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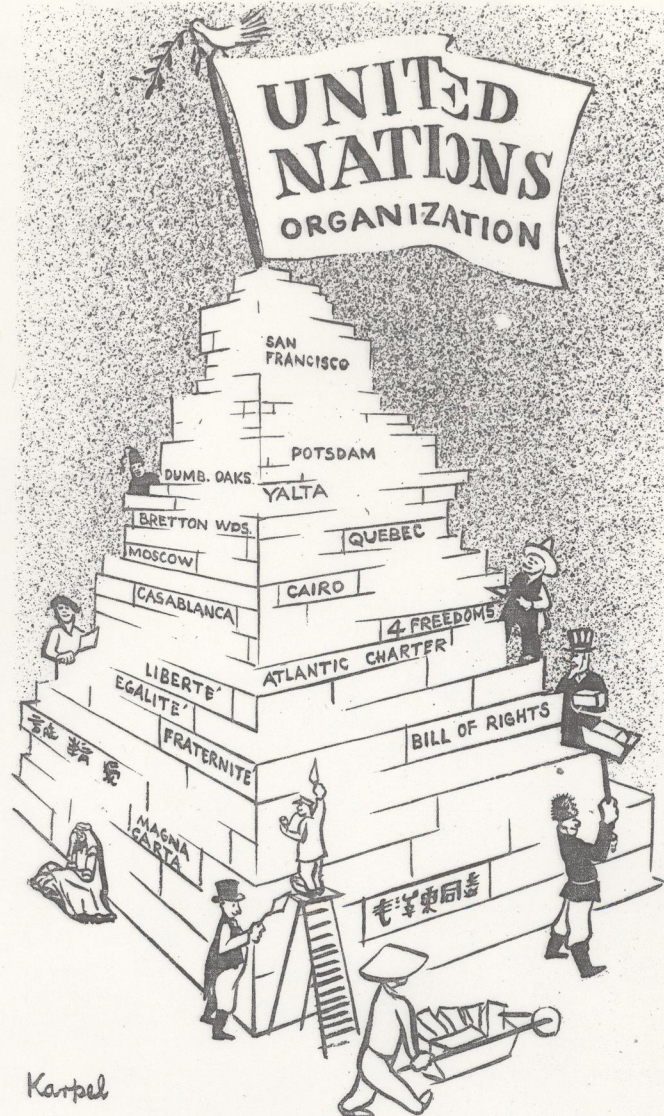
## Souvenir Issue

We are proud to announce, that in this souvenir issue of HIGHLIGHTS, we have a world scoop. For the first time in any publication, pictures showing the damage done to Hickam, December 7, 1941, are shown. These pictures have been restricted until now, but thanks to General Ryan and Colonel Bird they have been released to HIGHLIGHTS to show the men of Hickam how our field has recovered and grown.

You men stationed here have done a great job. Out of a completely damaged field you have built the greatest air base in the Pacific....if not the world. You have a right to be proud, for Hickam Field has had a major role in helping to win the war in the Pacific. In future years you will look at this souvenir issue, and remember the days you spent on the Island of Oahu at Hickam Field.

Front and back covers by Marshall Marker.

"...we must stay united"



Karpel

Dec. 7, 1941 taught this country a lesson it can never forget, for it is written in the blood of the thousands who fell to make this the last war. We did not fight this war to return to the old way of life -- the mistrust, the hatred, the bigotry and fear that permeated the world after the last war. As our great leader Franklin D. Roosevelt put it, "We are fighting today for security, for progress, and for peace, not only for one generation but for all generations. We are fighting to cleanse the world of ancient evils, ancient ills."

That fight still goes on. Peace will bring us even greater battles than the war did. When they come, and they are here now, we must utilize the lesson learned during the war--the truth that we won as a team. Alone it was an almost impossible task, but when we combined with our allies we were an unbeatable combination.

To continue the battle for the "four freedoms", we must stay united. None of us dare crawl back into our shells now that the goal has been sighted. We must forge on united with the rest of our allies, united in the knowledge that ours is a just and honorable cause....that of the common man.



# REMEMBER !

At Hickam Field, the air field so near Pearl Harbor that it is virtually the same target, a long row of hangars and bombers invited the Japanese. The attack combined bombing and strafing. The enemy planes bombed the hangars and strafed the quarter-mile-long row of planes drawn up in front of the hangars in orderly parade formation.

