas, and</p>

WWII Memories

John Cox

Tape Counter, Speaker, And Subject	Narrative
<p>Pilot's Training</p> <p>Picking up Passengers from Java</p>	<p>I'm telling you we hit that ground and we bounced up in the air and he throttled forward and dropped the flaps and we stagger around and finally come in again and we made an approach of, I think, about 10 miles and it was a pretty good landing. And, after we landed and cut the engine he turned to me and said, "Cox, how come your face was so white". And, I said, "Well, it's the first time I ever hit the ground so hard we could bail out". And, he said, "It's the first time I ever landed this airplane". He'd never flown a B-18. So, I'm telling you early in the war that's what we had. Those pilots that we had had been checked out in P-40's. Now they only had 8 to 10 hours in a P-40. They'd never flown a twin-engine airplane so I'm pointing out early in the war people don't believe all this. But anyway, we laugh about that years later, you know. But, anyway, we got back and the next trip we made up there he said, "We got a bunch of passengers". I said, "We have". "Yeah". Here come all these Lieutenants from the Philippines; there must have been 15 of them. I don't know, I guess they'd been in Java; boy, they see me they say, "Hi, Cox", you know. Glad to see me and glad to get into civilization and everything. But, anyway, so a lot of them...they got some of the pilots out of there. They might have taken them out in the B-17, you know, because I've read an article here on this one Captain. They had a plane that they was flying night from Manilla down to Del Monte at night and taking people down there. And so that might be how they got them out. I never know but it was kind of like happy days, you know. And, I never saw them again although we had P-40's flying protection for us later on in New Guinea.</p>
<p>Myers</p> <p>Stop Time?</p>	<p>Okay, you ready to stop here. Is this a good stopping place?</p>
<p>Cox</p> <p>Stop.</p>	<p>Yeah.</p>
<p>Myers</p> <p>2nd Interview Introduction</p>	<p>This is Jo Ann Myers. Today is the 5th of July, 2005. I'm interviewing for the second time, Mr.</p>
<p>Cox</p> <p>2nd Interview Introduction</p>	<p>John Cox</p>
<p>Myers</p>	<p>This interview is taking place in the home of John Cox. Now the last time we talked you told us about being in Australia and your war stories</p>

WWII Memories

John Cox

Tape Counter, Speaker, And Subject	Narrative
2 nd Interview Introduction New Guinea	in Australia. So now after Australia you went to New Guinea so let's start there. When you went to New Guinea.
Cox Flying Supplies in Australia Pappy Gunn Rescue Gunn Family Survives in Prison Camp 22 nd Troop Carrier Squadron 2 nd Lt. Graham Flying and Getting Lost	Well, first in Australia when I had the B-18 it was not considered safe to cross the water to go to New Guinea so we ended up flying supplies in Australia. I had more experiences in Australia as poor maintenance and poor training that actually I had in New Guinea. Flying the B-18, Pappy Gunn which had been a civilian pilot in the Philippines, flying a Philippine airlines aircraft was our squadron commander. His wife and daughter were captured in the Philippines and he wanted to fly back into Del Monte to try and rescue them. We put bigger engines on his airplane which the air force version was a C-45. Put tanks in there and did fly back to Philippines along in February of 1942 but had no success in finding his wife and daughter. I understand later that they did survive the war in a prison war camp in the Philippines and were all right. So, those were the conditions under which we were flying in the early part of the war. He and I then flew on to Brisbane and then he remained with the aircraft flying and then we'd have a different co-pilots at times and sometimes I would be co-pilot. He was a Second Lieutenant and I'm a Private and we decided that we were probably the lowest rank aircrew in the Air Force at that time. But, anyway, along in April we began to get some replacements in and they formed another squadron which was called the 22 nd Troop Carrier Squadron and he was transferred to that. So, I had another Second Lieutenant called Graham. Well, we had a lot of experiences. When we would take off he would shove the stick forward and we would be like cutting grass and then he would pull the stick back and we would zoom up into the air. And every trip we made to Darwin we'd get lost. At that time the auto pilot didn't work. It would keep the aircraft at a certain altitude but it would not hold it's course so we always had to sit up there and fly it. So, we would take turns flying because it would get pretty monotonous but we would always get lost because....those that had been out in west Texas years ago....that's the way western Australia was and we would see a green area and we'd say, "Oh, that's on our left; now when we come back it'll be on our right". So, we want to make sure because the only means of navigation we had was a compass. So, there was no radio contact. We did have a Shell roadmap, but there were no roads out there to speak of. There were trails, but no highways. Well, we would come back and we would see this green area and we'd say, "Uh oh, we're off course, let's get over there". So, we'd fly and we would realize we was lost and we'd

WWII Memories

John Cox

Tape Counter, Speaker, And Subject	Narrative
<p>Rain Squalls</p> <p>Lt. Graham</p> <p>Drysdale Mission</p>	<p>circle around and finally get orientated enough to find our next town which we were going to refuel at. Well, I guess a couple of months later we finally found out why these green spots seemed to move. Out there they would have rain squalls in the area like in the desert and that area would green up and what we'd seen the week before had already turned brown and that's why we were getting lost all the time. Lieutenant Graham...I asked him one time, "Why do you shove the stick forward all the time like that". He said, "Well, I was a fighter pilot; I had about 8 or 10 in a P-40 before I came overseas and that's the only flying I've had". So, it was a case of where trial and error method of flying. Of course I'd never had any flight training at that time but you know you do what you have to do. But, anyway, we would go different places. One particular flight I remember so well, we was up at Darwin and came out and we had about 6 or 8 Australian Army Aussies as passengers and I said, "Where we going this time". He says, "It's a little Drysdale (???) Mission". I said, "I've never heard of it". And, it said, "Well, I haven't either but it's along the west coast of Australia". So, we fly there and after about an hour out of Darwin we see this "X" that's sort of cut into the jungle. The trees were about, oh some of them were about a hundred feet tall, but it was a jungle like and there was this "X" that they had cut the trees down. So, we went in to land there and had almost slowed down some when suddenly the airplane just dug it into the ground. I was thrown up into the instrument panel, wasn't hurt, but what had happened this was all sandy and the landing gear buried itself in the sand and the fuselage is on the ground and so we get out and look at it. And this was just an outpost and so we're scratching our head and trying to figure out what are we going to do. We were short of airplanes and we sure needed this airplane back so there was some Aussies already there and they said, "You need to get this aircraft out of here because we're bombed every night and the Japanese will destroy the aircraft". So we finally figured out we would unload everything and see if we could dig it out. Well, we loaded everything and we drained all the gasoline out except 200 gallons and we just dug like a trench wave in front of each wheel sloping upward and then we went out and cut some trees down about as big around as our arm and they were about 10 feet long and laid them long wise in these trenches like because there was no equipment there to pull the aircraft out so we had to get the aircraft out with it's own power. So, Lieutenant Graham got up in there and started the engines and as the aircraft began to move out then, pull itself out, as the wheels came up on these logs one of these logs raised up and the propeller hit it. It was bent so we cut the engines off. Bent one prop blade forward about 6 inches; the other prop</p>

WWII Memories

John Cox

Tape Counter, Speaker, And Subject	Narrative
<p>Australia</p> <p>Fixing the Plane</p> <p>Quality Assurance Flight</p> <p>Flying to Brisbane</p> <p>God</p> <p>Lt. Graham</p>	<p>this particular type. They were wright cyclone engines, 9 cylinder; I forget the official designation. Seem to me I want to say 930 or 960 wright cyclone engine. Well, they did, they disassembled the engine; checked everything and put it back together. We were there three or four days. We got ready to leave and Lt. Graham said, "Well, let's take off tonight". I said, "Well, we have to have an hour's flight time that's the regulations". And, I said, "Any time you change engines; overhaul engines, you have to have an hour's flight time in the area in case anything was not corrected properly". Well, he kind of fussed about it but I was animate about it so we took off and we flew an hour and then we landed and picked up a bunch of passengers and I remember a Lieutenant Thomas was the co-pilot. Well, we took off and it must have been seven o'clock that night. It was dark. And, about an hour coming back up we got lost; fog; rain; flying along and we see this light down there so we dived down. I said, "What are you going to do". He said, "We'll dive down there and see where we're at". So, we dove down there and it was a car going through the Pass-in the mountains so he pulled up real.....scared us all....and he pulled back on the stick and we got up to about 80 mph and I said, "Lieutenant, you better push the stick forward or we're gonna stall". So, he pushed it forward so then we dived down and we got up to 200 mph which we usually cruised at 150. And, I said, "You better pull back on the stick". Well, the co-pilot never said a word because it was the first time he'd flown, I guess, with us. I hadn't seen him before so then finally got leveled off and we were about 6 or 7,000 feet, I guess, in the fog and Lieutenant Graham said, "Cox, you get up here in my seat and I'm going back in the back where I can turn a light on and try and figure out where we're out". So, I got up there and the co-pilot said, "If you was in charge of this airplane, what would you do". And, I said, "Well, I'd climb up to 10,000 feet and head towards the coast and then when I got to the coast I'd follow the coast up to Brisbane". So, we did and that's about an hour. All of a sudden we could see lights and we came out of the fog and there was the coastline so we turned up the coastline and Lieutenant Graham comes back and we change seats and we land at Brisbane. And, Lt. Graham said, "I'll go check to see what our schedule is and what time we take off in the morning". And, Lt. Thomas says to me, "You know who got us here tonight, Cox". And, I thought he was gonna say it was me but I said, "No". And, he said, "It was God". And, I said, "You're right on that". So anyway the next morning Lt. Thomas comes and another co-pilot and I asked about Lt. Graham and he said, "Well, he's not flying with us". Well, you know, okay. But, I found out later that they had relieved him</p>

WWII Memories

John Cox

Tape Counter, Speaker, And Subject	Narrative
Transferred Distinguished Flying Crosses (DFC)	and they transferred him to the 19 th Bomb Squadron as a tech supply officer. But, anyway, maybe I shouldn't be telling this but there was times when...I got my Distinguished Flying Crosses for flying into combat zone in an unarmed aircraft but I think I had more...I should have got those DFC in Australia because it was pretty hairy at times.
Myers DFC	Because you were flying with idiots, huh?
Cox DFC Plane Trouble Emergency Landing in Winton Left in Winton B-17 Forced Landing in Winton	Yes. After we had Lt. Thomas things got better but one day we're coming back from Darwin to Brisbane and all of a sudden...and that was in April, I believe, or May of 1942...the number one engine begins to blow smoke and oil and we're in the middle of nowhere and we're debating rapidly, "Do we bail out". I get the parachutes; the same parachutes that had never been inspected; we'd kicked them and pushed them around and used them for pillows. That time we picked them up gingerly and put them on but the co-pilot got the map out and he says, "There's a little town up here about 30 miles that says there's an emergency strip there; shall we try and make it". And we said, "Yeah". So we did and it was a little town called Winton. It was a population of a little less than a thousand people but they had a little emergency strip there so we came in and landed and the people in the town came out to greet us. They had seen all the smoke and oil as we was flying in so there was one hotel there so they had a telephone so we call in and report it. Well, we were all there a week in this little town and then they flew an airplane in. It was a DC-3 and they picked up the rest of the crew and left me there with the aircraft and also picked up the engine and said they'd probably be back when it got ready. Well, there was a garage man there that had a garage and he told me, "Yank, I've got a pickup; if you've got petrol; you can use my pickup". I said, "I've got petrol". So, I had transportation there and I would go out to the airplane every day and every third day I would run one engine to keep everything working all right. I was there 3 weeks. I'd probably still be there if a B-17 with a General on it hadn't made a forced landing out into the boonies. And, they had got lost just as we had got lost because there was no communications at that time. But, anyway, that night the man that owned the hotel told me, "Hey, Yank, you want to go with the people out there; one of your planes; your Yankee friends have made a forced landing out there; you want to go pick them up". I said, "How far is it out there". He said, "Oh, about 30 miles". I said, "Oh, I'll just wait".

