

S E C R E T

2ND EMERGENCY RESCUE SQUADRON
APO 719

MISSION REPORTS - RESCUES

1 September 1944

3 September 1944.

Mission Orbit: Orbit 6° 30'N 135° E. 1115-1215.
Item Time: 0645: Take-off, 1115 arrived at orbit.
1115: Arrived at orbit. Contacted fighters and bombers.
1200: Sighted B-24's leaving target.
1215: Left orbit point.
1340: Received message B-24 circling raft, at 4° 50'N. 135° 20'E.
1440: Picked up B-24 and raft by radar.
1450: Made open sea landing. Picked up the following survivors: 2nd Lt Parenti, R. H.-P.; 2nd Lt Hill, H.M., CP ; Cpl Perlowitz, S.S. Engineer; Cpl Mc Caffery, T.J. Gunner. Both enlisted men injured; former abrasions on head and possible concussion, latter with broken leg just above ankle. Following crew members reported missing: 2nd Lt Daehm, C.W., Navigator; 2nd Lt Borman, W. A., Bombardier; Cpl Gilbert, D.G., Radio; Cpl Fellows, H.A., Gunner; Cpl Wiley, J.B., Gunner; Cpl Stritzel, G.A. Gunner.
1540: Took off for destination OWI
1550: Sent in message on rescue and that we would land at OWI.
1730: Landed at OWI, discharged survivors.
1800: Landed at home base.

5 September 1944.

Mission Orbit: Cover strike on Lancoan, Celebes Is. R2 Tifore Is. 1220
Orbit south of Lambek, 1250-1335--cover Glover White 1220-
1300: Blue 1300-1340.
0620: Take-off.
0650: Radio check with Linger
0845: V.H.F. radio check with Otto. Transmitter inoperative Otto relayed message to Linger to that effect, Otto confirms the relaying of message-0850.
1145: Arrived at R2 point-circled same until 1340.
1340: Took a heading for Linger.
1520: Received message from Otto to pick up two SA snafu uncle pilots at 61 Olson 45.
1600: Rescue snafu pilot: W.C. Springer, 0681729
1st Lt., AC
Middleburg Is.
1720: Landed at Middleburg.
1740: Took off for Linger after filing clearance.
1915: Called Eyelet and gave position report and destination.
1930-
1955: Called Linger--no contact.
2000: Landed at home base.

16 September 1944

Plane No. 44-33882 Crew - 1st Lt Yagla, Pilot; 1st Lt Barnes, Co-Pilot; 2nd Lt Taylor, Nav.; T/Sgt Jones, Eng.; Pfc Fialkowski, Radio; Sgt Standridge, Radar; Sgt Hayes, Surg Tech.; Sgt Dirla, Photog.

This aircraft and Crew acted as Air Sea Rescue Unit covering "Interlude" operation on "D" day plus one. In addition, it was the assigned Courier plane for "D" day plus one.

S E C R E T

Sept 1944

Mission Reports - Rescues (contd)

16 September 1944 (contd)

It is to be noted that take-off from Middleburg was delayed two hours awaiting message by courier to be delivered at Red Beach.

1205 Daylight Special 2 took-off from Middleburg to relieve Daylight Special 1 at orbiting point for "Interlude" operation. 1420 Daylight Special 2 reached area and checked in with "Wall Street". Daylight Special 1 was contacted on VHF, and gave necessary instructions to Daylight 2. 1425 "Wall Street" instructed Daylight 2 to assist the two PT boats in the rescue operation that Daylight Special 1 had been working on, until relieved. 1427 "Wall Street" directed Daylight Special 2 to proceed to Lolobata Cape, and effect immediate rescue of second Snafu. This Snafu had been covering the original one before being shot down. Daylight Special 2 proceeded as ordered at 1435 without fighter cover. Fire from Ack Ack and shore batteries was encountered from 1435 until 1525. The following gun positions are as accurate as can be expected. Reference--Australian Aeronautical Map # NA 5. From Cape Toenoeo to Cape Patjikara scattered Ack Ack from Ifis River, South West along coast to Cape Lolobata- scattered Ack Ack and dual purpose guns. Boebale Island- scattered Ack Ack and dual purpose guns. From Cape Lolobata around the rim of Wasile Bay to Dodaga-well scattered Ack Ack (Fighters had done through jobe in here.) From Doro South West to Kaoe scattered Ack Ack. It is to be noted that Daylight Special 2 was indicating 125Knots until it reached Ditching coordinates. 1445 sighted one Fighter circling rubber raft. 1450 Lt. Yagla landed 100 feet from raft. Sea marker was observed. Because a hasty take-off was essential, Lt Yagla wisely refrained from cutting the engines. This necessitated three passes at the raft before actual rescue was effected. The take-off was singularly successful. The position of the raft 01°12'N, 128°03' E. During the rescue operation the Navy Fighter circled us, and after take-off accompanied us to a point abeam Lolobata. Daylight Special 2 drew fire from shore batteries throughout the whole operation. Lt Barnes ably acted as communications Officer between "Wall Street" and Daylight Special 2, and directed the rescue.