A bomb-hit on a hangar announced the news to the thousands on the post. Men came pouring out from all nine wings of the barracks ---- men in slacks, men in shorts, some in their under-wear only, some without anything on at all. What was going on? Another mock war? No, bombs! Everyone ran for his battle station.

Colonel Ferguson was in a building up the street from the hangar line. He ran out into the open, saw the damaged planes, and jumped into the gutter. While strafers bounced bullets off the road by his side, the Colonel crawled down the gutter to the line. There he directed the tactical Squadrons who were arriving a hundred to a hundred and fifty at a time on the double quick.

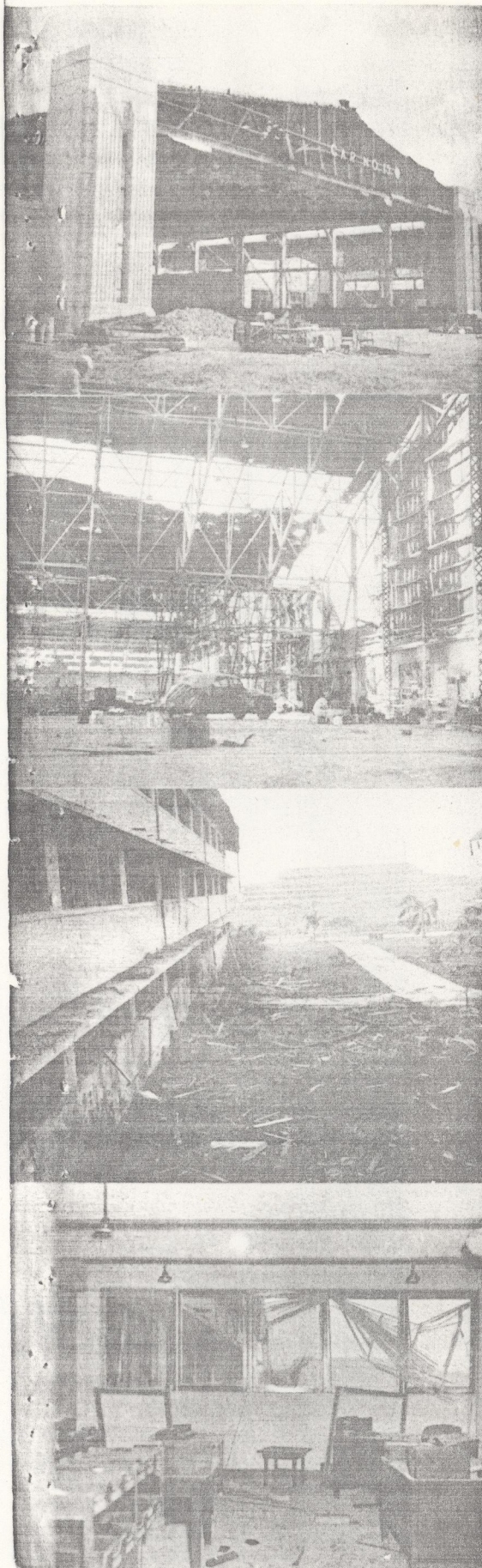
"Disperse those planes!" was the order.

Up and back, up and back, the Japanese squadrons were flying, strafing the airplanes on the wings. The men ran on heedless of the rain of bullets. Some of the men faltered and fell.

Ageneral's aide was already on the line. He was trying to taxi one or the big bombers. Strafers had put one engine out of commission. It was







no easy job to taxi such a heavy plane with only one engine going. He did it by racing the one engine until it pulled its side of the plane forward. Then he slammed on the opposite brake, which forced the other wing up. Wading and crawfishing along under enemy fire, he brought the plane across the landing mat to comparative safety.

While the fire department fought flames at the tail end of some of the planes, daring crew men jumped upon the wings, disconnected the engines, and pulled their eight or nine hundred pounds' weight to the edge of the apron. Fine engines were saved by their quick thinking.