WWII Memories

John Cox

Tape Counter, Speaker, And Subject	Narrative
<p>Borrowed a Victrola</p> <p>Major Visit</p> <p>Corporal Rank</p> <p>Meeting Bridgadier General Lyndon B. Johnson</p>	<p>Well, the next morning I had borrowed a Victrola and this hotel which was an old Western style with a veranda or porch going all around the inside and each room had two doors. One to go out on the porch side on the back of it and then you had the hall on the front. So, I'm laying there in bed and I hear this noise and I look up and I see this Major looking at my Victrola and I thought, "Uh oh, we've got company; I better get up". So, got up and went down to eat and there in the dining room was about 6 or 8 high ranking officers in there and a fellow in a Navy uniform and they're looking at me and they're talking to each other and then looking at me again. Finished eating and I got out so this Colonel comes up to me and said, "Who are you". And, I said, "Corporal Cox". I was a Corporal at that time. So, he goes over and tells this Brigadier General so the General says, "Corporal, come here". So, I go over and saluted in the military manner. And he said, "What outfit you in; why are you here". And, I said, "Well, I have a B-18 and we lost an engine and I'm waiting for an engine to come in". He said, "Is that Hampton's (???) outfit". And, I said, "Yes, sir". He said, "Is that airplane still here". And, I said, "Yes, sir". Well, he said, "We'll have to do something about that". And about that time this B-17 buzzed the town and it was called the "Swoosh". Now that was a B-17 that had come out of the Philippines with the early version of a tail gunner. And, but anyway getting back to this Navy officer; I found out later that was Lyndon B. Johnson. And, Roosevelt had sent him over on a fact finding mission and General Royce was taking him around when they made this emergency landing. I didn't find that out until much later. But, I thought that was something. But, anyway, this B-17 landed out there so we all went out there and bid goodbye and it took off. Well, in a week's time I had an engine with a crew and my vacation was over with.</p>
<p>Myers</p> <p>Meeting Bridgadier General Lyndon B. Johnson</p>	<p>So, did you actually get to meet Lyndon Johnson or you just found out who he was later.</p>
<p>Cox</p> <p>Meeting Bridgadier General Lyndon B.</p>	<p>I just found out who he was. But, he heard my story but he never said anything and at that time I didn't know Lyndon Johnson from a hole in the wall.</p>

WWII Memories
John Cox

Tape Counter, Speaker, And Subject	Narrative
Johnson	
Myers Meeting Bridgadier General Lyndon B. Johnson	Well, he was still a Congressman then? He was in the Navy, wasn't he?
Cox Leaving for Charleyville Almost Court Martialed Plane Repainted Flew to Darwin Again and More Plane Trouble	Yes. So, anyway, when I got back to the base. Oh, we had to land at Charleyville which was about an hour and a half flight because that was all the gasoline left in the aircraft and the aircraft people had gone out there and scratched their initials on the paint so we got back to the base and Captain Hampton says, "How come you got all these initials on the airplane". And, I said, "Well, I couldn't stand out there 24 hours a day". He says, "In the military you're on duty 24 hours a day; I'll court-martial you". I didn't say anything but they took the aircraft up in to be gone over and check the engines and everything because it had been on the ground about a month. Anyway, after the airplane was repainted they gave it back to me and Lt. Thomas and Staff Sergeant was the co-pilot and we had 7 Staff Sergeants that were pilots. At that time they had gone through regular pilot training and instead of them giving commissions to Second Lieutenants they were all Staff Sergeants. Anyway, we was on....they'd shuffle flights around...and this one time we'd been up to Darwin again and coming back and all the oil began to come out of the front of the nose of the aircraft and it was about a 30 minute flight away from a new field that had been built called Iron Range. There was no airport personnel there but engineers so we made this emergency landing there and I could see the oil was coming out of the prop governor but it was on the nose of the number one engine again. So, we taxied up there and I thought there was a revetment there that I thought he was going to turn into but all of a sudden the pilot swung the tail around and drug the tail across the revetment and broke the tail. The stabilizer, one side was on the ground and the other was up in the air and it tore the fuselage about two-thirds of the way around. And, we had been up to Horn Island and had picked up, I believe if I remember right, there was 4 maintenance people with their tool boxes. They'd been up there salvaging a B-17 so we got out and looked at it and scratched our heads again and talked it over and I'd say there was no airport personnel there. There was just engineers that had built the runway so they had nothing, of course. They had boards and could smooth dirt but they didn't know how to work on airplanes. But I had these 4 mechanics so anyway we decided....and

WWII Memories

John Cox

Tape Counter, Speaker, And Subject	Narrative
<p>Rank Change: Buck Sergeant</p> <p>Trying to Fix the Plane</p> <p>Jungles</p>	<p>there was a Master Sergeant in charge of those people and at that time I'm a Buck Sergeant so we decided we'd jack the aircraft up and maybe we could straighten up the tail section and take boards and put boards on it and get the tail and get the airplane back together. So, these boards were 1x4's and 1x6's and we would put them on the inside to straighten the tail. We thought we had it pretty straight. I just had a stick and we would measure and we'd look and say, "I believe it needs to go up a little bit higher on this side". And, we went to work and had lots of boards. They had a saw mill there so they were rough cut boards; they wasn't planed or anything. When you say a 1x6 it was really a 1x6 and so they started doing that and I started to work on the prop governor and what had happened it was cotter keyed but due to vibration the cotter key had fallen out and the nut had backed up and allowed the top of the governor to come up and I'd never worked on a prop governor and there I was trying to put it back together and it had a bunch of gears in it. Well, I'd put these gears in there and put it back on the aircraft. I didn't want to run the engine but you know by then we had the tail which we thought was on there pretty good but when you run an engine it shakes the whole aircraft and we had to run it. Well, normally it was supposed to pull 37-1/2" of manifold pressure and 20, I believe it was 2700 rpm's. Well, I could only get 2000 rpm and around 30" of manifold pressure so we cut it off and I took that governor apart again and switch those gears around. Finally I got it to where....about the 3rd or 4th time I did that....I got it to where I could pull 35" of manifold pressure and I believe it was 2350 or 2400 rpm's but nobody wanted to fly out with it so Lt. Thomas says, "Will you go with me and see if we can get the airplane off the ground". I said, "Yeah, I'll go with you". So, finally we loaded up with fuel which was 800 gallons of gas and while we had boarded the tail back on this vertical stabilizer and a horizontal stabilizer was just forward of that. Well, the tail wheel which was supposed to pivot; we had so many boards there it wouldn't pivot so to get the aircraft to the runway the engineers put it on a trailer and then there was a truck that pulled the aircraft to the runway. We were there about a week and that's when I decided I did not like jungles 'cause their tents where we slept at was in the jungle. And, if you haven't slept in a jungle you don't know how scary that is, particularly at night. Everything was wet and muddy; the canopy of the trees was up high; the only time the sun shines through there is maybe at noon. All the noise at night; it's really dark and you know normally when you're that age you don't have to get up at night and go to the bathroom but when it was like that you had a latrine down the way that you was supposed to go to and then this path but they had a rope and</p>

WWII Memories

John Cox

Tape Counter, Speaker, And Subject	Narrative
<p>Checking the Weather</p> <p>Flew to Brisbane</p> <p>Almost Court Martialed Again</p> <p>Promoted to Staff Sergeant</p> <p>Given a DC-3 to go to</p>	<p>posts along there because it was so dark you couldn't see and you'd feel your way to the latrine and just invariably I'd try and hold it until I couldn't. So, I don't like the jungle. Well, we got ready to take off and meanwhile we was supposed to check in so what the radio operator did was we fixed up a code and I was to be radio operator and crew chief and co-pilot. I was to check in every hour so that they'd know where we were and they would give the weather report. Now we just used dots and dashes in those days and so I had this sheet of paper and I was to call in every hour and I made it dots and dashes and I forget just how it was but after we took off and the airplane flew a little crooked for awhile until we got adjusted to the trim 'cause we didn't have the tail on real straight. So, the first hour I'd go back there and I'd look and it was rainy and I'd go back there and the tail seemed to be all right and I'd climb up in the seat. Meanwhile, that 800 gallons of gas and supposedly a 8-hour flight and we normally burn a hundred gallons an hour so we cut back on the fuel mixture as much as we could. In those aircraft in those days you had a fuel mixture and the leaner that you run the fuel the hotter the engine would get and you'd have markings on there; green and then red. So, we would lean the engines back until they were just barely in the green and incidentally when we landed 8 hours and I think 40 minutes later we still had almost a hundred gallons of gas. But, anyway, after the first hour I went back and turned on the transmitter and I dot, dot, dash, you know, and they was supposed to be standing by and they may give me code how the weather was supposed to be. So, I would turn the transmitter on and I would finish my dots and dashes and then I would turn the transmitter off and turn the receiver on and what did I get....dit,dit,dit,dit....I didn't know what they said. You know I was kind of scratching my head and I then put in I received a message and I'd go up and the Lt. Thomas would say, "How's the weather". And, I'd say, "It's okay". Well, I think we flew 6 hours in rain. Anyway, every hour I'd check in but I never knew what they said. But, anyway, when we landed in Brisbane, Captain Hampton came out to the airplane and said, "Cox, I ought to court-martial you for bringing this airplane back". But, I knew he was all wind because he promoted me to Staff Sergeant the next day. But, anyway, then the aircraft; I never saw it again. They towed it up to the service area and I was on the ground crew there for a couple of weeks and I kept telling them, "I need and airplane, I need an airplane". So, then they gave me a DC-3 which was at that time we called them C-53's and I went to New Guinea.</p>

WWII Memories

John Cox

Tape Counter, Speaker, And Subject	Narrative
New Guinea	
Myers Going to New Guinea	Okay, so now you're on your way to New Guinea.
Cox Dropped Supplies to Port Moresby Japs Attacking Sleeping in the Plane Eating Port Moresby Washing Machine Charlie	<p>Yes. What we was doing there; we would fly up to New Guinea and the Japanese, of course, were in New Guinea. They were on the other side of the mountains and so we had Australian troops that were in the....now this was all jungle and we're at Port Moresby. During the day we would fly; air drop supplies to them; that was early in the war and we did it by trial and error. And, we would fly; always took off at daylight because the fogs would build in over the Kakota Pass and, but we didn't have far to fly because the Japs were about 10 miles from the base at that time and we would fly up there and air drop supplies to them...the Aussies. And, in a clearing and we would....and the Japanese, the nasty old things, they would try and shoot us down....so finally they got some P-40's up there and they would fly formation with us and protect us. We would stay in the aircraft at night; sleep in the aircraft, the radio operator and I. We had a cot and we would put it up and sleep in it at night. Now every evening it was raining and that's when I would take a shower, get out there and the water would run off the wings and we would take our shower there. That was our shower and I had another set of fatigues that I'd put on that I'd call that my pajamas. We didn't have a mess hall but they would pick us up there. There would be about 4 or 5 aircrafts from our squadron that would be up there and they would come and pick us up and take us on the other side of the field, or the strip we called it, and there was a mess hall there and we'd eat there and then come back. Sometimes we'd get in late and they would bring us vitamin pills and we'd have vitamin pills for our supper that night. We didn't...you know they talk about the C-Rations and stuff....we didn't have anything like that at that time of the war. We didn't have much of anything. And, when I had first got to Port Moresby, New Guinea in November of '41 there was nothing there and when I got back there in August of '42 there was quite a bit of activity there. There was the B-25's there and some B-17's. Now they didn't spend the night there because the Japanese would bomb us every night. They would wait until about midnight; you know it would get dark around 8 o'clock, maybe 9. And, they'd wait until you got to sleep and then they'd....we used call them Washing Machine Charlie and he'd come over and circle around there for 2 or 3 hours and anti-aircraft would have search lights and they was trying to find and they would shoot up. But, then on certain nights we knew there was to be a</p>

