"A DATE THAT WILL LIVE IN INFAMY"

REMEMBER PEARL HARBOR

A NATIONAL DAY OF REMEMBRANCE

★★★ DECEMBER 7, 2020 ★★★

HONORING THE BRAVE

HOW TO RESPECT OUR AMERICAN FLAG

Flag Facts

June 14, 1777 First American flag design approved by Congress.
June 14, 1923 U.S. Flag Code adopted with help from American Legion, DAR and 66 other groups.
August 3, 1949 President Harry Truman signed an Act of Congress that designated June 14th National Flag Day.
The current 50 star flag was designed by a 17 year old high school student, Bob Heft, for his 11th grade history class in 1958. He received a B-.

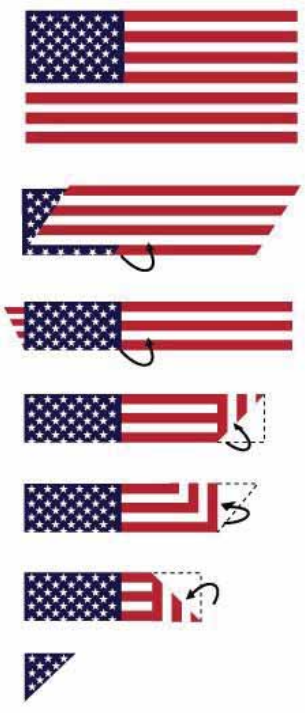
When to Publicly Show Respect to the Flag

1. At the raising of the flag at public events such as ball games and dedications.
2. During the Pledge of Allegiance.
3. During the playing of the National Anthem.
4. When the flag passes in review such as in parades.

How to Show Proper Respect

1. When pledging allegiance, stand at attention, hats removed, with right hand over heart.
2. During raising or lowering of flag or when it is passing in review, all persons should stand at attention.
3. During the playing of the National Anthem, all present should stand at attention, hats removed, and face the flag if visible.

HOW TO PROPERLY FOLD AN American Flag



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Sponsored by American Legion Post 2 • Knoxville, TN • U.S.A.

REMEMBRANCE DAY

PEARL HARBOR

DECEMBER 7, 1941

Why did the Japanese attack Pearl Harbor?

The Japanese were tired of negotiations with the United States. They wanted to continue their expansion within Asia but the United States had placed an extremely restrictive embargo on Japan in the hopes of curbing Japan's aggression. Negotiations to solve their differences had not been going well.

Rather than giving in to U.S. demands, the Japanese decided to launch a surprise attack against the United States in an attempt to destroy the United States' naval power even before an official announcement of war was given.

The Japanese Military command believed that the United Sates would sue for peace after such a devastating attack on Pearl Harbor. What the Japanese Military leaders did not take into consideration was Americans profound resolve and determination to protect their sacred rights of freedom and liberty.
A mistake which was ultimately catastrophic to the Japanese Empire.

The American Legion Post 2 presents a memorial tribute to the brave soldiers, Marines and sailors who gave their lives on December 7, 1941. Our hope is to help educate our future generations of Americans and honor the brave souls who defend America.

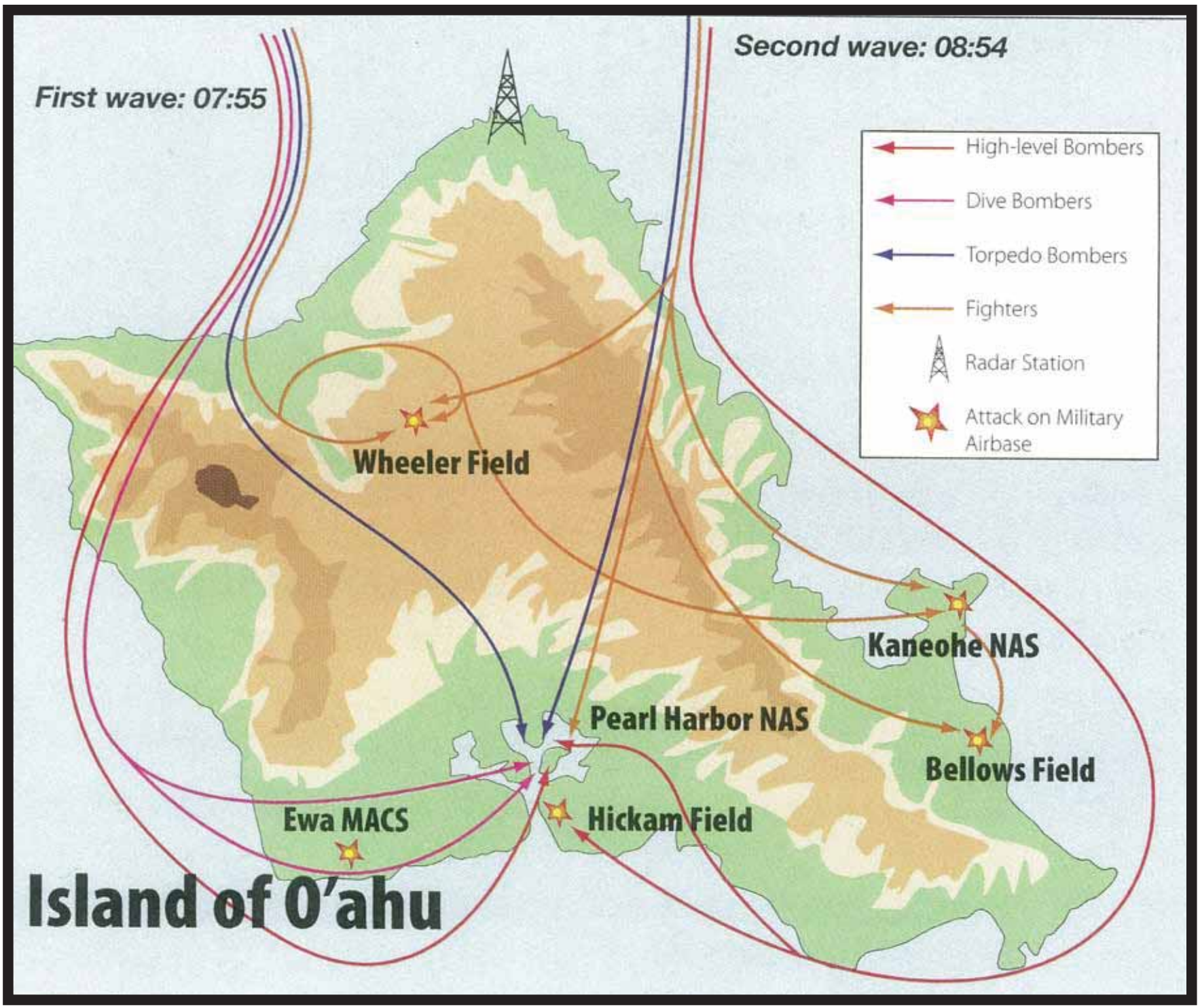
Japanese Air Assault on Oahu

The surprise attack that lasted on 1 hour and 15 minutes began at 7:55 AM, Hawaii time. The Japanese strike force which was able to sneak in from the north consisted of 353 Aircraft, launched from 4 carriers. These included 131 dive-bombers, 103 level bombers, 79 fighters, and 40 torpedo planes. The strike force also consisted of 35 submarines, 2 battleships, 2 heavy cruisers, 2 light cruisers, 9 oilers, and 11 destroyers.

The Japanese losses were 64 killed and 1 captured. They lost 29 aircraft and 5 midget submarines during the attack.

It was weeks before the number of Americans killed in the surprise attack was known. The final number was 2,403. The number lost in the various services was: Navy—2,008, Army—218, Marines—109. There were 68 civilians killed.

The number of ships either sunk or heavily damaged was 19. 8 battleships were among these—Arizona, West Virginia, Maryland, Tennessee, Pennsylvania, California, and Oklahoma. 60 other ships suffered less-severe damage. 188 airplanes were lost and 159 were damaged.



I WANT YOU

TO REMEMBER PEARL HARBOR

THE FINAL TOLL

In the first hours of America's Pacific War, the nation suffered one of its worst wartime losses: 2,390 men, women, and children were killed in the attack. This page is a partial list of persons, military and civilian, who died as a result of the attack or were killed later that day in the performance of their duties.

Civilian

Ewa

Yaeko Lillian Oda, 6
Francisco Tacderan, 34

Honolulu

John Kalauwae Adams, 18
Nancy Masako Arakaki, 8
Mathda Kaliko Faufata, 12
Ai Harada, 54
Fred Masayoshi Higa, 21
Jitsuo Hirasaki, 48
Shirley Kinue Hirasaki, 2
Robert Seiko Izumi, 25
Edward Koichi Kondo, 19
George Jay Manganelli, 14
Masayoshi Nagamine, 27
Hayako Ohta, 19
Kiyoko Ohta, 21
Gertrude Ornellas, 16
Yoshio Tokusato, 19
Alice White, 42
Joseph Kanehoa Adams, 50
Patrick Kahamokupuni Chong, 30
Emma Gonsalves, 34
Kisa Hatate, 41
Jackie Yoneto Hirasaki, 8
Robert Yoshito Hirasaki, 3
Paul S. Inamine, 19
David Kahookele, 23
Peter Souza Lopes, 33
Joseph McCabe, Sr., 43
Frank Ohashi, 29
Janet Yumiko Ohta, 3 months
Barbara June Ornellas, 8
James Takao Takefuji, aka Koba, 20
Hisao Uyeno, 20
Eunice Wilson, 7 months

John Rodgers Airport

Robert H. Tyce, 38

Kaneohe Naval Air Station

Kamiko Kookano, 35
Isaac William Lee, 21

Pearl City

Rowena Kamohaulani Foster, 3

Wahiawa

Chip Soon Kim, 66
Richard Masaru Soma, 22

Waipahu

Tomoso Kimura, 19

Honolulu Fire Department

Hickam Field

John Carriera, 51
Harry Tuck Lee Pang, 30
Thomas Samuel Macy, 59

Federal Government Employees

Hickam Field

August Akina, 37
Philip Ward Eldred, 36
Virgil P. Rahel

Pearl Harbor

Tai Chung Loo, 19

Red Hill

Daniel LaVerne, 25

United States Army

Camp Malakole

F BATTERY 251ST COAST ARTILLERY (AA)
These soldiers were shot down by Japanese planes over John Rodgers Airport while taking flying lessons.
Henry C. Blackwell, Sgt
Clyde C. Brown, Cpl
Warren D. Rasmussen, Sgt

Fort Barrette

C BATTERY 15TH COAST ARTILLERY
Joseph A. Medlen, Spl

Fort Kamehameha

C BATTERY 41ST COAST ARTILLERY
Claude L. Bryant, Cpl
Eugene B. Bubb, Pvt
Oreste DaTorre, PFC
Donat G. Duquette, Jr., Pvt

C BATTERY 55TH COAST ARTILLERY
Edward F. Sullivan, Pvt

Fort Shafter

E BATTERY 64TH COAST ARTILLERY (AA)
Arthur A. Favreau, PFC

Fort Weaver

97TH COAST ARTILLERY (AA)
William G. Sylvester, 1st Lt
Killed in a car while driving through Hickam Field

Schofield Barracks

L COMPANY 21ST INFANTRY
Paul J. Fadon, Sgt
Killed in a truck accident 10 miles north of Schofield Barracks

HQ BTY 63RD FIELD ARTILLERY
Theodore J. Lewis, Cpt

89TH FIELD ARTILLERY
Walter R. French, Pvt

A BATTERY 98TH FIELD ARTILLERY
Conrad Kujawa, PFC
Killed in an accidental electrocution

D COMPANY 298TH INFANTRY
Torao Migita, Pvt
Killed in downtown Honolulu by "friendly fire"

To view the entire list of casualties on December 7, 1941, go to the "Archives" Section at **www.pearlharborday1941.com** and look under "2019."

Source: Official website of the National Parks Service / Arizona memorial (Pearl Harbor casualties)

Michael Testerman

Commander of American Legion Post 2 of Knoxville, TN

Fellow Patriots,

I am Michael Testerman the current commander of the American Legion Post 2, located in Knoxville, TN. American Legion Post 2 was organized on July 2, 1919. The American Legion was founded as an organization dedicated to God and Country. The members were made up of veterans who had a deep pride in the US flag and all it stands for. The American Legion was chartered in 1919 and has been a stalwart champion of patriotic values, morals, culture and citizenship. As stated in our mission statement. We strive to uphold and defend the Constitution, Maintain Law and Order, Foster a sense of individual obligation to community, state and nation, and to respectfully observe patriotic holidays that honor the sacrifices and service of our veterans.

The American Legion is the nation's largest veterans service organization. The volunteers of the American Legion are committed to mentoring to youths and sponsoring wholesome programs in our community. The post grew in its first 25 years to a membership of over 400 veterans. Our current post membership is approximately 650 personnel.

Leaders of post 2, made sure there would be no social barriers or discrimination by the absence of rank. Post 2 was to be a real democracy. The post immediately got involved in activities to benefit the city of Knoxville. We are committed to serving the community and meeting many needs of our local veterans and our young people. Our goal as a community organization is to provide our veterans a place to gather and enjoy the comradeship of other veterans in the community.

We look forward to presenting forward thinking leadership and education programs at our new post home. These programs will be designed to give our youth a place to study patriotism and learn the values of critical thinking. We want to help our middle school students develop critical thinking skills based on analysis and synthesis of data, with reasoning and debating skills that include many sides of issues. The curriculum will feature sessions focused on developing critical thinking and problem solving skills.

We as a post are looking forward to the completion of our new post home. This new facility will give us a place to conduct the youth learning programs. This will all be a meeting place for our veterans, family members and the Pillars of the American Legion. The Pillars of the American legion are made up of the Auxiliary, The American Legion Riders, and the Sons of the American Legion. Each one of our Pillars contribute to the education and growth of the legion, and the commitment to the veterans and the community. We look forward conducting many events at our new home and serving our community.

As we move into our new post home, we invite our community to come an be a part of the American Legion. We look forward to being able to serve more of our veterans and family members. The American Legion Post 2 is a Service Post and we look forward to serving our community.

American Legion Annual

Pearl Harbor Day of Remembrance Program Itinerary 2020

Tennessee Veterans Cemetery • 5901 Lyons View Pike • Knoxville, TN 37919

12:45 ..... Welcome & Introductory Remarks
Larry Sharp - Event Coordinator

12:55* .....Moment of Silence & Remembrance

Invocation* ..... *Rev. Dr. Pat Polis*

Pledge of Allegiance* ..... *Larry Sharp, American Legion Post 2*

National Anthem* ..... *Smokyland Sound Chorus*

Presentation of Wreaths .....*Oak Ridge Navy JROTC Cadets*

Guest Speaker ..... *Lt. Gov. Randy McNally*

Presentation of the Proclamation .....*Kevin Knowles*

Benediction ..... *Rev. Dr. Pat Polis*

Amazing Grace (Bagpipes) .....*Lloyd Pitney*

Rifle Volley* ..... *East Tennessee Veterans Honor Guard*

Taps* .....*Dan Maxwell*

*Audience please stand for these events if able.

Please silence all cellphones, pagers, and electronic devices.

AMERICAN LEGION POST 2, Knoxville TN

For God and Country

Status of Our Building Project

The American Legion and Mission

The American Legion was founded as an organization dedicated to God and country, with a membership of veterans who take deep pride in the US flag and all it stands for. Since its charter by Congress in 1919, the Legion has been a stalwart champion of patriotic values, morals, culture and citizenship. These volunteers are committed to mentoring youths and sponsoring wholesome programs in their communities, advocating patriotism and honor, promoting strong national security, and continued devotion to American fellow servicemembers and veterans.

The American Legion is the nation's largest veterans service organization. Its main mission is to:

- Uphold and defend the Constitution of the United States of America
- Maintain law and order
- Foster a sense of individual obligation to community, state and nation
- Safeguard and transmit to posterity the principles of justice, freedom and democracy
- Respectfully observe patriotic holidays honoring the sacrifices and service of our veterans.

Commander's Information about Post 2

Post 2 was organized on July 2, 1919 as the second Legion Post in Tennessee. Leaders made sure there would be no social barriers or discrimination by the absence of rank—Post 2 was to be a real democracy, and its men and women represent all walks of life. The Post immediately got involved in activities to benefit the City of Knoxville. It is committed to family-friendly service to the community. President Donald J. Trump signed the LEGION Act into law on 30 July 2019. This bi-partisan legislation expands Legion membership to all honorably discharged veterans of the US Armed Forces since 1941.

Post meetings over the years (on the first Monday each month) were held at Knoxville Market Hall (1919-1944); old building at 704 State Street (1944-1967); former Seventh Day Adventist Church at 800 Luttrell Street (1967-1983), and the former Sunnyview School at 6520 Ruggles Ferry Pike (1983-2016). When a part of that old building collapsed due to insect damage, the Post began meeting in the Red Cross Building at 6921 Middlebrook Pike. In 2016, Post 2 purchased property at 5700 Old Rutledge Pike in Knoxville to serve as the site of the new Post 2 home. Since the Covid-19 outbreak, we have been meeting outdoors at the new site. With colder weather, we have now been meeting at the DAV Chapter 24 Meeting House, 2600 Holbrook Drive, Knoxville, TN 37918. Our last meeting for 2020 (with a holiday meal) will be on November 2, at 6:00pm. The meeting schedule for 2021 will be posted on our website, legionknox.com.

As we build and move into our new home, we invite our community to be a part of the American Legion. We look forward to be able to serve more of our veterans and family members through our three pillars: the Auxiliary, the American Legion Riders, and the Sons of the American Legion. We aim to champion patriotic values, culture, and citizenship and provide a place where young people can develop critical thinking skills. Details of these activities are described on the following pages. Our planned new building will have an efficient layout with minimal maintenance costs. It will provide meeting space not only for Post 2, but also for other veteran nonprofit groups and youth organizations such as the Young Marines, the Sea Cadets, and JROTC units from nine local high schools.

Future Home of American Legion Post 2

Conceptual Drawing of New Building at 5700 Old Rutledge Pike

Floor Plan of the New 4000 ft² Building

The Post 2 website at www.legionknox.com will be periodically updated with current information on the building's progress as well as changes to the layout and the exterior. The plans were approved in June 2019.

The building will be sited to allow future expansion on the south side (shown with two large doors on the plan, facing the railroad tracks).

The photo shows the picnic pavilion and the 40-foot shipping container that was purchased for storing building materials and many other future uses. Recently, it has been painted green to blend into the site.

The July Post 2 meeting was held at the site on a very hot day, with the men providing the barbecue and the Auxiliary a variety of home-made ice creams.

Building Site Development

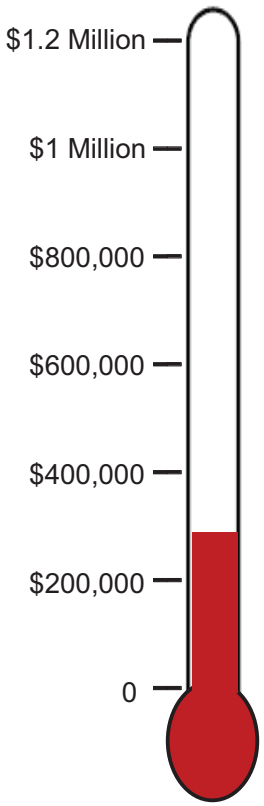
A big thank you goes to Stowers Machinery and Claiborne moving our tank to the site. It was then scrubbed clean and the sign and flag were placed by Post members. They also removed trash, debris, and old signage, cut back shrubbery, mowed, and hauled away brush from the site. More than twenty-five truckloads of rubble were also hauled away; then fill dirt and gravel were brought in.

Since then, the site has been used for the Post's yard sale and Braids for the Brave on 5 October 2019, both as examples of community outreach and building fundraising. Weather permitting, monthly meetings have been held there as well.

American Legion Post 2 Fundraising

MAJOR LAUNCH: Veterans Day 2021!

For more information and to make a donation, please go to our website at www.legionknox.com



Thank you for your help!

Donate

Click on the yellow button on the webpage.
Next, enter dollar amount.
Check box if making a monthly donation.
Choose *PayPal* or one of the other credit cards.
Then complete the required information.

If you prefer to donate by check or make a pledge, please mail to American Legion Post 2, PO Box 52688, Knoxville, TN 37950.

To contact Post 2, please call 865-313-0964
or email commander@legionknox.com

- *100% of building fund donations will go into a secured bank savings account.*
- *All fundraisers are unpaid volunteers.*
- *With site purchase and development, the Post members have already invested $275,000 toward the new building.*

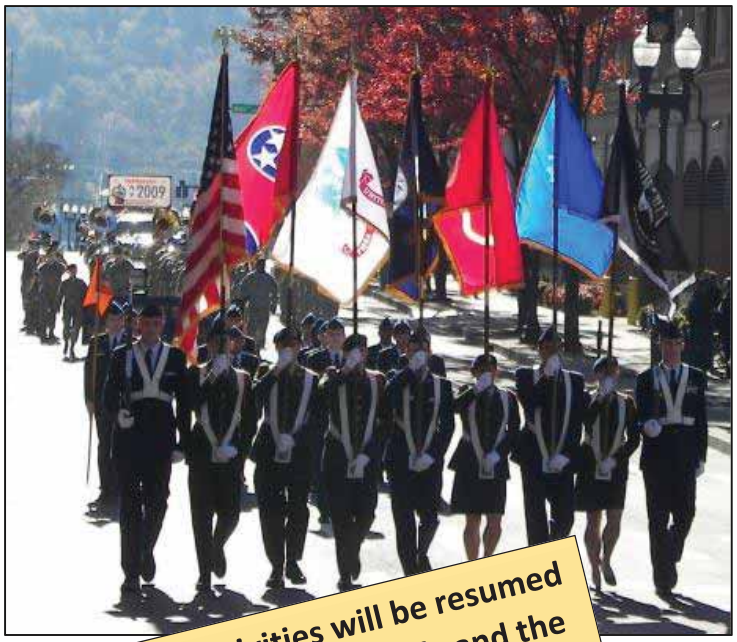
Post 2 Officers & Executive Committee Members (2019/2020)

Commander: Michael E. Testerman
1st Vice Commander: Donald Plane
2nd Vice Commander: James Hodge
3rd Vice Commander: Thomas Smith
Adjutant: Norita Cruz
Finance Officer: Marty Everett
Chaplain: Steven Sword
Assistant Chaplain: Thomas Smith
Sgt at Arms: Joseph Cruz
Historian: Roy O'Neill

At Large Executive Committee Members: Dennis Branson and Joel Connell (through 6/2020); Gene Bayless and Vicki Plane (through 6/2021); Ray Sexton and Edward Lumsdaine (through 6/2022).