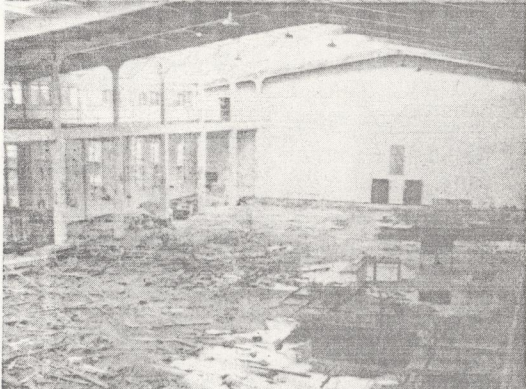
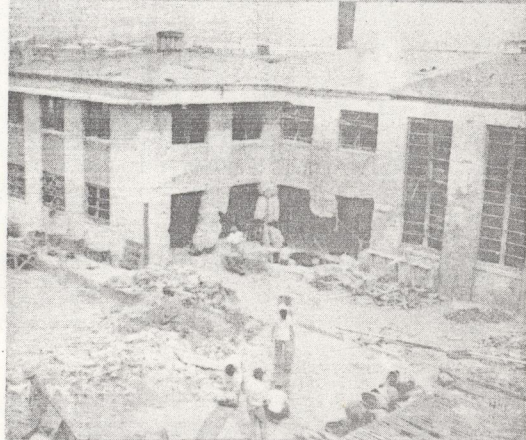
Inside one hangar, twenty-one Hawaiians were fighting fire. Planes roared hoarsely, machine guns stuttered overhead. In the middle of the smoke-filled hangar, Solomon Naauao, 245-pound athlete, trained the water from his fire-hose on the fuselage of a four-engine flying fortress, pushing back the gasoline fire that leaped out from the fuselage on to the wings. Solomon is a giant Hawaiian, a true son of a warrior. Short, thick black hair fits his massive head like a fur cap. He was hoping the Chief would come soon with the foamite. Water was not much good against gasoline.

One end of the burning hangar fell through to the floor, revealing a sky dotted with three approaching Japanese bombers. They were flying just a few feet above the hangar. The first one passed directly above Solomon and his fellow-fighters. Solomon heard an explosion and felt hot pain.

"Lord help me!" he prayed, falling to the concrete floor. The whole inner side of his right leg was blown away. With his arms and sound leg he crawled through the smoke, away from the flames. When two soldiers picked him up, he learned that five others with him had been wounded, three more blown to pieces. They left him in the doorway to wait for the ambulance just coming in. As he lay there, Japanese planes flew slowly above just clearing the hangar, and strafed the men running to carry him to the ambulance. Others quickly picked him up and sped him to the hospital.







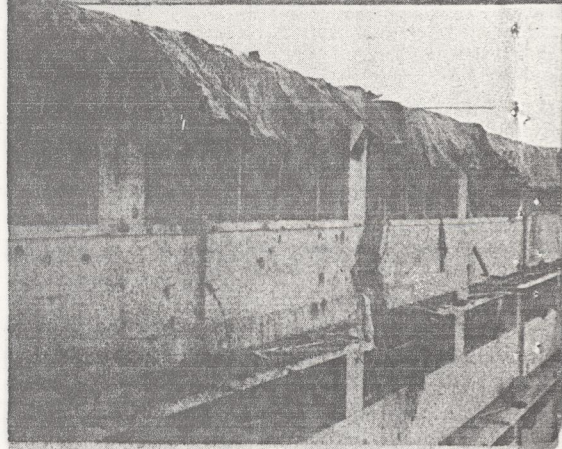
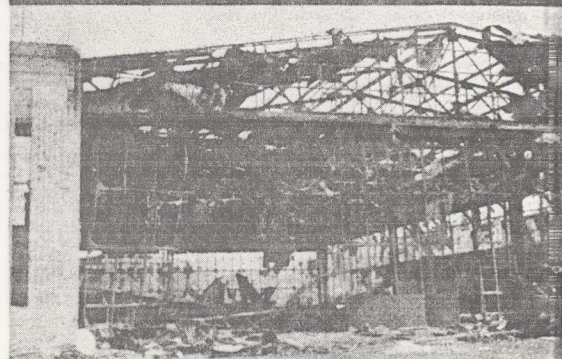
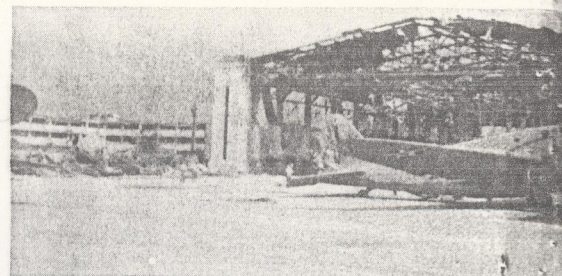
Sergeant Dwyer got a machine gun out of ordnance, put a corporal in charge of it, and dashed back for another. A bomb fell, and its deadly fragments flew. He got his second gun and set it up on the parade ground. He felt wet and looked at his shirt. It was soaked with blood. The sergeant remembered that something he had thought was a stone had hit him when the bomb exploded. He was taken to the hospital with a shattered shoulder.

