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# HOW WE BOMBED TOKIO: FLYERS LOCATE TARGETS

### Pass Below Enemy Planes and Surprise Capital.

#### Campus to Tokio

The Tribune today presents the third instalment of the first detailed eyewitness story of the bombing of Tokio by American flyers April 18, 1942. Lt. McClure, the author, left a college campus to become the navigator in one of the planes that took off from the aircraft carrier Hornet. Previous instalments have told how the American flyers were selected and trained in the United States and on the carrier Hornet. Lt. McClure now is stationed at Mather field, Sacramento, Cal.

BY LT. CHAS. L. McCLURE, As told to William Shinnick. (Copyright: 1942. By The Chicago Tribune.) Sacramento, Cal., April 28.—For a second or two on the morning of April 18, 1942, we of the Tokio bombing force aboard the aircraft carrier Hornet thought we had lost our leader, Lieut. Col. (now a major general) James H. Doolittle. It was a sickening feeling. Fortunately we were wrong. By a characteristic maneuver of his B-25 bomber he had surprised us with a beautiful piece of airmanship.

Of course the atmosphere on the Hornet that morning was tense. It was the appointed day for the raid. But the appointed hour was still distant. The plan was for us to take off at dusk some 400 miles from the Japanese coast. Col. Doolittle was to take the lead, drop incendiary bombs on our Tokio targets, and the rest of the 16 planes were to follow and bomb by the light of the fires.

Careful Estimate by Doolittle. That would give us ample time to reach the China coast about day-break, and to land on specified airports held by the Chinese. The colonel had it all figured out by percentages how our expedition would be aided by getting off that close to our objective, and how much it would be hampered by a longer run to Tokio.

Any good military plan must be subject to change under actual conditions, and we were not to get away as planned, but something like 10 hours earlier. During the night the carrier and escorting vessels had eluded two Jap ships supposedly patrolling the sea. But another enemy ship, a destroyer, had been encountered, and had been sunk by a tremendous burst of fire from one of the escort vessels under the command of Adm. William F. Halsey Jr.

Speedy Final Preparations. Altho the sinking was speedy it was feared the Jap had been able to radio our presence and our position, and it was decided to take off quickly. At breakfast time the army flying personnel were notified to prepare at once to leave.

The war department already has disclosed that there was no hesitation, that the colonel and the detachment as a whole were eager to take off. We almost certainly could drop our bombs and still have a chance to get into China, tho not as good a chance as the original plan gave us.

Final preparations were made quickly. The Jap medals, holdovers from the days of peace, were tied to the bombs and we had our pictures taken on the flight deck. Then it was time to go. The weather was rough and it was difficult going on the deck. There was beautiful timing as the first plane, piloted by Col. Doolittle, made its run and

### In Tokio Adventure

(Story in adjoining column.)



Lt. Charles L. McClure, who tells more of his adventures on the bombing raid over Tokio in today's Tribune.

swept over the spray washed bow of the Hornet on the upbeat.

That was when we feared that the colonel was lost. His plane disappeared. I thought "Doolittle's gone and we'll have to make it without him." But I was wrong. I had been outsmarted. Col. Doolittle, as he left the deck, had nosed down quickly and gained a little speed.

Fly 50 Feet Above Sea. It may have been only a split second while he was out of sight, but what a relief it was to have him reappear, gain altitude, and head for our objective!

The other planes followed in quick succession. We were the seventh in line and got off without incident and without flaps. [Note: Flaps are in effect a braking device; while they cut down speed they are a help in gaining height at the takeoff.] It is no secret that every plane got off unharmed.

We were then about 800 miles off the enemy islands. Our formation, if it can be called such, was a line. Nearly all the way I could see two planes ahead of me and one behind. We all were not more than 50 feet above the sea to decrease the chance of detection. We flew at an almost constant speed, which I cannot divulge, that was chosen to lessen fuel consumption to the minimum.