Fundraising Subcommittee Members: Gene Bayless, Jim Carelas, Dan Chipman, Norita Cruz, Marty Everett, Roy O'Neill, Don Plane, Mike Testerman, and Edward Lumsdaine.

American Legion Post 2 Activities



These two activities will be resumed once they are deemed safe and the pandemic has abated.

Annual Veterans Day Parade

Since 1925, Post 2 has organized the parade in downtown Knoxville, one of the largest Veterans Day parades in the nation, with over 100 units participating, including high school bands, local military units, and many community groups.

Held each April, the Mountain Man Memorial March is the largest Gold Star family event in the Southeast.

Mountain Man Memorial March

American Legion Veterans Panel Discussion

The photo below shows the participants in the first panel discussion with Post 2 members and Jefferson County High School students (veterans in the back, with Gold Star moms and dads in the middle, and students in front). Hosted by Jenny Testerman of the Auxiliary, it was part of the school's curriculum and held in the Post's previous building. The students asked the veterans and Gold Star family members questions about everything from the loss of a family member to the branch of service and location where the veterans served. This revealing panel discussion was a healing event for the veterans and the Gold Star families, as the students got to know each panel participant. Due to the change of Post location, only three panel discussions were held. Once in the new building, Post 2 expects to expand this successful program.

Proposed New Youth Summer Camp on Thinking Skills

GOALS: Traditional classrooms rely heavily on lectures, and in today's culture, people consume information and opinions from media without critical evaluation. We want to help middle-school students (with the support of their parents) to develop critical thinking skills based on analysis and synthesis of data, with reasoning and debating skills that include many sides of issues. Students will be guided to work in small groups and will be enabled to give brief individual talks.

LOGISTICS & CURRICULUM: Proposed size for pilot camp: 25 seventh graders. Topics for discussion can be figures and events in American history, with the goal of affirming positive values and pride in our country. Brief lectures, videos, and readings will be followed by debates and applications of learning. Morning sessions will focus on developing critical thinking and problem-solving skills, with supporting afternoon field trips and interactions with veterans, as well as a final service activity. Lunch and snacks could be provided by the participating parents or home-schooling co-ops, Auxiliary members, and other veterans who would like to be a part of this outreach.

VISION FOR EXPANSION: The new program is envisioned as a one-week all-day summer camp. The pilot can be used to build interest in the community, especially among home school groups and associations, as well as to build a knowledge base for training staff. This will allow future growth to offering several summer camps, with a choice of dates in June and July. Follow-up meetings in the fall could have debate competitions and prizes. With focused publicity, this format could expand the visibility in the Knoxville area community of American Legion Post 2 and its activities, as well as support the fund-raising effort. It may also have the potential to be duplicated state-wide.

Pillars of American Legion Post 2

Post 2 Auxiliary

While the Auxiliary is a separate organization, the Auxiliary members in Knoxville work alongside the Legion, Sons of the American Legion, and the American Legion Riders to support all community outreach activities of Post 2, including fundraising. Membership is open to all spouses (men and women) of veterans. It is thus a vital part of the American Legion Post 2 family, along with the Junior American Legion Auxiliary members (girls and boys 18 and under who perform their own special activities).

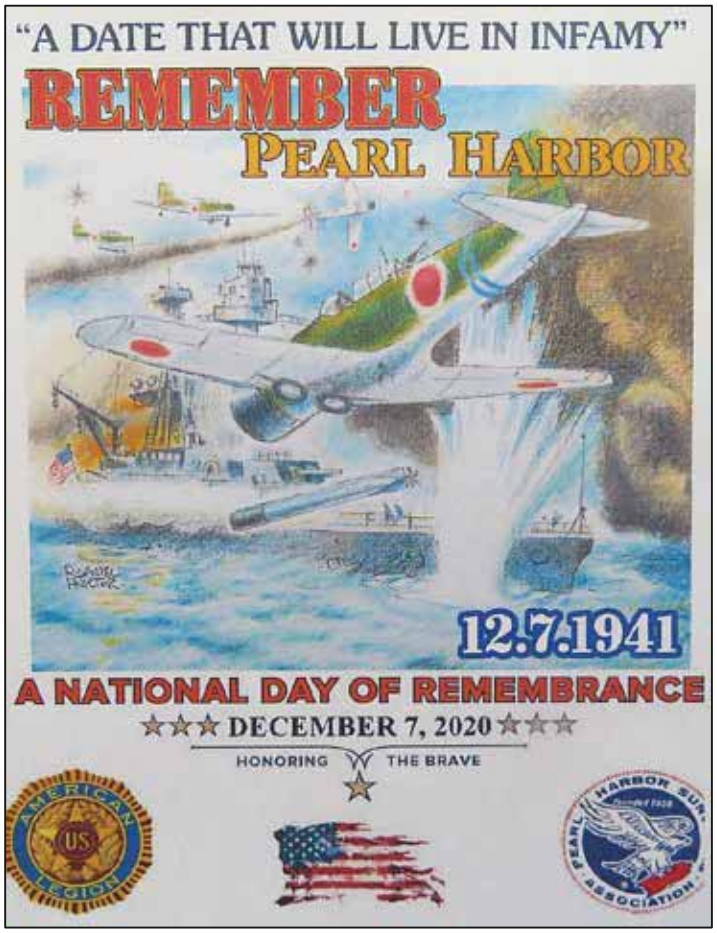
The Auxiliary along with the Legion Riders provides dinner for the monthly Post 2 meetings, which begin at 6pm. Meals are $8.00 per person, kids eat free, and first-time visitors to the Post also eat free. The Legion veterans and the Auxiliary usually meet separately at 7pm after the meal, depending on the agenda.

The American Legion Riders

The Post 2 Riders were chartered in 2010. Any member of the Post who owns a motorcycle can become a member. They hold monthly *fun runs*; they raise funds for a variety of community charities across East Tennessee. Also, they serve as escorts for the Gold Star family members at the Mountain Man Memorial March and provide funeral escorts for veterans.

Sons of the American Legion

The sons and grandsons of qualified veterans (parents or grandparents) are eligible to join the Sons of the American Legion. Its squadron is an active part of Post 2. It organizes a variety of fundraising activities during the year to support the Post as well as local youth charities, including an annual golf tournament and a spring and fall turkey shoot.



Pearl Harbor Day of Remembrance

Last year's ceremony started at 12:45 pm at the Lyons View Veterans Cemetery, with a moment of silence at 12:55 pm. Attendees may be restricted to comply with Covid-19 distancing and other rules. The remembrance brochure by Post 2 will list the names of all those fallen during this attack on our nation. It will be included in the *Knoxville News Sentinel* on December 6, and 50,000 copies will go to high-school students in Knox and surrounding Counties in East Tennessee.

Cemetery Flag and Wreath Placement

Post 2 members assist with the Memorial Day flag placement at the two Tennessee State Veterans Cemeteries and the local National Cemetery. They also participate in *Wreaths Across America* at all three Veterans Cemeteries on 19 Dec. 2020.

Memorial Day

American Legion Post 2 conducts the annual Knoxville Memorial Day Ceremony each year. Held at the East Tennessee Veterans Memorial, located in World's Fair Park, the ceremony begins at 11:30 am.

These activities may be resumed and their schedules adjusted once they are deemed safe and the pandemic has abated.

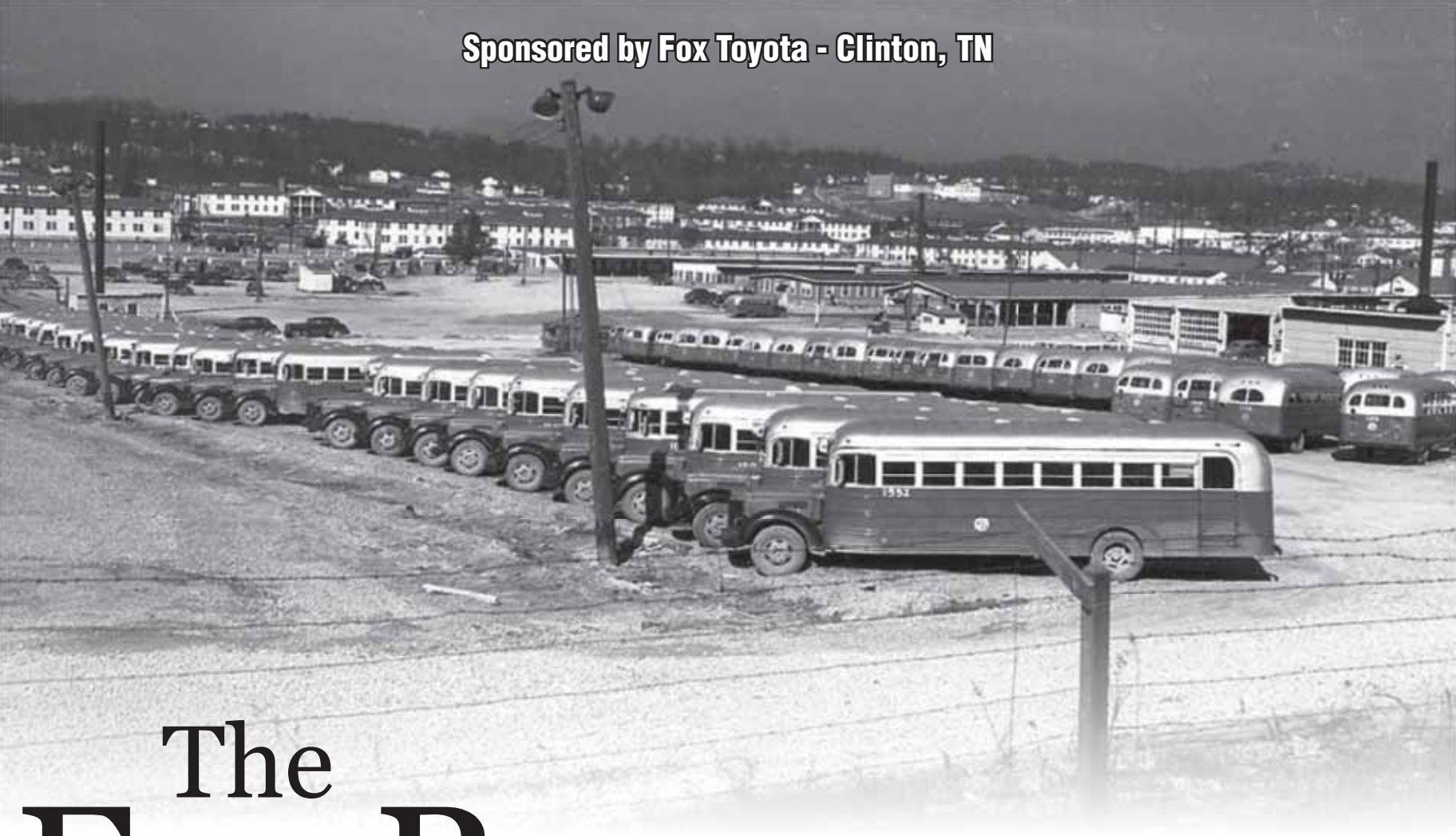
Junior Reserve Officers Training Corps (JROTC)

This joint program by the Knox County School System and the US Department of Defense is operated by the Air Force at Austin East, Karns and Bearden, by the Navy at Central, Farragut, Fulton and West, and by the Army at Gibbs and South Doyle. The programs vary, but all have goals of instilling orderliness, precision, respect for authority, patriotism, personal honor, self-reliance, discipline, and leadership for roughly 900 students. Post 2 honors outstanding members of the local JROTC units each spring with medals of achievement.

The Doyle South JROTC collects old and damaged American flags for "retirement" in a respectful yearly ceremony, supported by American Legion Post 2.

Other Activities

- Post 2 sends local high school juniors to attend the annual "Boys State" and "Girls State" and provides a variety of academic scholarships.
- Post 2 veterans have been welcomed by area civics and history teachers and guidance counselors to speak to their students about their war experiences. This activity has the potential for significant expansion.



The Fox Bus Company

Over 850 buses were used to transport workers to and from work at Oak Ridge in the 1940s

- By D. Ray Smith

Lester Fox told me these stories about his experiences during the Manhattan Project in Oak Ridge at what was known officially as the Clinton Engineer Works.

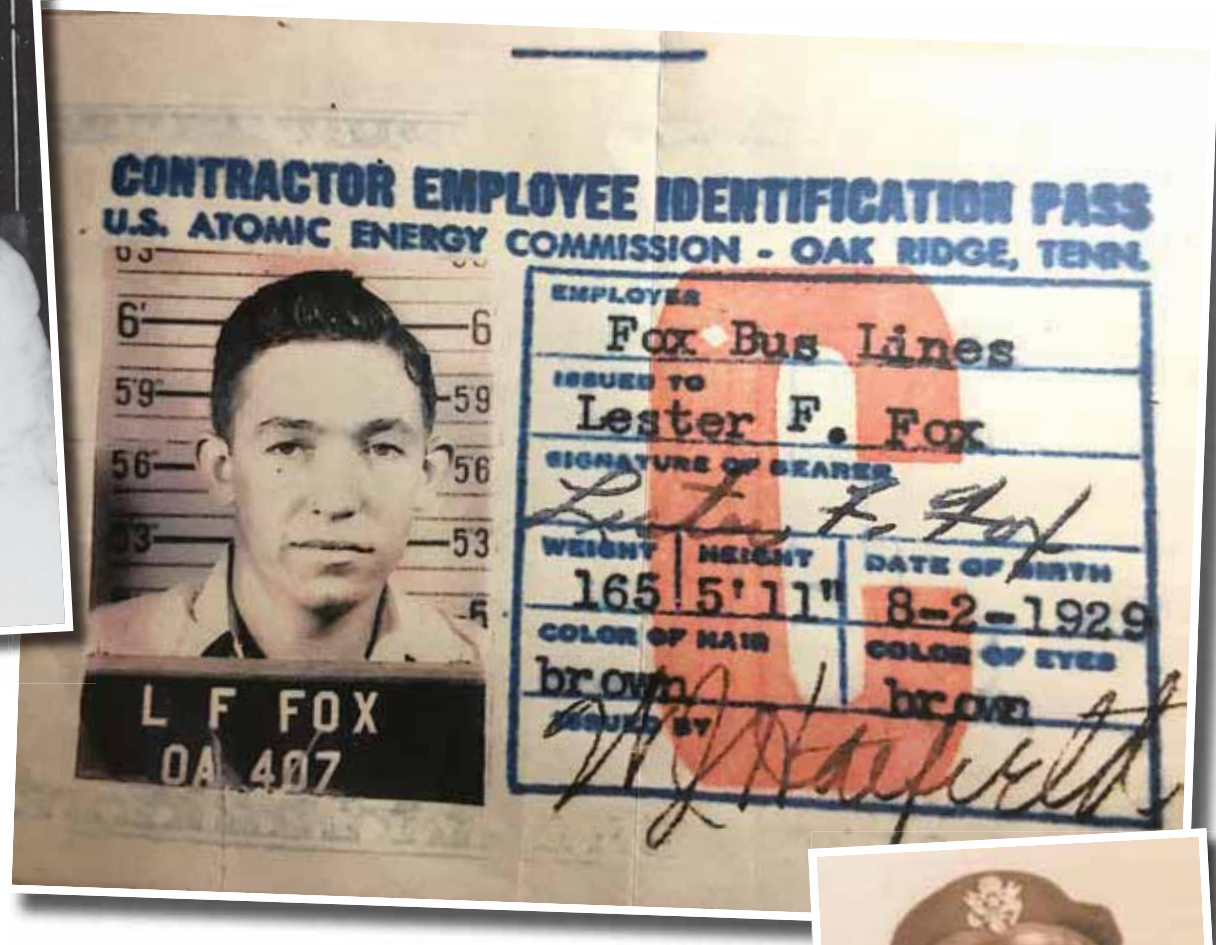
Lester was a sophomore in high school at the Oliver Springs High School when he first learned about the major changes coming to this area. He was skipping school one day with a friend and they were playing the pinball machine. When they finished, they were walking down the main street of the town when they passed the telephone office. The telephone operator leaned her head out the door and hollered, "Lester, go get the principal, he's got an important phone call."

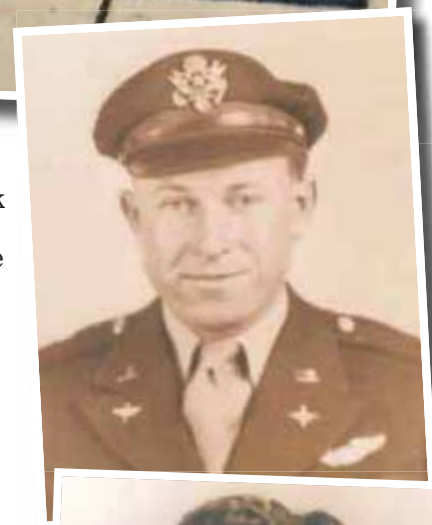
Now, Lester was skipping school! But he did what the operator said and went to the principal's office. Lester told the principal he had an important phone call. The principal went to the telephone operator's office and took the call. When he finished, he came back to the school and called all the students together into an assembly. He said, "I just got a phone call from Senator McKellar. He wants me to tell you to go home and tell your parents they are going to have to find another place to live. The government is going to take your property for the war effort.

Lester swears this is the way the 3,000 people in this area first learned they were going to have to move out of their homes. Many of them did not have automobiles or trucks to move their belongings. If they did have a car, they would not have been able to buy gas or tires for it, those things were rationed.

But the people here had sons that were getting killed in that awful war, so they wanted to do anything they could to stop the war and end the killing. They moved off their property, many of them in a matter of days, to make room for the Manhattan Project's Clinton Engineer Works.

After they all left, the Army came in to build the plants and the city of Oak Ridge. Much of the transportation was by bus. Buses ran all through Oak Ridge and took workers to the plants. They went to all the cities nearby and some quite far away to bring workers to Oak Ridge every day. At one time there were 850 buses. It was the ninth largest bus





Clockwise from top left: Eugene Fox, Lester Fox's employee identification pass, Clyde Fox and Ruth Fox Worthington.

system in the nation.

When the bus system was just getting started, Lester and his brother saw a real opportunity. They bought 103 buses. Lester said those buses broke down every day.

Once Lester was driving the wrecker pulling a broken-down bus when he saw another one of their buses broke down in Clinton, a small town just east of Oak Ridge. He stopped and pulled the wrecker and bus being pulled right in front of that bus. He proceeded to tie a log chain between the second bus and the one he was pulling with the wrecker.

Lester told the bus driver to get in that second bus and guide it while it was being pulled as well as the one on the wrecker. Right when Lester pulled the two buses out on the main street, a policeman stopped him and said, "Lester, you can't do that! Take one of those buses off the wrecker and come back and get it. And, besides, I want you to meet me in the courthouse on Monday morning at 8:30 am."

Lester worried all weekend about what was going to happen to him when he went to that courthouse on Monday morning, but he went. When he got there the policeman was already there in the hallway waiting on Lester. He said, "Come with me, Lester…" He took Lester down the hallway to the clerk's office and said, "Give this boy a driver's license." Lester was 14 years old when he got his driver's license.

Lester also had to go to Knoxville and pick up parts for the buses. One day, when he got to the parts store, he could not find a parking space anywhere. He circled the block and there was just no parking space to be found. So, Lester just pulled his pickup truck up on the sidewalk right in the front door of the parts store.

When he finished buying the parts and came out the front door, a policeman was writing him a parking ticket. Lester said, "No, no, no, you can't give me a ticket, I am from Oak Ridge and we are trying to win the war over there!" The policeman tore up the ticket.

When Lester next came to the parts store, he did not even look for a parking space, he just ran that pickup truck onto the sidewalk and parked it right in the front door of the store. Just as he parked his pickup truck, he saw that same policeman writing parking tickets. Lester waved at the policeman and the policeman waved back. Lester never parked anywhere else but right in the front door of the store.

The Fox bus company was a family affair. Clyde Fox started the company. Eugene Fox operated the bus company and Ruth Fox Worthington was the Payroll secretary and cook. Lester was the "baby of the family" according to Ruth.