The rescued flyer was in excellent condition. He was rescued after having been in the water only 30 minutes. Indication of shock were almost completely lacking. Evidently his stron condition, and the very effective cover that Navy Fighter provided did much to dispel too much natural fear. The flyer was disrobed immediately, dried thoroughly, and provided with dry clothes, something to drink, and the usual abundance of comforts usually afforded a man snached from the jaws of death. The whole crew, led by the Surgical Technician, did the honors. The pilot had been flying an F-6-F Navy Fighter. His name-Ens. Paul Woodrow Lindskog, VF 60, CUE

27.15:15 Daylight Special 2 circled off Boeli Bay safely out of range of enemy fire. It was noted that the P.T. boats were proceeding on course to the Strait. Daylight Special 2 called "Wall Street" for further instructions and was directed to accompany P.T. boats. Enemy fire was too severe and we had to come back out. 1600: P.T.Tboats encountered heavy fire and were forced to retreat. They asked for fighter cover. 1700: P.T. boats Martine 489 and 363 skippered by Lt A.M. Treston and Lt J.G. Boyd, made through the strait after fighters had worked on the shore batteries. Daylight Special 2 was standing by in the area to carry rescue flyer to hospital if necessary. 1800: P.T. boats immerged from the strait and dismissed their cover. Daylight Special 2 had unsatisfactory contact with "Wall Street" from this time forth. 1830: Daylight Special 2 circled Red Beach and tried persistently to obtain instructions on what to do with the Courier Capt J.M. Rollo of Task Force Headquarters and the rescued pilot without results. 1905: Lt Barnes landed and anchored 300 yds off Red Beach. A passing Navy craft carried Lt Barnes and Ens. Lindskog (the rescue pilot ashore.)

S E C R E T

Sept 1944 Mission Reports - Rescues (contd)

9 September 1944

DAYLIGHT 28 OA-10A 44-33879

Crew: P Scott, James F, 2nd Lt, CP 2nd Lt Donald J Dixon, N 2nd Lt Richard W Deane,
E S/Sgt Michael S Spisak, R Sgt Clyde L Haferkamp, V S/Sgt John W Crawford.

Mission: Cover strikes of bombers and fighters at Langoan area, Northern Celebes.

0605: Take off from Middleburg.

0620: On course 272 at 6000

0900: Over first rendezvous pt. at Tifore Island. Flt conditions fair.

0910: VHF contact with Rainbow 6 escort 5 min out.

0915: Rendezvous with Rainbow 6.

0935: Over orbit between Cape Manget and Cape Atep. VHF contact poor out transmitter very weak.

1025: VHF contact with Rainbow 7 escort 5 min out

1030: Rendezvous with Rainbow 7. Released Rainbow 6.

1045: On course overland to 2nd orbit pt. At Cape Kapalaa

1115: VHF contact with Rainbow 8 escort. Rainbow 7 released.

1120: Rendezvous with Rainbow 8, 10 miles west of Cape Pasirpoetih.

1125: Orbit 5 - 10 miles West Amoerang Bay.

1205: Rendezvous with Rainbow 9, 5 miles West Cape Kapala. Rainbow 8 returned to base. No radio contact. VHF transmitter now inoperative, but receiver is fair-readable but weak.