WWII Memories

John Cox

Tape Counter, Speaker, And Subject	Narrative
<p>Bombing</p> <p>Aircraft Damage</p> <p>Flying to Brisbane for Maintenance</p> <p>Distinguished Flying Cross</p> <p>Japs Driven Back</p> <p>Flying Supplies to Aussie in Wau</p>	<p>lot of bombers because of their superstitions or something but on the nights of the 7th, the 11th, the 17th and 27th they'd always send, I don't know how many bombers over, but they'd always bomb us heavy on those nights. I wasn't too scared of the bombs but it was the scrapnel from the anti-aircraft guns that was just like hail and some of them would be pretty good chunks of metal and it would come down. Finally I would watch and I would take my cot and put it underneath the wing of the aircraft because we had bomb craters out there....you know, you'd run out there and it would be dark and you'd jump in there and the scrapnel would start coming down and you know, which is worse. But, this went on a lot but then finally we got enough reinforcements and along in, I guess, December of '42 they sent bombers over to their base to keep them away. So, you know it was a cat and mouse game all the time. But, we would always take off at daylight and usually about noon the weather would close in. And, we would stay up there and sleep in the aircraft. I had some damage to my aircraft from bullets but always remember one and you talk about luck. On a preflight this one morning I looked up in the wheel well; now the wheel well is where the wheel goes up after you take off and there's a lot of hydraulic lines and fuel lines in the well and that's where all your plumbing is, on the strut I could see where a shell or a bullet and these struts were round but had hit this strut right in the middle and fractured but did not glance off it any way. Because if it had it would have hit some of the lines because there all type of lines in there. But, anyway, I think that was about the most damaging and lucky thing I saw. But, we would stay up there until the aircraft was due for a hundred hour inspection and then we would fly back to Brisbane for maintenance. We'd be there a couple of days and then be back up there. Well, I don't know, I got my first Distinguished Flying Cross, I believe in November of '42 for going 50 missions in the enemy territory, combat zone they called it. I'd flown 50 missions. Then the whole squadron moved up there at Christmas of '42 and then there was more aircraft coming in from the States. Meanwhile, we would still fly every day, every day. And, some days we'd only get 2 missions in and other days we'd get several. Along in January of '43 the Japanese had been driven back at that time there was an airstrip called Wau. It was on the side of a mountain; you landed uphill and you took off downhill. We would fly in there; the Aussie commando we would fly them in supplies and never cut the engine; land uphill and they would jump out and run into the jungle. Japanese were on the other side throwing mortar shells. One day we went in there and landed and they had bombed it that night and they didn't fill in these shell holes; they'd just been filled in with loose dirt.</p>

WWII Memories
John Cox

Tape Counter, Speaker, And Subject	Narrative
<p>Flying Away from Wau</p> <p>Flew 50 Missions in a Month</p> <p>P-40s Escorted</p> <p>Dog Fights</p> <p>Army Fighting Japs by Owens Stanley Range</p> <p>Washing the Plane in the Rain</p> <p>Hard to Get Parts for Planes</p>	<p>Well, this pilot, I don't remember who he was, but he taxied up there and the airplane got stuck in that bomb hole and normally we would never cut the engines. The commandos would jump out and run right into the jungle. Well, I grabbed my Tommy gun and I was gonna go with them 'cause the Japanese was on the other side but this Australian officer came up and said, "Wait just a minute" and I could hear him hollering and in a little bit there must have been 30 native people came out. I guess they hauled supplies. They came out and he jabbered to him in pidgeon English which they spoke and they got there and all around the aircraft and pushed it out. So, 'course then we started the engines up right away and took off. But, we would fly in there 2 or 3 times a day and that went on, I think, I flew 50 missions there in a matter of a month. And, I got my second DFC on that. But, and also we began to....not only were the P-40's they would escort us...they would fly on our wing which I have some pictures and then the P-38's would be up at altitude and they would just kind of circle around because the Japanese and their Zeros of course were out after us all the time and we'd lose planes. The P-40's were no match for the Japanese Zeros. Now the P-40 wasn't as maneuverable but they could get up to altitude and then they would dive down on the Zeros and fly through their formation and just keep going. Because the Japanese planes were a little faster and more maneuverable. But, the P-38 could handle them real good so they would be dog fights and we'd be flying just above the tree tops because our airplanes were camouflaged and hard to see and we'd get away. But, anyway, we did that and then....I'm trying to think. We used to go into a lot of places; we'd haul in a lot....on the other side of the Owens Stanley Range where the Japanese were. The Army had landed on that side and they were fighting the Japanese troops and we'd haul in reinforcements and supplies and then fly out the wounded. First we would fly in what we called the PSP strips. That's what they made the runways out of and we would fly them in and they would put them together and we would land. It would be muddy and we'd get mud all over our aircraft. One day coming back I could see this rain shower over there a few miles so I asked the pilot, "Would you drop the landing gear and flaps and fly through that rain storm". He said, "What for". I said, "Wash the aircraft". Well, that became standard operating procedure after that. But, at the base I saw a lot of aircraft from bombing raids. Parts were so hard to get that when an aircraft would come back damaged, couldn't get the gear down usually, or one gear and they'd make a forced landing on the runway; all the mechanics would get out their tool boxes and start getting parts. And, so you know, parts were hard to get. Well, that reminds me, on this B-18 in</p>

WWII Memories

John Cox

Tape Counter, Speaker, And Subject	Narrative
<p>B-18 Plane Trouble</p> <p>At Cloncurry</p> <p>Plane Does Not Start</p> <p>Fly Trouble</p> <p>Instruments, Radio Doesn't Work</p> <p>Turned on the Battery</p> <p>God</p> <p>"Fertile Myrtle" Airplane in New Guinea Going to Bololo</p>	<p>Australia one time; the starter on the number one engine went out and it was what we called the inertia starter; you'll get it and you'll start out....eeee, eeee, eeee....you'd finally get it going and you'd reach up and pull this cable and engage the starter. And, I'd been griping about a month because there was no parts and I'd always kid the guys about my right shoulder here is getting big and strong and my left shoulder was nothing, you know. Well, this one morning we was at Cloncurry and all the pilots got aboard and the radio operator so I was standing there to crank number one engine so 'cause you always started it first and I cranked it and usually would start the first time I'd crank it. But, that morning I must have cranked that thing 3 times before it started but finally it started and then they motioned the other engine started up. And, I thought, "Holy cow". So, I went over and I had a hard time. So, I got back in the aircraft and in those time out of Cloncurry that was sheep country and there was so many flies, we would wear, well, call them pith helmets and then we would have a net over that because these flies would get in your eyes, up your nose, in your ears, and we wore long sleeved shirts and at that time the Army didn't have short sleeves. And, so then the aircraft would be full of flies. Well, we'd take off and I'd go back in the tail with some old dirty towels that I had and I would shoo all the flies up front and the pilot and co-pilot would open those windows up about an inch or so and that would suck the flies out. So, that morning after we took off I'm back there chasing flies up to the front. Finally we get all the flies out and I'm sitting there and I'm really exhausted. And, the radio operator comes up to me and says, "The radio doesn't work". And, I said, "Holy cow". You know, what else can happen. And, I happened to look up and half the instruments weren't working and then it dawned on to me. I went back and turned the batteries on. When they got in the airplane the battery switches are about halfway back from the fuselage, well, they hadn't turned the battery on. So, I cranked those engines and started them on the magnetos. Well, anyway, in a car the coil and the distributor....so that's why....and after I turned the battery on the instruments all started working and the radio worked. So, the Lord sure looks after us dumb people. But, anyway, I kind of got off the story. Back in New Guinea I still had an old aircraft so this one morning; the name of the aircraft I had was "Fertile Myrtle" and so there was 4 of us Staff Sergeants that one morning and we were going up there to, I believe it was called Bololo (???). Anyway, that's a gold field and you had this little old clearing, this strip, right down by this little old stream that you could jump across. But, you get up there and here were these big dredges that had been flown in, piece by piece, to get the gold. I</p>

WWII Memories

John Cox

Tape Counter, Speaker, And Subject	Narrative
<p>Sliding in the Grass and Mud into Creek</p> <p>Pushing Plane Back Up Onto Runway</p> <p>Staff Sgts Promoted to 2nd Lt. and then to Captain: Discharged</p> <p>Replacements</p> <p>Kakota Pass</p>	<p>don't know how long it had been there but anyway we was to haul supplies in there so we'd taken off early and come in and there was a grassy area along side this stream. So, we came in and landed and the co-pilot; as I said there was 4 of us Staff Sergeants, and he says to the pilot, "Aren't we landing a little long" and he said, "Yeah, but I got it". Well, when we touched down the grass was wet and we just kept sliding and we slid off the end of the field into this creek which was pretty deep. And, I thought it was kind of amusing later on after the dust settled and I go to the back and opened the door and this Australian came up to me and says, "Can I have your broom". And, "Yeah; why". He said, "Are any of you hurt". "No....what do you want the broom for". "Oh", he said, "We don't have a broom, we can't clean out our tent or anything". So, he said, "You better get the airplane out of here today because the Japanese will be in here tonight". Well, called back to base. Now the airplane physically wasn't hurt. We'd just dropped off the end of the runway and it wasn't deep enough to hurt the underside of the fuselage. So, they sent a crew up and they brought jacks and big blocks of wood and they kept jacking it up and jacking it up and finally we got it level with the field and then we pushed it back and we got out of there that evening but you know not many crews are made up of 4 Staff Sergeants. Those Staff Sergeants got their commissions along, I believe, in May or April of '43 and then they were commissioned as Second Lieutenants. They all went to work for the airlines after the war was over with. They were discharged and got out as Captains and they all went to work for the airlines and all retired from the airlines as Captains so they did all right for themselves. But, then we started getting some replacement pilots in so this one morning we was still flying over the hump but we never, you know, fly through the clouds in that area. So, this morning two new Lieutenants and we took off and right where the dangerous part of the hills were, the clouds were there and we'd go right through the clouds. I'm awful uneasy so we get on the other side and unload and come back; the clouds had built up. Normally when we had experience pilots and these clouds would build up 8, 10,000 feet and we'd circle around until we could fly over the top and come back down. Now the gap; you could go through there at 5,000 feet at what they called Kakota Pass. But, early of a morning you could see if just as clear most of the time and we'd fly right through there but then the clouds would start building up and you didn't know where it was. Well, coming back, we're flying in there, and finally I says, "Lieutenant, we don't fly in clouds in this area". He said, "Are you trying to tell me how to fly this airplane". I said, "No, but we don't fly through clouds in this area". "You're trying to tell me how to</p>

WWII Memories

John Cox

Tape Counter, Speaker, And Subject	Narrative
Reported by Lt.	fly this airplane". I said, "No, I'm not, Lieutenant but we don't fly through these clouds in this area". Well, we got back and I guess he reported me because the Operations Officer came and said, "Sergeant Cox, did you try to tell Lieutenant (I don't remember his name) how to fly". I told him we don't fly through clouds in this area; Major, you know, you've been across there and you know you don't fly through clouds in this area. He said, "I know it". I never had to fly with that guy again.
Myers What Happened After Lt. Flew in Clouds?	Did he keep flying through there?
Cox Ordered to go to the States Buddies	I don't know. Because in about a month I got orders to go back to the States. Now there was...out of the Philippines there was 4 of us. One got killed in New Guinea; his plane didn't come back. We didn't know if he ran into a mountain or got shot down; his plane just never came back. The other one, in Australia, he had a girl friend and he didn't want to fly. But, I guess somebody must have got mad at him with some authority and so they scheduled him to fly to New Guinea. Now I didn't know about this 'til later....so, in the morning he was supposed to leave, went out there and somebody had sabotaged these aircrafts. They'd cut the hydraulic lines and he said, "They're out to get me". I guess that went on a couple of mornings; they fixed the airplane. So, one night I guess they put a guard out there watching and sure enough the came out there and was cutting the line.
Myers	It was him?
Cox Buddy Caught Cutting Lines Radio Operator Buddy	It was him. So, they hauled him off and I never saw him again. Then the other man was a radio operator. He began to go bad so he was in the hospital and his back was bad; he couldn't walk; he suffered so bad and all of a sudden one day I get these orders and he and I are; he was a Staff Sergeant radio operator, he and I were both scheduled to go back to the States. So, I took a Jeep and go to the hospital and I said, (his last name was Prince) "How you feeling, Prince". "Ohhhh, I'm suffering something terrible". And, I said, "What are they going to do with you". "I don't know; I can't hardly get around". I said, "Well, I guess you can't go back to the States with me". He said, "What do you mean, Cox". I said, "Well, we got orders". He said, "Can I look at them". I handed them to him and he said, "Hot dog" and jumped out of bed.