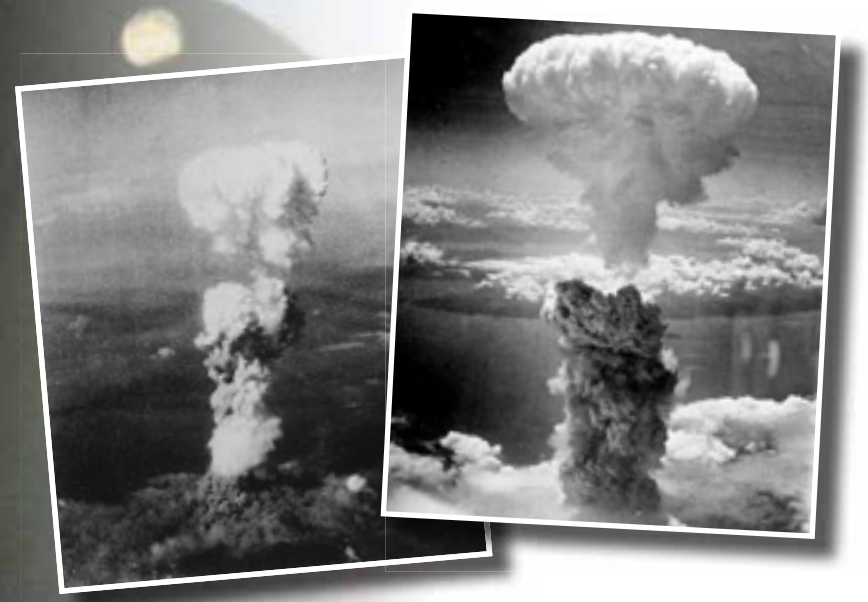
The Indispensable Man

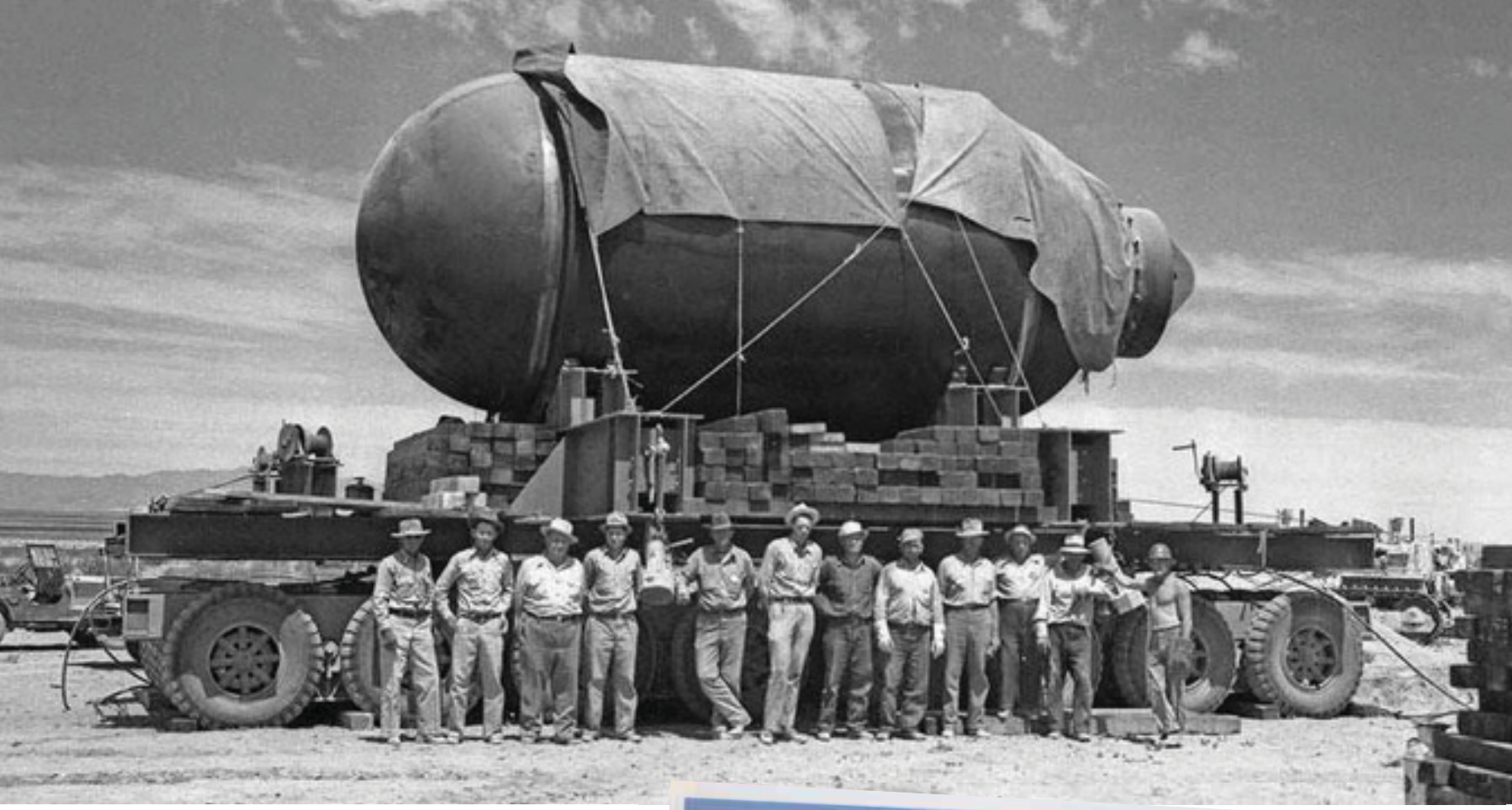
- By George Davenport

By the spring of 1945, the outcome of the Second World War was not in serious doubt. What was in doubt, and it was serious, was the cost in American casualties to bring the war to a successful conclusion. By this time, Germany had been defeated, and plans were being developed for the invasion of Japan. This invasion was expected to cost at least a million American casualties, and an untold number of Japanese casualties

Fortunately, the war ended with two blinding flashes and devastation. These flashes often, and mistakenly, are credited to Robert Oppenheimer. A sample quote from the Internet on The History of the Atomic Bomb & The Manhattan Project states, "Over the course of six years, from 1939 to 1945, more than $2 Billion was spent on the Manhattan Project… Chief among the people who unleashed the power of the atom was Robert Oppenheimer, who oversaw the project from concep-

Left: General Leslie Groves
Below left: The mushroom cloud over Hiroshima after the dropping of "Little Boy"
Below right: The "Fat Man" mushroom cloud resulting from the nuclear explosion over Nagasaki





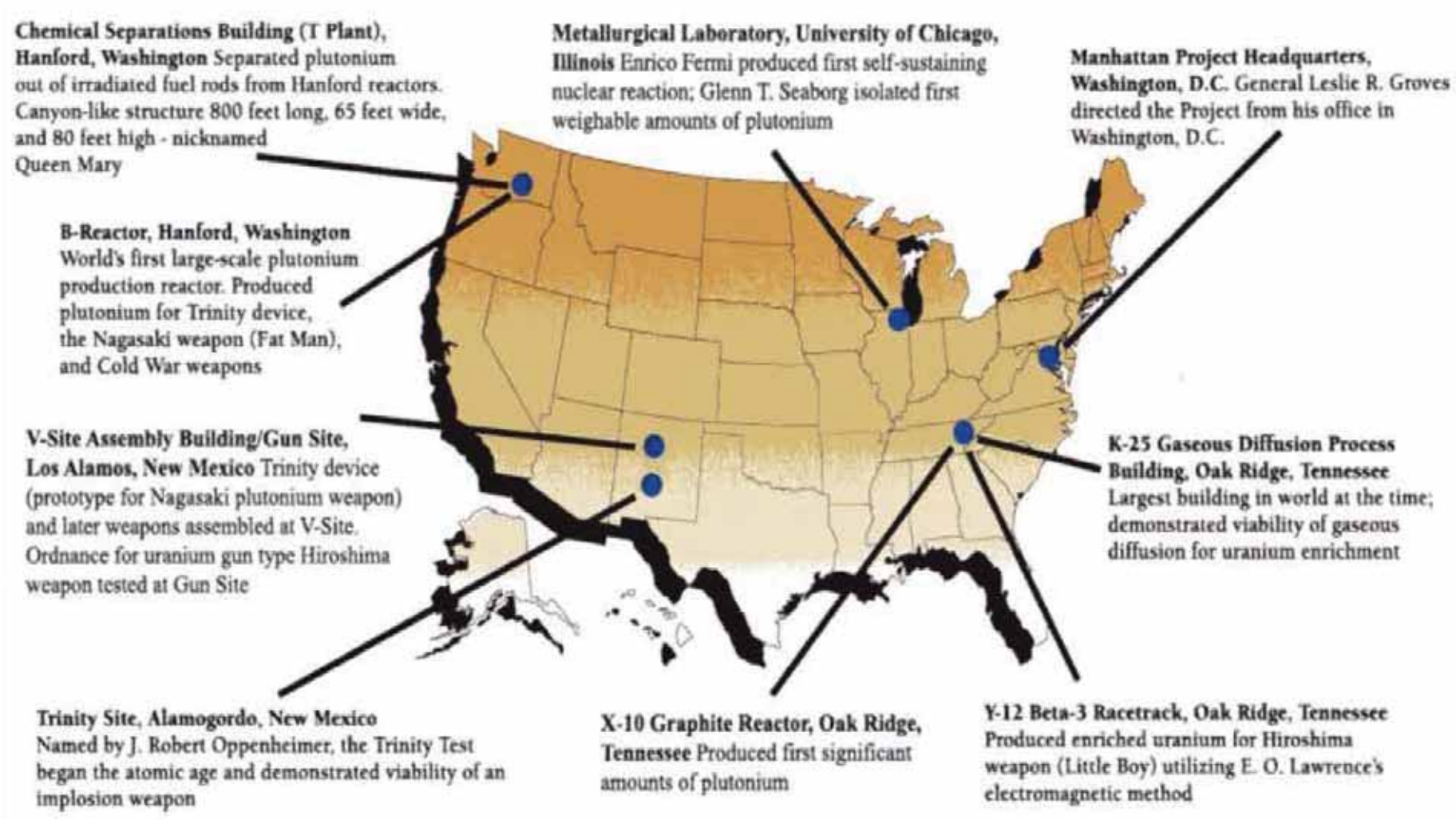
tion to completion." Even David Halberstam, in his history "The Fifties", dismissed the general who managed the project, Leslie Groves, as "the Military Overseer of the group".

Without diminishing the scientific credit due Oppenheimer, this article should give you a better appreciation of what was required to make the Manhattan Project successful; to focus the Lions share of credit on Lieutenant General Leslie "Dick" Groves. Although not well known to American history, he was the indispensable man in the project.

In America, we tend to like our heroes with a dash of mystery, and with a contained measure of bravado that is better represented by an "aw shucks" demeanor. We do not want to idolize people we do not like, and Groves was not likable.

Dick Groves was an overwhelming presence, and despite a pudgy physique, a man of self-assurance that made others feel inferior. He was not well liked, and did little to try and win others approval. His aggressive and arrogant nature not only drove the Manhattan project to success, it led to his personal downfall. Following the conclusion of the war, Groves lost much of his heroic stature in the decade that followed. He was a victim of the political "war" that followed the project, leaving him a forgotten hero.

In 1934, a Hungarian physicist, Leo Szilard, filed a patent application in England on the concept of using neutron-induced chain reactions to liberate energy. During the 1930's, scientists, including Szilard, explored the concept. Their



experiments were promising, but far from practical application. In the years that followed, many scientists worked on the practical application of these theories, bombarding Uranium with neutrons, trying to prove the theories of Szilard.

The US Government was slow to respond to the opportunity. Following a famous letter by Alfred Einstein, an Advisory Committee on Uranium was established and the committee purchased a small amount of Uranium Oxide. The first outlay of federal funds for the bomb effort was $6,000!

In 1941, the Office of Scientific Research and Development was established. The head of this group was Vannevar Bush, President Roosevelt's Scientific Advisor. Their task was to develop the Nuclear Fission concept into a weapon. This effort became The Manhattan Project.

By the summer of 1942, the Manhattan Project seemed hopeless. In the United States, scientific efforts were spread around a multitude of laboratories. America was mired in the complex issues of mobilization for war that followed the attack on Pearl Harbor. Not only were few concrete results available to assess in the studies, there were even fewer clear logical next steps in the project. A Uranium processing facility to be in Tennessee was planned for, but no steps had been taken to implement this plan.

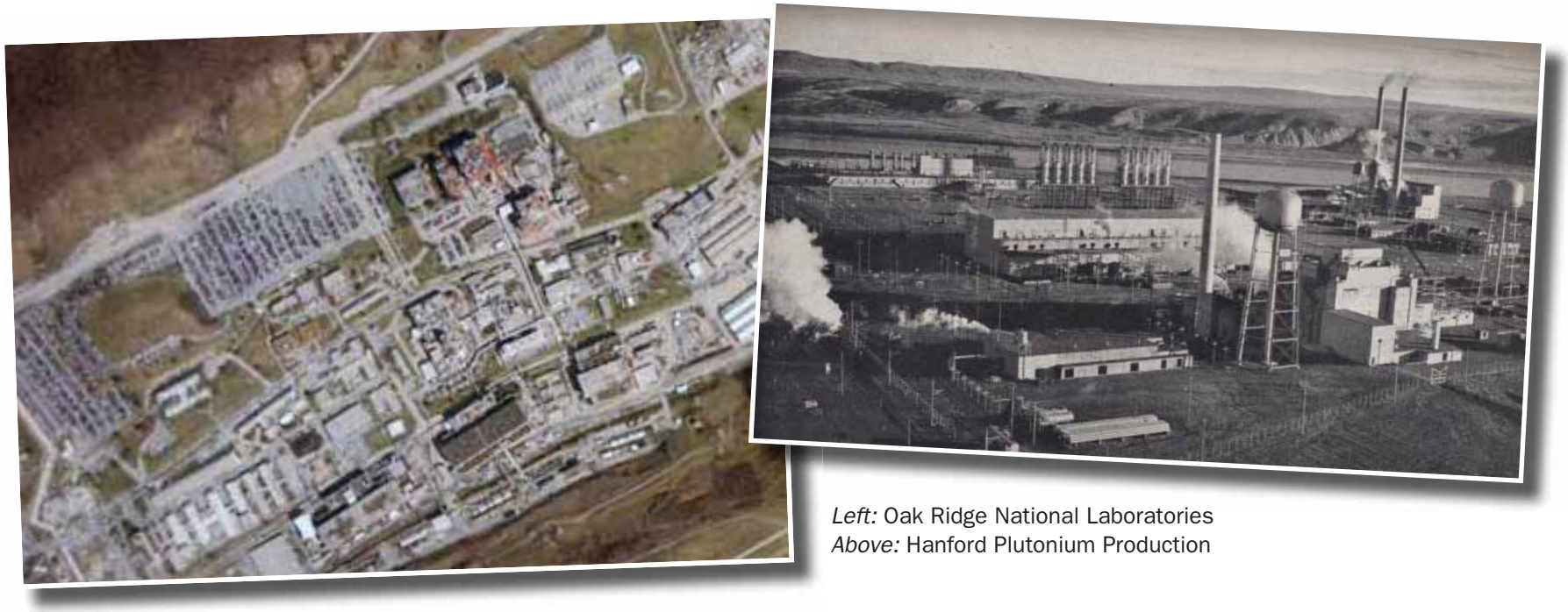
During the previous decade, scientists had explored the concepts of nuclear fission, and though their experiments were promising, they were months away from a controlled chain reaction (The first controlled Chain reaction with U-235 occurred in December, 1942, several months after Groves took control of the project) with no specific plan for developing a weapon of service.

The Manhattan Project was authorized by congress in early 1942 and responsibility for the project assigned to the US Army Corps of Engineers. Its original objective was to develop a weapon before the Germans developed one and to use this weapon to defeat the Germans. The Project was structured initially to set up an accounting process for the efforts, because the scientists did not want any military involvement in the project. They were convinced they could solve all of the problems and create a "single" nuclear device that would end the war. The project floundered!

At the same time, Colonel Dick Groves was completing his basic training for what became such a massive effort. He had supervised the construction of the Pentagon, and done it efficiently! For his reward, he wanted a combat command in the European theater, one of the newly formed Engineering Brigades. Groves knew that the road for promotion as an Engineer led though combat command; and he believed he had earned his opportunity.

Instead, he was ordered to take responsibility for the Manhattan Engineering District, to complete a project that many considered to be utterly impossible. It was the "Star Wars" fantasy of World War Two, a concept that existed in a small laboratory but had little realistic scale-up potential. Although Germany also embarked on a similar effort, they never achieved any significant results. The Manhattan projects ultimate success exceeded all of its realistic potential, primarily through the hard-headed leadership of Groves.

Over the next 3 years, he was the singular man who chose and drove subordinates with a personal focus few can comprehend, even in hindsight. He led the overall effort with a goal-oriented approach that few of us can imagine in this era of "political correctness". Not everyone appreciated his approach



Left: Oak Ridge National Laboratories
Above: Hanford Plutonium Production

to the project, and he made several enemies who tolerated him, but also waited for the opportunity to bring him down. His personal efforts, combined with contributions from a long list of exceptional subordinates, each personally chosen and guided by Groves, made the project successful.

Any arrogant project leader knows what to do when faced with the mess he inherited in 1942; take action! He immediately established goals for the project and formed a "steering" team to support his efforts. This team, included: President Franklin Roosevelt, Secretary of War Henry Stimson, Army Chief of Staff George Marshall and National Defense Research Committee Chair Vanevar Bush. It would provide the "oversight" needed for the project and theoretically provide guidance for the project. In more practical terms, they provided support for the plans and organizations Groves developed, seldom interfering with his choices of direction.

With a few subordinates, he developed a comprehensive Plan for the Project and got organized. His initial action steps were taken to remove short-term barriers to the success of the plan, immediately applying himself to all of these activities. His plan would take 36-month and had an unlimited budget. At its outset, it had no technical right to success.

The biggest hurdles to overcome, in the short term, were the competing priorities of the country mobilizing to fight a war on two fronts. America was starting this war with a level of unpreparedness few of us can comprehend after decades of Cold War activities. Neither the US Military or the population was prepared for the Second World War, and our mobilization was chaotic.

The Manhattan Project that Groves inherited had a AA priority, similar to Radar and Synthetic Rubber. Groves believed this priority would be inadequate for the barriers he would encounter, and immediately went to the Office of War Production Planning, seeking a AAA priority. At that time, there were no AAA priorities!

He made this request without explaining the details of the project for security reasons. In effect, he was asking for a blank check. At the board hearing, he threatened to resign, and further to describe the board's intransigence to cooperate in a personal message to President Roosevelt. Groves got his priority upgraded. He did not win any friends by achieving this outcome or the manner in which he did it.

The fission potential of Uranium-235, an unstable isotope of the element, was known, but the capacity to refine enough U-235 to produce multiple bombs did not exist. Very little U-235 is produced in refining Uranium ore. Far more U-238, a more stable isotope, is produced. However, U-238 is not capable of sustaining a chain reaction.

The potential to produce fissionable Plutonium from Uranium-238 seemed to be a better option to pursue, but the instability of Plutonium made its use in a weapon questionable. The projects immediate challenge was one of choice; where should efforts be focused?

Groves chose to do both, and started to build a massive facility at Clinton, Tennessee for refining Uranium Ore. The site had been considered before Groves assumed responsibility for the project, but no decision had been made to move ahead. The facility would produce a small quantity of fission-grade U-235 and a larger amount of U-238. It would later be named Oak Ridge.

The site, originally designated the Clinton Engineer Works, included the procurement of 54,000 acres of land, under presidential proclamation for land condemnation. More than 1,000 families were displaced in the process. The land acquisition process was a complex one, and the claims and counter-claims eventually led to a congressional investigation. However, neither congress or the war department provided any additional compensation to the landowners.

In Tennessee, Groves formed separate project teams led by Stone and Webster, the Dupont Corporation, MW Kellogg Engineering and General Electric, among others. Each of these teams was responsible for one of the main facilities of the site. The massive site was soon in design and construction. More than 60% of the total cost of the Manhattan Project was expended at Oak Ridge.

At the same time, the scientists were simultaneously developing the technology to produce weapons-grade Plutonium from this U-238 Isotope. Soon, Groves would also be building a similar facility in Hanford, Washington, where Plutonium would be produced from the U-238 produced at the Clinton Engineer Works.

At the same time, the availability of the raw material, Uranium Ore, was not well established. Groves took immediate steps to place contracts for all of the known Uranium mining sites available in the free world, primarily in the Belgian Congo. In addition to assuring the raw material needed for the Manhattan project, this step also precluded its availability to the German effort to develop a nuclear weapon.

Each of these projects was a massive undertaking, staffed with resources secured by Groves in settings of extreme uncertainty. Although Groves was not involved with

implementing individual projects on a day-to-day basis once they were staffed and launched, he remained in intimate contact with their progress. He was given weekly status reports of their progress, and was a frequent participant in barrier removal and problem solving as they were implemented.

Oak Ridge and Hanford each proceeded in parallel with the scientific studies needed for engineering design. Although the degree of rework was not insignificant, the 36-month schedule forced these steps to be taken. There was not time for the more-traditional sequential approach of technology development. The traditional approach starts with theoretical work, proceeds to in-depth studies and laboratory testing, and is followed by small-scale pilot plant work to prove the application. Then, and only then, should Engineering Design be initiated for full-scale operation.

Instead, all of these activities were undertaken in parallel, and results of one phase used to verify the work of other phases already in progress, not as preparation for them. However, the availability of fissionable materials, while necessary, was not the only critical component of the project.

These fissionable materials had to be combined into a device that would create the flashes and devastation, earlier described. Work on this effort, which was spread all over the country, was to be combined in a single site. There it would be supervised by another of his subordinates. This activity would require another of Groves' brilliant selections, one that the FBI adamantly opposed.

Robert Oppenheimer was one of several men considered for leadership of the bomb development team, but his selection presented Groves with several problems. Oppenheimer was a theoretician, not a scientist with any practical application experience. He was another head-strong and arrogant genius. In addition, he was not a recipient of a Nobel Prize, and the scientific community at work on the fission studies was replete with Nobel laureates. Even more significantly, he had attended a number of communist-front activities; his wife and brother-in-law were members of the Communist

The "Gadget" at the Trinity Test Site in New Mexico

General Groves and Dr Oppenheimer

Party, and his loyalty was suspect. The FBI would not approve his security clearance.

Despite these issues, Groves decided that Robert Oppenheimer had the personality and skills that would be needed to oversee the scientists who would develop the Bomb. Groves took personal responsibility to override the objections of the FBI, and selected Oppenheimer to spearhead the effort of scientists to be collected at a facility being constructed at Los Alamos, New Mexico.

Groves and Oppenheimer had similar personalities, both supremely confident that they knew what was best for any set of circumstances. They would frequently clash on different activities within the project, especially about the freedom of access to the progress of individual study work. Somehow, Groves was able to adjust his directive and demanding leadership style to fit the situation, and the results were outstanding.

The scientists were collected at Los Alamos and started work. Soon, a major problem arose with the Plutonium device. In the middle of bomb design, tests demonstrated that the gun design for the device developed for U-235 would not work with Plutonium. Plutonium would prematurely initiate a chain reaction before the material was adequately concentrated, and the fizzle would not produce a nuclear explosion. Now what?

With assurance that was not based on much beyond a "can do" attitude, a second bomb design was initiated, one that was completely untested. However, it was one that would be needed if multiple weapons were to be produced. The Implosion device that was developed for the Plutonium bomb was so experimental that the test at Trinity Site was actually the first full-scale opportunity to evaluate its efficacy.

As if the overall responsibility for Oak Ridge, Hanford and Los Alamos operations were not enough to keep Groves busy every minute of every day, he also became the leader of the bombing missions, trading his Engineering Castles for Wing Commander Responsibilities.

Working closely with Hap Arnold, Chief of staff for the Army Air Corps, the two men chose the untried B-29 bomber for the missions. America had no Bomber in production capable of carrying and delivering a bomb as large as the weapon then being designed. The British Lancaster bomber was delivering bombs in Europe similar in size to the Atomic devices being developed, but both men wanted an American bomber for an American bomb!

Groves then formed the 509th Composite Group (which consisted of 14 specially-configured B-29 Bombers), and recruited Paul Tibbets as his squadron commander. This group began the process of preparing the Bombers and the squadron for the mission. It was a major training effort, for the bomb could not be dropped with a traditional bombing run. The resulting explosion would also destroy the bomber.

At almost the same time, another of Groves' subordinates began to build a separate facility on Tinian for the newly formed 509th Composite Group, one completely inacces-

sible to the other occupants of the island for security reasons. These B-29's were different from other B-29's to be stationed on the island, and questions about the unique features of these airplanes were not favorably viewed.

The time had come to decide where to use these weapons, and Groves chaired the committee that developed a list of potential targets. With one target removed by Secretary of War Stimson for political reasons, Groves was then given operational control for the missions themselves. Using the agreed upon list, he selected the targets, the timing and began work on the longer-range plan; to drop a bomb each week until Japan surrendered!

