



Missions for
America
Semper vigilans!
Semper volans!

**SPECIAL EDITION FEATURING THE
PREVIOUSLY UNPUBLISHED DIARY OF
LIEUTENANT EUGENE F. MCGURL
DOOLITTLE RAIDER**

The Coastwatcher

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SCHEDULE OF COMING EVENT

18 APR-CT High Power Rifle Clinic
18 APR-Pilot Meeting-MMK
21 APR-Comm. Call/Guest Speaker
18-26 APR-Ground SAR at McGuire
25 APR-2 MAY-Aircrew School at McGuire
25 APR-CTWG TRAEX
25 APR-O Flights at GON
28 APR-TRCS Meeting-Milestone Awards

14-15 MAY-NER Aerospace Education School
16 MAY-Commander's Cup Rocket Contest
16-17 MAY-Westover Air Show
15-17 MAY-NER/PAWG Conference-PA
20 MAY-Legislative Day



Saturday, April 18th, is the 73rd anniversary of the Doolittle Raid, the daring United States Army Air Force strike against the home islands of the Japanese Empire. A friend, Tom McGurl, knowing of my interest in aviation history said that he had something that would appeal to me, a photocopy of his uncle's diary, Second Lieutenant Eugene F. McGurl, a Doolittle Raider.

The article will be presented in three parts. McGurl's diary entries will be in italics and indented.

The entries were made in a Chinese student's composition. The back of the cover has a 1942 calendar, which surprisingly is in English with April 18th circled. The title page is labeled, in Chinese, "New Student's Diary" and has three lines, for author's name, address, and phone number. McGurl has filled in these three lines with his name, unit, and U.S.A. A hand written "Very Confidential" appears at the top and the notation. "Secret! and Confidential!" in the middle of the page. The next page contains a "Chinese World Map" that depicts only China, its provinces boundaries and the names and the adjacent territory. Each page of the diary is headed, in Chinese, "year, month, day."

McGurl starts his entry on Saturday, April 18th but because of the Chinese origin of the notebook he must have started to write it after landing in China. The April 18th entry also includes events of the 19th and 20th.

Lt. McGurl was the navigator of Ship #5, commanded by Captain David M. Jones. The co-pilot was Second Lieutenant Russ Wilder with Second Lieutenant Denver Truelove as bombardier. Sergeant Joe Manske doubled as flight engineer and gunner.

The Crew of Plane #5



Lt. McGurl, Capt. Jones, Lt. Truelove, Lt. Wilder, Sgt. Manske

Eugene Francis McGurl was a resident of Arlington, Massachusetts and enlisted on February 11th, 1941 during his junior year at college. He completed navigator training and was commissioned on December 6th, 1941, the day before the Japanese attack on Pearl Harbor.

Their North American B-25B Mitchell was serial numbered 40-2283, powered by a pair of Wright R-2600 engines producing 1,350 horsepower. It had a nominal cruise speed of 200 knots and a range of around 1,200 nautical miles. It was modified with the addition of three extra fuel tanks nearly doubling its fuel capacity to 1,100 gallons, which extended the aircraft's range to just over 2,000 nautical miles.

Further modifications included the removal of the ventral gun turret, liaison radio, Norden bomb sight, and tuning the carburetors. The B model did not have a tail gun position so two Quaker cannons, broomsticks painted black, were installed to give the appearance of defensive armament.



*B-25s spotted on the deck of the Hornet
(Credit: US Navy)*

The First Week

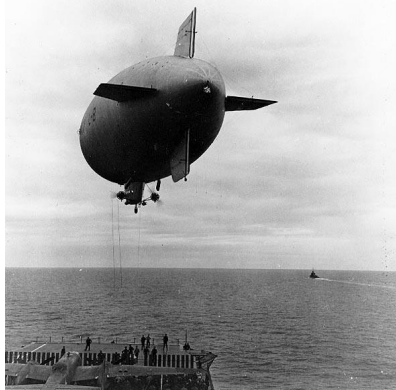
April 18-1942

Editor's Note: This date includes diary entries for Sunday, April 19th and Monday, April 20th.)