WWII Memories

John Cox

Tape Counter, Speaker, And Subject	Narrative
Myers Radio Operator Buddy	He was feeling better, huh?
Cox Radio Operator Buddy Job Well Done!!! Leave Late Went to Bunk Leaving for New Caledonia, New Zealand and then to Hamilton Field. Baer Field,	Got right up out of bed and we checked him and flew us to Brisbane the next day. Well, we got in there and he had a girl friend and he said, "Cox, I want to see my girl friend". I said, "Well, you know, okay". So, what we did, we got in there and we stayed out that night and the next afternoon we checked in and I remember this Major, you know, give him orders and says, "This says you were supposed to have checked in yesterday". And, I said, "Well, Major, we got in late and we figured maybe we better stay in town". He said, "This is a military base and it's open 24 hours a day". I said, "Yes, sir". I kept my mouth shut from then on. Well, anyway, we'd been there 2 or 3 days and in fact they took us downtown to the General's office and they gave us our medals and decorations and you know shook our hands, "Job well done". There must have been 16 of us altogether. So, they let us go into town at night so the next night we got into town; Prince and I went in there and then the truck would come back about 10 o'clock and bring us back to base and so I'm waiting around the USO. Finally Prince shows up and we get on there and go back to the orderly room to sign in and the Sergeant says, "You ever look at bulletin boards". "Yeah, yeah, why". "We've been looking for you". I said, "You have". He said, "If you'd read the bulletin board you were supposed to have been back here at 6 o'clock 'cause you're scheduled to leave in the morning and go back to the States". I said, "Well, we're here". He said, "Well, we took you off the list". I said, "When will we get out of here". He said, "I don't know; whenever they have another airplane". I said, "Well, from now on you'll find me on my bunk". And, I go back and thinking, "39 months I've been waiting to get back to the States and I miss an airplane; I just can't believe it". Well, next day about mid morning I'm laying on my bunk and the First Sergeant comes in and said, "Cox, how soon can you be ready to leave". "I'm ready to go right now". He said, "Well, you got an hour". I woke Prince and so we left the next evening on what they called a B-24. We flew and landed at New Caledonia, New Zealand. Some island out in the Pacific in Honolulu and then 39 flying hours. I know we landed at Hamilton Field and I got out and kissed the ground and said I'm never gonna leave the States again. Wild horses couldn't drag me away. Boy, you know, 60 days later I'm ready to go. But, anyway, so I'll skip ahead a little bit. I had a leave and we were to report in to Baer Field at Fort

WWII Memories

John Cox

Tape Counter, Speaker, And Subject	Narrative
<p>Fort Wayne, Indiana</p> <p>Bicouac?</p> <p>Service Records</p> <p>Going to see the Flight Surgeon</p> <p>Got 15 days Leave</p>	<p>Wayne, Indiana. Sergeant Prince and I report in there to a little old building and a corporal he's acting First Sergeant. And, he got a paper, you know, "Sergeant Cox and Sergeant Prince, have you been on a bivouac". "What's a bivouac". "That's what I thought". We go out, we walk out 10 miles, bivouac, spend the night in a pup tent, and come back. Well, we've been living in a tent; we've been in a jungle. "It's not on your service record". I said, "No, those service records are in the Philippine Islands; give them to me and I'll put it down". "You don't touch these service records", you know. About that time a Second Lieutenant comes out, "What's the trouble". They said these Sergeants haven't been on bivouac and we're gonna schedule them on bivouac tomorrow. And, we said, "We're back from overseas and we've been living in a tent for months". "Not on your records". So we go out of there and said, "What are we gonna do". So, I said, "You know, let's go see the flight surgeon". So, we went to the flight surgeon and I tell him, "We were promised a 30 day sick leave and we're back from overseas and we've been promised 30 days and we'd like to have it". He said, "I can't give you 30 days, I can give you 15". "We'll take it".</p>
<p>Myers</p> <p>Leave</p>	<p>Start high and accept whatever, huh?</p>
<p>Cox</p> <p>Leave</p> <p>Assigned to New Barracks</p> <p>Scaring New Recruits</p> <p>Warrant Officer Brady</p>	<p>So, he got us a 15 day sick leave. Well, we came back and were assigned to this barrack and they're all recruits and there was a Buck Sergeant in charge. And, so the first morning they blow the whistle, fall out, so we fall out and they had roll call and then it was right face, forward march, wonder where we're going. Well, they march us in the mess hall so that day we just piddled around and these recruits were asking us what's it like to be overseas, you know. Of course we might have exaggerated a little bit. We had them scared to death. But, anyway, the next morning they had this roll call and we made sure we was in the back row so when they gave "right face, forward march" we just stepped back and walked back into the barracks. Well, this Buck Sergeant came and said, "Cox, we've got to report you". I said, "I understand; we'll take our punishment". So, we go up there and you're gonna go on bivouac. You're gonna go this time; you're not gonna get out of it this time. So, we're walking down the street and we see this Warrant Officer Brady. Now he had been a Staff Sergeant in our outfit and he'd come out of the Philippines out of the 19th Bomb Squadron and he'd made Warrant Officer and "Hey, Mr. Brady", you know, so we go over and, "What are you doing here". "Well, I've brought some orders down here". "Where</p>

WWII Memories

John Cox

Tape Counter, Speaker, And Subject	Narrative
<p>Transferred to Sedalia Army Air Field, Knobnoster, Missouri</p> <p>Cadets</p> <p>Capt. Whittington</p> <p>Going to England</p> <p>Became Line Chief</p> <p>Became Warrant Officer</p>	<p>are you stationed now". "Stout Field, Indianapolis". "You got to get us out of here; we're gonna be court martialed". And, he said, "Well, I'll see what I can do". We said, "Boy, they're after us". So, that next morning Prince and I got orders to transfer out of there. I'm to go to Sedalia Army Air Field at Knobnoster, Missouri and he went east someplace, I don't remember. But, anyway I left the next day and I had 2 Privates with me, by train, and we went to Knobnoster, Missouri. Well, they didn't know what....I was again assigned to the Headquarters Squadron. Well, I thought I'm going to put in for Cadets so I went out and put in for Cadet and I think the next day they gave me a physical. I passed it. I went to the PX and bumped into what used to be this Lieutenant Whittington, he was a Captain, and there he was at the counter. I said, "Captain Whittington" and I hadn't seen him since April of '42 and here this was September of '43 and he said, "What are you doing here, Sergeant Cox". I said, "Well, I got back to the States". He said, "What are you doing". I said, "Nothing". And, he said, "How long you been in grade; how long you been a Staff Sergeant". I said, "Thirteen months". He said, "How about coming to my outfit; my line chief is a Tech Sergeant and he doesn't have 13 months service". And, he says, "You know Colonel Henry and Capts Glasburn and Crandall were all forming a new group to go to England. And, would you come". "Yeah". So, I think they cut orders on me the next day and I said, "I put in for Cadet". And, he said, "Come here, I want to talk to you". So, I went in and he said, "Now, if you go into Cadets by the time you get through you'll....the war will be pretty well over with. You've flown a lot; if things work right by the time the war is over with you might be a Captain. If you'll come in my outfit I can get you promoted and you can get to be a Captain and you don't have to fly combat anymore". "Well, you know, he's got a point". So, I said, "Okay". So, I became line chief and they promoted me to Tech Sergeant and that was in October, I believe it was. Anyway, we didn't have any C-47's but we had these little liaison aircrafts, I believe they were L-5's and they're flying around there and there was about 30 men already there and I'm asking these guys, "How come you're here" 'cause they seemed to be well versed in working on these L-5's, you know. They said, "Well, we're in a cadre and when they went overseas they left us behind". "Oh, is this the first time....". "Well, we've been in 3 cadres". "Three, you've been in 3 outfits and they go overseas and they leave you behind". "Yeah". Well, you know, I don't know anything about all that stuff but anyway, I made Warrant Officer in December of '43. At that time they called them Engineering Officers. Now it's called Aircraft Maintenance Officer.</p>

WWII Memories

John Cox

Tape Counter, Speaker, And Subject	Narrative
<p>New Pilots</p> <p>Smoking Break</p> <p>Went to Polk Field in Nebraska</p> <p>Cadres Went AWOL</p> <p>Got New Planes at Baer Field</p> <p>Bird Col. Henry</p>	<p>But, anyway, and we began to get some old beat up C-47's in and we're training them and the pilots are flooding the engines because they don't know how to start an engine in cold weather...they're new and I understand that. They're all new pilots. One time I was still on flying status and I needed some time and they had these little old L-5's and I went to operations and said I need a couple of hours flying time. "Well, we got an airplane going up there in a little bit; you fly with this Lieutenant So-and-so". So, we get in that little old airplane and we take off and it's in the fall, autumn, and it's a nice afternoon and we fly a little ways from the field and there's a grass pasture out there and there's 5 or 6 or 7 of these little old planes flying around and they're landing and taking off and I'm getting uneasy because I'm used to twin-engine airplanes with a lot of metal around me and here this single engine with fabric and paper and so after flying about an hour, we land and everybody gets out and I say, "What's this". They say, "We're all gonna smoke a cigarette". So, we spend about 20 minutes on the ground, you know, and they said, "Well, we're gonna take off again". I say, "Are you gonna come back here later on". They say, "Yeah". I say, "I'll just lay here on the ground then and watch you". So, after about an hour they landed again and I took off so I got 2 hours flight time that afternoon but that's the only time I've flown in those little airplanes. But, anyway, we began to build up strength and we left Sedalia and went to Nebraska and then we went to down to Polk Field. At Polk Field and a little bit over strength and then I saw what was happening to these guys. Of a morning they wouldn't come in to work and I'd say, "Where's Sergeant So-and-so and Private So-and-so". "Oh, they're AWOL". I said, "What do you mean". They say, "Oh, they pull that every time; that's why they are in cadres". And, I said, "Oh, is that right". And, you know there was about 20 of them and they wasn't worth shooting. They didn't come to work, they didn't follow orders and so my boss says, "Well, let's don't take them overseas" because we had to cut back strength and I said, "That's the ones I want to take". He said, "Why". I said, "They've been pulling that every time" and I said, "Let's take them overseas". And, "Well, okay, they're in your department". So, I said, "I want them". So, anyway, when we got to Baer Field we picked up brand new airplanes. Well, Colonel Henry which was this Group Executive Officer and I'd flown with him in New Guinea so we were not on first name basis but we were friends when he was a Lieutenant and I was a Private and here he was now a Bird Colonel and I'm assigned to his airplane. And, I said, "Colonel, I'm in the other squadron; I'm supposed to be with my bunch". He said, "Cox, I know you're gonna check this airplane out" and he says,</p>