In July, 1945, the test of the Plutonium device at Trinity site was an unqualified success, and soon the next steps were clear. With the approval of President Truman, the first device would be dropped in early August, and the weekly atomic bombing would continue until ordered to cease. Diplomatic efforts to get Japan to surrender were fruitless by early August, and continued after the first bomb was dropped on Hiroshima. This bomb was made with Uranium. There was not enough fissionable Uranium for another bomb; it had to be a Plutonium bomb. The second bombs primary target was the Kokura Arsenal, but it was bypassed because of the weather. Its secondary target, Nagasaki, was hit with the Plutonium bomb.

After Nagasaki, Groves was instructed by George Marshall to halt the bombing effort. President Truman concluded that killing massive numbers of women and children would not be consistent with our peace objectives. Meanwhile, Russia had declared war on Japan, and the combination of the bombs and the Russian onslaught made the Japanese Emperor conclude that it was fruitless to continue the war. He made a radio broadcast to the people and announced his intention to surrender.

With the unleashing of the Atomic Bombs, Dick Groves became an instant national hero. An Aug. 6th press release stated: "A soft-spoken General with a flair for the 'impossible' emerged today from the shadows of army-imposed anonymity to be revealed as the driving force behind a $2 billion 'calculated risk' which he directed to successful completion in three years as one of the world's greatest scientific and engineering achievements; the large scale tapping of the energy within an atom to produce a weapon of war."

Unfortunately, Groves' achievements quickly ran into the politics of the post-war era. The political question was the disposition of the Manhattan Project: should America civilianize the effort or to leave it in Military control. It was a heavily debated subject, and Groves used every bit of his prestige and influence to retain control in the military.

The decision to form the Atomic Energy Commission was a close call, the Atomic Energy Act of 1946 was signed into law on August 1, 1946. The newly created Atomic Energy Commission assumed responsibility for nuclear energy from the wartime Manhattan Project.

Dick Groves did not accept this decision gracefully. He lobbied to ensure that the 9-man Board being considered would include at least four members of the military. The bill, as passed, was a Board of 5, including no requirement for military officers. Groves became a foot-dragging obstacle in the turnover of power to David Lillienthal and the AEC, and, for him, the worst was yet to come.

Groves, now a Lieutenant General, requested assignment to the position of Chief of Engineers, as recognition of his contributions to the war effort. Dwight Eisenhower, at the time Chief of Staff of the US Army, declined the request; stating that Groves was too young for the position, and that he had not served in the European Theater!

His last efficiency report states: "He is an Intelligent, aggressive, positive type of man with a fine, analytical mind and great executive ability. His effectiveness is unfortunately lessened somewhat by the fact that he often irritates his associates. He has extraordinary capacity to get things done!" Clearly, this capacity to get things done was outweighed by the irritation factor, and also affected the historical treatment of his work.

Until very recently, few books have been written about Dick Groves, and his extraordinary accomplishments with the Manhattan Project. Robert Oppenheimer is a sympathetic figure in the history books, and his credits outweighed his role in the Manhattan Project.

Dick Groves was not a man to suffer diminishment lightly, and his autobiography, Now It Can Be told, published in 1962, describes the story of the Manhattan Project with a degree of first-person authenticity that should have changed public opinion! It is a fascinating story.

It is to be hoped that this article has helped you see Dick Groves as the indispensable man in the Manhattan Project!

George Davenport,Jr, is a retired engineer, former Army officer, and 1963 graduate of the United States Military Academy. He resides in Chattanooga, Tennessee.

The Sunday Punch committee are pictured along with the pilots (Including Tom Evans) inside the plane.

"Sunday Punch"

Oak Ridge Gaseous Diffusion Plant K-25 employees donated two Sunday paychecks to purchase a B-25 Bomber for the U.S. Army Air Force

- By Mike Stallo

One summer day about 15 years ago I was driving home from my parent's house when I saw an older man hitchhiking. Two things struck me as odd about this, the first, you don't see many people hitchhiking nowadays, and second, he had to be at least 80 years old. I asked him where he was going, and he said he wanted to go to The Atomic City Bar to see his friends. He said his name was John Clark: I told him I would give him a ride. Mr. Clark asked if I was from Oak Ridge and he asked if I had ever heard of the Sunday Punch bomber. I told him that I was from Oak Ridge, but I had never heard of the bomber. He told me the story of how he and some other K-25 construction workers donated their overtime earnings to buy an airplane for the war effort.

Mr. Clark's story piqued my curiosity, although I had worked at the K-25 site for several years, I had never heard this story before. I did some research and found the story he told me was in fact, true. Not too long after my ride with Mr. Clark, there was a write-up about the effort to buy the bomber in the Knoxville News Sentinel. According to the article, John Clark had served in the U.S. Army and returned home to Cookeville, Tennessee on a family hardship to care for his mother and sister. The article mentioned Clark hitch hiking to Oak Ridge from Knoxville in the 1940's seeking a job at the Y-12 plant. Once a hitch hiker always a hitchhiker?

You could say that there were two meanings behind the name Sunday Punch. First, in the sport of boxing a "Sunday Punch" is a big knockout

punch. Second, the workers punched a time clock on Sunday and donated their overtime towards the purchase of this bomber.

The Sunday Punch was a Mitchell B-25 J bomber. Introduced in 1940, nearly 10,000 B-25 bombers were built by the North American Aviation Company. There were many variations on the B-25, with different alpha- numeric numbers- A, B, H and so on. The Mitchell bomber was named in honor of Major General William "Billy" Mitchell, who was often regarded as the father of the United States Air Force. The B-25-J's had a maximum speed of around 275 miles per hour and could cruise at 230 mph. These B-25's were typically armed with anywhere from twelve to eighteen 50 caliber machine guns. The standard bomb capacity of the plane was 5000 pounds. The B-25 Mitchell bomber was used by several Allied air forces in every theater of World War II. The B-25 first gained fame when it was used in the top-secret Doolittle raid. Sixteen B-25's led by Lt. Colonel Jimmy Doolittle attacked mainland Japan, 4 months after the bombing of Pearl Harbor. The Doolittle raid gave the United States a much-needed boost in morale, and put Japan on high alert that they were also vulnerable to an attack on their own soil.

The B-25's were very sturdy aircrafts, and many of them were able to fly hundreds of missions and survive rough landings. They were very versatile and mobile planes, a real workhorse throughout WWII. The Sunday Punch itself was never hit by enemy fire and no mechanical trouble was reported during its combat missions.

The men and women who donated their pay were laborers, pipefitters, carpenters, and a variety of other tradespeople. These workers not only donated enough money to purchase the aircraft, but did so while building the largest building in the word under one roof at the time.

The regular hourly rates of these 6000-7000 workers ranged between $1.10- just under $3 an hour.

Without going into great detail, the K-25 building was used to enrich uranium by using a gaseous diffusion process .The building was a Three story U-shaped building, each long part of the U was half a mile long and the total floor space of the finished building was approximately 5,600,000 square feet and contained over 100 miles of carefully arranged piping, used to direct the uranium gas as it was being further enriched.

Sunday Punch pilot Tom Evans

The majority of these workers worked either directly for the main construction contractor, the J. A. Jones Construction Company, or one of its many subcontractors. The workers lived in relatively cramped quarters at the J.A Jones construction camp. This camp was managed by Happy Valley Enterprises, and so was known as

The Happy Valley area. The camp had many of the amenities of a small city, including theaters, bowling alley, and cafeterias. Although it was only in existence for over two years it was home for nearly 15,000 people at its peak.

The Sunday Punch had another important East Tennessee connection. The pilot, Tom Evans was from Knoxville, and he considered it an honor to be asked to fly the plane that the workers from west Oak Ridge had donated their time to purchase. Tom and his father had both attended Knoxville High School.

Tom Evans was the pilot for 14 of the 28 missions flown by the punch. These missions took place in the Burma - India Theater.

On March 18, 1945, Tom Evans was present at the Knoxville Municipal Airport (later named McGhee- Tyson) when the airplane was presented to the Army by the representatives of the J.A. Jones Company. Senator Albert Gore Sr was on hand for the presentation, as well as Colonel Kenneth Nichols, District Engineer, and the man in charge of The Manhattan Project headquarters in Oak Ridge, Tennessee. Colonel Nichols reported directly to General Leslie R. Groves, the man in charge of the entire Manhattan Project

After the war was over, the Sunday Punch was never seen or heard from again. However, in a nod to its legacy, a B-25 bomber from Canada was restored and painted with the Sunday Punch markings. It was flown and shown for a few years in the 1970's, then was later redecorated and reborn as another WWII vintage bomber called The Paper Doll.

Although the plane is gone, Oak Ridge and its workers can be proud of the Sunday Punch project. The workers raised over $200,000, a large contribution. The teamwork of the employees who worked overtime and pooled their earnings uplifted the morale of all of those involved and truly made a difference in the war effort.

A section of the crowd that came out to see the unveiling of the Sunday Punch

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Executive Order 9066

The Decision that Confined Japanese Americans

By Lee Juillerat

The impact of the Japanese bombing of Pearl Harbor on December 7, 1941, was multi-pronged. It recreated in creating a nation in shock, anger and fear. It led to the United States declaring war on Japan and Germany and formally entering into World War II.

That combination of shock, anger and fear also led to Executive Order 9066. Signed by President Franklin D. Roosevelt, on February 19, 1942, EO 9066 authorized the Secretary of War to establish certain areas of the U.S. as military zones, clearing the way for the incarceration of an estimated 112,000 men, women and children of Japanese ancestry, including an estimated 75,000 Japanese Americans who were U.S. citizens. The others were Japanese immigrants who were racially excluded from U.S. citizenship and denied the right to vote. Many of the non-citizens had lived in the country between 20 and 40 years and most Japanese Americans, particularly the first generation born in the U.S., Nisei, considered themselves loyal citizens.

A month later after EO 9066 took effect, Roosevelt signed Public Law 503, which had been approved after only an hour of discussion in the Senate and thirty minutes in the House. Crafted by War Department official Karl Bendetsen, who was later promoted as Director of the Wartime Civilian Control Administration to oversee the incarceration of Japanese Americans, the law made violations of military orders a misdemeanor punishable by up to $5,000 in fines and one year in prison.

Using what historians now regard a broad interpretation of EO 9066, Lieutenant General John L. DeWitt issued orders declaring certain areas of the western United States as zones of exclusion. People of Japanese ancestry were evicted from the nation's West Coast, sent to holding centers and transferred to detention centers, which many historians regard as American concentration camps across the country. However, Japanese Americans living in Hawaii, then a U.S. territory, were not incarcerated. Although the Japanese American population in Hawaii was nearly 40% of the population, only a few thousand people were detained there, supporting the eventual finding that their mass removal on the West Coast was motivated by reasons other than "military necessity."

Japanese Americans and other Asians in the U.S. had experiences decades of prejudice and racially-motivated fear. Various laws, such as those preventing Asian Americans from owning land, voting, and testifying against whites in court, existed before World War II. The FBI, Office of Naval Intelligence and Military Intelligence Division had been conducting surveillance on Japanese American communities in Hawaii and the continental U.S. from the early 1930s.

In early 1941, before the Pearl Harbor bombing, President Roosevelt secretly commissioned a study to assess the possibility that Japanese Americans would pose a threat to U.S. security. The report, submitted a month before Pearl Harbor was bombed, found that, "There will be no armed uprising

of Japanese" in the United States. "For the most part," the Munson Report said, "the local Japanese are loyal to the United States or, at worst, hope that by remaining quiet they can avoid concentration camps or irresponsible mobs." A second investigation written by Naval Intelligence officer Kenneth Ringle and submitted in January 1942, likewise found no evidence of "fifth column" activity and urged against mass incarceration. Both reports were ignored. It was later determined that no Japanese American citizen or Japanese national residing in the U.S. was ever found guilty of sabotage or espionage.

Americans of Italian and German ancestry were also targeted by EO 9066. Interned were 11,000 people of German ancestry, 3,000 people of Italian ancestry and some Jewish refugees from Germany. (The U.S. government did not differentiate between ethnic Jews and ethnic Germans because the term "Jewish" was defined as a religious practice, not an ethnicity.) Some internees of European descent were interned only briefly, while others were held for several years after the war. Like the Japanese Americans, the smaller groups included American-born citizens, especially children. A few members of ethnicities of other Axis countries were interned, but exact numbers are unknown

Ten sites were designated as "relocation centers." Arkansas, Arizona and California each had two camps while Idaho, Utah, Wyoming and Idaho all had one.

Secretary of War Henry L. Stimson, who was responsible for assisting relocated people with transportation, food, shelter, and other accommodations, delegated Colonel Karl Bendetsen to administer the removal of people of Japanese ancestry from West Coast. During the spring of 1942, General DeWitt issued Western Defense Command orders for Japanese Americans to present themselves for removal. The "internees" were first taken, to temporary assembly centers - requisitioned fairgrounds and horse racing tracks where converted livestock stalls often served as living quarters.

Later, as the construction of more permanent WRA camps, which were typically located in remote area, was completed, the internees were transferred by truck or train to camps where the housing accommodations mostly consisted of tar paper-walled frame buildings. Some of the camps were in parts of the country with bitter winters and often hot summers. The camps were guarded by armed soldiers and fenced with barbed wire, security measures not shown in published photographs of the camps.

The camps held up to 18,000 people – the Tule Lake Detention, later Segregation Center, held the most – and became small cities with government-provided medical care, food, and education. Some adults were offered "camp jobs" with wages of $12 to $19 per month, and many camp services such as medical care and education were provided by the camp inmates themselves.

EO 9066 was suspended by Roosevelt in December 1944. Internees were released, often to resettlement facilities and temporary housing, and all 10 camps were shut down by 1946.

After the war, many Japanese Americans who had been incarcerated had to rebuild their lives. Along with losing their personal liberties; many also lost their homes, businesses, property, and savings. Individuals born in Japan were not allowed to become naturalized US citizens until 1952.

It wasn't until February 19, 1976, that President Gerald Ford signed a proclamation formally terminating Executive Order 9066 and apologizing for the internment. As he declared, "We now know what we should have known then — not

only was that evacuation wrong but Japanese-Americans were and are loyal Americans. On the battlefield and at home the names of Japanese-Americans have been and continue to be written in history for the sacrifices and the contributions they have made to the well-being and to the security of this, our common Nation."

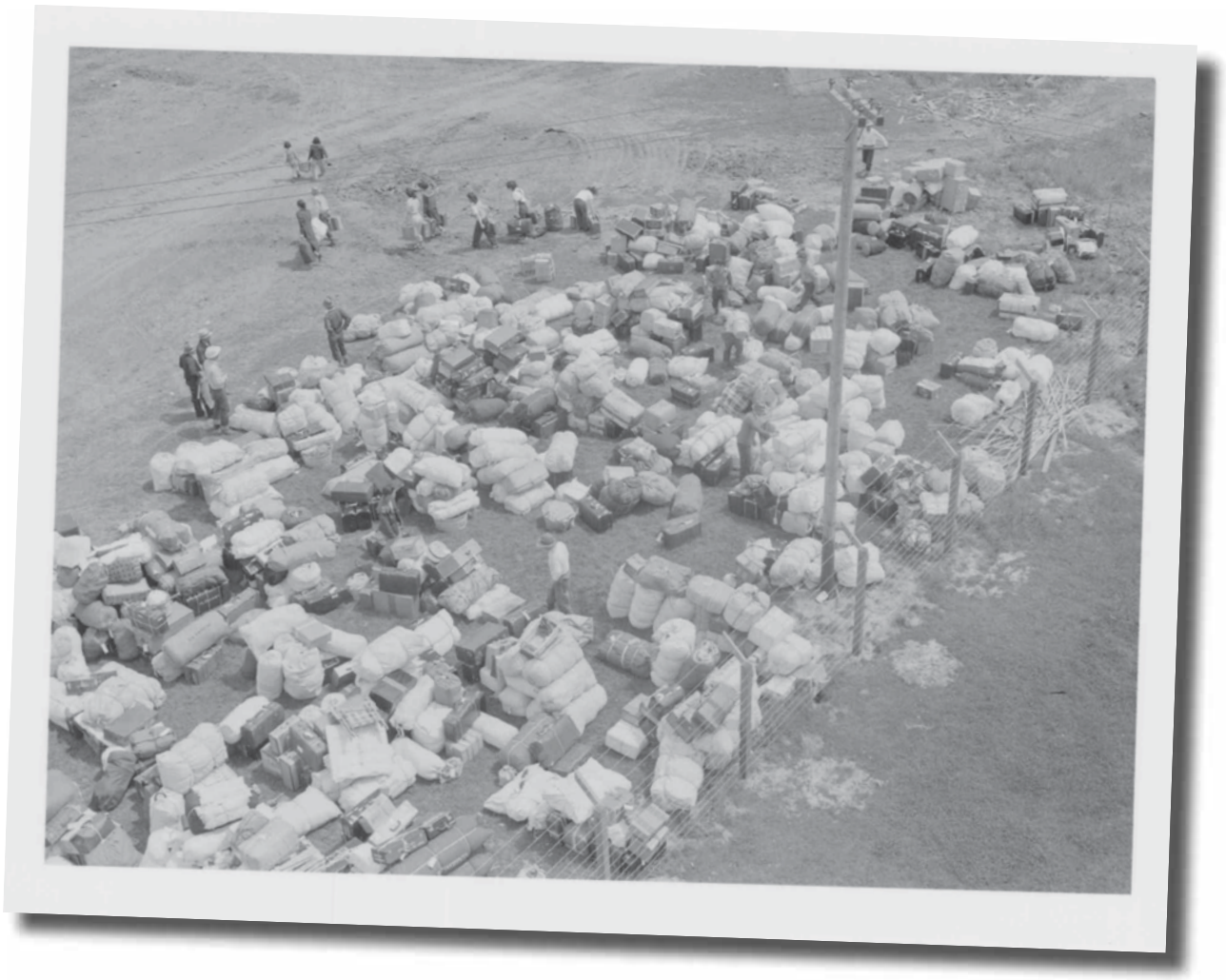
In 1980, President Jimmy Carter signed legislation creating the Commission on Wartime Relocation and Internment of Civilians (CWRIC). The group was created to conduct an official governmental study of EO 9066, related wartime orders, and their impact on Japanese Americans in the West and Alaska natives in the Pribilof Islands.

In December 1982, the CWRIC's findings concluded the incarceration of Japanese Americans had not been justified by military necessity and determined the decision was based on "race prejudice, war hysteria, and a failure of political leadership." The Commission recommended legislative remedies, including an official U.S. government apology and redress payments of $20,000 to each of the survivors. A public education fund was established to help ensure that a similar incarceration of U.S. citizens would not happen again.

On August 10, 1988, the Civil Liberties Act of 1988, which was based on the CWRIC recommendations, was signed into law by President Ronald Reagan. The Act stated "a grave injustice" had been done and established a fund that paid $20,00 (equivalent to $37,000 in 2018) in reparations to 82,219 formerly interned Japanese Americans or their heirs.

On November 21, 1989, President George H. W. Bush signed an appropriation bill authorizing payments to be paid between 1990 and 1998. In 1990, surviving internees began to receive individual redress payments and a letter of apology. This bill applied to the Japanese Americans and to members of the Aleut people living on the strategic Aleutian islands in Alaska who were also relocated.

More recently, courts have weighed in on EO 9066 and the 1944 U.S. Supreme Court case, Korematsu versus the United States. In what is regarded a landmark decision,



the Court upheld the exclusion of Japanese Americans from the West Coast Military Area during WWII, a decision widely criticized by some scholars as "an odious and discredited artifact of popular bigotry" and "a stain on American justice."

In the written decision by Justice Hugo Black, which was supported by five other Justices, Black wrote, "Korematsu was not excluded from the Military Area because of hostility to him or his race. He was excluded because we are at war with the Japanese Empire, because the properly constituted military authorities feared an invasion of our West Coast and felt constrained to take proper security measures, because they decided that the military urgency of the situation demanded that all citizens of Japanese ancestry be segregated from the West Coast temporarily, and, finally, because Congress, reposing its confidence in this time of war in our military leaders—as inevitably it must—determined that they should have the power to do just this."

Courts have since upheld a 1983 California district court decision that voided the conviction because that during the Korematsu case, archival evidence proved the U.S. Solicitor General had suppressed a report from the Office of Naval Intelligence during the Supreme Court stating there was no evidence that Japanese Americans were acting as spies. (The story is told in a 1988 film, "Alternative Facts," by Jon Osaki.) In a 2018 case, Trump versus Hawaii, Chief Justice John Roberts wrote in his majority opinion that the Korematsu decision was explicitly repudiated.

Members of the Tule Lake Committee, which includes descendants of Japanese Americans incarcerated at Tule Lake, the largest and most controversial of the 10 camps and the only camp converted into a segregation center – are concerned minority groups are again being targeted.

"In the Trump administration, founding principles are once again being suspended, violating the rights and the humanity of targeted minorities," said Barbara Takei, a Tule Lake Committee officer. "The Muslim ban, the incarceration of immigrant children and families in for-profit concentration camps, and the military suppression of free speech and the right to assemble target Black Americans and their supporters — all echo a moment in American WWII history when an entire racial group was exiled and incarcerated for reasons of race."

It's the hope of many Japanese-Americans, and others, that the tragedies created by Executive Order 9066 are not repeated.

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Balloon Bombs

The Little Known Story of the Only Enemy Caused Deaths on American Soil

- By Lee Juillerat

Seventy-five years ago, during the waning months of World War II, a little-known incident that happened in a remote area of Eastern Oregon resulted in the only deaths of Americans on the continental United States caused by enemy action.

Six people were killed on May 5, 1945, when they found and accidentally detonated a Japanese balloon bomb in the woods near Bly, Oregon. Killed were Elsie Mitchell, 26, Dick Patzke, 14, Jay Gifford, 13, Edward Engen, 13, Joan Patzke, 13, and Sherman Showmaker, 11. The bomb was one of more than 9,300 balloon bombs that flew across the Pacific Ocean on the easterly flowing jet stream from Japan to North America between November 1944 and April 1945. The Bly bomb was one of 361 found in 26 states, Canada and Mexico.

Regarded as the world's first-ever intercontinental ballistic weapons, the balloon bombs were devised by Japanese scientists. It's estimated the balloons, which carried about 30,000 bombs, took about 70 hours to cross the Pacific from their launch site in Japan.