Started eventful mission to Tokyo. Left ship at 10:40 A.M. (G.C.T.) on first bomber take-off in war, 800 miles from first objective with 200 gal shortage of gasoline and increasing 200 miles in distance.

Task Force 16.2 comprised of *U.S.S. Hornet*, and her escorting cruisers, destroyers and two fleet oilers carried the Raiders 16 bombers. The *Hornet* and her consorts had departed Alameda, California on April 2nd and rendezvoused with Task Force 16.1, *U.S.S. Enterprise* and her consorts ten days later at 38° North, 180° West, approximately 2,500 nautical miles west of Tokyo. For the U.S. Navy, the risks were harrowing. They were staking their entire fleet strength in the Pacific, 16 ships to carry 16 U.S. Army Air Corps bombers within striking distance of the heart of the Japanese empire.

With the exception of Doolittle and the Navy's command leadership, no one knew that the objective was Japan. Radio silence was maintained. The only outside contact that the ships had when USN Blimp L-8 delivered 300 pounds of spare parts and the glass navigator windows which had not arrived when the bombers departed McClellan for Alameda.

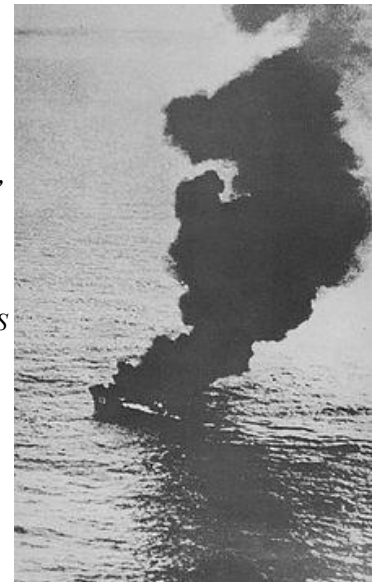


L-8 hovering over the Hornet and lowered vital supplies.

(Credit: US Navy)

The newly assembled Task Force 16 would proceed to a point some 400 miles off the coast of Japan and launch the B-25s. But on the morning of the 18th, a Japanese picket boat spotted the task force and, before it could be sunk, radioed a

warning to Japan. A decision was made to launch the raiders immediately, two hundred miles short of their planned departure point.



Patrol Boat No. 23, Nitto Maru, burning after shelling by U.S.S. Nashville. (Credit: US Navy)

The 200 gallon fuel shortage occurred because the *Hornet* was at battle stations when the early take-off occurred and the fueling equipment was shut down, preventing Manske from topping off the tanks.



B-25 departing. The combined wind speed and ship speed gave a wind across the decks of 50 knots. Lift-off speed was 68 knots with full flaps and full rear stick.



Doolittle's aircraft clears the Hornet.

Navigation to the target was accomplished by a number of methods. There were suspicions that the magnetic compasses of the aircraft may have been affected by their weeklong proximity to the Hornet's steel structure. Immediately after take-off, the aircraft compasses were corrected by flying over the Hornet which was maintaining a steady course. The course was displayed on the top of a gun turret so the navigator could check for compass error and wind drift. On the way to Japan, a position obtained by the sun line method revealed that Plane #5 was north of course so a southwesterly correction was made.

Celestial navigation and dead reckoning got them to the Japanese coast but inaccurate charts led Plane #5 made landfall north of Tokyo. McGurl then used pilotage and turned south towards Tokyo Bay. Upon reaching the southeast side of the bay, Jones set a northwesterly course for their assigned target area, the center of Tokyo. According to Doolittle's report on the raid, Truelove "...made direct hits with three demolition bombs and one incendiary cluster on power stations, oil tanks, a large manufacturing plant and the congested area Southeast of the Imperial Palace."

The Raiders were supposed to land in Zhejiang Province but after 13 hours of flying, unfavorable weather, oncoming darkness, and lack of fuel forced 12 of the crews to bail out. Of the remaining aircraft, two ditched off the Chinese coast and one aircraft safely landed in Vladivostok where it and its crew was interned.