WWII Memories

John Cox

Tape Counter, Speaker, And Subject	Narrative
Flew to England Ascension	“If I’m going down I’m taking you with me”. So, we flew to England. Now the only time it was kind of hairy was leaving from South America to Africa and there was what they called, I believe, Ascension. It was just a little old island out there and it was refueling and if you missed that you were in big trouble. But, we made it all right.
Myers Take Off	So where did you take off from to go to England?
Cox Flight Plan to England	I went from Palm Beach. We landed first in Puerto Rico at Barenquin Field and then, see, two more stops. Second stop was in Brazil and spent the night there and that was what they called the southern route; all the airplanes going to England and we were there for 3 or 4 days because the B-17’s were taking off and they’d take off early in the morning right over your barracks. And, you’re hear them coming and you’d be lowering in your bed because you didn’t know if they were going to make it or not. But what happened the weather had been bad in England and held up a few days for them to get in from England and so it was just backed up all the way.
Myers Flight Plan to England	So you go from Florida to Puerto Rico to South America.
Cox Flight Plan to England	Yeah, Venezuela and then into Brazil and then the Ascension Islands and then on the west coast of Africa and then up to Marrakech and then from Marrakech to England.
Myers Flight Time	Do you remember how long it took?
Cox Flight Time Almost Didn’t Go – Hernia D-Day	Well, it was a couple of weeks. Now when we got ready to go overseas we had a physical there in Baer Field and they find out I have a hernia and they said, “Well, you can’t go”. So, of course the group commander and all of my buddies, there were 7 of us all together had been together in the Pacific and they get the flight surgeon and they come to me and said, “Well, Cox, promise that you’ll get operated on when you get to England”. I said, “Okay”. So, when we got to England, I went to check in and they wouldn’t take me because they didn’t know how many casualties they were going to have on D-Day.
Myers D-Day	That was coming up on D-Day?

WWII Memories

John Cox

Tape Counter, Speaker, And Subject	Narrative
Cox Practiced Gliders in England	Yeah, see we got to England in March of '44 and they didn't want to take me. So, then we practiced around in gliders and the guys were getting more proficient. We did have one....we lost a bunch of men in April of '44. They had been in this other group and I think it was called the 438 th Group. We were in the 442 nd and they had been in the 438 th Group and they wanted to fly down there to see them. I don't know how far away they was from England. Usually the fields was about an hour apart.
Myers England Base	Do you remember the name of the base that you were at in England?
Cox Fulbeck Base, England Practicing Gliders D-Day Job: In Charge of Maintenance	Fulbeck, not far from Nottingham. Famous, you know, for Robin Hood. We used to go to Nottingham a lot. That was about like Lake Victor. But, you know, over there in England they just had landing strips everywhere you know. I knew where we were going before we ever left the States because we knew where we was going. So, we practiced there and in fact one afternoon I went up in the glider. We had glider pilots and they asked me if I wanted to fly it. "Yep", you know. Well, that's the first and last time because I got to over controlling it and the tow plane thought I was horsing around with him and he started diving to the ground and then he'd pull up and the tow rope would have some slack in it and he'd yank us and I kept telling Travis, he was the glider pilot, "Take this thing". "You doing okay, Cox". Like I said I was over controlling it and finally got it leveled off and circled the field and cut loose and you don't go around in a glider, that's it, you know. So, when I got out of that I decided I'd had enough. I'm going to stick to twin engines. But, anyway, we went to several different places and we got ready for D-Day and first it was postponed for 24 hours, June 5 th , on account of weather and then June 6 th we had all these paratroopers on the base. Now they were restricted in a fenced area in the middle of the field and they were a mean bunch of looking guys. None of them had any hair on their arms because their knives and daggers they carry they checked it all the time to see if it was sharp and they was always shaving the hair off their arms or off their leg, you know. The night that we took off they was so loaded down they couldn't climb into the aircraft; we had to help push them up the steps to get in the aircraft. I think we hauled 22 to an airplane, I think. I had, like I say I was not on flying status at that time, I was in charge of maintenance so like I say in the Pacific I felt like I was directly involved in the war; in Europe I was kind of indirectly involved in the war. Now as far as I was concerned there was two different wars. In the Pacific we had early, the first year or year and a half we had nothing; supply lines and everything was terrible. Then when I get ready

WWII Memories

John Cox

Tape Counter, Speaker, And Subject	Narrative
Fulbeck Base, England	to go to England we had brand new airplanes, brand new equipment. Everything was brand new and plenty of it and we get to England and we're sleeping in Quonset huts. The food I thought was good; the other guys complained about it 'cause they was only getting fresh meat 3 or 4 times a week. I never had fresh meat at all in the Pacific. So, I thought it was good but they complained about it. But, we...on D-Day, that night, I say we....they took off about it seemed to be about 11 o'clock.
Myers D-Day	Okay, on the end of the last tape, tape 2, Mr. Cox was talking about loading up the paratroopers and they were going to take off about midnight for D-Day, so let's go ahead from there.
Cox D-Day	They took off and....heavily loaded....and it seemed to me like it was around 20. I think it would vary how much equipment these men carried how many people would be on the plane. Anyway, they took off. They came back around daylight the next morning. We were missing 3 aircraft if I remembering right.
Myers D-Day	The planes came back; these guys jumped out over Normandy.
Cox D-Day: Normandy, France	They jumped out over Normandy and the planes came back and I think we lost 2 or 3 planes that night. I know one crew survived. The French kept them underground. Part of their what we used to call "escape kit" had cards in it. They were kept in this cellar or this cave, I believe they were in there 2 or 3 weeks. Anyway, when they came back they said they was never going to play solitaire again because that's all they played while they was waiting. But, said the French people would bring food at night to them but they just had to stay hidden. Said all they had to do was play solitaire and they never would play solitaire again. But, anyway, then the next day they hauled the gliders in. Colonel Whittington which was the squadron commander found out I was gonna go with them and so he gave me a direct order then that I would stay on the ground and I was to meet his aircraft every time he came back.
Myers D-Day	That probably saved your life.
Cox D-Day Resupply Mission	And the purpose of that was so that I wouldn't be flying on missions because I kind of wanted to. So, I didn't get to fly on any of those first missions. I did fly on a resupply mission a week or two later but again he caught me and that time he was pretty upset with me. So, I think in another week or two, I forget just when, we went to Italy for the invasion of Southern France. Again, Colonel Henry which was the Group Executive Officer scheduled me on his airplane which was in a different

WWII Memories

John Cox

Tape Counter, Speaker, And Subject	Narrative
<p>Went to Italy for South France Invasion</p> <p>Gibraltar</p> <p>Grassetta, Italy</p> <p>Rome, Italy</p> <p>Pope Pius XII</p>	<p>squadron and I said, “Colonel Henry, you know I’m the maintenance officer of the 303rd and here I am flying the 305th airplane; don’t look like I trust my own airplane”. He said, “You know the deal, Cox; I go down I’m taking you with me. I know you’ll check the airplane over good before we take off”. So, that was an interesting trip. We flew to Gibraltar and spent about 3 days in Gibraltar so I got to go to town; nothing there much, of course it was war time. And, then we flew into Italy and we landed at Grassetta (???) was the nearest town and we were there for the invasion of southern France. We lost no airplanes on that but we were there I’d say a month or so. There in Italy I got to go to Rome. Oh, that was interesting deal on going to Rome. Pope Pius the 12th was the Pope I believe at that time, well, this glider pilot and I had a 24-hour pass or a 12-hour pass. We flew in there that morning on a shuttle and we went to the Cathedral and there was a tourist group going through there so we just kind of got on behind them and followed them in. Well, they took us inside the Chapel, took us all around and showed us this and that and then we went up to a room and they said the Pope will come through here in a little bit. So, Taylor and I were standing there along this railing and they carried the Pope through. We’re not Catholic and we didn’t understand the meaning of it but everybody else on that group were Catholics and they were going through their procedure which is very nice. So, then they left. So, we’re standing kind of on the outside and this man comes up to us and said, “Would you like to see the Treasury”. “Yeah, what is it”. “Well, it’s all our treasures”. So, he took us in to some back rooms and it was full of all type of treasures that had been given to the Pope over the centuries.</p>
<p>Myers</p> <p>Pope Pius XII</p>	<p>You mean like gifts.</p>
<p>Cox</p> <p>Pope Pius XII</p> <p>Polk Field</p> <p>Paratrooper Accident</p> <p>Rome, Italy</p>	<p>Gifts and there was hundreds of them. We didn’t understand the importance of it at that time. Just really didn’t. But, anyway, we saw all these things; gold ornaments, silver, and they’re all cataloged which Pope had received that and who it was from. So, then we left there and when we were at Polk Field before we went overseas one night they was on maneuvers and one of our planes had dropped some paratroopers into a lake and they had drowned. I don’t recall how many; I didn’t even know about it at the time. Well, anyway, go fast forward, now we’re in Rome and we’re walking down the street and there’s this bar and we go in there and it was full of paratroopers and they’re all having a big time and they’re drunk. So, a couple of them came up to us and said, “What outfit</p>

WWII Memories

John Cox

Tape Counter, Speaker, And Subject	Narrative
Col. Henry	<p>you with”. And, you know, unconsciously we said, “The 442nd Troop Carrier Group”. “Oh, I’m looking for those bastards out of the 303rd Squadron; they’re drowned a couple of my buddies and I’m looking for those guys”. Well, we were in the 303rd and we said, “Oh, well, we’re in the 442nd”. So, we turned around and got out of there and so that evening walking down the street and there’s Colonel Henry coming out of this fancy hotel and he said, “Mr. Cox, what are you doing”. “Well, we’re down here for the day and getting ready to go out to the airport”. He said, “Aw, you can stay the night”. We said, “No, we can’t; we got to be back”. He said, “I’ll make it all right”. We said, “Well, we don’t have any place to stay”. He said, “You can stay in my room”. We said, “Where’s that”. “Right here” and there was the sign “restricted to Colonels and above”, you know. Here I am a Warrant Officer and Taylor is a flight officer and we said, “We can’t stay here”. He said, “I’ll fix it right up; come on”. So, he takes us in there and he says, “These are my buddies and they’re going to stay in my room tonight”. “Yes, sir; yes, sir”. So, we stayed in his room that night. I don’t know where he stayed. He wasn’t there. He said, “I’ll fix it up with Bob (that was Whittington); I’ll fix it up with Bob and you’ll be okay”. So, okay, so we got to stay another day in Rome.</p>
Myers Col. Henry	<p>And in a nice hotel.</p>
Cox Col. Henry Italian Fixes Watch	<p>A really nice hotel; felt kind of guilty. So, anyway, that was just one of the experiences I had. We went back up there and we was staying in this little old camp so one day my watch quit running and this Italian comes through and he fixes watches and he said he’d fix my watch. I said, “Where do you live” and named this village and he pointed out there and you could see on this hill some huts and everything and he said, “I’ll bring it back tomorrow”. So, okay...well, tomorrow didn’t come. So, after about a week I thought well I’m gonna go up there and see if I can find that guy. So, I got this Jeep and drove up there and in that area all these villages were built on top of peaks. They wasn’t too awful high, I’d say probably 3 or 4,000 feet but they were all up there and so I’m driving down this little old narrow street and you know I’m by my self and I see a couple of men and I’m trying to tell them “watch repair”....”Oh, yeah, just across the street”. I knocked on the door and he comes and he says yeah and I got my watch back.</p>
Myers Italian Fixes	<p>Was it fixed</p>