A lieutenant ran toward a plane. A Japanese flew over, strafing. The lieutenant fell to the ground, mortally wounded. A young corporal by his side lifted him to an ambulance, sped back across the apron, leaped in the plane, and taxied it out.

The raid lasted fifteen or twenty minutes. As soon as it ceased, activity burst upon the streets and flooded them. Ambulances and all the cars that could be pressed into service as ambulances were whizzing up and back from the bombed area. School buses, army station wagons, American factors delivery trucks, and private cars helped to deliver the wounded and to rush surgical supplies from Honolulu to the hospitals.

Before half their work was completed, they were caught in the second and most destructive raid. Two rows of high-flying bombers dropped over twenty heavy and light demolition bombs from a height of ten to twelve thousand feet. They landed in the most populous section of Hickam Field. For what seemed a full minute after the bombs had landed, there was a dead silence in which nothing happened. Then the new mess hall, large enough for six complete basketball courts inside, the photograph laboratory, the guard house, the fire station, the barracks built to house thousands, an immense hangar--everything in the entire area--seemed to rise intact from the earth, poise in midair, and fall apart, dropping back to the earth in millions of fragments and clouds of dust.

The third wave came strafing. Ground defenses were going full blast and accounted for several of the raiders. Guns were set up on the parade ground, on the hangar line, and even around the flagpole at post headquarters. One man---no one knows how---had lugged a machine gun up on top of one of the unbombed hangars





# HIGHLIGHTS OF DEC. 7TH

The "Big Barracks" was mercilessly bombed and strafed. Every wing received some damage and the consolidated mess hall in the barracks was hit by a bomb, causing many casualties. Numerous fires started in the barracks, which eventually became a roaring inferno. The reserve oil stock was ignited on the first strafing attack; it continued to burn for some time, sending up huge billows of smoke, visible for miles. This fire completely destroyed the stockpile of oil on the field.

While the attack was taking place, several Navy SBD's en route from the carrier Enterprise 200 miles offshore, to Ford Island Naval Air Station, ran into Japanese planes returning from the attack. It is interesting to note that even though Hickam Field and Pearl Harbor were visible and afire and the Japanese planes were heading away from the conflagration, not one gun tape was broken on any of the fully armed American ships. It was this fact that lead the Naval Intelligence Officer to remark that if the American Fleet had intercepted the Japanese Fleet offshore- "We would have been wiped off the ocean."

On the night of December 7th, carrier-based planes of the Lexington and Enterprise flew over Hickam Field on their way to Ford Island, Naval Air Station. These ships were immediately fired upon, but with very poor results. It took quite

a bit of inter-service telephoning to get the Anti-aircraft gunners to call off the evening's entertainment.