Met Patrol Bomber with Rising Sun insignia but gave us no opposition. Passed over Jap cruiser on coast. Maps apparently incorrect and had to approach Tokyo from Bay. 3 pursuit ships at 9:00 o'clock about 3000' (on our left) pulled up to 1200' and bombed oil refinery, factory, and docks. Anti-Aircraft darkened (sky) and tail empennage seemed to have been hit. Headed for ocean again with slim chance of fuel holding out. Hit check points at southern point of Japan ahead of ETA. Saw 3 Japanese cruisers and eluded them. Chance of destruction. Hit coastline at 7:00 LZT near 29th parallel. Field darkened 300' ceiling and 0 visibility, mountains ranging from 3000-5000'. Lighted flare disclosed river and mountainous terrain. Impossible to land so set plane on AFCE (editor: automatic flight control equipment) and prepared to bail out. Crew chief and Bombardier jumped first simultaneously. Adjusted my chute. (put on backwards and had to adjust again) adjusted co-pilots (sic) and then jumped. Two strong jerk on rip cord and then felt terrific jolt. Swayed and oscillated for few minutes and suddenly struck on head by gravel rice terrace and everything went black for a few moments. Then chute folded me up like jackknife and dragged me about 20 ft. Unloosened chute, took off life belt; and looked around for knife, hat, and other equipment. Could taste blood in mouth and felt it running down right side of face and in right eye. I started to walk to nearby hill and fell into rice pond. Repeated this time & time again in dazed condition until I realized only narrow strip separated ponds. Reached hill exhausted and stumbled to top falling several times in rabbit holes in route (sic). Had no alternative but to sleep all during the night in wind and rain without a single tree to offer shelter.

McGurl's crew bailed out near Chuchow, about 500 miles southwest of Shanghai. Chinese civilians, militia, missionaries, and government forces pitched in to assist the Raiders to safety. In return, the enraged Japanese may have slaughtered as many as 250,000 Chinese in their attempts to capture the Raiders in a massive three month manhunt.

An eternity passed before sun came up and headed for first house or hut with great anticipation. 2 growling hounds drove me away and started in westerly direction (using pocket compass). Met first Chinese & recited "Lu Shu May Qua" (I am an American), but to no avail. He just pointed to nearby hut and resumed his way with puzzled look. Came upon a farmer & repeated the same sentence and asked where (Chuchow?) was but he pointed in direction directly away from where I had figured on so I ignored him. Asked small boy watching water buffalo same question & did not understand at all. Passed through field and saw Brahma bull about to challenge me. Inserted clip in pistol and was prepared. At same moment saw his owner step from behind nearby brush and waited for my query. Pointed in direction I had figured on and I started for it. Entered town to amazement of natives and huge crowd immediately gathered. Drew pictures & tried to explain but with little success. One Chinese took me to his house and brought hot water to wash the blood caked on my face. He also brought 2 raw eggs and a cup of tea. I provided bandages from my kit and decided to leave as was after washing wounds. Gave a guide and sent me to nearby city, followed by big crowd of children. Walked about 6 miles and entered city. Passed through whole city with hundreds of people coming from all directions. Signs of every human disease could be seen even on smallest children and shops were dens of filth and disease. Arrived at Army garrison and was admitted & questioned by them, could not understand me nor I they. One of more influential took me to improvised laboratory and they probed and

bandaged cuts on my face, When this was being done the same influential person took my pistol and unloaded clips and said he wanted to compare with his own. But I did not get it again until I had proved my identity some time later. Then the best words I've ever heard – in English – came from someone behind me. It was a Chinese scholar connected with Army who had heard of my presence. He asked if I had parachuted from plane, etc. Said he had been a student at Princeton (I think) and could talk quite fluently. At same moment, in walked crew chief and bombardier (Sargent Manske and Lt. Truelove) & they were certainly welcome sights. We gave details of mission for Army to locate remaining crew & inform them or our being found. Ate tasty meal of chop suey and rode by rickshaw to nearby city. Met Missionary from Canada & offered us tea and crackers. She came with to Chuchow by Army truck – encountered all along the route by gawking crowds composed of civilians and soldiers, some only 14 or 15 years old who had already seen action and had been wounded. Rode thru one village where there was a plague and finally arrived at our quarters. Ate snack and learned Capt. Jones and Lt. Wilder has been located & would arrive that night. Were given bunks and shortly in the land of slumber, the ordeal of the previous day & that next day wafted away in our sleep. Awakened abruptly at 5:30 next AM with air raid alarm and hastened to shelter. 5 Japanese planes overhead and heard concussion of some of bombs dropped. Returned to quarters & ate and answered second alarm in afternoon. That night another crew arrived. Lt. Bowen, Lt. Blanton, Lt. Pound, Sgt. Bither, & Sgt. Duquette and were a welcome sight. Had few raids next day and Sunday. Late that night another crew arrived. Lt. Kappeler, Capt. Greening, Lt. Reddy with deep cut on right side of head and his two sergeants. Told each other of experiences and retired for night.