The 70-foot tall, hydrogen-filled balloons were made of homemade paper stuck together with paste made from potatoes. Each had a 33-foot diameter paper canopy that was connected to the main device by shroud lines. The canopy was attached to a platform by a small metal ring that contained an automatic altitude control device, battery and demolition charge. A larger ring connected parallel and under the small ring had 32 sandbags, two incendiary bombs and, in the center, an anti-personnel bomb. The balloons followed the jet stream at an altitude of about 30,000 feet. As they lost altitude, they were kept aloft by a demolition charge that released ballast bags. The release of the remaining ballast bags freed the high explosive bombs. The bombs were rigged to self-destruct

and leave no evidence behind, but that didn't always happen.

The first bomb was spotted November 4, 1944, in the Pacific Ocean 66 miles southwest of San Pedro, California. Over following weeks balloons were found in Oregon, Montana and Hawaii. On January 4, 1945, two men working near Medford, Oregon, heard a loud blast, saw flames and found a 6-inch diameter, 12-inch deep hole in the ground. The U.S. Office of Censorship that day asked the news media not to publish reports of the bombs because it was feared the information might cause widespread panic.

Japanese military leaders launched the bombs to avenge the 1942 Jimmy Doolittle bombing raid over Tokyo. They hoped the incendiary and explosive bombs attached underneath the huge balloons would start forest fires and create a national panic. Instead the U.S. military imposed the news blackout. When the government lifted the censorship, the Navy and War departments issued a joint statement describing balloon bombs and warning people to avoid tampering with strange objects. The statement declared, "The possible saving of even one American life through precautionary measures would more than offset any military gain occurring to the enemy from the mere knowledge that some of his balloons actually have arrived on this side of the Pacific."

In the book, "Silent Siege," historian Bert Webber details the mechanisms, launching methods and the balloon bombs known landing points. He said Japanese officials had not anticipated the military censoring information about the bombs, writing, "They didn't think the blabby Americans could keep their mouths shut."

It wasn't until May 14, 1945, nine days after the Bly incident, that U.S. officials released warnings about the dangers of balloon bombs. Before the Bly incident, information was known informally, through word-of-mouth. On May 22, government officials permitted the limited release of very general information about balloon bombs. It wasn't until June 1, 1945, that the U.S. government lifted its news blackout on what caused the deaths near Bly.

After the censorship bans were lifted, the Navy and War departments issued a joint statement describing balloon bombs and warning people to avoid tampering with "strange objects."

In 1949, Congress approved a bill providing $20,000 compensation to the families of those killed at Bly. Although the Senate Judiciary Committee maintained no Army personnel were directly responsible for the deaths, it insisted the Army and other military services were "aware of the danger from these Japanese bombs and took no steps, for what may have been valid reasons, toward warning the civilian population of the danger involved."

It was publicly revealed that on the day of the explosion, Bly Reverend Archie Mitchell, 27, his five-months pregnant wife Elsie, and five children from Mitchell's Sunday school class were on a Saturday morning picnic. While traveling 13 miles northeast of Bly, they met a Forest Service crew and were told

the road ahead was impassable because of snow. About 10:20 a.m., as Archie parked the car. Elsie and the children jumped out and headed toward Leonard Creek. Weeks later, when Mitchell was allowed to publicly tell his story, he remembered, "As I got out of the car to bring the lunch, the others were not far away and called to me they had found something that looked like a balloon." Before he left his car there was a big explosion. Some reports, however, say Mitchell tried to warn his wife the device might be a bomb, although in a letter written eight months after the incident he wrote, "none of us had ever heard anything about Japanese bombs and didn't even suspect that a thing existed."

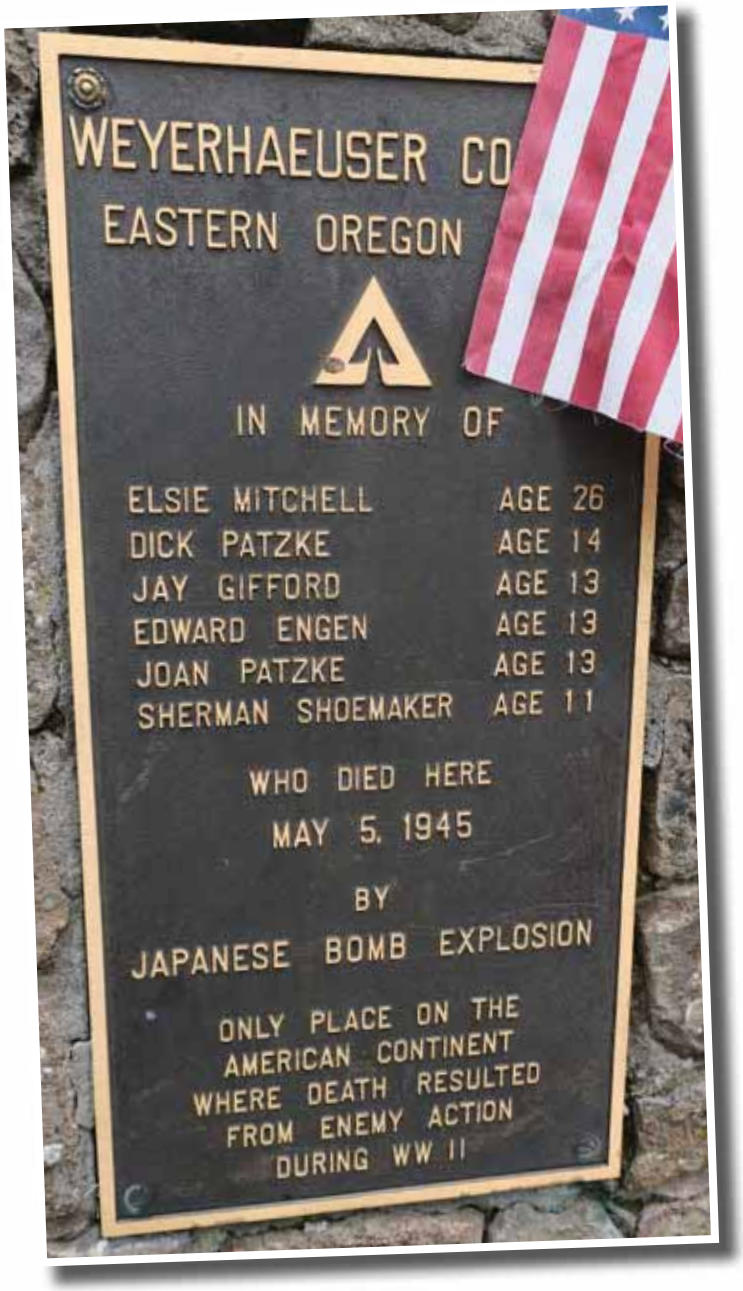
Richard Barnhouse, foreman of the Forest Service road maintenance crew, who ran to the scene with Mitchell, said the explosion shook the ground and caused debris to fly through the air. They found four children badly mangled and dead, while a fifth child died soon afterward. Archie extinguished Elsie's clothes, which were on fire, but she died moments later in his arms. Two other Forest Service workers, who had been further down the road, arrived minutes later.

The explosion created a foot deep, 3-foot wide hole. Parts of the bomb and mechanism were found within 90 feet of the explosion site. Fragments flew nearly 400 feet. Federal officials instructed the Forest Service personnel to only report that the explosion resulted from an unknown cause.

Because of the site's significance, the 22.66-acre parcel was added to the National Register of Historic Places in 2003. "This particular event and site are the most recognized representation of the use of a Japanese strategic weapon against the United States during a major global war and documents the first use of an intercontinental ballistic weapon in history," the Department of the Interior's National Register nomination form explains. "The placement of the Mitchell Recreation Area on the National Register of Historic Places is a high honor that is fitting the sacrifice the victims, their families and community made for censorship critical to preserve the national security of the United States during a major global war."

The deaths have had lasting impacts. Archie Mitchell's story didn't end with the incident. Two years after the Bly deaths, Mitchell married Betty Patzke, Joan and Dick's older sister. They later became missionaries in Vietnam, working at a leprosy clinic. On May, 30, 1962, Archie and two others were taken as prisoners. His fate remains unknown. The U.S. government declared him dead in 1969.

In 1985, Ed Patzke, Betty and the two young Patzke's brother, looked back with mixed emotions: "I couldn't see the necessity of having it happen the way it did because we were so far away from it. For a while, I know I was kind of bitter against the Japanese, not the Germans for some reason. That was just a temporary feeling that didn't last. War is war. They just did what they had to do and our country did what it had



to do. I don't dwell on that thing. If you did, you'd just go batty."

The place where the deaths occurred, known as the Mitchell Monument, is managed by the Fremont-Winema National Forest's Bly Ranger District. A rock monument located atop the explosion site features 18-inch by 36-inch bronze table with the names of the six victims and the date of the explosion. Inside the enclosure are three trees with visible bomb fragments.

Dedication ceremonies were held August 20, 1950, with Oregon Governor Douglas McKay and Army Colonel Karl Frank as speakers. McKay said the six were casualties "just as surely as if they had been in uniform." He urged people to renew their faith in "our type of government, our way of life and our people."

Other significant gatherings have been held at the site. In 1976, Sakyo Adachi, a Japanese meteorologist and one of the scientists who determined the feasibility of balloon warfare, visited and placed a wreath on the monument. He later wrote a letter apologizing to the Patzke family.

In 1987, Ed Patzke and other relatives of victims met with Professor John Takeshita. Takeshita translated and hand-carried personal letters of contrition from several Japanese women who, as young school girls, had helped build balloon bomb canopies. Along with the letters, the women folded 1,000 paper cranes, a Japanese symbol of healing, atonement, forgiveness and peace.

Another 1,000 paper cranes made by Japanese children from the Fukuga Elementary School were sent to Bly's Gearhart School as prayer for the six victims. Fukuga's principal Takao Oeki wrote, "While the cranes and the carp streamers are but small symbols of friendship, we would be happy if the importance of friendship and the need for peace do get nurtured in the hearts of children as they grow up."

More than 500 people attended rededication activities on the 50th anniversary of the incident in 1995. Six cherry trees were planted at the site. During the ceremony Betty Patzke Mitchell, Archie's second wife, said, "I want to thank the Japanese ... They've showed that they are really sorry and had a desire to be forgiven. I really appreciate their way of showing it."

Ceremonies planned for May 5, 2020, to commemorate the 75th anniversary were cancelled because of the COVID-19 coronavirus epidemic and were rescheduled to September.

The Mitchell Monument has drawn international interest in books, magazines, newspaper articles and television reports. In the early 1980s, the memorial was featured on the "Ripley's Believe It or Not" television show with Jack Palance. The History Channel featured the Bly bombing in its "The Most Series" and in "This Week in History" programs. American History Magazine in 1995 featured an article, "One Small Moment," in its special 50th anniversary World War II Victory issue. In addition to Burt Webber's "Silent Siege," the balloon bomb history is told in "Fu-Go: The Curious History of Japan's Balloon Bomb Attack on America" by Ross Coen and the film, "On Paper Wings," by Ilana Sol.

Although it's little known, the Mitchell Monument is of national significance. As the National Register form notes, "Even though only one tree inside the fenced area still has the evidence of bomb fragment damage, the site has symbolic integrity. As nature has healed its scars from the explosion so has this site healed deep wounds for those making the pilgrimage to achieve inner peace and reconciliation at the site."

The Norden Bombsight

A Closer Look At One Of America's Secret Weapons Of World War II

By Dewaine A. Speaks

By the 1930s, the design of aircraft had become sophisticated. From the materials used on its skin to the navigational instrumentation in its cockpit, the airplane was starting to resemble aircraft of today.

Built by manufacturers like General Electric Company, Allison Company, and Pratt & Whitney Company, its engines had become more powerful and much more reliable. Heating systems for flying at high altitudes were still a few years away, but some planes were being fitted with oxygen to enable the crews to fly upwards of 40,000 feet.

For the U.S. Army Air Corps (now known as the U.S. Air Force) in particular, however, there was still a pressing need. Their engineers and scientists had been searching for an accurate and dependable bombsight for years.

With bombing run speeds of 220 to 250 miles per hour, knowing when and where to release the bombs was critical if the target was to be hit. Complicating matters, the bombs, when released, tended to follow the host plane at first before pitching down at a more vertical attitude. The trajectory of a falling bomb tends to make a geometric parabola. Making things more difficult, at the time no one was able to accurately calculate the trajectory of bombs — which were often falling at speeds greater than the speed of sound (about 768 miles per hour at sea level.)

When it became more and more likely that another war was coming, the Army Air Corps pressed their search for a good bombsight even harder. With appropriated money to spend, they began working with several inventors who were working to come up with an acceptable bombsight. With an Air Corps contract in hand, Carl Norden, a Swiss inventor, returned in 1929 to Switzerland and lived in his mother's house while attempting to develop a more accurate bombsight. In 1930 he furnished several thousand of his improved bombsight to the Air Corps. The unit was better than nothing, but the Army still needed something better. Thinking Norden was on the right tract, the Air Corps funded more of Norden's development work.

In an effort to make his early bombsights more user friendly for the bombardiers, Norden consulted with the engineers at the Fulton Sylphon in Knoxville, Tennessee. Thirty years before, Weston Fulton had invented the seamless metal bellows, which were now in widespread use as the main element in many precision instruments such as altimeters and thermostats.

Norden used six of these bellows assemblies on each of his improved models. The bellows were engineered to expand and contract at a repeatable spring rate. With the flexible bellows providing compensation for such rapidly changing variables such as altitude and airspeed, Norden and the Fulton Sylphon Company engineers had, in essence, developed an analog computer before the age of computers. This collaboration led to the development of the

Weston Fulton and Rear Admiral Wat T Cluverius after the "E" Award Ceremony in 1942

bombsight that the Army had been searching for. From this time on, the Air Corps was much more likely to be able to release its bombs from a higher and safer altitude.

In the final run in to the target the bomber often quickly had to dodge enemy fighter planes – or flak. Norden's bombsight compensated for such rapidly changing parameters of air speed, altitude and wind drift.

As such, the bombsight would become America's second-most guarded secret of the war. It was so highly classified and considered so important that Army Air Corps personnel who were to be trained for its use had to take an oath of secrecy before they could even see one.

The somber oath in its entirety reads as follows:

"Mindful of the secret trust about to be placed in me by my Commander in Chief, the President of the United States, by whose direction I have been chosen for bombardier training, and mindful of the fact that I am to become guardian of one of my country's most priceless military assets, the American bombsight, I do here, in the presence of Almighty God, swear by the bombardier's code of honor to keep inviolate the secrecy of any and all confidential information revealed to me, and further to uphold the honor and integrity of the Army Air Forces, if need be, with my life itself."

In case a plane equipped with one of the American bombsights was shot down, in order to keep the device from falling into enemy hands, a thermite explosive was installed inside the sight. When detonated by a member of the flight crew, the heat from the resultant chemical reaction left only a molten mass. Initially, the Navy had special floats on the wings of their Douglas Aircraft TBD Devastators so a stricken plane on the water surface would stay afloat a little longer to make it easier for the crew to escape. Early in the war, however, they had the flotation removed so these stricken planes would quickly take the bombsight to the bottom with them.

After a mission, a member of the flight crew on the Air Corps bombers could be seen carrying a sack when leaving the plane. The bombsight, itself never seen outside the plane, was promptly placed in a safe. This was often called "The Bomb Vault."

The bombardier entered in their air speed, altitude, wind direction and drift, and ballistics data on the ordnance they were dropping. Once the target was identified the bombardier would actually assume directional control of the aircraft through the bombsight, which was connected to the autopilot. Altitude and speed control remained with the pilot, but the bombardier controlled right and left directional control of the aircraft. Contrary to popular belief, the bombardier did not push a button and release the bombs. The Norden sight, using a system of internal sensing devices, including six of Fulton's inventions, the seamless metal bellows and stabilizer controls, automatically released the bombs. The bombardier called out "bombs away" as the bombers lurched upward with the release of their heavy load. This rather primitive computer, although not primitive for the time, helped immeasurably in bringing the war to a close. With the successful development of the bombsight, the number of sorties that could be flown and the resultant collateral damage could be reduced. Today, these calculations can now be easily accomplished using electronic technology, but that was not available in the 1930s and 1940s.

Albert Pardini wrote in his book The Legendary Norden Bombsight, "the Norden bombsight was born in the 1920s involving fundamental and applied research, such as an unprecedented bombsight engineering, design, complex mathematics, unheard of machining of metal arts

to tolerances in the range of one thousandth of an inch (0.001) to one or two ten thousandths of an inch (0.0002) on mass produced parts manufactured to watch-like measurements, development of precision anti-friction ball bearings, optical equipment refined to new tolerances, and the industrial ability to produce delicate instruments in mass quantities never before attempted. All of this was accomplished long before the discovery of high-speed computers, calculators, and the micro chip. This was a testimony to the ability of the American complex to react to a very critical time during the first part of World War II." Norden's bombsight had over 2,000 manufactured parts.

The government paid Carl Norden $8,800 each for the 90,000 Mark XV bombsights his company manufactured. The Fulton Sylphon Company manufactured bellows assemblies for 20,000 of these. Norden's profit was approximately 10 percent. The Carl L. Norden Company ranked 46th among industries in the amount of war-time contracts received during World War II.

Because of all the secret work being conducted at the Fulton Sylphon Company and at Norden's Manhattan assembly plant, security was especially tight. Photographs at the time show barbed-wire-enclosed plants with highly trained and armed guards.

Incredibly, in spite all of the heavy security, a member of the German spy network managed to steal the blueprints for one of the country's top secrets, the bombsight. A naturalized German immigrant, Hermann Lang, who was a member of the large and growing group of the New York Spy network, had managed to get a job with Norden's Manhattan defense plant.

Lang worked late into the night as he copied the complex blueprints he stole during the day and took back to the factory each morning. His wife, who was already in bed, never suspected that her husband was com-

Top: Punch press machinaery used at Fulton Sylphon.
Above: Actual finished Metallic Bellows produced by Fulton.

mitting espionage. After getting the job with Norden's company, he had worked at different times as a draftsman, machinist, and assembly inspector. Each of these positions gave him easy access to the bombsight's top-secret drawings and specifications. No one at the factory suspected that the 35-year-old worker was a traitor and a spy. His code name was Paul, and he was determined to steal the secret drawings. He was able to get the copied blueprints on board a ship that was bound for Germany.

At one point, Lang traveled to the Fatherland and gave the Nazis assembly instructions for the bombsight. While there he was toasted as a hero by Luftwaffe chief Herman Goering and received a payment of $3,000 from the Third Reich.

Lang was eventually betrayed by a double agent and arrested by the FBI. He was tried along with 18 other spies who entered a guilty plea. They were known as "the Nazi 19," and their trial was the largest espionage trail in the nation's history. Fourteen other spies who did not plead guilty were tried separately in Brooklyn, New York, and on December 13, 1941, were sentenced to a total of 300 years in federal prison. The group was called the "Duquesne Spy Ring" by the FBI. Lang himself was convicted and sentenced to 18 years in a federal prison.

The double agent, William Sebold, was initially recruited by the Nazis to be a spy. The FBI was able to flip him to work for them. With his assistance, the FBI operated a radio station for two years in New York City that enabled the U.S. government to listen in on messages that the Germans were sending to their spies. Also, the Germans never suspected that the misinformation that was constantly being fed to them from the radio station, which they thought was being controlled by their agents, was propaganda. The Nazi spy ring was the subject of a successful 1945 movie, entitled "The House on 92nd Street," which won an Academy Award for "Best Original Motion Picture Story."

Ironically, except for the $3,000 in cash that Lang received from the Third Reich for the stolen blueprints, his efforts were for nothing. In spite of being in the possession of the plans for American's second-most important secret of the war, the Germans relied on their Stuka dive bombers and never used Norden's bombsight.

For America, the use of the bombsight did not end with the close of World War II. During the Korean conflict, the B-29 bombers were once again pressed into service along with their aging Norden bombsights. Then in Vietnam, about 15 years later, the Air Force still using some of the same bombers with their same complement of bombsights, was forced to recall some World War II technicians in order to make the bombsight operational once more.

With the advent of "Smart Bombs" and atomic weaponry, bombing techniques started changing rapidly, and America's bombsight largely became a relic and is now a much-sought after collector's item. The once-treasured bombsight, invented by the Swiss scientist Carl Norden so long ago, was given its final assignment in 1967 with Naval Air Operations Squadron Sixty-Seven in Vietnam when they were used in Operation Igloo White to help with the placement of Air-Delivered Seismic Detectors along the Ho Chi Minh Trail.

"Dorie" Miller

The first African American to be awarded the Navy Cross

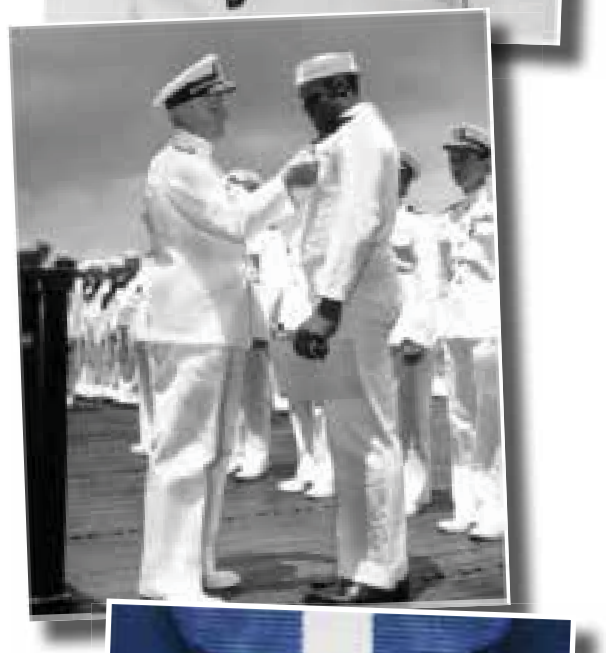
Doris "Dorie" Miller (October 12, 1919 - November 24, 1943) was an American Mess-man Third Class in the United States Navy. During the attack on Pearl Harbor on December 7, 1941, Miller manned anti-aircraft guns (despite having no formal training in their use) and attended to the wounded. For his actions, he was recognized by the Navy and awarded the Navy Cross. After the battle Miller helped move injured sailors through oil and water to the quarterdeck, thereby "unquestionably saving lives of a number of people who might have otherwise have been lost."

Sadly, nearly 2 years later Dorie was killed in action when his ship the Lipscomb Bay was torpedoed by a Japanese Submarine and sunk during the Battle of Makin.

The U.S. Navy says it will name an aircraft carrier after Doris "Dorie" Miller, the African American mess attendant who heroically leapt into combat during the bombing of Pearl Harbor. It marks the first time that an aircraft carrier has been named for an African American, and the first time a sailor has been so honored for actions taken as an enlisted man.

