

June 4th

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Reveille at 0300. Eleven PBX5A and 14 B-17's took off on missions at 0430. VFP furnished covering patrol of two 6 plane divisions during take-off. All fighters except McCarthy and Corry returned to base about 0500 and no reasons are advanced as to why these two did not do likewise.

At about 0525 CO NAS received report from a patrol plane that enemy carriers had been sighted, also distance and bearing. All aircraft were manned and engines started. Since the Radar screen showed no targets, engines were cut pending orders from CO NAS. At about 0555 the Navy Radar flashed "Many bogey aircraft Bearing 310 degrees, distance 93," and the aviation air raid alarm was sounded. An officer was sent to Captain Collins, USA, (B-26's) and Lt. Fieberling, USN (TBF's) saying "Attack enemy carriers, distance 180 miles, bearing 320 degrees, course 135, speed 25". This message was delivered to addressees and was also shown to Major Norris.

During the period 0555 to 0620 (Approx.) all aircraft except 2 SBD's (1 engine trouble, and 1 major O.H.) 1 F2A (engine trouble) 5 SB2U-3 (spares) and 1 PBX5A (difficulty unknown) were in the air, and the 1st (Parks) 4th (Curtin) and 5th (Carey) divisions of fighters (8 F2A and 6 F4F) were vectored toward the target. The 2d (Hennessy) and 3d (Armistead) divisions of fighters (10 F2A), were vectored out on 310 degrees for 10 miles and told to orbit - this force being temporarily withheld in the event that another group of enemy would appear on a different bearing. Parks, Curtin, and Carey made contact with the enemy at 12,000 feet, at 0616 at about 30 miles. Hennessy and Armistead were then vectored 310 degrees and the Radar could no longer differentiate between friend or foe.

Commencing at about 0605 and continuing periodically for over an hour, the following message was sent by MAG-22 radio on 6010 Kcs "Henderson, Norris, Tyler from ZED - attack enemy carriers bearing 320 degrees, distance 180 miles, course 135 degrees, speed 25 knots". No answer was received by either voice or CW transmission of this message and it was felt that the dive bombing attack by VMSB would never materialize. The message was received by all addressees, however, and the attack progressed as planned.

At about 0615 McCarthy reported "Low on gas, request instructions" and he was directed to "Land, refuel, and take-off". He and his wingman, Corry, were directed. This was our first indication that a fighter section had remained in the air since the early morning covering patrol. Refueling could not be entirely completed, but both planes took aboard a quantity of gasoline and took off again.

Various reports drifted in that planes, identity unknown, were falling in flames, and at about 0635 the first bombs fell on EASTERN ISLAND. A total of 14 bombs fell on EASTERN ISLAND during a period of about 20 minutes, some delivered by horizontal bombers and some by dive bombers. All of these fell to the north of #2 runway, one salvo hitting the Eastern end of #1 runway, one in the mess hall area, and one near the VMSB engineering tents. A dive bomber demolished the

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