Sgt. Duquette, a native of West Warwick, Rhode Island, broke his foot landing and was carried in a sedan chair .

Tuesday-21

Air raid alarm awakened us and we were taken by auto to country air raid shelter & new quarters. Had three raids during day & nearby city was bombed. Major Hilger, Lt. Sims, Lt. Maci, and rest of crews had arrived previous night too and they also were taken to this country hideout.

Wednesday – 22

Went through two long raids. One at 8:30 and other around 12:00. Had wound scraped and cleaned. Lt. Crouch and Lt. Stork also arrive to join us. Lt. Stork had temperature but no serious sickness evident.



Photo taken after April 22nd include eight of the ten crewmen from Planes #10 and #12. From left to right: Lt. Couch, Lt. Pound, Lt. Blanton, Lt. Bower, unidentified, Sgt. Bither, Sgt. Duquette, Sergeant Horton, Lt. Stork

(Credit: Stork Collection)

Thursday – 23

Clean guns but interrupted by usual air raid alarm at 8:00 o'clock. Stay in bomb shelter for 7 hours eating only 2 hardboiled eggs and pieces of grapefruit and an occasional cup of hot water. Lt. Gray and Lt. Manch (6'7") arrive and tell harrowing tale of encountering guerillas and finding one of their crew dead and one missing, Lt. Ozuk the navigator. Hope for his being found expressed.

Received news of 10 men arriving at coast on life rafts and 2 bodies being washed ashore. Also another plane being found with crew apparently dead. The latter not confirmed. Some of us will start trek in morning to locate same crew. Colonel reads news telling of Tokyo destruction and panic by raids. Greatest panic since 1921 when famous volcano erupted.

Friday – 24

Air raid alarm at 8:30, go to shelter. Chinese student teaches me some symbols representing words (see last pages). Can see Japanese planes in distance and hear bombs landing. Cormorants, prevents swallowing. Junks constantly sailing up & down river. Second alarm at 1:30 & all clear at about 3:00. Ate dinner at 4:00. Lt. McElroy's crew arrived at 6:00. Told of travel by pony, steamboat, sedan car, rickshaw and trains from Catholic mission where they received fine treatment. Name of mission "Sisters of Charity," Train machine gunned en route by Jap planes, derailed near Chuchow. Lt. Ozuk, navigator of Lt. Gray's crew arrived earlier with severe cut in left leg necessitating hospitalization immediately. Landed on mountain peak and unable to move for two days. Natives afforded crude medical treatment and rest and food en route. Lt. McElroy tells of reports of two fliers drowned in lake near occupied territory and of two landings in Jap territory. Three reported landed in Chinese territory. Jap

planes incessantly scouting for latter. Still no word from Sessler or Barr for whom I have naturally great concern. Major ventures opinion that probably Lt. Farrow's crew of who Red is a member, did not leave ship as only one motor was turning over as they passed over ship (carrier). This may account for his absence. Sess definitely took off however & should report soon. Chinese and Colonel read latest news to us telling of big shakeups of Japan officials as result of raid. President Roosevelt still does not know of our whereabouts since no report can be made for some time. Colonel Doolittle expected to arrive with crew in 3 days. Had landed very near occupied territory at Ningpo on east coast. Bombed roads make travel very difficult. Had fairly good supper of meat (tasted like beef), rice, potatoes (Chinese), peanuts, grapefruit (or something very similar), custard, and tea. Already getting used to these strange foods.