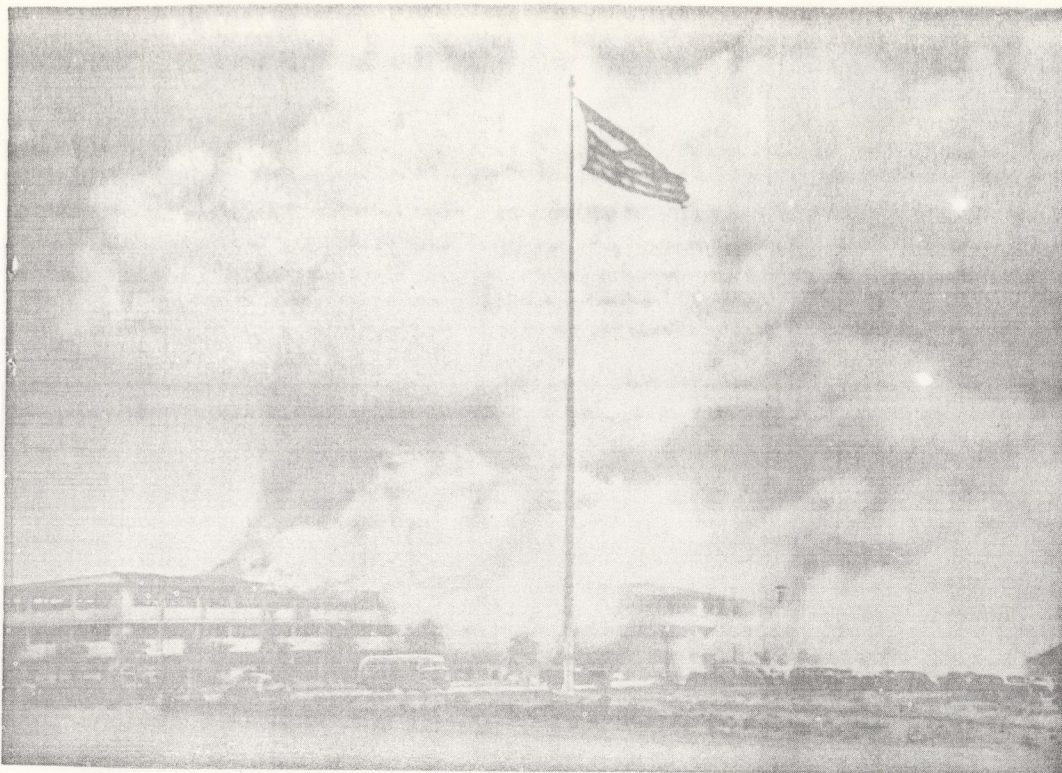
Defense positions were so inadequate that Hickam had to violate the blackout so that men could dig fox-holes for use if another raid occurred.

All women and children were removed from the field to places of safety in Honolulu. On Dec 8th a rumor started that they would be allowed back on the base. The anxious women came back to be with their husbands, but were stopped at the gate by the M.P.'s who had orders to keep them out. They would have rushed by them had not a responsible officer explained that the report was nothing but a false rumor. The women dejectedly returned to town.

On December 11, Col Farthing, Hickam Field's Commanding Officer received the following message from the Hawaiian Department Quartermaster Depot at Ft. Shafter--"What will be your requirements of gasoline, diesel oil and electrical power for the Fiscal year of 1943 for running your motor repair shops." At the time Hickam Field had very few vehicles in working condition, let alone motor repair shops. The Colonel made this scathing reply, "It is apparent that the Hawaiian Department, is running a field exercise rather than fighting a war." A subsequent investigation showed that the original letter was dated 6 December and was "delayed in channels."







and was perched up there, popping away at the strafing planes.

Green men under fire acted like veterans. All moved swiftly to their places without any confusion or disorder. The cooks ran back into the kitchen to remove all the stored food to a safer place. The kitchen was hit. The Staff Sergeant in charge was struck on the head by a piece of shrapnel. He ripped off his shirt, tied up his head to stop the blood, and went on directing the work.

Outside a corporal was speeding across the parade ground to help man a machine gun. It was entirely in the open, without any protection whatever. Halfway there he was strafed by a low-flying Japanese pilot. Mortally wounded, he kept on, trying to get to the machine gun. He fell dead on the way.