There was no radio communication between the planes and each crew was on its own. Each had to find its own target. There was no fear on the part of our crew that this wouldn't be done; we had full confidence in each other and in Col. Doolittle.

Aircraft Carrier in Harbor. All the way we kept a sharp watch for vessels that might report us in Tokio, but saw none. It was near noon when we first sighted land. There it was; the mainland of Japan; and not far away Tokio, the heart of the empire.

We hit about where we intended and the coastal features were recognizable. We were driving toward the peninsula that juts down to form the east side of the entrance to Tokio bay.

At a greatly increased speed we went on, still at a low level. The pilot, Lt. Ted W. Lawson (later captain) flew with the terrain, up to avoid the hills and down as the valleys appeared. All at once we came into Tokio bay.

It was apparent that there had

been no warning of our coming. Shipping lay in the harbor. We passed close to an aircraft carrier which looked almost deserted—not a plane on deck. We could have bombed it with ease. But we didn't. Our orders were to hit specific targets and we passed up everything else.

No Evidence of Warning. Nowhere was there any evidence of a warning. Later I was told by people on the Hornet, listening to Jap radio broadcasts, that two planes were over Tokio and another in the outskirts before any alarm was sounded. Many months later, in Washington, D. C., I met a nurse who then was interned in Tokio—she came out on the Gripsholm in the exchange—who told me that when we went over she had the feeling that something big was happening.

"Just at this time I was talking to a priest," the nurse said. "I exclaimed, 'Those don't look like Japanese planes.' We stood looking up and we knew they weren't when we heard the big bombs exploding away off. A guard was near us and we didn't dare shout for joy. We just stood there and winked happily at each other."

Doolittle's plan worked out well. Over the bay, or near it, six Zero planes were over us at an estimated 1,000 feet and didn't see our camouflaged ship just below. We had no time for them. The bombing was so fear being hit by another's bombs.

No Anti-Aircraft Fire. All we had to do was rise to 1,500 feet and drop our bombs from that height so we wouldn't blow ourselves to pieces. A quick glance as we roared across the bay showed no anti-aircraft guns in action. Our planes had fanned out as they had been taught to do.

Gen. Doolittle has disclosed how he was so close to the ground that he could see individual faces, and how the spectators at a baseball game waved at him as he passed them. That's just the way it was. We weren't out to shoot down helpless civilians; we were after big and legitimate game. Even the emperor's palace was safe; altho it could be plainly seen. Col. Doolittle had barred it as a target.

We were approaching the inner shore of the bay and we had already located our own targets. A slight turn and a rise and a run and we would be upon them.

[In the next instalment of this series Lt. McClure will tell of a crowded three or four minutes over Tokio and the trip of his bomber and crew across Japan and the China sea.]

### ALL MARYKNOLL SISTERS FREED, REPORT SHOWS

Ossining, N. Y., April 28 (AP).—The Maryknoll Sisters announced today that 44 Maryknoll sisters in Manila, P. I., have been freed from internment and are at liberty in that city, according to a recent issue of the Shanghai Evening Post, just received in this country.

Based on this report and others previously announced, all 53 Maryknoll sisters laboring in the Philippines at the outbreak of the war have been freed. Among the sisters presumably freed, the announcement said, were:

- Sister Miriam Agnes Tibesar, Quincy, Ill.;
- Sister M. Celeste Rieman, Fort Wayne, Ind.;
- Sister Miriam Thornton, Waterloo, Ia.;
- Sister M. Alphonsa Bergeron, Norway, Mich.;
- Sisters Robert Marie King and M. Siena Schmetler of Saginaw, Mich.;
- Sister Rose Jude Sharon, Wilson, Mich.;
- and Sister M. Justin Greenwood, Milwaukee, Wis.