By naming the aircraft carrier for Miller, says Acting Secretary of the Navy Thomas B. Modly, "we honor the contributions of all our enlisted ranks, past and present, men and women, of every race, religion and background. Dr. Martin Luther King, Jr. observed, 'Everybody can be great – because anybody can serve.' No one understands the importance and true meaning of service more than those who have volunteered to put the needs of others above themselves."

"Doris Miller stood for everything that is good about our nation," said Modly, "and his story deserves to be remembered and repeated wherever our people continue the watch today."



Top right: Doris Dorie Miller recipient of the Navy Cross and hero of Pearl Harbor.
Middle right: Admiral Chester W. Nimitz pins the Navy Cross on Doris "Dorie" Miller at ceremony on board USS Enterprise, Pearl Harbor, Ma 27, 1942.
Bottom right: The Navy Cross is the United States military's second-highest decoration awarded for valor in combat.
Inset in text: Illustration of Miller defending Pearl Harbor (Charles Alston Office of War Information and Public relations.)

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‘Jolly Roger’

East Tennessean Leaves Behind Memories Of WWII Air Combat Against Japanese In South Pacific

▪ **By Lisa Warren**

On Dec. 7, 1941, Howard “Buddy” Lane was returning home with his family from Sunday evening church services, when he first heard the news of the Japanese attack on Pearl Harbor.

The bombing of the U.S. naval station in Honolulu, Hawaii, was thousands of miles away from his East Tennessee home. However, the events of that day would soon lead the young man into the tail section of a B-24 bomber, where he would fight the Japanese in the South Pacific.

Lane was just a few weeks shy of his 17th birthday when the surprise attack on Pearl Harbor took place. He went on to finish high school in 1942 and then made plans to attend school at The Citadel in Charleston, S.C.

It was while he was a student at the military service academy that Lane was inducted into the U.S. military on July 8, 1943. He formally entered into active service with the U.S. Army Air Corps on July 30, 1943 at Ft. Oglethorpe, Georgia.

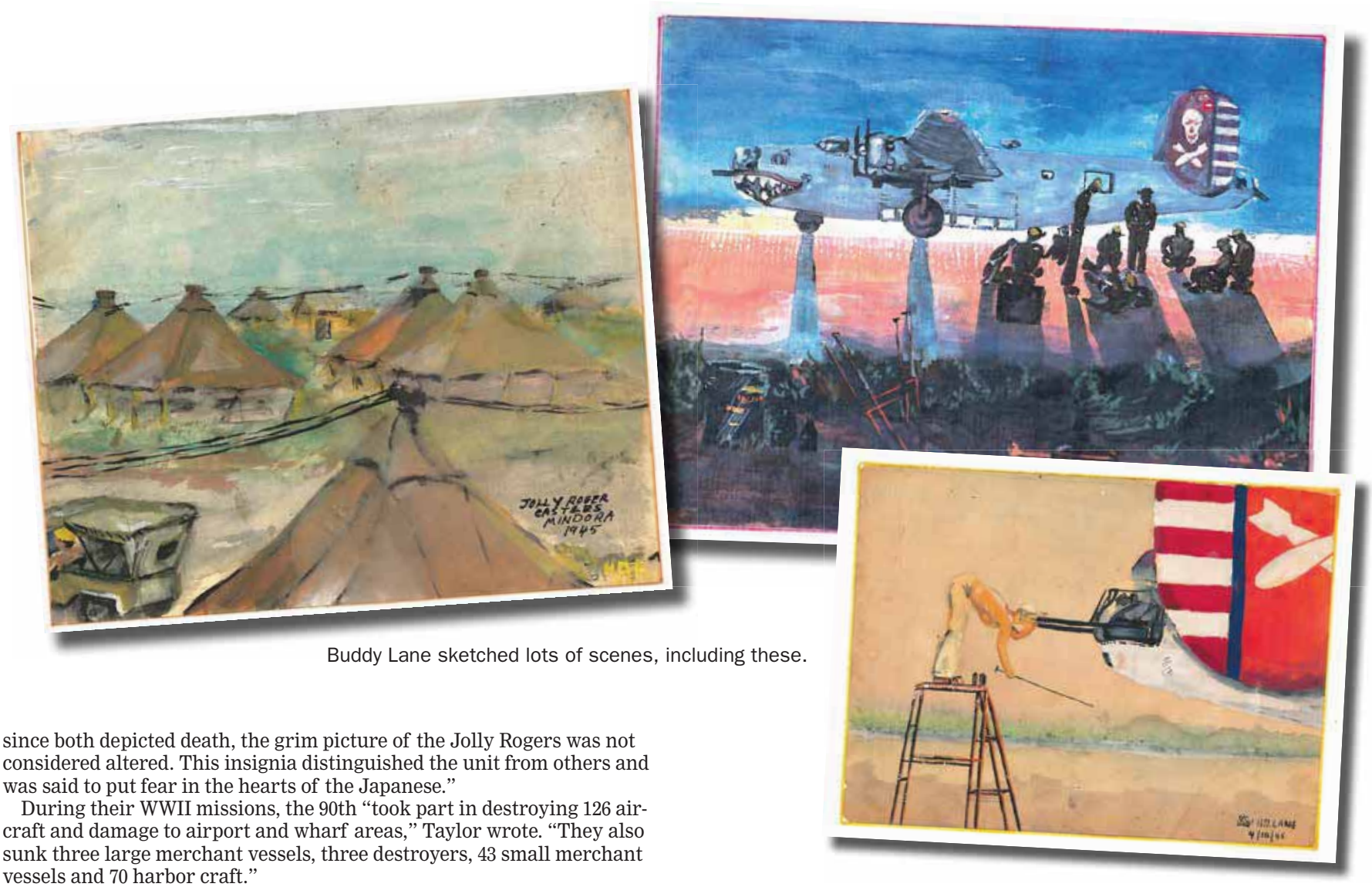
During his military service, Lane recorded brief accounts of each of the 46 bombing missions that he and his fellow crew members undertook with the Army Air Corps’ 90th Bombardment Group, which was known by its members as “The Jolly Rogers — The Best Damn Heavy Bomb Group In The World.”

Founded in 1941, bombardment group was named in honor of their commander, Col. Arthur Rogers. One of the 90th Bomb Group’s main objectives during WWII was to bomb Japanese installations on the South Pacific island of New Guinea and surrounding areas.

The term “Jolly Roger” is a traditional English name for flags shown to identify a pirate ship about to attack. These flags are recognized by the formidable skull and crossbones symbol on a black flag.

According to an article written by Paula Taylor, museum director of the 90th Missile Wing, the airmen of the 90th Bomb Group considered the pirate-themed symbol quite appropriate since they were constantly “raiding” Japanese sea lanes.

“The only difference in the two insignias,” Taylor wrote in her article, “was that the 90th’s design had cross-bombs instead of cross-bones, but



Buddy Lane sketched lots of scenes, including these.

since both depicted death, the grim picture of the Jolly Rogers was not considered altered. This insignia distinguished the unit from others and was said to put fear in the hearts of the Japanese."

During their WWII missions, the 90th "took part in destroying 126 aircraft and damage to airport and wharf areas," Taylor wrote. "They also sunk three large merchant vessels, three destroyers, 43 small merchant vessels and 70 harbor craft."

In a 1998 interview for The Greeneville Sun, Buddy Lane, who was 73 years old at the time, shared some of his war-time memories with this writer and read exerts from his diary that he kept during the war.

One of Lane's first diary entries was recorded on Oct. 21, 1944, when he left Fairfield-Suison Air Base, near San Francisco, Calif., headed to war in the Southwest Pacific.

The passage read: "Got an empty feeling as we passed over the Golden Gate Bridge — the last sight of the United States."

The pages of Lane's diary go on to contain brief, but quite informative, accounts of the 46 aerial missions that he experienced as a tail gunner aboard B-24 bombers.

The B-24 was a rugged airplane, equipped with .50 caliber machine guns, which proved to be potent weapons against the Japanese. As a tail gunner, one of Lane's main responsibilities was serving as a lookout for attacking enemy fighters.

Even though the B-24 was a formidable aircraft, the natural conditions of the South Pacific, including inclement weather and rugged terrain, often made aerial missions quite dangerous for flight crews — not even taking into account the threat of a Japanese attack.

In his diary, Lane sometimes mentioned how the weather impacted several of his crew's missions. But usually he presented details on how the bombing went and whether or not the aircraft sustained any damage during the mission.

Lane's first mission was recorded on Nov. 5, 1944. It was a five-hour trip from the 90th Bomb Group's base in Nadzab, New Guinea, to Wewak, located on the island's northern coast. Lane simply wrote: "Bombed AA (anti-aircraft gun) batteries and strafed shore line." (A battery in this case refers to a group of anti-aircraft guns.)

A couple of weeks and a few missions later, Lane's accounts grew more detailed.

On Nov. 24, 1944, he wrote of a 11.5-hour mission to the Philippines from Biak, a small island northwest of New Guinea: "Uneventful mission except one fairly close burst of Ack-Ack (enemy gunfire) that rocked the plane. I located two A.A. installations and reported to the intelligence upon return. While returning to Biak, sighted a 25-ship convoy."

Three days later, Lane recorded another mission to the Philippines: "Baptism of fire. Five Oscars (Japanese aircraft), three bursts of phosphorous bombs near ship (his plane). No damage."

But, there were days when the aircraft that carried Lane and his fellow crew members did get hit by shelling. One of those occurred on Feb. 2, 1945 during a 10-hour mission to Formosa from Mindoro. Lane termed the occasion as "Flak Alley." (Flak meaning anti-aircraft gunfire.)

Buddy went on several missions to drop WWII Japanese Psychological Warfare leaflets such as these samples used by the Americans against Japan. The leaflets were written or pictorial messages on a single sheet of paper. They had no standard size, shape or format. The primary consideration was for the paper to accommodate the message and be easy to distribute. Most use 6" x 3" in size and have very favorable aerial dissemination characteristics.

"We led the squadron," Lane wrote. "Every ship (airplane) was holed. We seven times. Largest hole in vertical stabilizer of the tail. Whew! Weeks (another pilot in the squadron) lost engine over the target. We escorted (his damaged plane) to Lingayen Bay Air Strip. Brought crew back to Mindoro Air Base."

What Lane didn't say in his diary, but later told, was that Weeks' plane and crew had been forced to land on a Japanese-controlled airstrip after their B-24 had lost one of its four engines. Lane's pilot landed their plane at the enemy airstrip in order to rescue Weeks' crew and was shelled with small arms fire during the heroic feat, but managed to take off unscathed.

Lane and his fellow airmen were part of Capt. George L. Marshall's crew of 10, who came to the group from wide-ranging parts of the U.S., including New York City, Denver, Detroit, Milwaukee, Pittsburgh and Chicago. Among the crew were four officers and six enlisted men.

The men continued to maintain a friendship throughout the rest of their lives.

"You flew together, you stayed together," Lane said during the 1998 interview.

The crew flew missions to such places as the Bismarck Archipelago, Formosa, New Guinea, Luzon and other Philippine Islands and other parts of the western Pacific.

Lane outlived his fellow crew members.

On May 28, 1945, Lane wrote of a mission to French Indochina (later known as Vietnam).

"We dropped five 1,000 pound bombs. We hit one train engine, damaged several flat cars, and a warehouse with ammunition. Missed a troop train by about 75 feet. They fired 20 mm guns at us. Hit one "Outhouse." Bombed from 2,000 feet. Good Mission! After dropping bombs we strafed a troop train and other locomotives. Went as low as 500 feet. We were over target area for more than hour."

Lane explained during the 1998 interview that the crew did not realize that they had hit an ammo dump until the force of the explosion actually rocked the plane in which they were flying.

"It knocked the plane up in the air," Lane said.

The sturdy B-24 took the impact though. In fact, the mission. Continued on until the crew took out a train station.

"We were so close to that train station that we could hear them shooting at us," Lane said.

On each of his WWII bombing missions, Lane carried with him a Bible, which had also been carried by his father, George R. Lane, during his World War I service. (His father had been a member of Battery B of the 114th Field Artillery, and was near Verdun when the Armistice was signed to end the first World War.)

A man of strong faith, Lane credited the hand of God with guiding both his father and himself through both world wars.

In addition to his writing, Lane also frequently sketched many of his visual memories from the war, including B-24 bombers with their signature insignia painted on the tails, among many other scenes.

One particularly moving drawing by Lane shows a seaside cliff where, at the bottom, the skeletal remains of an aircrew lay in a watery grave. One of the fallen heroes is wearing a scarf.

Lane's drawing was inspired by time spent on a beach one day by his crew and another crew of airmen. The young men had enjoyed a brief respite from combat that day, simply enjoying the water, sand and fellowship.

The next day, the fellow aircrew was shot down into the sea. There were no survivors.

Among the wreckage found was a scarf that Lane recalled had been worn by one of the men from that crew.

Lane brought home sea shells from that day spent at the beach, as well

My dog Damit

Victory Quilt – Steve Lane (r) behind his dad

as haunting memories that clung with him through his life.

Several of Lane's drawings, along with his diary, his flight bag and airman's jacket, are all on permanent display at the Greene County History Museum, located in Lane's hometown of Greeneville, Tenn.

On Aug. 6, 1945, the United States dropped an atomic bomb on the Japanese city of Hiroshima. Three days later, a second nuclear bomb was detonated on Nagasaki.

These two bombings killed an estimated 129,000 to 226,000 people, most of whom were Japanese civilians. It remains the only two times in history that nuclear weapons have been used in war.

Shortly after the bombs were dropped, Japan surrendered, bringing an end to WWII. Lane was home on leave when he heard the news of the surrender.

The signing of the formal surrender came on Sept. 2, 1945.

Lane was honorably discharged from the military on Oct. 16, 1945, having attained the rank of staff sergeant and received citations and decorations for the Asiatic-Pacific Theater with one bronze star and 1 silver star, the Good Conduct medal, and the Air Medal with three bronze clusters.

Following WWII, Lane forever laid down his weapons of war. He finished his college studies at Vanderbilt University, where he was graduated with a bachelor's degree in 1949. Ironically, even his closest college buddies didn't know of Lane's military service until decades later.

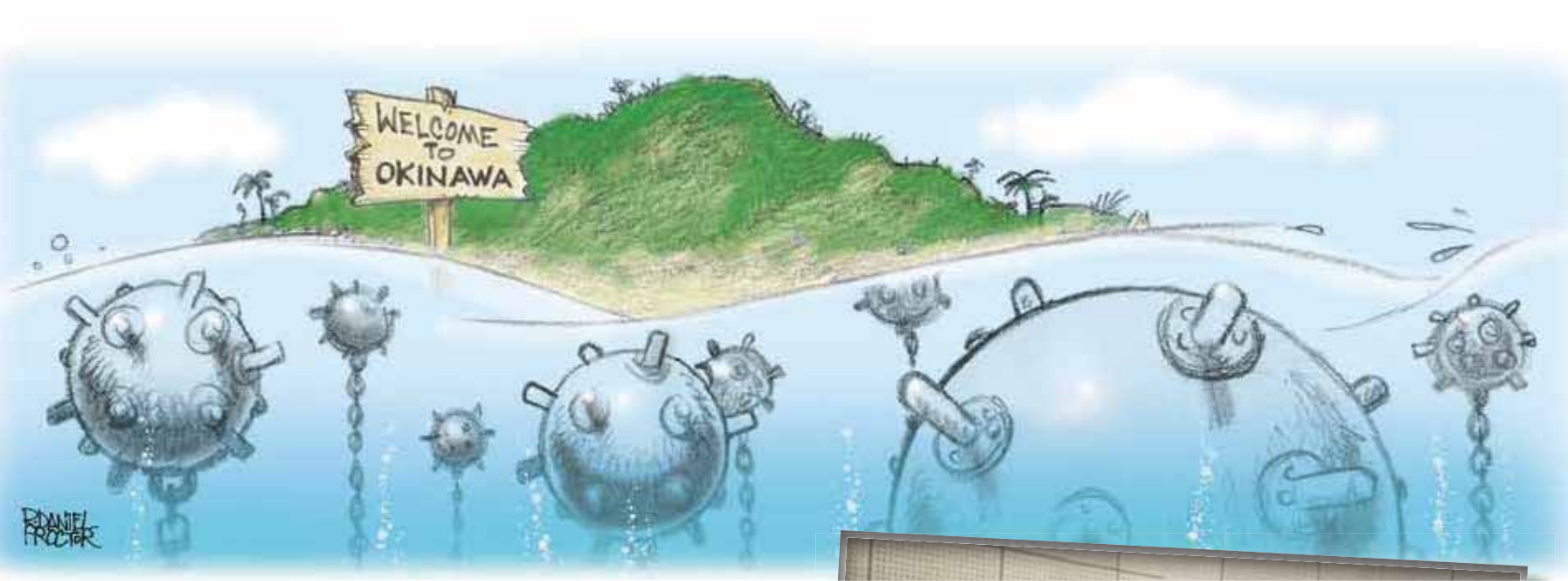
After school, Lane returned home to Greeneville where he settled down, raised a family, and took over the operations of his family's retail clothing store.

More than 300,000 Tennesseans served in the armed forces during WWII. Of them, 5,731 Tennessee soldiers made the ultimate sacrifice with their lives.

Lane was among the lucky ones who returned back home from the war without physical injuries. However, like a majority of combat veterans, he carried with him internal scars from the sights and sounds of war.

His son, Steve, said that his father told him that a military funeral would be fine for him when he died, but he emphatically requested that "no guns" be fired.

Lane passed away peacefully at his home on Aug. 17, 2016, and he was quietly laid to rest with military honors. As per his request, no guns were fired at the funeral for the WWII tail gunner, who was part of America's Greatest Generation.



Sunk By A Japanese Mine

Knox native recalls mines, sharks, deaths and rescues off Okinawa

In their incarnation, they were called patrol craft – PC for short – and measured 173 feet in length with a 23-foot beam and 260 tons of steel that would draft in only 10 feet of water. They were lean, light and, most of all deadly. Once they located and locked onto an enemy submarine's position, the hunter became the hunted.

Their primary duty was to operate as submarine chasers with the Expendables, the PT boards of World War II. The only problems was that the sleek PT (patrol torpedo) squadrons, made famous by John F. Kennedy, moved too fast for the slow-footed PCs with all their bristling armament.

After initially using them as submarine chasers, the Navy converted many of the rugged, but agile, PCs into PGMs, or patrol gunboats. (The "M" meant they had motors.)

Re-created and beefed up with more fire-power in late 1944, PGMs were ready for the dangerous waters of the Pacific campaign. This time, they were teamed with minesweepers — ships designed to enter deadly waters laced with underwater mines that floated like incendiary fields of mushrooms. The PGMs offered protection to the minesweepers while they searched for mines and cut them free. Once the mines floated to the surface, the PGMs blew them up.

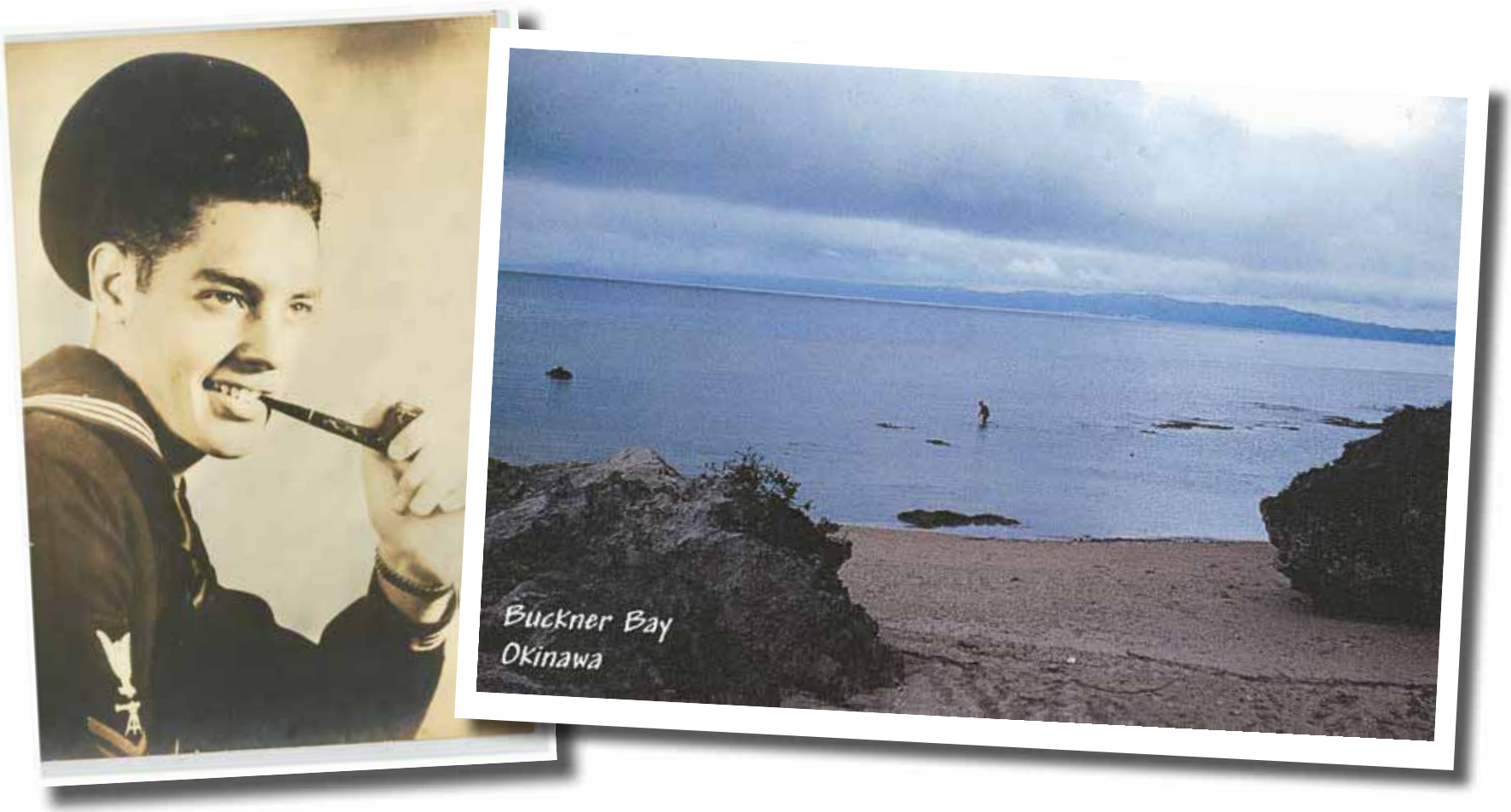
Naval mines have been employed since the 1700s in a variety of ways, but in this world-wide conflict, almost all waters were considered dangerous. Japan and Germany, as well as the United States, deployed underwater mines during World War II, but the Japanese Navy was especially adept at seeding them.