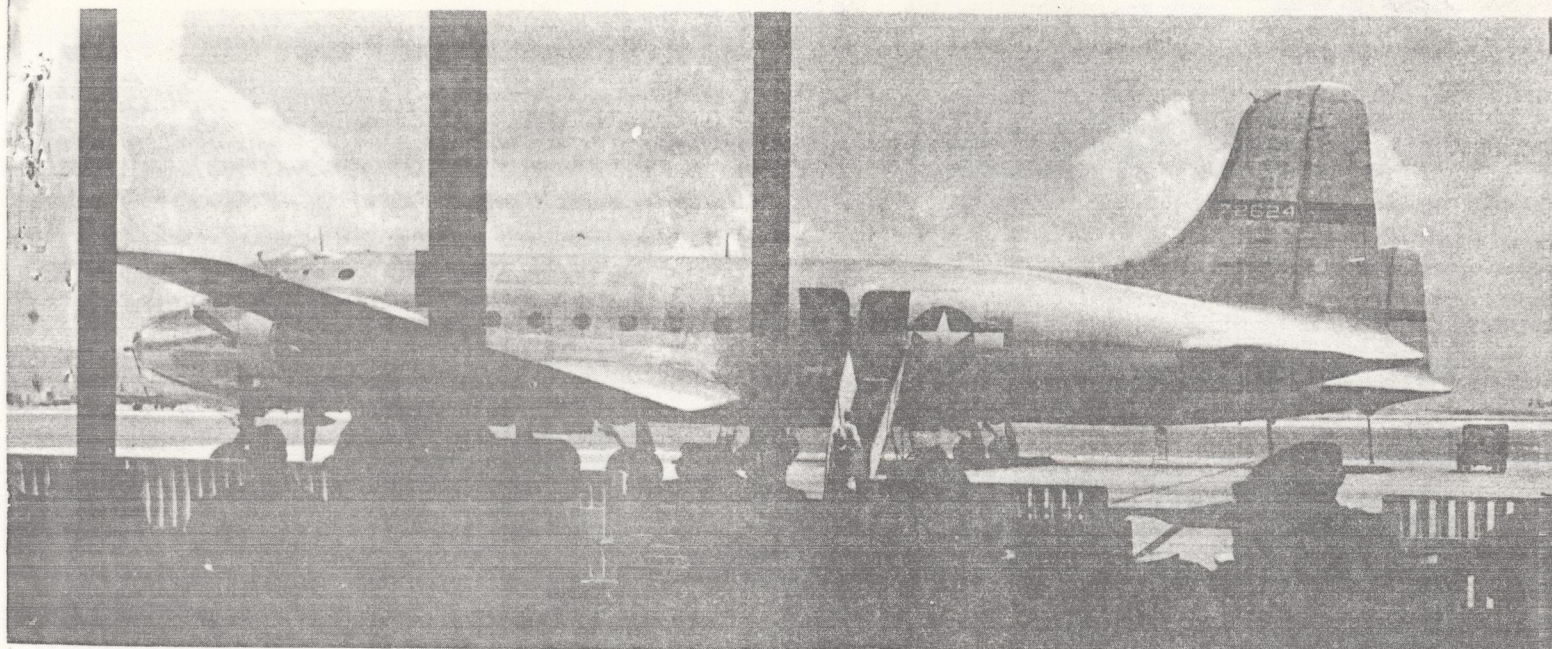
His place was quickly taken. Eager privates ran out and took over the gun. They did this time and again, dashing out under fire and taking over free machine guns, even though the men who were operating them had just been strafed and killed.

On the apron opposite the hangars a lone man was firing a 30-caliber machine gun which he had carried out and set up on the mount of a B-18 bomber. It was unstable, because the mount was made for an aerial gun. He braced it against his shoulder and kept up a steady stream of fire. An enemy plane flew low, strafing the plane he was in with incendiary bullets, and set it on fire. There was no way for the lone machine gunner to get out of his position in the nose of the bomber. All behind him was a flaming death trap. Spectators not far away said that he did not even try to get out, but kept on firing. Long after the leaping flames had enveloped the nose of the plane, they saw the red tracer bullets from his machine gun mounting skyward.

There was humor with the tragedy. When the Japanese came over Hickam the third time, they placed a bomb squarely on the "Snake Ranch," the boy's name for their recently opened beer garden. A first sergeant of a truck company had endured the first two waves bravely enough, but this was too much. He dashed out of his barricade, shook his fist at the sky, and shouted "You dirty S. O. B.'s! You've bombed the most important building on the post!"

(Excerpt from "Remember Pearl Harbor" by Blake Clark.)





# HICKAM'S HISTORY

*By Stephan Meyers*

When death hurtled out of the sky, that morning in December 1941, the name of Hickam Field was catapulted to the front pages of America's newspapers. It was the first inkling that the American people had that Hawaii had the largest, best equipped overseas airport under the American flag.

Famous as Hickam Field is now, few people know of the background and history of the Field. Many of the brave survivors of the infamous attack are no longer in the Army, and those that were stationed on the Island are now stationed in the States.

Hickam Field is one of the newest permanent Army Air Bases under American jurisdiction. While plans for the field had been drawn up as early as 1935, no actual work was done until mid-August 1937. It was then that a War Department order instructed a Lt. (1st) Robert Warren and a group of 12 EM to proceed to Hickam Field for duty and assignment. This humble beginning was the start of a great chapter in the history of our country.

Before Hickam Field was founded, the Air Force in the Territory of Hawaii was known as the Hawaiian Air Force. It was quartered at Wheeler Field near Wahiawa, at the center of the Island of Oahu, and at Luke Field, on Ford Island in Pearl Harbor. The administration end of the HAF was handled from Ft. Shafter.