WWII Memories

John Cox

Tape Counter, Speaker, And Subject	Narrative
<p>St. Andre</p> <p>In a Farmhouse</p> <p>Aircraft</p> <p>Shower</p> <p>Equipment</p> <p>Gas</p>	<p>two strips so we parked the airplanes on one strip and the aircraft took off and landed on the other strip. And, we were boarded in town. There was 4 of us and we was in this farmhouse that the French had and shared with us. We were in 2 rooms and they were in the rest of the house. I don't know how many rooms they had but not many. Their bathrooms consisted of an outdoor type in the house. It was just a hole in the floor but it was in the house; we didn't have to go out in the rain. We were there....oh, and the aircraft were parked wing tip to wing tip on both sides of the runway and we had the first....as they taxied in they would taxi by us to go down to where the 304th was parked and the 305th and the 306th. There was 4 squadrons and we were the first squadrons on the left hand side and then the 304th was the first one on the right hand side. Well, one night after dark one of the airplanes from the 305th squadron came in after dark and of course we were under blackout conditions. They taxied down the runway; they were too far on our side and they took all our pitcock tubes off. Now a pitcock tube was the little gadget that stuck down on the nose and then pointed and that was your air speed. And took every one of them. Well, you know, our line chief could weld aluminum and you know we were grounded for a couple of days but he was able to weld them back together and get our aircraft in commission. Our line chief was quite ingenious. Another thing that we did...they had some....we took some barrels and cut the top and bottom out of them and welded them together long wise and we'd take 3 of them and then we'd run tubes down through them and then fill that with water and it was like a hot water heater and we fixed up _____(??). We had this building in that day that I guess the Germans had them and they were portable buildings; you'd take them apart and put them back together. So, we took it apart and made a shower so we had hot water showers down on the line. Well, it was such a good deal that Henry had the other squadrons come down and copy it so they could have hot water showers but we did things like that, you know. Oh, and another thing, Colonel Whittington, squadron commander, told me one time, "You know, Cox, if you see any equipment laying aside the road, you know, we could use more equipment". Well, I knew what that meant; transportation. So, in a few weeks time everybody had a Jeep, we had weapons carriers, everybody....we just had all kinds of equipment. Because a lot of it had been abandoned and we'd take it and the guys would fix it up. Usually something would be wrong with the engine or there would be flat tires and the Army would just keep going because at that time Patton was marching across France and our job was to keep them in fuel in 5 gallon Jerry cans and so that was our job....to fly all this gasoline to them and as</p>

WWII Memories

John Cox

Tape Counter, Speaker, And Subject	Narrative
<p>Surplus</p> <p>Metz, Germany Border Monastery</p> <p>Going to Geneva, Switzerland</p>	<p>they marched if a Jeep went bad they'd just leave it. So, that's what we were picking up. Well, we had so much of it the inspectors started coming around checking it out so they told us, "Everything is surplus now" and we knew what that meant....get rid of it. So, we did that. We stayed there and towards the end of the war, the air echelon, we moved to Metz (???). Now that was right at the German border and in fact I was there when the war ended. We were staying in what I call a monastery where the nuns used to stay when they were in training. It was a 3-story building and we were living there. After the war ended....they had a flight to Switzerland and we was to send an airplane so I told Whittington, "I'm gonna pull my rank; I'm gonna be crew chief on that plane; I want to go to Switzerland". So, I relieved the crew chief and I was the crew chief and I was the lowest ranking man on that crew. There was a Brigadier General and the rest of them were Colonels and Majors and the radio operator was a Major. Anyway, we flew in to Switzerland...into Geneva, Switzerland. And, there was 6 of us. Now I found out the General was going up to Bern, Switzerland and they were trying to locate...he was a finance man; the purpose of the flight was to try and find out all these accounts that the Germans had in Switzerland. And, so when we landed at Geneva they said we'd have to stay in Geneva which was all right with us but they had Swiss francs and we didn't have any Swiss francs. And, so we ended up, we rounded up \$25 worth of Swiss francs. That meant that 6 of us had to stay together. We went to a night club that night and there was music and dancing and I swear all the men that were there were Germans in civilian clothing because they all had that type of haircut.</p>
<p>Myers</p> <p>Geneva, Switzerland</p>	<p>You mean from the Army.</p>
<p>Cox</p> <p>Geneva, Switzerland</p> <p>Payment</p> <p>Girls</p>	<p>Yeah, that they'd already got in Switzerland and they were in civilian clothes but they had that hair cut like they always had. So, we had to stay together that night and the next day a Warrant Officer or finance officer of the Embassy in Bern came down and give us partial payment which was...I got a hundred dollars. I bought some stuff and I didn't hardly get anything to speak of because the town was like Las Vegas....it went 24 hours a day and there was dancing and music and lights. You know we hadn't seen anything like it and pretty girls. You know they're all pretty. Some of them are just prettier than others. But, anyway, we got ready to leave the next afternoon and I know a lot of them had bought cameras and watches and I had some music boxes and I thought was a tie</p>

WWII Memories

John Cox

Tape Counter, Speaker, And Subject	Narrative
Souvenirs Customs	rack. Found out it was a toilet paper holder who had a musical toilet paper holder. I'm probably the only one that's got one. Still got it. Nobody would take it. So, we got out to the airport and we decided, well, you know they're gonna want to check all this stuff so we went right straight to the airplane and right away this Swiss guard came out there and said, "You're supposed to stop". "Oh, we didn't know that", you know, but we talked our way out of it.
Myers Customs	Was it like customs?
Cox Customs	Yeah.
Myers Customs	I didn't think they had something like that during the war.
Cox Customs Going Back to the States via St. Andre	They did in Switzerland. And, so anyway, we took off. Well, it was around in July we were going to have another flight in there so the night before I'm borrowing money and I was gonna buy watches and cameras and I don't know how many hundreds of dollars I had and I'm living up on the 3 rd floor and all of a sudden I hear this voice, "Hey, Cox, Cox, where are you". So, I go to the railing and look down and said, "Here I am". And, it's Colonel Henry. And, he says, "Get your stuff ready; you're going back to the States". I says, "When". "In the morning", in fact we're gonna fly you back to St. Andre tonight. And, I said, "Well, gosh".
Myers Switzerland	You wanted to go to Switzerland, huh?
Cox Switzerland Car	Yeah, I wanted to go to Switzerland so I had to give all the money back. So, I left that night. Incidentally I'm ahead of myself. While we was there in Metz, I was down at the flight line one day and this Lieutenant, Army Infantry, came driving up in an olive drab painted Opal and he says, "Have you got anything going to Paris". "No, we don't have anything scheduled". He said, "Well, I'm trying to get to Paris". He said, "If I could get to Paris I'd give you this car".
Myers Car	An Opal?
Cox Car	Yeah. This Opal. I said, "Just a minute and let me go to Operations and see". So, I went in Operations and says, "Have we got anything going to Paris". "No". I says, "If we had a plane going to Paris this Lieutenant could get there and he's gonna leave this car". "Well, I think we have got one", you know. So, anyway, I ended up with this Opal. Well, it didn't have any registration numbers on it.
Myers	You couldn't take it anywhere?

WWII Memories

John Cox

Tape Counter, Speaker, And Subject	Narrative
Car	
Cox Metz No Registration Car Left	No, I was driving it around in Metz, you know. So, one evening I left Operations going to the barracks and I got these two Majors in the back seat and don't you know they had a checkpoint on this...I only went the side streets and here the dirty rats had a checkpoint on this side street. So, the MP's come up and said, "Could I see your registration, please". Of course they was no numbers on it, you know. I'm digging around in the glove compartment, stalling for time, and finally said, "No, I guess I lost it". "Well, you'll have to come with us; you follow me and I'll take you to the post". So, they took me to the post...meanwhile these two guys sitting in the back seat...you'd think they were dummies not saying a word. So, they take me in and I go in there and they said the Provost Marshal will be along here and a minimum of a \$25 fine. So, they kept me in there about 15 minutes and they finally said, "Okay, I tell you what, we'll let you go if you promise you won't drive it again". I said, "I promise". So, I got in it and drove it up to this big monastery or whatever you want to call it and I took the key out and threw it out there in the weeds so I never could find it. So, when I left there that car was still there.
Myers Car	Nobody else could drive it either.
Cox Went to Paris	So, anyway, I went to Paris. The next day they took me to Paris and there was 7 of us officers; a Lieutenant Ames was the ranking officer and we had 210 enlisted men. So, he said, "Well, there's 7 of us officers, you know" and of course I'm the lowest rank, I'm only a Chief Warrant Officer and he says, "Well, how are we gonna do this; I tell you what, there's 7 of us; we each have how many First Sergeants in the group". Well, there was 7. "Okay, we're gonna have 7 squadron; 30 men to a squadron and a First Sergeant in each one and Cox you got 30".
Myers First Command	That was your first command, huh?
Cox First Command Cherbong Col. Ames	My first command. We took a train to Cherbong and they said, "Well, there's no ferry taking you to England". "What do you, no ferry". "Well, it's already left". So, Colonel Ames said, "Just a minute". So, he was gone just about an hour and comes back and says, "They're fixing to ferry up now and take us". Some of the First Sergeants said, "Colonel Ames for President". But, anyway, while we're there he says, "You know look at these submarine pens was there; I've seen pictures of these". He was an intelligence officer. He says, "Now I see why we

WWII Memories

John Cox

Tape Counter, Speaker, And Subject	Narrative
<p>Submarine Pens</p> <p>Repo-Depot in England</p> <p>A-Bomb Dropped</p> <p>Japs Surrender</p> <p>Celebration!!</p> <p>Time to Go Home</p> <p>Missed Camp Bus</p> <p>Sergeant's Uniform</p>	<p>couldn't bomb them". These submarine pens had concrete on top must have been 30 feet thick and of course they would bomb and they wouldn't penetrate but he says they finally got to what they called skip bombing and they'd come along and fly right toward the entrance and skip this bomb in there and it would blow and one side would fall in. And he said that's how they finally destroyed these submarine pens. But, you know it was very interesting in talking to him so we got to England and I was in this Repo-Depot. Well, you know we were there that they dropped the atomic bomb and in fact it came over the radio. It must have been around 10 or 11 o'clock at night. I was in the bunk but we had the radio on to the news and they said, "Japan has surrendered". Well, everybody jumped up and our area had chain link fence around with barbed wire on top. I don't know if it had been a prison camp or what but anyway. There was a women's auxiliary camp down the road away and all they came out and they threw blankets over the fence and all came in there singing and dancing around. It was quite a celebration. I didn't. And, I prayed that the war was over. I think everybody quit working because I think 2 or 3 weeks went by before everybody went back to work and we got orders to go back to the States. Meanwhile I was downtown one day and I don't remember the name of the town but I bump into the line chief and the flight chief of my squadron and they were on their way back to the States but they were in a different camp. So, that night we went there and I missed my bus back to camp which was about 10 miles and they said, "Come on and stay with us". Officer and enlisted....that's okay, we'll get you in. Went in there and next morning they had roll call for everybody so they gave me a Sergeant's uniform and went out and stood there. I just stood there because they had people going through the barracks to make sure everybody was out, you know. Well, they all laughed about that....Good old Cox, you know. So, then after things calmed down about the middle of the forenoon I put my uniform on and walked out like I was an inspector you know, got out on the highway and left. It was....when we got on the ship there was the same 210 men that we'd been in France with, you know. Same bunch.</p>
<p>Myers</p> <p>Party</p>	<p>So you probably had a party all the way back.</p>
<p>Cox</p> <p>Stephen A. Douglas</p>	<p>So we came back on this liberty boat. I think it was 10 days we was on there and it was pretty rough weather but it was the Stephen A. Douglas. We called it the "sad sack" and we landed in Virginia. Well, we had a hero's welcome with the people, you know, and then we got on a troop</p>