1215: Raid completed. Left orbit to proceed overland to dispersal point at Tifore Island.

1300: Receiving calls from Mike 338 concerning Snafu Roger. Rainbow 9 in contact with Mike 338, but did not relay message believing we had no radio; so we are unable to obtain information as to location of Snafu.

1320: Mike sending up flares, but neither we or Rainbows sight them. Mikes signal strength stronger. Believe we are nearing him. Mike has turned on distress IFF, will use radar search.

1330: After series of 360 degree turns, we picked him up on a bearing 110 degrees about 40 miles distant.

1345: Mike now dead ahead 5 miles. Have picked up object on sea by radar.

1350: Sighted sea marker dye and survivors ahead.

1355: Circled survivors. Will have to land into strong swells, rather than into the wind.

1400: Landed (full stall) and picked up entire crew of Roger 164, 499th Bomb Sq, 345th Group; 2nd Lt E L Reel, 2nd Lt C Yackico, 2nd Lt R E Driscoll, S/Sgt S J Singer, S/Sgt C M Johnson, S/Sgt R A Dubois. Crew had only 5 life jackets. One life jacket and raft damaged by crash landing. Entire crew in fair condition. Suffering only from exposure and minor bruises and scratches. They had been down approximately 4 hours. Snafu due to operational failure of oil pumps. Did not get call out to us before they went in on way to target. Condition of sea: choppy waves with ground swells of 4 - 4 feet, not long enough to take off in.

1410: Take-off cross swells rough and difficult.

1420: On course 120 degrees to Middleburg Island at 1500 feet. Rainbow 9 circled until take-off and have now left for base.

1450: Weather: Scattered showers with occasional instrument conditions.

1630: CW message to ARL concerning rescue.

1730: Landed at Middleburg Island. Survivors checked by Flight Surgeon, and placed aboard another OA-10A and returned to their proper base at Biak Island.

Co-ordinates of rescue 0 degrees 45' N. 126 degrees 45'E.

25 September 1944

Plane No. 4433882, Crew: 1st Lt Yagla, 2nd Lt Knowlton, 2nd Lt Taylor, T/Sgt Robert S Jones, Pfc Theodore Fialkowski, Sgt James Standridge, Pfc Ernest Ludwig.

S E C R E T

Sept 1944 Missions Reports - Rescues (contd)

25 Sept 1944 (contd)

Mission: Air Sea Rescue Unit covering strike on Kendari in the Celebes.

- 1125: Daylight 28 contacted Rainbow 1 and gave our ETA for RZ point on as 1145.
- 1142: Rainbow 28 contacted again. Both proceeded to RZ.
- 1150: Daylight 28 circled Manoei Island.
- 1154: Rainbow 1 called again saying he had us in sight. Altered course to fly to our orbiting point.
- 1210: Daylight 28 received message from Rainbow stating that a P-38 15 miles north east of Manoei Island was on one engine and was heading for Padea Besar I.
- 1220: Daylight 28 spotted three P-38s circling the damaged craft. We immediately flew to this area. The damaged plane made several passes at Padea Besar I. determining best spot to ditch.
- 1238: P-38 made a perfect belly landing just on the rim of the shore line on the south side of Padea Besar Island 03° 32's 123° 06's. Daylight 28 continued circling until pattern for water landing was established. It is to be noted that sea was rough. Despite the fact the landing was made in the lee of the Island, five foot waves were experienced.
- 1243: Daylight 28 landed and proceeded to pick up ditched flyer. Lt Yagla taxied within 50 yards of the shore, dropped the landing gear and paralled the beach line. The rescued pilot had no difficulty reaching the ship. Time 1250.
- 1253: Daylight 28 took-off. Rough sea didn't help any. Name of P-38 pilot rescued: Leland McGowan, Lt Col 022542, 12th Fighter Sq.
- 1300: Lt Col McGowan requested P-38s to straff his beached plane. Daylight 28 circled position until they arrived.
- 1315: After two P-38s had riddled and set the plane afire. Daylight 28 returned to base.
- 1800: Encountered weather at Middleburg proceeded to Noemfoor Island.
- 2015: Landed at Noemfoor.