Group Shot of Raiders by Air Raid Shelter

McGurl's concern about Sessler, the bombardier on Plane #15 arose from the fact that they were classmates at Arlington High School and the

only two Doolittle Raiders who knew each before the crews for the raid were assembled. Sessler survived and continued serving in the China-Burma-India theatre until July of 1942 before assignments to the European and Mediterranean theaters. After the war, he earned an engineering degree and headed a heavy construction firm.

Lt George (Red) Barr was navigator on Plane #16. He was captured by the Japanese and suffered 40 months of inhumane treatment until remanded to American custody at the conclusion of the war. Barr's treatment by the Army medical service was reprehensible and was not improved until Lieutenant General Doolittle, at the behest of his foster mother, Mrs. Charles Towns. Doolittle "rectified" the situation as only a "three star" can. Barr gradually improved supported by his wife and fellow Raider and prisoner, Robert Hite. After retiring on a disability, he earned two college degrees and worked as a management analyst of the Army.

Saturday – 25- '42

Just a week ago today we bombed Tokyo. Raining and therefore no early bomb raid. Lt. Youngblood arrived. Report one of our planes landed at Russia. Met General Tuang before breakfast. Received picture presentation from Chinese General. Had grand reception & photo of group taken. Gen. Tuang spoke of Friendly relations of China with U.S. & common cause. Had bandage changed. Boarded small train for night ride to Yintan where there is Catholic mission, en route Kweilin where we will stay for some time. Train was smaller than American ones and reminded me of 40 and 8's used in last war. Of course we had no mattresses or springs in our bunks & the blankets were a shade or two under white. We have to travel by train at night as it machine-gunned during the day.



Aircraft #8, commanded by Capt. Edward J. York, experienced greater than planned fuel consumption. York decided to go north to the Soviet Union and landed at Primoski Krai, 40 miles west of Vladivostok. The aircraft and crew were interned.

The following addendum is the navigation report filed by Lt. McGurl.

NAVIGATION REPORT ON TOKYO BOMBING
RAID

To: Chief of Army Air Forces

MISSION: To depart from carrier off the coast of Japan, proceed to Tokyo, bomb assigned targets, head directly south out to sea (to confuse the enemy), parallel coast of Japan to the Osumi Strait, and at the navigator's discretion proceed to the final destination at Chusien. To land, refuel and proceed directly to Chungking with minimum delay.

SOLUTION: Observed time, position, wind direction and velocity given by U.S.S. Hornet navigator. Checked compass by flying over carrier, noting its course and correcting for drift. Proceeded on direct course to Choshi point using dead reckoning, checked by several celestial shots which at the observed time gave excellent course lines. Ground speed was computed from given wind, time and fuel shortage preventing double draft. Estimated time of arrival by computed ground speed. Sun lines disclosed our position north of intended course and necessitated south westerly course to target. Low flying and inaccuracies in

representation of topography by Japanese Naval Air Charts made pilotage extremely difficult. Arrived at targets through pilotage and released bombs on Tokyo.

Altered course to approximately 180° and flew five miles abeam of Oshinia Island for a distance of 90 miles. Altered course to parallel Japanese coast line and checked ground speed by sun lines, double drift and check points. Maintained same course to Osumi Strait where we altered course to hit 29th parallel of latitude on 123° of longitude or about 100 miles from China coast. Direct westerly course taken on 29th parallel. No landfall possible due to overcast. Computed E.T.A. at coast and checked same on arrival. Checked ground speed and figured E.T.A. at Chuchow (Chusien). Overcast and zero visibility made visual location impossible. Computation alone gave the position and the ruggedness of surrounding country made knowledge of exact position of paramount importance. After parachuting and subsequently locating our place of arrival, our position was checked. Loss of our planes prevented the last leg of the flight to Chungking and therefore required no further navigation.

Adequate equipment and information, aided by the fine teamwork made our eventual arrival at above destination possible.

/signed/

Eugene F. McGurl

2nd Lt. - O-431648

95th Squad. 17th Gp.

CADET MEETING

14 April, 2015

Due to school vacations, the meeting was cancelled.

SENIOR MEETING

14 APRIL, 2015

No formal group training was held. Officers worked on individual projects.