

RECORDED

After the plane had been downed, the Chinese people were very friendly and hospitable. They provided us with food and shelter. We were given a place to sleep in Col. Chung's house. He is a Communist and a man of great influence. He is a local administrator of the 1000 man populated area around his home. It took us 10 days to get back to Kunming. When we got there Lt. Col. Sullivan informed us that we would be sent to the Ministry to see Gen. Chang and that the girls would be taken to Kunming to catch a train for Chengtu. Lt. Col. Sullivan arranged for a car to take us to a place called Jiaji River. On the way, Lt. Col. Chang said the plane only had sufficient fuel to take it to Jorket.

At Jorket, Lt. Col. Chang arrived with a 300 man escort. On the plane, we had to wait until nightfall.

#### General Conclusions

1. When combat crews bail out they must learn to take 100% vital supplies such as gas, matches, etc. with them into the air.
2. In the Lolo country the yarrow root tea and arsenic is of tremendous value.
3. Block salt should be included in the jungle kit as it is far more valuable than money.
4. Some type of hot and flashlight should be included in the jungle kit.
5. Party chlorinated all water even though mountain streams and springs were very fast and appeared unpolluted.
6. The chute itself is most important to retain to be used to sleep in and as a mosquito net.
7. The signaling mirror in the jungle kit should be used on every occasion as demonstrated by sighting on 22 August.
8. Chest type chutes for the navigator, radio operator, and radar operator, would be better than back type.
9. Entire party was most fortunate in falling into the hospitable hands of the Chinese priest and his Christian converts.
10. The courtesy and hospitality shown the crew by the people of China was most gratifying. No one is too old to indicate to the Chinese people that we are appreciated by their courtesy.

TO: Commander, U.S. Naval Forces, Pacific

**SECRET**

SAC, 20th AF, USAF, SAC, AFIS, AFIS, AFIS, AFIS, AFIS, AFIS, AFIS, AFIS.

Re: The crew of Capt. Howard and his entire crew were captured by the Japanese. They were very kind to us. They made a great sacrifice for our project and we are quite anxious to know more. He is a great pilot and while most hospitals want prisoners, others looking in that area should be careful not to mislead. Please find information with him.

Signed  
LORIS L. COOK  
Major, Air Corps  
Intelligence Officer

While the above events were taking place we received the good news concerning the safety of Captain Howard and his entire crew via telegram from the XX Bomber Command on 25 August. And, as we were eating ice cream about 1800 on the afternoon of August 25, the phone "rang" and Captain Howard and his crew. They certainly received a warm welcome, and it wasn't long before you could see individual members of the crew cornered off somewhere with people shooting questions at them from every side.

At 1:30, August 26th, we had a general and specialized briefing for all crew members in the Bar deck at A-1. General Saunders gave us the target--the Imperial Iron and Steel works at Yawata, Kusuka Island. Speculation had more or less favored this target, but his statements gave us the first definite proof.

The briefing procedure was the same as for all the previous briefings, except that it took almost three hours to disseminate all the information. Once again we were to hit the Japs at one of their most vital points, only this time we were going to accomplish it in daylight, using four ship diamond formations.

The bomb load of each plane varied according to its trend for gas consumption--some carried six, while others packed eight 500 pounders.

The story of this spectacular mission can best be told in the following account of the mission by Captain Howard, who flew plane 306.

YAWATA DAYLIGHT FORMATION MISSION  
295th Bombardment Squadron  
Plane 26306  
Captain Howard and Crew 11

On the 26th of August, we left Chitose for a trip over the Japanese coast. Formations were taken off and the usual "start" form was used. At 10,000 feet, the

After the first two flights we had a short break. We were then called back to the flight deck and went into our cold enclosure. The higher the altitude the more difficult it was to keep them all.

Flight number 11 at 10,000 feet we hit a cloud. There were thunder storms and it was dark. I shall not forget. We were flying in a few clouds picking up rain ice and all. Then suddenly we hit an extremely jolting bump. Some of us didn't have our safety belts fastened and were jolted 2 feet off the seats. The tail went up and down. Across the top of the compartment slices cut through the plane. The entire plane jolted and twisted just as though it was going to break up.

Outside of that the fuselage and wings split open and the other which together with a radio switch went right across the fuselage and cut the pipe above the engine bay.

The 1st Lt. Commander Tom Shandor had just returned from a mission, Group Commanding Officer of 144 on the night before, arrived, 10th of August. He discussed the mission, then if each individual plane did a view to planning the range and time capacity for the proposed mission.

On the 12th of August we flew over town with planes to do some direct reconnaissances for the mission. The gunners etc had their guns, the radio and Radar Operators had minor faults with their equipment which they fixed, while the rest of the crew did all the oil work, dirt off the fuselage and wings.

At 1400, all crew operators had a specialized briefing and at 1500. All crew members had a general briefing. General Sounders was present and gave us the target location as well as General Head and 1st Lt. Womack. We had specifications as to the target, but this was the first definite confirmation. We were all quite pleased yet still fully aware of the dangers brought upon us in a daylight mission over Japan's homeland.

We received all pertinent information in both the general and specialized briefing which took almost three hours to complete. Our hands were shaking, we received so many instructions to absorb.

At 0530 the next morning, 20th of August, we were awakened. Breakfast at 0600, transportation to the planes afterwards which were already parked in take-off order. We started our engines at 0850 and took off at 0905.

Shortly before starting our engines we had a 20 to 30 minute rain shower which settled the boundless dust—a blessing if ever there was one. Even though we had little or no dust it was very hazy on take-off and we could not see the plane in front of us after he left the runway.

Visual contact with any plane was impossible for the present so we picked up the lead plane's IFF in our 729 scope and the Radar Operator kept us informed of all other planes in the vicinity. At 1000 feet we leveled out between layers of thin stratus clouds. Visibility was still very poor due to the haze. Also, we kept hitting thin drifting puffs of clouds every few minutes.

Several times, but only for a few seconds, did we see the lead plane ahead of us. We continued to fly in the clouds.

Captain

150 to 160