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ly vessels from high altitudes.

Q. Did the B-17's give you that information?

A. That all came from Sand Island, from the Commanding Officer of the Naval Air Station, who got it from the Commander in Chief, Pacific, in Honolulu.

Q. He was in communication with him?

A. Oh, yes, constantly. We had submarine cable to Honolulu in addition to radio communication - quite a bit of it went over submarine cable.

Q. Was any effort made by the B-17's to continue to track the enemy's task force after the attack?

A. None that I know of.

Q. Had that ever been discussed in making plans?

A. Not in my presence.

Q. Were the PBV's supposed to do that?

A. I remember something in the plan about the possibility of a PBV staying beyond the task force and tracking if darkness or cloud conditions permitted. And to send out MO's or radio bearings which would put the enemy on the line between us and the plane.

Q. Can you give us any dope on how many people it takes to swing a base of that kind?

A. In the Marine air group there were two full squadrons and a small headquarters unit which includes the radio operators and clerks - in the neighborhood of 350 to 375 Marines. If you have service unit duties to perform for aircraft that come in there with combat crews only, that isn't nearly enough people. It wasn't enough with us and we had to call on about 240 raiders. Of course, conditions were somewhat unusual in that we had all the gasoline to handle by hand. A plane that is going to be heavily reinforced by air should have a unit of some 250 men to take care of the extra aircraft. The Army B-17's and all Army aircraft came in with nothing but combat crews, people to man the guns, bombsights, and the pilots and navigators. Naturally, they relied on us for service. ~~Fortunately, we were able to do it through the misfortune of having lost most of our planes, otherwise, we couldn't have handled it. Combat crews, after being on missions, if they had to do all the servicing, they'd get whipped down pretty quickly.~~

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