WWII Memories

John Cox

Tape Counter, Speaker, And Subject	Narrative
Liberty Boat to Virginia, USA Troop Train to Chicago, USA Debriefing 30 Day Leave	train. And, that troop train had the windows open and it was hot, you know. We got on this troop train and boy, I'm telling you, the smoke and the ashes would come in and we ended up in Chicago. I don't remember the name of that now...it will come to me later. Anyway, that was on a Friday evening so I'm telling you we took a shower that night and the water was just black off of us. The next morning which was Saturday morning we were in to be briefed and they're telling us we'll be there about 3 or 4 days and then we'd get orders to be discharged. Someone said, "Well, what about those that are gonna stay in". Well, I was gonna get out. The ones that were gonna stay in they were gonna give them a 30 day leave and we'll have orders in an hour and they can leave this afternoon. Anybody want to stay in? "Yeah".
Myers 30 Day Leave	So that changed your mind, huh?
Cox 30 Day Leave Lt. Forgets Orders on Train	Yeah, that changed my mind. Yeah, in an hour's time I got orders for a 30 day leave and they took me in and this one Lieutenant which had ridden...we'd met on the boat and when we got to Chicago and got off the train we were walking through the station and he said, "Oh, I left my orders.....my 201 file on the train". And, I said, "Well, you better get back there and get it". He said, "What car were we on". I said, "I don't know". But, anyway, he wasn't at camp the next day and so after I got home; I'd been there 2 or 3 days I get a telegram from him, "Send me a copy of your orders". Well, he wasn't on my orders, you know, so I sent a telegram, "You're not on my orders". And, I don't know, another 3 or 4 more days went by and I guess he didn't get my telegram 'cause he said, "Please send a copy of your orders". So, I don't know what ever happened to him; he may still be out there.
Myers Lt. Forgets Orders on Train	He may have got stuck, huh?
Cox New Orders Dad Wants Him at the Factory	Yeah, so I don't know what happened to him. But, anyway, I'd been home about 2 or 3 weeks and getting kind of bored and I get orders....15 day extension so I tell my dad, "Gee, I wish I had a job", you know. Well, I'd been out about midnight that night and the next morning at 8 o'clock my mother wakes me up and said, "Your father wants you". He wants me out at the factory. At that time there was a battery factory there called Marlatt Batteries in Danville, Illinois and you got you a job out there. Well, I went out there and in a battery you've got all your plates; what we call the plate separators and they're welded together and then

WWII Memories

John Cox

Tape Counter, Speaker, And Subject	Narrative
<p>Batteries</p> <p>Wanted to Stay in the Military</p> <p>Orders to Leave for San Antonio, TX USA</p> <p>Girl Needs Place to Stay</p> <p>Out on the Town</p> <p>Major Richards Sets Up Cox</p> <p>Transferred to Florida</p>	<p>they're put in the battery box and then you have a post that sticks up and they put acid in it. Well, I'm putting all these battery plates together. I got a little torch and lead, you know, and I got to work about 9:30. Well, about 10:30 the foreman which I knew...I knew all these people because my dad had been there for years...and he came through and said, "Now, Cox, I know this is strange to you but there's no smoking on the job". And, I said, "Oh, I know that", you know. Well, noon came and that was on a Thursday I remember that. Noon came and I went out and bought my lunch and then I worked that afternoon and they closed at 4. So, I think I worked 3 hours and a half that afternoon and probably 2 hours that morning and then the next day which was Friday I worked all day and I think I drew a check that evening. It seemed to me like it was only about \$12 or something and I said something about, "Man, I'm not making any money time I buy my meals". Some of the guys said, "We've been here for years and now you know what we go through". So, I decided that maybe I'd better stay in the service. So, anyway, I had orders then to go to San Antonio. I had bought a car in Missouri when I was there and I'd left it at home and so I had a car and I drove to San Antonio. I'd met this girl down there and this one night I went to pick her up she was out by Fort Sam Houston and she comes out with suitcases and shoes and I said, "What's going on". Well, I got kicked out of my apartment and I said, "Where you gonna stay at". "In your car", you know. "Holy cow", I'm not married, you know, I'm not used to this so she slept in the car that night and this Major Richards was my buddy there at that time, he was from Illinois, and I said, "Get rid of her". So, he took her and he took the car and found her an apartment and I gave them money for 2 weeks, I think. Anyway, I swore off women and so that night they were gonna go to town and I said, "Well, I'll take you to town" and then I'm going to the show. And, they said, "Well, we want to dance". So, we go into town and I let them out and I went to the show and then I went to the hotel, Gunter Hotel, down at the Rathskeller, so I go down to the Rathskeller and there was Major Richards and this Lieutenant and they're dancing and I thought, "Major Richards has got a good looking girl here". They came to the table and introduced me and it's her. So we go out to the base and take them home and Major Richards said, "Here's her phone number; you ought to call her up; she's a nice girl". And, I did. We had seven dates and then I was transferred to Florida.</p>
Myers	Did you ask her to go with you?

WWII Memories

John Cox

Tape Counter, Speaker, And Subject	Narrative
Girl	
Cox Wanted to Get Married	No. She was working at the base and I called her on Christmas eve and asked her to marry me.
Myers Wanted to Get Married	Long distance.
Cox Wanted to Get Married	Yeah, I was on leave in Illinois at home and my folks....I'd been downtown with some of the guys and I guess I came in around 10 o'clock and I'd gone to bed and got to thinking about it so I got up, you know, downstairs, and the folks are there in bed and the phone was just around the corner, you know. So, I called long distance and I know my dad said, "I was laying on my stomach but I was afraid I'd miss the conversation".
Myers Wanted to Get Married	Laughing....that is SO good.
Cox Wanted to Get Married	So, I asked her to marry me. I knew right away that I'd probably made a mistake because, "Well, you'll have to send me money....how am I gonna get up there". It was Christmas eve.
Mrs. Cox Wanted to Get Married	I was working but any money I had was in the bank.
Cox Getting Married	So, we decided that she would fly up and so I said, "Well, I'll get the money tomorrow" and at that time you could send money by Western Union. Well, you know, everything was closed. Well, my brother....all the money my brother had and all the money my dad had and me....we scrounged up a hundred and five dollars, I think it was, and I think it was almost \$5 to send a telegram and the money. So, I sent her a hundred dollars and I know the next day my dad said, "If she don't show up, we've all lost on this deal".
Myers Getting Married	So, did you fly?
Mrs. Cox Getting Married	Yeah, because he was getting ready to leave and it was right at the end of the holidays and I was thinking that I was gonna go back to work. And, I flew up there.

WWII Memories
John Cox

Tape Counter, Speaker, And Subject	Narrative
Cox Getting Married	Anyway, she got up there on Tuesday or Wednesday. It was a couple of days after Christmas and I know it was cold. Well, she got a plane in to St. Louis and she had an aunt and uncle and she spent the night there and then had to catch a bus to Danville which was an all night deal. I know the next morning I went down to the bus station and she was coming in and she gets off the bus and she's got open toed shoes and a squirrely jacket, fur jacket down to her waist, you know. And, there's snow on the ground.
Mrs. Cox Getting Married	I wasn't used to all that stuff.
Cox Getting Married	It was cold. She said, "Hello, honey". Well, since the last time I seen her she'd pulled a tooth or two in front and she could eat peanuts out of a Coke bottle.
Mrs. Cox Getting Married	I had a tooth gone because I was supposed to go back after Christmas and he was gonna put a new one in where this one was abscessed. I didn't know I was gonna get married.
Cox Getting Married	She could eat peanuts out of a Coke bottle.
Mrs. Cox Marriage	And would you believe it's been 59 years.
Myers Marriage	Oh, that is wonderful.
Cox Age/Wedding	Be 60 on New Year's Eve. We got married on New Year's Eve.
Mrs. Cox Wedding	Got married at his folk's home.
Cox Went to Florida	A couple of day later, I think, we went to Florida where I was stationed at that time.
Myers Went to Florida	So you went with him.
Mrs. Cox Went to Florida	Yeah, we got married and I didn't go home. We went on to Florida.
Cox Marriage	And, she's been with me ever since.
Myers	But, you didn't go back to work at the base.

WWII Memories

John Cox

Tape Counter, Speaker, And Subject	Narrative
Mrs. Cox's Base Job	
Mrs. Cox Mrs. Cox's Base Job	No, because I was working in San Antonio at the time.
Cox Mrs. Cox	But, you know I've often thought....I knew her a month.
Mrs. Cox Dating	No, I don't think it was a month....had 7 dates.
Myers Dating/Marriage	That is incredible. But, there must have been some kind of chemistry there.
Mrs. Cox Dating/Marriage	Yeah, well, we talked a lot about different things....our likes and dislikes and didn't even talk about marriage because I never dreamed we was going to get married. I'd just met him. But our likes and dislikes and seems like everything just matched.
Myers Dating/Marriage	Just clicked.
Cox Dating	Yeah. What a deal...I'm through with women. I think she rolled her eyes at me or something.
Mrs. Cox Dating/Taking Her Home	He came in where we were sitting and I was in the chair and he sat down next to me and we started talking that night when he took me home because I lived out on Prospect Hill which was on the way to his base so he just took me home and let me home and I think we had a date the next night too.
Cox Dating	Well, I called you, you know, and you said you had to go to the USO but you would meet me. Well, you didn't show up and so the next night I called her, you know, and she said, "Well, I wanted to call you but I couldn't remember your name". I said, "It's a real hard name; it's Cox, C-O-X".
Myers Dating	That's what it was. She wasn't all that enthusiastic and you had to go after that. That's really a good story.
Mrs. Cox Dating	We tell people that and they think, "My land and we went together for 2 or 3 years". He says, "Well, we had 7 dates".
Cox Marriage	I don't know who was the most afraid when she come up to Illinois, her or me.
Myers Marriage	Now that was pretty brave of you to go.
Mrs. Cox Wedding	It was and you know I wasn't used to that snow all over the ground. I had open toed shoes and a little old short jacket. I didn't have heavy

WWII Memories
John Cox

Tape Counter, Speaker, And Subject	Narrative
Date	clothes.
Myers Dating/Marriage	Yeah, but after having 7 dates and have somebody call long distance and you go that distance to get married.
Cox Wife	Well, I figured she was pretty hard up.
Mrs. Cox Marriage/Family	We'd talked about our likes and dislikes, I think, and we pretty well liked the same thing. I never dreamed we would get married and my mother and daddy sure didn't dream we would and neither did his.
Myers Family	I bet your parents were shocked, did they try to talk you out of it?
Mrs. Cox Family	No. I was out of high school and working on my own and they felt like it was up to me to make the decision.
Cox Family	I hadn't even met them. After we got married and I was stationed in Tampa and 6 months later I got a leave, you know, and we go to San Antonio and that's when I met the family.
Mrs. Cox Family	This was during the holidays. It was Thanksgiving and they had gone out of town, they'd gone to the ranch.
Cox Dating	She'd stayed home...and hooked me.
Myers Dating	Laughing. Just can't trust those girls...or those service men.
Cox Family	She was staying at her aunt and uncles. I know we went over there one night, you know, and they said, "We're going to play cards". And, I said, "What's the name of it". They said, "Oh, heck". I forget how it works but after we got married I found out it was "Oh, hell".
Myers Military Service	Well, I think you probably have a lot more stories to tell about your service in the Air Force.
Mrs. Cox Military Service	Yeah, of course this all happened before I knew him that he's talking about now but I think it's so interesting because of all that happened to him. He just got out before the Japanese came in and he was lucky because I went to school with a boy....
Cox Military Service London,	But, like I say, in the Pacific I was directly involved and it was a matter of every day. It was a different type of flying, different missions and yet in Europe, you know, they're just like we are. They look like us, you know, and while it was deadly, you know like in New Guinea several times we were bombed. I think we had 380 bombers one night bomb us there in New Guinea where in England I don't recall any night being bombed. Now, when I was in London which I forgot to tell you about that. Well, anyway, I was in London a couple of months, you know, in