Japanese mines were the Hertz Horn type, the ones most typically used in war films. The horns were deadly sticks extending from a round steel floating bomb, some weighing much as 2,800 pounds. The horns could be rigged to set off the explosive device in a variety of ways. They were a devilish invention.

Into this terrifying scenario came Knoxville's Bob Luttrell, who was 17 years old when he joined the Navy just after graduating from Central High School in 1943. Two years later, he was a fire control seaman second class aboard one of the converted gunboats doing duty in the Pacific protecting minesweepers.

In April 1945, the boys on PGM 18 were a little edgy. They knew they were in mined waters as preparations for the invasion of Okinawa came together. They had been patrolling mine fields and shelling Japanese positions on the island from a position in Nakagusuku Wan bay.

The invasion of Okinawa, named Operation Iceberg, was set for April 1,



1945. More than 182,000 troops would make the assault. The invasion force also consisted of 40 aircraft carriers, 18 battleships, 200 destroyers and many support ships, including the mine-sweepers and PGMs.

By late March 1945, Rear Adm. Alexander Sharp's mine craft of the Pacific Fleet — made up of 122 minesweepers, gunboats and other support craft — began mine sweeping operations off the Kerama Islands.

The men of the minesweepers had a saying, "No Sweep, No Invasion." The sweepers began a night-and-day operation from the end of March through April 1. The action swept 2,500 square miles of ocean and destroyed six Japanese minefields and 184 mines in the process.

It was hazardous work. In fact, three mine craft, minesweepers and mine layers accounted for more than 15 percent of all naval casualties during Operation Iceberg.

On April 8, 1945, Luttrell was on the 8 a.m. to noon watch.

"The guy I relieved told me to keep my eyes peeled. The mine cutters had cut one mine, but it had gotten loose and we didn't know where it was. They were about eight sweeps in front of us. They had been sweeping mines and cutting them all day Saturday. We would follow the sweeping to protect them." And then his life changed forever.

"I had mashed a button on the sound-powered phone to report to the bridge and just as I mashed the button, it was as if I set off and we sank in three minutes."

Without warning, Luttrell's PGM 18 was struck by a massive blast. Reportedly the explosion catapulted the entire craft five feet out of the water.

"People said they could see daylight under the keel," Luttrell says. Silent for a moment, Luttrell looks down at his hands.

"We had 65 men on board and lost 14 of them. They couldn't get out. Some just froze to the deck in fear," he remembers. "We yelled at them to jump, and it was like they were nailed to the deck."

It wasn't exactly easy getting off the big boat as it began to list to port side. The mine had detonated on the starboard side, ripping an enormous hole at the water line and knocking the starboard engine over to port.

Then the PGM 18 began taking on water through the blasted-out hole on the starboard, and the roll changed directions.

"I looked down, and Seaman Roy Clark of Steubenville, Ohio, was under heavy ropes and other debris. He was still buckled into his 20mm gun. His helmet had been knocked off, and there was a big cut across the top of his head. His scalp was hanging down across his face. I pulled it back and put a watch cap back on his head to hold his scalp on his head. I told him I was going to throw off the life raft and for him to get in it.

"He said he couldn't swim. I said, 'You know better than that.' He said no, he couldn't swim. I told him that as soon as the life raft hit the water for him to get in it.

"I gave Roy my life jacket and got him in the raft. I was right behind him. I jumped. The water was on fire with burins oil. We jumped into a bed of fire."

The survivors of PGM 18 were still not safe. A long line of rope on the life raft was attached to the boat and began drawing taunter as the big boat slowly sank.

"There was a 50-foot line, and we couldn't get the pin loose that was securing the raft to the line," Luttrell remembers.

He looked up. The PGM 18 was rolling over on top of the men in the 10-man life raft.

Just as the PGM 18 was about to take the raft down with it, an officer cut the stretched line with a knife Luttrell had made at Pearl Harbor. The little raft scooted from beneath the sinking boat.

"The water was on fire, and un-

derneath that fire were the sharks," says Luttrell.

"We put 10 men in the raft, including the skipper. We pulled up one sailor and he was gone from waist down … We took off his dog tags and dropped him. Luttrell's eyes tear up. He shakes his head and looks away. "The sharks had been following us for days," he says.

Clark later threw Luttrell's life jacket over the side and when it was found, the Navy sent word back to Knoxville that Luttrell was listed as missing in action.

"I was scared. Anybody who wasn't scared out there was telling a lie. The adrenaline was pumping, and I did things I never thought I could do. I never would have jumped into a sea of fire."

Just before he jumped, Luttrell prayed "the shortest prayer I ever prayed. I just said 'Lord, save me.' He said, 'Jump!' I did, and the rest He took care of."

The PGM 18's survivors were in the raft for about six hours when a small wooden sub chaser craft pulled up to help them.

"They got hit by two mines. The first one blew the bow off the boat and killed the sailor who was throwing us a line. Before they could shut the engines down, they hit another mine. And that took care of the whole ship. There was no hope for any of those men," Luttrell says.

When the wooden sub chaser exploded, Luttrell's foot was in the water. The concussion hit with such force he thought a shark had attacked him. "I was afraid to pull my leg in. I thought my foot was gone."

In the raft, Luttrell and others had to make some quick decisions. With the Japanese firing on them, the skipper of the PGM wanted to head toward the beach.

"I said nope, we should go out there with the big boys," Luttrell remembers. The skipper agreed.

"They picked us up in a whale boat and gave us fresh clothes."

From there the boys of the PGM 18 were aboard three different boats. Each time they left a boat, it was either blown up or hit by kamikaze.

"We were like bad luck," he says.

He and the others finally were transferred to a flag ship in the 7th Fleet taking part in the Okinawa invasion. "They wanted to send us back to the action, but our skipper said that we'd had enough. We were going home."

That was no joy ride either. They were transferred to the USS Henrico, which had been hit by Japanese kamikaze pilots and bombs. The war boat was so shot up that a Navy lieutenant had to skipper it back home.

And when the Henrico limped into San Francisco Bay, gliding beneath the Golden Gate Bridge, the boys of PGM 18 fell to their knees.

"There wasn't a dry eye on the boat," says Luttrell. "We were so happy to be back.

"We had made it. We were out of harm's way."

Bob Luttrell was 19 years old when his ship was sunk off Okinawa. He returned to Knoxville and, under the GI Bill, attended the University of Tennessee to study electrical engineering. From 1948-1950, he began selling retail ads for The News-Sentinel and retired in 1990.

This article originally appeared in the Patrol Craft Sailors Association Newsletter in its April-June 2018 edition.

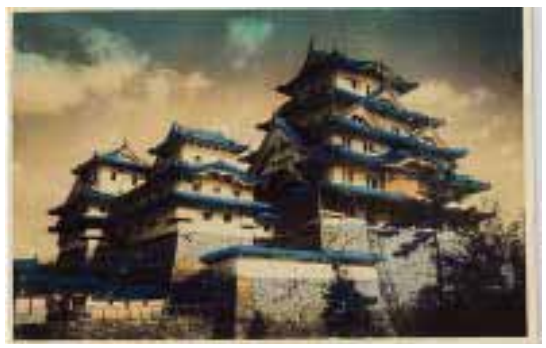
Photos from Occupied Japan

Nara Park

(Circa 1946/1947)

Magnificent temples, shrines, and wild-roaming deer in a huge park

Wakakusa Mountain is nearby and gives a unique panoramic view of the area



Todaiji Temple is the world's largest wooden structure and is a UNESCO world heritage site

Daibutsu (Great Buddha) statue at Nara Park is just one of many Buddhist temples and shrines.

Sarusawa Pond contains unique shrines and is extremely photogenic

The free-roaming deer number over 1000, and are designated as a natural national treasure.

Silver Star

Local Moore posthumously awarded for his effort to save the *Indianapolis*

- By Cynthia L. Tinker, Program Coordinator, Center for the Study of War & Society at The University of Tennessee - Knoxville

Kyle Campbell Moore was born 11 December, 1908 in Knoxville, Tennessee to John Thomas Moore and Virena Meigs. He had two younger siblings, Nadine and John.

Moore attended Knoxville High School where he was the MVP for two years on the undefeated Trojan football team and was also the city tennis champion for two years. He entered the University of Tennessee as a pre-med student, but his plans fell victim to the Great Depression.

Luckily, because he had been editor of the school newspaper he went to work for The Knoxville Journal as city reporter. For the next 13 years he was a newspaperman and the Journal's only photographer. He was also the Southeastern Representative for the New York Times and Hearst's International News Service. He had one of the Times' portable telephoto machines which he could attach to a telephone for transmitting to the home office.

Among the big stories he covered were President and Mrs. Roosevelt's trips to East Tennessee during the big dam-building years. He photographed all these visits, and in 1940, as an employee of TVA's information office, he also covered

President Roosevelt's dedication of the Great Smoky Mountains National Park. Moore was one of East Tennessee's more prosperous newsmen, and owned one of Knoxville's first two Auburn automobiles.

It was during his time as a reporter that he met Katherine Davis, who was a University of Tennessee journalism student in 1934.

After the attack on Pearl Harbor, Moore was commissioned Lieutenant (jg) in the Naval Reserve on 8 December, 1941, and called immediately to active duty. He reported to the Navy Public Relations office for the 8th Naval District in New Orleans. He left no stone unturned to get sea duty, was sent to Northwestern University Midshipmen's School, graduated July, 1942, and ordered to report to the heavy cruiser USS Indianapolis for duty.

Moore married Katherine Davis on 23 July, 1942 and he reported for duty a week later.

For the next three years he served aboard the Indianapolis throughout the Pacific. Moore had inherited his father John Moore's mechanical engineering talent, and in April, 1943 was promoted to Lieutenant Commander and named officer-in-charge of the Hull Department (Construction, Repairs, and Damage Control).

After a Kamikaze attack in March, 1945 he was able to repair the ship in time to take the components for the first atomic bomb, Little Boy, to Tinian Island in July, 1945.

On the return trip to Leyte, the Indianapolis was torpedoed by Japanese submarine I-58 around midnight on 30 July.

At that time, Moore was supervisor-of-the-watch on the bridge. He survived the first explosions and went below twice to survey the damage, but the destruction was so massive the ship sank in only 12 minutes.

Of the 1,195 men aboard only 316 survived and the Indianapolis became the worst U.S. Naval disaster of World War II.

For his efforts to save his ship, Moore was posthumously awarded the Silver Star.

Mrs. Moore never re-married and said her husband— "Kasey" to his shipmates— "was the most interesting man I've ever known. He was smart, talented, skilled, creative, industrious, generous, sensitive, a true Scot in many ways, unafraid, sincere, funny, and loving. He never lost a friend or forgave an enemy. He was an athlete, an avid sportsman, a crack shot, and gentle with his hunting dogs. He was a good father, a compassionate son, a wonderful husband, and a splendid naval officer."

Lt. Commander Moore's name appears at Manila American Cemetery and Memorial in the Philippines and on the East Tennessee Veterans Memorial in Knoxville, Tennessee. There is also a military headstone is in the Knoxville National Cemetery.

In 2000, Mrs. Moore established the Kyle Campbell Moore Endowment at the Center for the Study of War and Society in memory of her husband.

May they both always be remembered with honor.

USS Tennessee

East Tennessee Museum Keeping The Memories Afloat

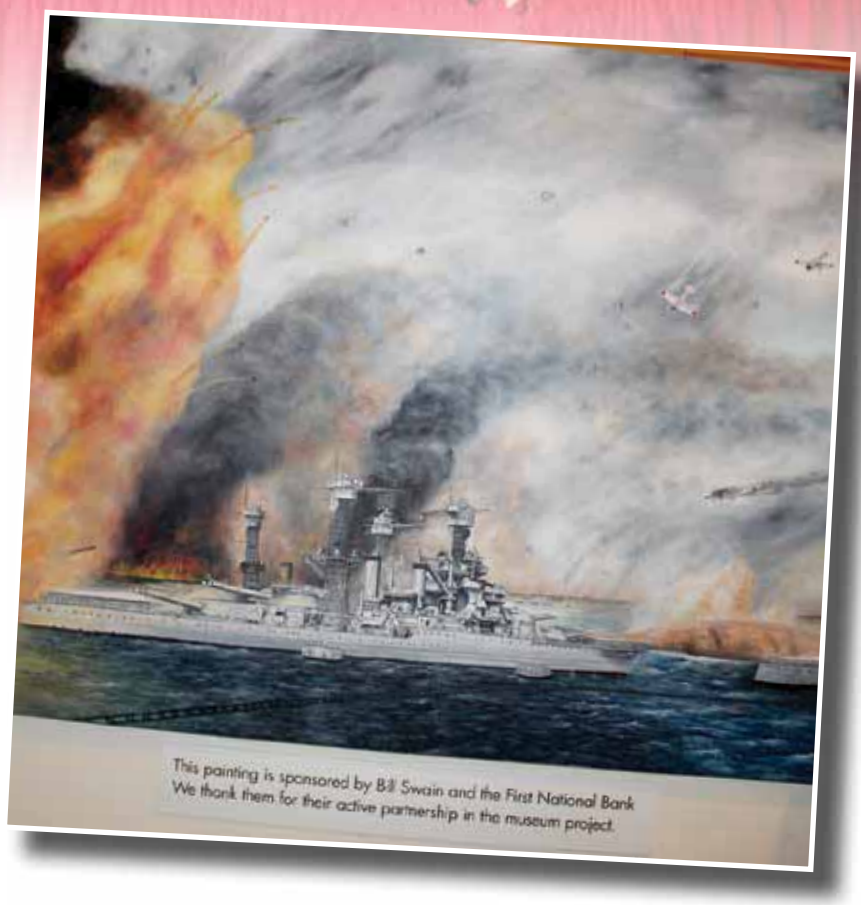
- **Lisa Warren**

An East Tennessee museum is helping to keep afloat the memories of the USS Tennessee, one of the most commended battleships in naval history.

Commissioned in 1920, the USS Tennessee (BB 43) held 57 officers and more than 1,000 enlisted sailors. At least 85 percent of the ship's sailors were Tennesseans who had been recruited from her namesake state.

On Dec. 7, 1941, the ship was hit during the Japanese bombing of Pearl Harbor, but she remained afloat and was one of the few ships able to return fire that day.

During World War II, the USS Tennessee was in the South Pacific, where she saw action in a record 13 campaigns, including at Okinawa and Iwo Jima.



This painting is sponsored by Bill Swain and the First National Bank
We thank them for their active partnership in the museum project.


USS TENNESSEE
BB - 43
WORLD WAR II
REMEMBERANCE MUSEUM


14" x 50

Located 60 miles north of Knoxville, on the campus of Scott County High School, in Huntsville, the USS Tennessee Battleship Museum is just one part of the sprawling 3.5-acre, 14-building historical complex at the high school.

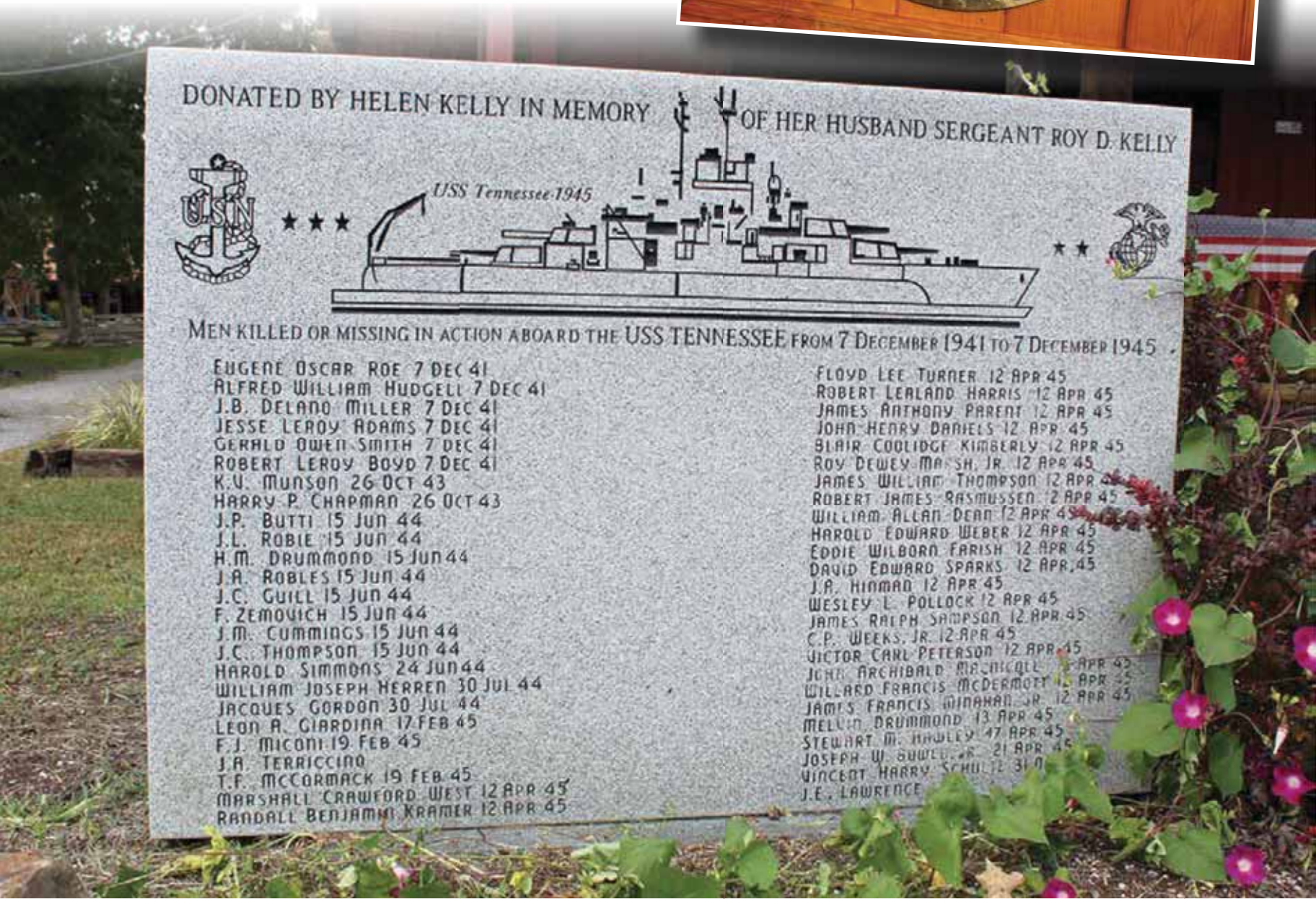
Since its founding, the school's history project, which was built with private funding, has grown from a single log structure to a multi-faceted living history village. It is all free and open to the public.

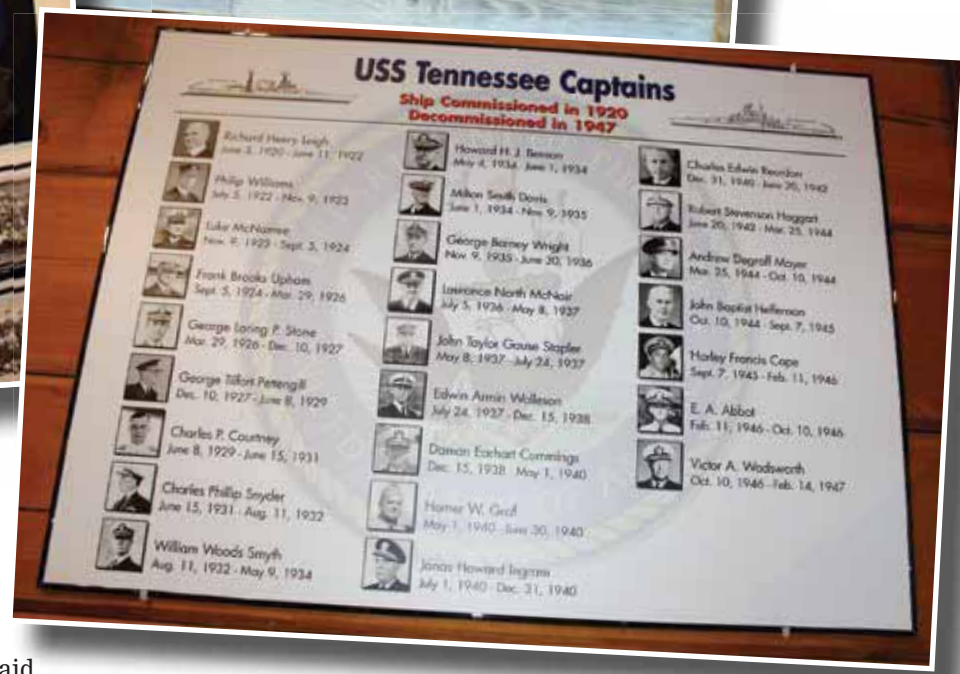
Among its features are the Scott County History Museum, which takes visitors all the way back to prehistoric times; the Learning Lodge, an interactive children's museum, and the Baker Building, which pays homage to the remarkable career of the late U.S. Sen. Howard H. Baker, Jr., who was a Scott County native.

Thanks to the efforts of Sen. Baker, the USS Tennessee Battleship Museum is now able to display one of its most prized artifacts, the ship's large brass bell.

Scott County educator Gary Sexton, who also serves as the museum's director, explained that Sen. Baker was instrumental in getting a nuclear submarine named the U.S.S. Tennessee. For the new sub's christening in 1977, the Navy decided to bring out the original USS Tennessee's bell from storage.

"That bell was on the ship that fought more battles and shot more volleys in World War II than any other ship in the war," Sexton said.





After the war, the ship was decommissioned and later sold for scrap metal, Sexton added.

Sen. Baker, who was himself a U.S. Navy veteran, realized the historical significance of the brass bell and didn't want the artifact returned to storage. He wanted the people of Tennessee to know its history and to see it for themselves.

Following the christening ceremony, Sen. Baker had the bell loaded onto a pickup, without the Navy's knowledge, and he brought it with him back to Tennessee.

"He felt the bell belonged in Tennessee," Sexton said.

When the military realized the the bell was AWOL, the Navy gave official permission for it to remain in Tennessee, Sexton said.

"The Navy allows us to display their items here at the museum, and I have to fill out some forms every year verifying that we still have the items and that they are still in good condition and well taken care of," Sexton said.