### KEEP U. S. FREE FOR WARRIORS, REP. DIES URGES

### Pleads for Protection of Tried Institutions.

Rep. Martin Dies (D, Tex.), chairman of the house committee on un-American activities, last night delivered an impassioned plea to Americans to preserve their free institutions against the day when their sons and husbands will return victorious from the war. This can be done, he said, only by fighting constantly against totalitarianism and materialism, whether these forces appear under the guise of fascism, Nazism, communism, or bureaucracy.

He was heard and roundly applauded by 1,184 guests at a dinner forum held in the grand ballroom of the Medinah club, 505 North Michigan avenue.

He asserted that there are in the federal government men who desire to change the form of the American economy by stealth and subterfuge, men who question the liberal doctrine that government is the servant and not the master of the people, and who believe that laws and still more laws enacted by a highly centralized and constantly strengthened federal government will be of greater effectiveness in combating the ills of the world than the simple personal and governmental virtues practiced and advocated by the founders of the country.

Sees Dangerous Tendencies. These men are among the more important of the enemies whom America must fight, he said. While conceding that the drift toward totalitarianism is not as marked here as in Europe, and that the majority of government officials are loyal Americans, he nevertheless asserted that he has noticed dangerous tendencies in American government during his 14 years in congress and that the opposition which his committee has encountered during the last five years has been disquieting in the extreme.

In commenting on this opposition, he charged that he had received not cooperation but ridicule and misrepresentation from many highly placed government officials. And when other committees, formed to review the work of his committee, had substantiated his charges, certain elements of the press had sought to discredit the whole investigation by claiming that the reviewing committees were as reactionary as the Dies group, he said.

Warnings of Regimentation. In a blast at those who yearn to tamper with the national economy, Rep. Dies said: "When the time comes that this country is regimented economically, the time will not be far distant when it will be regimented religiously and politically, too."

As an illustration of the growth of bureaucracy in this country, he said that the federal government now has 500 elected representatives of the people and three million representatives not elected, but appointed.

Chairman of the meeting was C. Y. Schaffer, public relations counselor of the Salvation Army.

### RAIL FAN BARES CAUSE OF WRECK THAT KILLED 4

### Gets Crew to Admit Ignoring Rule.

The five man crew of a Burlington railroad freight locomotive that crashed head-on with a one car passenger train Tuesday in Kendall county, near Montgomery, killing four trainmen and railway mail clerks and injuring 15 persons, might have averted the collision if they had heeded the orders given them by a towerman five minutes before the crash.

This was brought out yesterday by a railroad fan, Gresham A. Hyne of Oswego, who was selected to be foreman of the jury impaneled by Coroner L. A. Perkins at Oswego to investigate the crash. Hyne startled railroad investigators and the trainmen when he cited a rule that apparently had been violated.

Should Have Taken Siding. The orders were given to the freight train crew by George E. Prendergast, 1836 Cleveland avenue, Chicago, as they passed his tower at Montgomery, where the Fox river branch, a single track line on which the accident occurred, intersects the railroad's main line. The orders read: "No. 122 [the passenger train] is one hour and 20 minutes late between Wedron and Oswego."

"If they read the orders they should have stopped in the yards south of the tower," Prendergast testified. He explained this would have cleared the single track for the north bound passenger train.

D. R. Clark, 38 years old, 821 Prairie street, Aurora, a freight conductor in the caboose, who explained the crew was "dead heading" to Yaegen to pick up gravel cars, said the crash occurred as he was reading the orders.

Raises a Forgotten Rule. Hyne interrupted to ask if there isn't a standing rule that requires train crews to "stop, read, and discuss" an order before proceeding on lines where trains are operated by written order instead of by an automatic block signal system.

Clark, two brakemen, E. L. Shields, 22, of 235 South La Salle street, Aurora, and G. P. Schwarz, 28, of 318 Edwards street, and the fireman, R. L. Parker, 831 Talma street, Aurora, admitted this was the rule.

"But," said Shields, "the common practice is to keep on moving while we read the orders."

