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The torpedo planes received rough treatment at the hands of the Jap fighters. You all probably know that only one of the TBF's got back. It was badly shot up. Two B-26's got back and they were likewise in bad shape. The two B-26's and the TBF all made crash landings. One wheel or a nose wheel wouldn't come down. They all got away with it nicely.

DECLASSIFIED  
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Prior to June 4th a squadron of PBV-5A's had, of course, been patrolling and searching. They had, a day prior, sighted the screen of the enemy task force.

The B-17's, on the 3rd of June, made a bombing attack on the approaching Jap formation. On the fifth, the use of the B-17's became increasingly heavy as the retiring Japanese fleet got farther away from Midway, beyond the reach of the dive bombers we had left, which was eight or nine. Of course, we used the B-17's and the PBV's to work on them as they retired.

The last mission Marine aircraft went on against the Japanese was on the morning of the fifth. Our remaining dive bombers were sent out to attack a Japanese battleship that had already been hit and was steaming west as fast as she could go - about 15 knots. They had no trouble locating the battleship. About 50 miles short of her they ran across a streak of oil streaming from a hole in her side and trailed it right up to the ship. They went in, opposed by nothing but anti-aircraft fire. We lost one plane, pilot and rear gunner, in that attack. According to reports, we got one hit, with another very close miss at the side of the ship.

Prior to the 4th of June there had been considerable intensive preparation in expectation of an attack against Midway. When we got information of what we were up against it seemed that we had a million things to do and no time to do them in. The result, was that we worked night and day, just short of the point where people would be too exhausted to take part in the defense.

Along the edges of the runway there were built a number of bunkers for airplanes. Twelve of them were large enough to take PBV's or B-17's. Their floors were about two feet below the normal surface. Sand had been pushed up and more added by carrying it from the beach until on three sides of them there was a pretty high wall. The planes were pulled back in there for what protection they could get, against strafing or from bomb splinters. We constructed as many bunkers as we had room for, to handle airplanes up to the size of the TBF or SBD. We didn't attempt to make any more big ones because that is a long task where you have so much sand to carry. We scooped out some 24 or