After it was brought to Tennessee in 1977 by Sen. Baker, the bell was first put on display at the Scott County Courthouse. It was then brought to the USS Tennessee Battleship Museum once it opened in 2005.

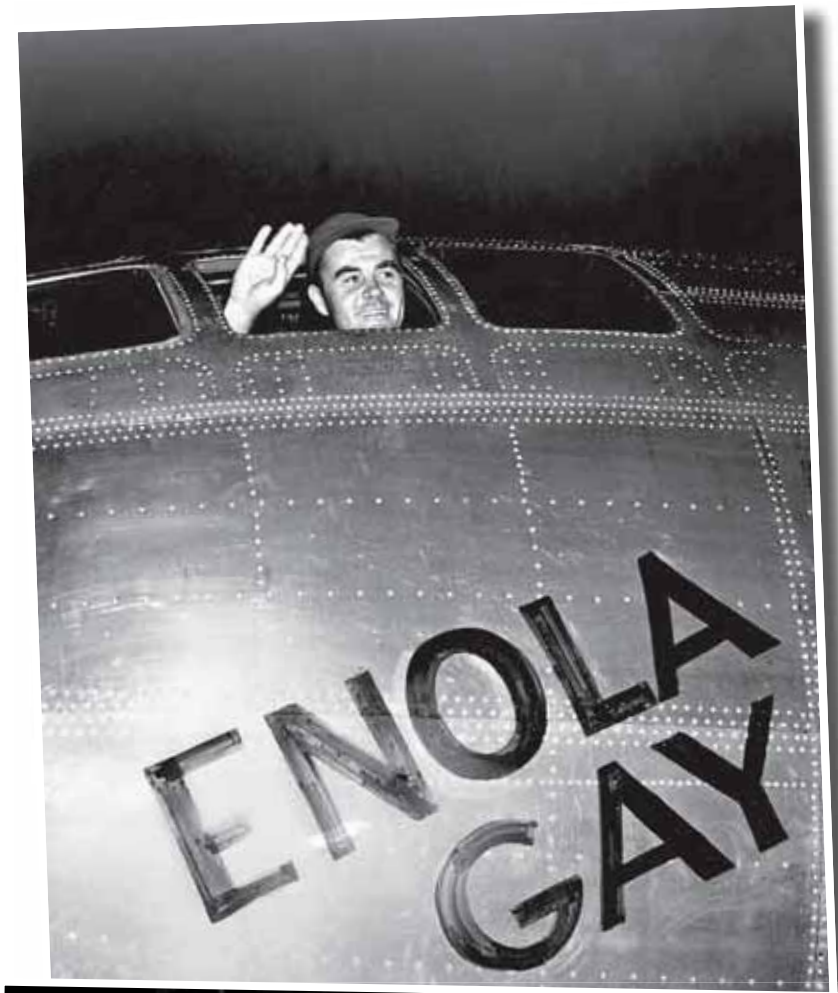
The museum's grand opening was attended by more than 100 survivors of the USS Tennessee and their families, Sexton said.

In addition to the USS Tennessee's bell, the museum also features thousands of other artifacts and stories associated with the battleship, including photographs that were taken by Navy photographer Lee Dawson, who was assigned to the ship during WWII.

The photographer's son, Paul Dawson, was so inspired by his father's collection of photos that he decided to begin collecting memorabilia and other stories about the USS Tennessee. He first opened a WWII museum in his hometown near Columbus, Ohio. However, he wanted to one day get the USS Tennessee memorabilia to a museum in Tennessee

After learning of the USS Tennessee Museum in Huntsville, Dawson decided to donate his collection to it. He also decided to move to East Tennessee, and he now serves as a curator at the USS Tennessee Battleship Museum.

For more information about the USS Tennessee Battleship Museum, located at 400 Scott High School Drive, in Huntsville, Tenn., visit scottcountymuseum.com or call (423) 215-1625.



Dropping 'Little Boy'

- **Patricia Benoit, Temple Daily Telegram Staff Writer**

When World War II began in late 1941, Joe Stiborik had lofty dreams of serving his country.

'He wanted to be a pilot, but he was colorblind,' said his daughter, Stephanie Stiborik Reeves of Cheyenne, Wyo. 'He ate lots of carrots - lots and lots of carrots - but he kept failing the test.'

Then, he enlisted in glider pilot training at Bryan, but the school closed. His flying days seemed over before they began.

Rockdale resident Stiborik was among those who helped end the war and plunged the world into the Atomic Age. The lanky first-generation citizen was the radar operator on the Enola Gay, the plane that dropped the first nuclear bomb on Japan on Aug. 6, 1945. The only Texan on the flight, he lived, worked and died in Milam County, buried in a simple grave next to his wife in Rockdale's I.O.O.F. Cemetery.

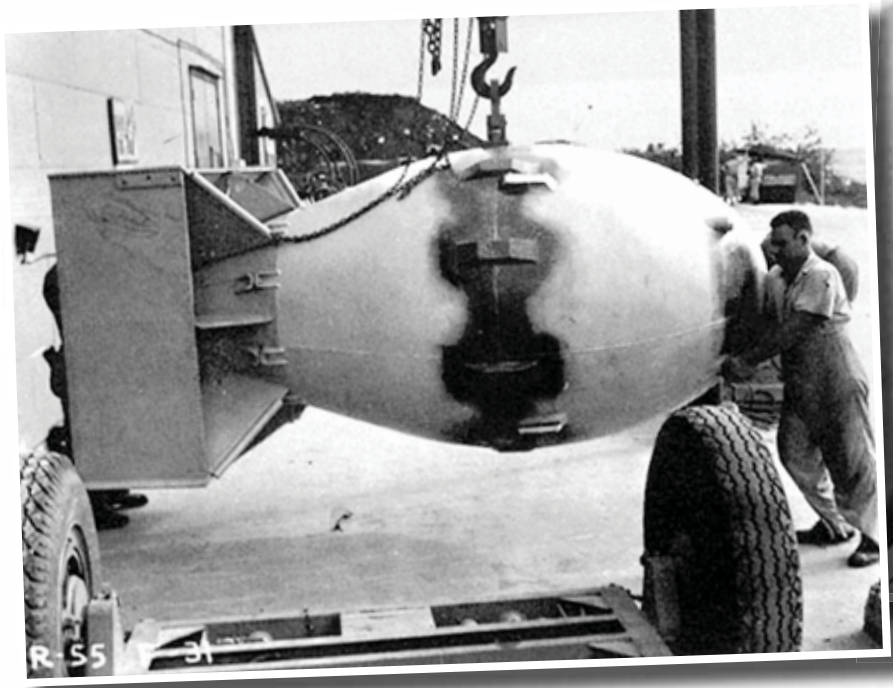
Man of few words

A quiet man of few words, Stiborik shunned publicity, rarely talking to news reporters, never seeking the limelight. Happenstance chiseled him into history books.

'He didn't talk about it. That was partly because so much of the information was classified for so many years,' said his younger daughter, Melanie Graves of Houston. 'He was a quiet man by nature - introverted, sweet, reserved. He gave brief answers and never elaborated. It wasn't until he passed away that I wished I had

Top: Colonel Paul W. Tibbets, Jr., pilot of the Enola Gay, the plane that dropped the atomic bomb on Hiroshima, waves from his cockpit before takeoff on Aug. 6, 1945.

Left: The ground crew of the B-29 Enola Gay, posing for a photograph on Marianas Islands, atom-bombed Hiroshima, Japan. Col. Paul W. Tibbets, the pilot, is standing second from the right. The entire Enola Gay's flying crew on Aug. 6, 1945, consisted of 12 men. Rockdale resident Sgt. Joe Stiborik kneels second from the left.



The Fat Man atomic bomb being readied at Tinian Air Base in the Marianas Islands.

The 9 ½-foot bomb that weighed 8,800 pounds was called "Little Boy" by Manhattan Project scientists, but the Enola Gay crew called it "The Thing."

talked to him more about it.'

Born Joseph Anton Stiborik on Dec. 21, 1914, in

Hallettsville, he was the son of Anton and Cecilia Najvar Stiborik, who had immigrated from the Czech highlands. Joe Stiborik attended Texas A&M and married Helen Coceck on Aug. 1, 1938.

His parents moved to Taylor, where he grew up with three sisters. Stiborik's father was the editor of a Czech-language newspaper in Granger. His sister, Cecilia Stiborik Dreyfus of Ann Arbor, Mich., recalled in 1984, 'He was a super-patriotic person. Our family is of Czech descent, and after Hitler invaded Czechoslovakia, he felt he had to do something.'

Rebuffed in flying school, he volunteered for the Army Air Corps in October 1942, where he was sent to radar school, Reeves said. He would eventually become a sergeant.

While training in Florida, Stiborik met Col. Paul Tibbets, a gifted but brash pilot who had completed 43 combat missions in England and North Africa. The Air Corps called Tibbets stateside to the new B-29 'super fortresses,' then the largest, best-equipped bombers.By September 1944, Tibbets met with officials of the Navy, Air Corps and the Manhattan Project, where a new secret weapon was being hatched in New Mexico.

Tibbets admitted later that he didn't know what an atomic bomb was. 'But I knew how to put an organization together,' he told journalist Studs Terkel.

Birth of the 509th

The result was the 509th Composite Group, remarkable for its youth. One of the 'oldest' crewmembers, Stiborik was 30. Tibbets was his 29-year-old commander. Tibbets handpicked 1,800 of the best pilots, bombardiers, flight engineers, navigators and radar operators - including Stiborik - for the 509th, enough for 15 B-29 crews. As radar operator, Stiborik's job was to help navigate the bomber to the target and to look out for enemy planes.

'My job, in brief was to wage atomic war,' Tibbets wrote in his 1989 book 'Flight of the Enola Gay.' Original plans called for dropping simultaneous bombs on Europe and Japan to quell both fronts.

After several meetings with Manhattan Project scientists, including Robert Oppenheimer, Tibbets grasped the difficulty of his assignment. Oppenheimer told Tibbets that to survive the explosion, he would have to turn the massive 74,500-pound B-29 tangent to the expanding shock wave - 159 degrees in less than 42 seconds. In practice runs, Tibbets and his crew 'practiced turning, steeper, steeper, steeper,' rehearsing quick turns to stave off bone-shattering concussions.

'The tail was shaking dramatically and I was afraid of it breaking off, but I didn't quit. That was my goal. And I practiced and practiced until, without even thinking about it, I could do it in between 40 and 42, all the time,' Tibbets told Terkel.

By May 1945, the European war was over, but Japan refused to negotiate with Allies. Tibbets' crew, relocated to Tinian Air Base in the Marianas Islands, received orders early on Aug. 5.

In a pre-flight briefing on radiation dangers, only Stiborik dared to ask the obvious question. According to 'Our First Atom Bomb: An All-American Story' by Frederick Borsch, Stiborik spoke up, 'Is there any chance this might affect some of us? What I mean is, could it make us sterile, like we couldn't have children?'

Tibbets replied, 'The family jewels will be just fine.'

By 4 p.m. on Aug. 5, the 12-man crew was ready. Using commander's privilege, Tibbets painted his mother's name on the B-29's nose, because she encouraged him to fly. Stiborik, a devout Christian, attended 10 p.m. Catholic Mass.

The 9 ½-foot bomb that weighed 8,800 pounds was called 'Little Boy' by Manhattan Project scientists, but the Enola Gay crew called it 'The Thing.' An implosion nuclear device had been successfully detonated in July 1945 at the Trinity test in New Mexico, but the B-29's type of deadly cargo had never been tested.

'We never did realize, of course, just what we had,' Stiborik said in a rare 1956 newspaper interview. 'They tried to tell us about what to expect, showed us pictures taken at the first bomb test at Alamogordo, (N.M.), but the pictures were in black-and-white, and nobody in the crew was actually prepared for what we saw.'

'Hollywood' take-off

Each man was allowed to take a souvenir. Stiborik wore his 'good-luck piece,' a Salt Lake City ski cap.

Accompanied by photo and weather planes, the B-29 headed for Japan.

Despite the tight secrecy, still and film cameras recorded the crew's take-off from Tinian at 2:30 a.m. on Aug. 6. 'The place looked like Hollywood,' Stiborik recalled. 'The big military brass was on hand, everybody was taking pictures and such. The crew had been working all week, memorizing everything about targets and times, not permitted to carry any maps or documents with them.'

Halfway into the flight, the crew was told that they were going to 'split the atom.' Tibbets gave each man cyanide pills in case the mission failed and they were captured. If they refused to take the pills, Tibbets had orders to shoot them. Only then did the crew realize the importance of their journey.

Closer to Japan, Stiborik's radar screen locked on a Japanese plane hovering nearby. Finally, the Enola Gay reached Hiroshima. 'Little Boy' was then armed.

'When we cut it loose, the pilot threw the plane into a steep bank to get us out of there. We were about nine miles away when she went off. We felt two strong concussions. I thought at first it was flack, but it was the explosion shock waves,' Stiborik said in 1956.

Tibbets later described what he saw. 'The Hiroshima bomb did not make a mushroom. It was what I call a stringer. It just came up. It was black as hell, and it had light and colors and white in it and gray color in it, and the top was like a folded-up Christmas tree.'

Stiborik's radar screen went black. The only words he remembered were from co-pilot Capt. Robert Lewis: 'My God, what have we done.'

Then, stunned silence.

'It was just too much to express in words, I guess,' Stiborik said. 'We were all in a kind of state of shock. I think the foremost thing in all our minds was that this thing was going to bring an end to the war, and we tried to look at it that way.'

Back at Tinian

The Enola Gay's roundtrip took about 12 hours. Two hours after the B-29 landed at Tinian, the crew heard about the devastation wrought on Hiroshima.

'I was dumbfounded,' Stiborik said. 'Remember, nobody had ever seen what an A-bomb could do before. Here was a whole damn town nearly as big as Dallas, one minute all in good shape and the next minute disappeared and covered with fires and smoke.'

Meanwhile, back home in Taylor, his parents were surprised by hoards of reporters at their doorstep. Stiborik's wife, Helen, was living in Oregon. Police woke her at 2 a.m. and told her to call The Associated Press. Shaking with fear that her husband was killed, she borrowed a dime to make the call.

Returning to Texas after his November 1945 discharge, Stiborik and his wife settled down to postwar domesticity, where they reared two daughters. Melanie Graves, his younger daughter, grew up knowing his story, but not his celebrity. 'Our sense of it was that when he came back, he did not get a hero's welcome. Some people weren't as accepting of (his role). Once the war was over, for the most part, those guys were just sent home.'

He never attended crew reunions, but stayed in touch with individuals over the years, she added. Even a decade after the bomb the dropped, Stiborik refused to describe 'The Thing' to reporters.

Stiborik never had second thoughts, never had sleepless nights about his participation, his daughters said. 'It was part of a dirty job that somebody had to do. If it hadn't been us, somebody else would have had to,' he said.

His older daughter, Stephanie Reeves, recalled having a quiet, normal life.

'He wasn't a publicity hound. He felt it was a job he had to do, and that was it. He didn't dwell on it. He was willing to die to stop the war. They knew they might die, but they did it. He was like all the others who served in Europe and the Pacific or who fought on D-Day. You have to admire the bravery of every single person who fought in that war,' she said.

Moved to Rockdale

The Stiborik family later moved to Rockdale, where he worked for Industrial Generating Co., part of Alcoa. The only indication of his war service was a simple framed picture of the Enola Gay hanging in his office.

Stiborik died of a heart attack at age 69 at his Rockdale home on June 30, 1984. Throughout his life, he remained a solid family man who attended church and served his community.

Helen Stiborik stashed away clippings, military medals, silk maps and flight logs in a big trunk, which Reeves now has.

'And I still have the keys,' Reeves said.

The keys?

'Yes, 'she replied. 'About a week before their flight, the plane was based at Guam. My father and a pilot flew it from Guam to Tinian. After they landed, the pilot threw the keys to my father, and he put them in his pocket. I guess he forgot about them. I still have the keys to the Enola Gay.'

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THE FAINT OF HEART NEED NOT APPLY

Tinian

The Pacific's Manhattan

- By Ben Pounds

Visitors to Tinian now, an island north of Guam might not see its history, as a host of what was once the world's largest airport linked to atomic bombs and the end of World War II. But it's there if you look.

Tinian is an island north of Guam, one of the Northern Marianas Islands in the Pacific Ocean and less than 40 square miles in total area, smaller than Manhattan but similar enough in shape and size that when US troops arrived, they named the island's north to south road Broadway and its road to the west 8th Avenue, along with other New York street names that still remain to this day. They even nicknamed an old Japanese town on the island "The Village" after Greenwich Village. They named a square hospital area between the west and north fields "Central Park."

When Pat Hackworth, who worked in construction for the military in Guam, visited Tinian island on a weekend in February 2018, he came amid a celebration of both the Chinese New Year and a local festival honoring pika peppers, famous for their use in a spicy sauce. The pika celebration

was on Taga Beach, a popular destination,

However, Hackworth was able to go from there to find the runway on North Field where the Enola Gay, the first aircraft to drop an atomic bomb, took off. The bomb was Little Boy and the target was Hiroshima. Signs of the airfield at present are two runways, some taxiways both atomic bomb storage buildings and some administrative buildings dating back to when the Japanese held the island.

"It kind of ties the history of that place with this place," Hackworth said regarding the ties between Uranium enrichment in Oak Ridge and loading the bombs at Tinian.

Hackworth said the economy depends on tourism, including tourists from Japan. For that reason, he said the island's replicas of fat man and little boy were taken to an undisclosed place where tourists would not see them, near a makeshift parking lot. However, it is a component of the National Historic Landmark District.

"They were off the beaten path, he said, explaining they were north of Taga Beach.

The island also has the pits from which the military loaded these bombs onto the airplanes. He said they had glass covers.

Hackworth described the vegetation on the island as having grown up since the war.

"If you weren't on concrete, it was just thick jungle everywhere," he said.

He said he also saw old bomb shelters, communication radios, fuel dumps and shelters for planes.

Military action on Tininan

Tinian has a long history before World War II. A set of prehistoric stone columns, the House of Taga, from before European and Japanese colonization, stands there to this day. Spain and Germany both held the island until after World War I. After that war it became a protectorate of Japan.

By July 1944, the year before World War II's close, the Japanese imperial navy garrison had 9,000 people on the island.

After bombarding the island starting in July, the US Navy and Marines invaded the island on July 24. After casualties on both sides but larger numbers of deaths for the Japanese, the US took the island on Aug. 1, 1944.

The Americans built a complex of six airfields connected by 11 miles of taxiways. They were for B-29 superfortresses to accommodate the 313th Bombardment Wing. The North Field, with its four 8,500 foot runways was the largest single airport in the world at that time.

Japan was 1,500 to 1,700 miles away from this and other air bases on Saipan and Tinian.

The USS Indianapolis delivered the Little Boy atomic gun barrell on July 26, 1945 to Tinian. While a Japanese submarine would sink the Indianapolis later that month, its cargo headed to Japan as the first atomic bomb dropped on Hiroshima.

The military assembled the various bomb parts on Tinian for both bombs that would eventually hit Hiroshima and Naga-Saki.

The US military loaded the bomb from a pit on Tinian and then on Aug. 6 loaded it onto the plane.

Another pit on Tinian held another bomb pit which held the bomb Fat Man, to be loaded onto a different B-29, Bock's Car.

Since the war, the USA Air Force officially abandoned the site. Tinian's Runway Able was, however, used for exercises in 2003.


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FREELANCE WRITERS NEEDED

on Pearl Harbor and related World War II Stories

1. Prelude to Pearl Harbor 2. Day of Infamy
3. Vengeance (6 Month Later) 4. The End of Japan

This is for the annual, decades long, Pearl Harbor Rememberance Program by the American Legion Post 2, Celebrating over 100 years of Service.
Please join us every December 7th at the Tennessee Veterans Cemetery located at 5901 Lyons Views Pike, Knoxville, Tennessee 37919.

Contact: Jim Hackworth | C: 865.250.2639 | E:jim@pearlharborday1941.com
To discuss if interested in this World War II Educational Project.





VETERANS APPRECIATION PROGRAM

OUR MISSION STATEMENT

The Veterans' Appreciation Program of Tennessee is a business born on Veterans Day 2015 by a disabled Veteran from the Vietnam era. The organization aspires to enlist and promote concerned businesses committed to providing discounts on products or services to Veterans and the Military that has given so much to us.

The website, veteransappreciationprogram.com lists businesses in East Tennessee that give discounts to Veterans and Military. The Veterans and Military benefit because of the businesses gratitude and appreciation as a contributor in thanking them for their service.

In addition to helping them, you will be supporting your own business as members of Veterans and Military organizations become aware of your discount and visit your business.

Also the organization offers a decal to post on your door or window of your business identifying you as a member of the Veterans Appreciation Program.

They contribute to Veterans organizations such as The Ben Atchley State Veterans Home. Further they assist to provide a bridge to Veterans to fulfill their needs by being a source of information for Veterans services and providing help, especially to rural placed Veterans, that may have been ignored, forgotten or have given up looking for help out of frustration.

If you are interested in becoming a part of this worthy organization, please send an email to *veteransappreciationprogram@gmail.com* or call Larry Sharp at 865-603-1974.

‘The Punchbowl’

National Memorial Cemetery of the Pacific

Clockwise from top left:

The memorial includes a chapel and tribute to various battles fought in the Pacific region.

The walls shown here contain the names of soldiers lost in battle whose remains were never recovered.

Markers at the cemetery.

- By Ben Pounds

Some of the men who died in Japan’s unprovoked attack on Pearl Harbor lie buried in an extinct volcano’s crater known as “The Punchbowl” for its shape. It sits above the city of Honolulu, offering views of the Oahu Island and holds the National Pacific Military Cemetery. The US Veterans’ Authority reports over five million visitors visit the cemetery annually.

The National Pacific Military Cemetery opened in 1949. It holds at least 70 servicemen who died on the USS Arizona during that Dec. 7 attack. Their graves have borne the USS Arizona designation since 2001, after it was determined they perished aboard that ship that day. The cemetery holds over 13,000 soldiers and marines who died in the second World War, including at Wake Island and Japanese Prisoner of War camps. It also holds members of the US armed forces who served in the earlier World War I later Korean and Vietnam Wars and even one who served in the earlier Boxer rebellion. The cemetery holds various medal of honor recipients. One of the first men buried in the cemetery was a civilian, Pulitzer Prize winning war correspondent Ernie Pyle known for his reporting on soldiers during World War II. He died in action during that war.

Learn more about this cemetery and the people it holds and honors at https://www.cem.va.gov/cems/nchp/nmcp.asp.

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