FALLS 15 FEET AT DEPOT. John Weiss, 40 years old, of 910 North State street, a tool and die maker, fell 15 feet over a banister onto the concourse near the Canal street side of the Union station yesterday. He was taken to County hospital where physicians said he had suffered a possible skull fracture.

### U. S. REMOVES COVER FROM A SHOE BOX OF 40 MILLION PAIRS

Boston, Mass., April 28 (AP).—The army took the lid off the biggest shoe box in the world today and revealed the purchase of 40,000,000 pairs of shoes since Pearl Harbor in 249 different sizes ranging from 3 1/4 AAA to 15 1/4 EEE and 32 different types especially designed for fighting in every quarter of the globe.

In a conducted tour thru the Boston quartermaster depot, which is charged with the procurement of virtually all footwear for the entire army, its nurses, and the WAACs, newspaper men were shown the results of an expenditure of \$15,000,000 a month for shoes.

Types of shoes range from regular boots to mukluks, ski and mountain boots, and on 10 special jungle boots, recently developed, with heavy rubber soles and 10 inch uppers of water repellent duck, easily unlaced.

### FIND CORREGIDOR WIRELESS HERO IS JAP PRISONER

Washington, D. C., April 28 (AP).—Not quite a year ago, on May 5, the message started coming thru—"The jig is up. Every one is howling like a baby. I know how a mouse feels. Caught in a trap. Tell mother how you heard from me. Stand by."

It was the last report before Corregidor's fall ended organized resistance to the Japanese in the Philippines. It was just a radio operator's "conversation," a disjointed final account sent thru by Corp. Irving Strobinger of Brooklyn, N. Y.

At last, the war department reported today, official word has been received that Strobinger is alive and a prisoner of the Japanese. His name was included in a prisoner list published by the department.

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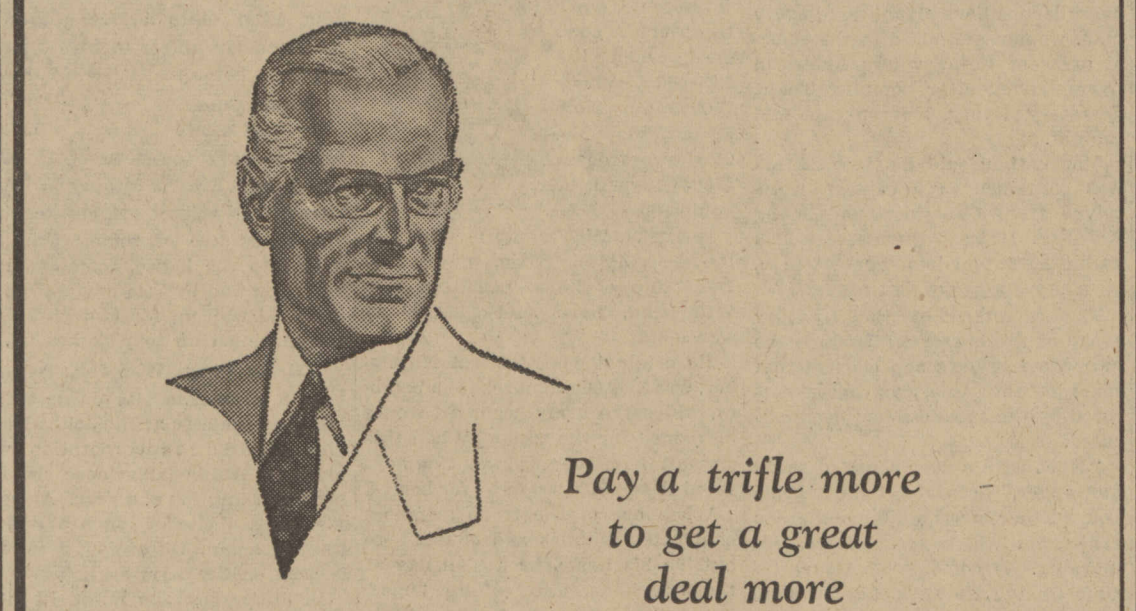


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