WWII Memories

John Cox

Tape Counter, Speaker, And Subject	Narrative
England Hernia	my operations I was going to send back to the States. Well, they take me to England and they say, "Well, we're not gonna send you back to the States 'cause you've got a hernia on both sides". See, after they were going to promote me to a First Lieutenant and I said, "You know, I've got a hernia" and they said, "Yeah, but the flight surgeon said he's shying away from it". Well, when he checked me I had a hernia on both sides and that was in November.
Myers Not Promoted to Lt.	That's why you didn't get Lieutenant?
Cox Not Promoted to Lt. No Operation!! Go to France Elective Surgery Gave Back Purple Heart Pass V-2 Bombs V-1 Rockets	Yeah. So, they said, "Well, you're going back to the States". Well, when I got to England then they said, "Well, we're going to operate on you here". I said, "How long will I be here" and they said, "Two months". Well, I said, "I'm not gonna let you operate on me" and they said, "Why". And, I said, "Because when the two months is up then you're gonna put me in a replacement depot and I'm not going to replacement depot unassigned where they can just assign me any place; I'm not going to do it". So, then they put their heads together and they said, "Okay, then we'll put you here on detached service and at the end of two months you'll go back to France". So, that's what they did. So, when the Battle of the Bulge I was in the hospital in England and now all around me was people that had been wounded. They've got their legs off, you know, and booby traps had got them, mines, and so I'm there on elective surgery, more or less and at that time when you had a hernia operation you kept you in bed for 15 days and then after 15 days they'd let you dangle for a week and that's when you'd sit up on the edge of the bed and hang your feet over because you're really dizzy. Well, when I was in bed one day here comes this Colonel through passing out Purple Hearts and he was just walking down the row with Commendations for Services Rendered, you know. Well, I'm in bed with all these guys and I said, "I'm not entitled to this" so I gave it back. How could I take a purple heart, you know, I wasn't wounded by enemy action and they were. But, anyway, then the first month after they let me walk, then you know, it was cold and nasty but they let us go....me and another man....we'd go into London of a day, 24 hour pass and we'd go in to London. And, that's when these V-2 bombs would come. Now you didn't hear them. All of sudden there'd just be a loud explosion. Now when the V-1 rockets would come and you'd hear them. I would sound kind of like a buzzzz and when they quit that's when you knew it was falling. But the V-2's just went right on in.

WWII Memories

John Cox

Tape Counter, Speaker, And Subject	Narrative
Myers Whistle	Didn't make whistle or anything?
Cox V-2s	No. Some building would disappear or something like that. You just never knew. But, after the war I saw a map of London of that area of England and you'd be surprised how many of those V-2's hit London.
Myers V-2s	Yeah, there was a lot but there wasn't any aerial when you were there.
Cox D-Day	No, that had stopped. So, on D-Day when we went to France I saw no German planes. They was pretty well, the Allies or the Americans or the British owned the air; where in New Guinea we were getting bombed and strafed but we didn't see any of that in England or France. I'm not saying it wasn't there but I never saw any of us. It didn't hit us.
Myers Air Superiority	By the time you got there air superiority had already been won.
Cox Supplies Iraq	And, like I say Patton was going and we was hauling supplies to him until you know....in Iraq today they're talking about the convoys and I understand the convoys because an Army marches on it's stomach and in France of course there was none of that trouble but you'd have these convoy called ____ (???) and these tank trucks and all these big trucks, what do they call that....the Red
Myers	The Red Brigade?
Cox Red Ball Express Iraq WWII in General Medals New Guinea: Burying Posts	Yeah, something....it wasn't Brigade. Red Ball Express and you know they're hauling all kinds of stuff. That's all they did. Well, you know like I say in that war and in the other war like the quartermaster and the supply outfits and your maintenance people you know they were so called behind the line all the time and relatively the infantry and the artillery you know suffered the most casualties. But, in Iraq it's the convoys; wherever you are it's dangerous. You know it's a different type of war altogether. I don't know that they'll ever have a war like WWII. Again, you know, Viet Nam wasn't that type. And, so I don't know. I sometimes think, you know, I got my medals pretty easy compared to what they do today so I don't know. Of course as time goes by you don't really recall the bad things as much as you do the funny things. I know over there in that tent in New Guinea the engineers would come and chop, cut down big trees and one of the guys had got this half a log and it was about 4 feet long. Well, we put that in our tent and we had a log underneath, just one leg and hollowed this log out and this log was about this thick and we hollowed that out underneath and then buried this post in the ground and then we smoothed that and we got some varnish and that was....we had a table in our tent and one time there in New Guinea

WWII Memories

John Cox

Tape Counter, Speaker, And Subject	Narrative
<p>Buying Candy</p> <p>Spiders in the Candy!</p> <p>.45 and Ammunition</p> <p>Tommy Gun</p> <p>Capt. Cederholm</p> <p>Major Adams</p>	<p>we're flying and this truck come by one day by my airplane and he says, "Are you Sergeant Cox". I said, "Yeah". "You're from Danville, Illinois". I said, "I'm from Covington, Indiana". Well, that was 11 miles away; you'd thought we were neighbors. And, he hauled supplies and he said, "Do you like candy". "Oh, yeah". He said, "I've got this chocolate" and I said, "I'll pay you for them". Well, in a day or two he brings in a cardboard box about this long and about that wide and it's full of chocolate covered caramels and they're in individual boxes, kind of triangle shaped and they were from Australia. I don't know how much I paid for them but I took them to my tent. Well, most generally if you got anything from home you'd share it with your tent mates and I thought, "You know this is something really good; I'm not gonna do that". So, I had them under my bunk, my cot, and we sat there and talk and I'd reach down there in the dark and I'd feel around and I'd get one, you know, and I'd chew it. And, that went on for several weeks and finally one day nobody was in there and I thought, "Now here's a chance" because some of the boxes I'm having trouble getting them out. It was daylight and they were all gone and I pulled it out and every one of those chocolates that was in boxes was covered in spider webs. It didn't hurt me because I'd been eating them, you know. And, we were issued .45 pistols, you know. Well, I had been issued one in the Philippines and I'd left because the supply sergeant says, "Here's your .45 and 21 rounds of ammunition; you know you save the last shell for yourself". I said, "I understand". Well, of course I hadn't used it and earlier when I first got up to New Guinea that was my side arm. I had a shoulder holster and I wore it all the time. Well, then after we began to get more reinforcements and supplies came in then after we moved up to New Guinea they issued me a .45 so I kept that in my duffle bag in the tent. Well, and then things got better and they gave me a Tommy gun. So, I had a .45 Tommy gun and a .45 pistol. Well, something must have happened one night and they had a shake down inspection so everybody was to stay in their tent and they came back and went through everything you had. I don't know what they were looking for but this Captain came in and I knew him very well, real well. And, he came in...Cederholm was his name and he said, "What are you doing here with this gun, Cox; you were supposed to turn them in". And, I said, "Well, I didn't; I brought that out of the Philippines; I'll turn it in tomorrow". So, he said, "Okay 'cause you're supposed to turn those in". Well, Major Adams come through and he was squadron commander at that time and he said, "Cox, what are you doing with that gun; I told you to turn that in". And, I don't know what made me say this but I said, "Well, that's my gun, Major". "What do you mean, that's your gun". I</p>

WWII Memories

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.45 Pistol Souvenir	said, "I signed for that in the Philippine Islands and it's charged to me and that's my gun". And, he said, "Okay but put it away because I don't want to see it again". I put it away and when I came back to the States I went through customs in Hawaii. They said, "What are you doing with this gun". I said, "That's my gun; I brought it out of the Philippines". He said, "You taking it home for a souvenir". I said, "That's right" and they didn't take it away from me. My grandson has it today.
Myers .45 Pistol Souvenir	I'll be darned. Now isn't that something.
Cox .45 Pistol Souvenir Grandchildren	I brought that out of the Philippines and like I said I don't know what made me resist Major Adams; that's my gun, I signed for it and that's my gun; I signed for it in the Philippines. Okay. Well, my grandson....oh, he's a little older than he is now but he was about 12 or 13 and always when he came he wanted to see it and finally I guess he was about 15 and I don't know what made me....'cause he's the only grandson I've got that's a boy, you know. I had two, a boy and a girl and I said, "Okay, David, I'm giving you this gun and you keep it". And, he's still got it. He took it down and it was made in 1915. Now the guns that was issued in WWII was a later model than that. The gun I had in the Philippines was what they called 1911 .45, Colt .45 but it was made in 1915, during WWI and the handle was straight on it and that's what we had.
Myers .45 Pistol Souvenir	Well, that's quite a souvenir.
Cox .45 Pistol Souvenir	So, he took it too a gun shop and they looked back on the serial number and they could tell it was made in 1915.
Myers .45 Pistol Souvenir	Well, that is really a good souvenir.
Cox Telescope Souvenir Grandchildren	So, anyway I didn't know what to give my granddaughter and one day we were flying an Australian General into Wau in New Guinea and when they got off and after we took off and got back to base and cleaning out the airplane he'd left this telescope on it. And, so I left it on the airplane and thought maybe....you know I never heard any more about it. So, I said, "Finders keepers". So, I kept it so I here a year or two ago I thought, "I'll give that to my granddaughter" so I gave the grandson the gun so I gave her the telescope and told her it was an Australian _____(???) and I think it's from WWI the way it looks. You look through it and it's long, you can't see anything through it. Once you get it on a

WWII Memories
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	tripad it would be all right but when you're holding it....so anyway, I gave that to her. But, yeah, I think I had a lot of experiences that a lot of guys didn't get, you know.
Myers Telescope Souvenir	That's right. It's unique because you were in both theatres of war and it's even more unique because you went from the Pacific to Europe. Usually they went the other way.
Cox 5 th Air Force Insignia England	Well, you know and that was after the war ended in Europe. Well, after we went to England....of course in the Pacific we was in the 5 th Air Force and so the squadron commander one day told me, "Cox, you can wear the 5 th Air Force on your right shoulder". And, I said, "Are they gonna let us over here" and he said, "Yeah, it's special permission because we were in the Pacific". So, you had the regular Air Force insignia on it and I had the 5 th Air Force there which I'll show you what it looked like. Anyway, we had...in England they'd say, "What's that 5 th Air Force". I'd say, "Oh, I won the war down there and now I'm over here". But, there's the 5 th Air Force.
Myers 5 th Air Force Insignia	Oh, yeah. And, that's the one that you had? That's the patch you had?
Cox 5 th Air Force Insignia Wings	Yeah, in the Pacific and you wore that one your uniform on your right and here's my wings.
Myers Wings	Oh, yeah.
Cox Wings	Now that's enlisted wings.
Myers Wings	And the only people who flew got these.
Cox Orders	I have orders that I was authorized to wear these.
Myers Picture Time!	Let's lay these all out on the table and I'll take a picture of all this stuff.