After many consolidations, the Ford Island field was designated as the main base for the HAF. However, as the use of the HAF grew, so did the size; until Luke Field was completely outgrown. The need for a new airfield was apparent. Conferences brought forth the plan for Hickam Field. It was to consolidate the administration and operating portions of the HAF into one unit on one field. This field, in addition to being the Headquarters of the HAF was also to house the Hawaiian Air Depot. In July, 1939, the official reason for

being was stated, "To provide a home station for a complete wing (bombardment) as well as a station for the Hawaiian Air Depot".

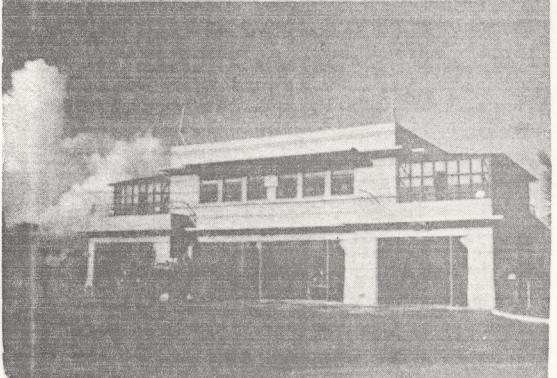
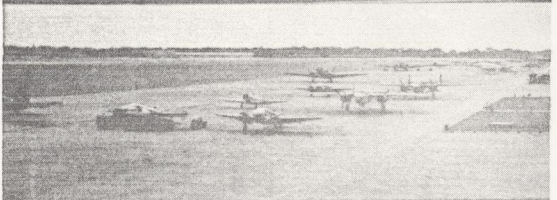
In July 1937, prior to the assignment of Lt. Warren's group to the Field, Colonel M. R. Harmon (later promoted to Major General before his tragic death), and the Lieutenant made an inspection tour of the area. The inspection proved very satisfactory and the official blessings of the Air Force were given to the project.

At the same time, a letter from Brig. Gen. Barton K. Yount to the C.O. of the 5th Bombardment Group, (then stationed at Luke Field), authorized the reorganization of the 5th Bomb Group for the eventual assignment to Hickam Field. The C.O. of the 18th Wing simultaneously issued orders to his organization, assigning them to Hickam Field as Headquarters 18th Wing---administration arm of the newly formed field.

Now that the Army had officially assigned men to the field, work was begun in earnest. The existing facilities at the time of occupation of the field consisted of one hangar and the landing mat. Housing facilities had to be established, messing facilities had to be built, and the sanitary conditions were "inadequate". While the necessities of the field were being built, additional land for the rapidly expanding layout was being acquired. Fort Kam gave up several hundred acres. The powerful Bishop interests also contributed to the growth of the field due to the right of "eminent domain" used on several hundred acres of their Ewa Sugar Plantation grounds.

The grounds were completely taken over by the Army in early 1938, and the rough plans of the field were worked out enough so that heavy permanent construction work could be started. Some of the earliest buildings were the huge double hangars, costing over a quarter of a million dollars each, and the massive "Air Corps Barracks" later





known as the "Big Barracks", which cost a cool \$1,158,720. All in all, Hickam Field cost over 6½ million dollars before the blitz.

By the beginning of November in 1939, Hickam Field was constructed to the point that the Army abandoned Luke Field to the Navy, and moved all of the personnel to the new base. The service groups (Medics and Q.M.), were among the very first to arrive. As more of the field was finished, the need for more branches of the service was felt, and additional groups were acquired.

One of the largest groups to be moved en masse from Luke Field was the Hawaiian Air Depot, which was moved into prepared areas at the lower end of the Field. Due to the location of the air field, all 4th echelon repairs to all ships of the HAF could be performed at H.A.D. on Hickam Field. It was for this reason that the Depot was allotted practically unlimited amounts of tools, manpower and money.

Hickam Field was opened officially in 1939 as the most modern and complete self-contained airfield overseas. The Field was again being enlarged according to the original "flexible" plans when the blitz struck.

Inasmuch as the attack will be covered in detail in another portion of the magazine, only a brief account of the action and results is contained here.

The main object of the Japanese attackers was to destroy, at least any air power on the Island that might possibly interfere with the main attack on the Navy in Pearl Harbor. Needless to say, the attack succeeded beyond all expectations. Roughly, the plan was to bomb and strafe the flight line, thereby knocking out the machines and at the same time to bomb and strafe the personnel -- rendering the field tactically useless. Due to the fact that the Army had the supporting fighter ships spread out on the field in an anti-sabotage formation, it was a case of shooting sitting ducks, as the expression goes. No effective air defense was encountered by the attackers.

When the smoke of the raid cleared away and a recapitulation of damage was possible, it was discovered that the entire Hawaiian Air Depot had been completely destroyed. The base theatre, consolidated mess and Hangar 7 and 11 were seriously hit. The "Big Barracks" was 80% destroyed, and had to be completely rebuilt. Hangar 15 suffered severe damage but was useable. On the whole, Hickam Field was of no use to the country for quite a while. The Japanese had done a very thorough job.

The blitz brought forth many glaring weaknesses of the defense plans of Hickam Field. The excuse that "work was still in progress" didn't stop the bombs from dropping. An examination showed that the anti-aircraft batteries on the post were not intergrated. Few fox-holes or air-raid shelters had been built. Very little air-craft warning equipment had been set up. The "ack-ack" batteries were improved greatly in the next few days but the need of air-raid shelters got such a high priority that the strictly enforced black-out was lifted momentarily to allow the G.I.'s to work at night digging shelters.

After the attack, the morale of the Army personnel hit a new low. The men were "apprehensive", to say the least, at the thought of another attack. Even though the Japs didn't know it, another attack on the field would have been even easier than the original one and the men realized this. However, as the impending attack never did materialize until some 6 months later (Battle of Midway), morale improved steadily.

The first great problem was that of billeting and messing. The Consolidated Mess in the "Big Barracks" had been destroyed, but the men still got hungry. Smaller, decentralized mess halls were immediately set up. Some of them were in area chow halls, and some were nothing more than field kitchens, but the men were fed. Billeting was another serious problem. The "Big Barracks" housed over 1,000 men and for all practical purposes, it was no longer inhabitable. The resulting overcrowding of the remaining barracks was a hardship shared by all.

When the Flight Line was surveyed after the blitz, certain protective measures were inaugurated; mainly the building of revetments for aircraft. A steady stream of war-planes from the states was augmenting the pitifully weak HAF, which consisted mainly of B-18s, a few B-17s, and a very few P-40s. These new airplanes had to be parked somewhere due to the lack of Hangar space, so the revetments were hurriedly built.

The severe lack of manpower, skilled and unskilled, was very apparent. Enlisted men with specialized training were



given field commissions and ratings were given out on the spur of the moment. A hurry-up call was sent to the States for workers; workers to rebuild Hickam Field; workers to rebuild the HAD; workers to man HAD. Re-enforcements were flown in and steamships made record time in bringing workers to the Islands. In a matter of weeks, the rebuilding of Hickam Field was under way.

By the Spring of 1942, HAD was again operating, although under limited conditions. The Hawaiian Air Force, in February, 1942, was redesignated as the 7th Air Force. The need for the 7th AAF arose shortly after the blitz, when the HAF's administration tasks grew so large due to the increase in size, that a complete reorganization was needed. During the period following the entry of the United States into the war, the entire set-up of the Air Corps was changed drastically. Out of the consolidations and unifications came our 'numbered' Air Forces.

The roll call of 7th Air Force Participation sounds like a capsule history of the Pacific War. The first big battle of the Mid-Pacific was fought in large measure by land-based planes of the 7th AAF. That was the Battle of Midway, which stemmed the last possible Japanese invasion threat to the Hawaiian Islands. The march across the Pacific was aided immeasurably by the 7th Air Force. After Midway came the invasion of the Marshall Islands, and the first of the "stepping stones to Tokio", Kwajalein. "Bloody" Tarawa in the Gilberts invasion was the next major objective to fall. The very successful and far-reaching invasion of the Mariannas, giving us Superfort bases on Saipan, Guam, and Tinian, was covered by the 7th. Part of the air fleet over Leyte was the Starred 7th. The last two invasions---Iwo Jima and Okinawa were protected by the planes of the Seventh Air Force.

The Headquarters of this great Air Force was the scene of one of our most disgraceful defeats---Hickam Field. It seems fitting that the future headquarters of the "Occupation Air Force" will again be Hickam Field.

The Hawaiian Air Depot played a leading roll in a behind the scenes part in this great air drama. All of the fighter ships used in Pacific warfare by the Army Air Force were shipped to the Hawaiian Islands. At Hickam Field, over 20% of these planes were assembled. The P-51 made its first appearance in the Pacific Theatre of Operations here on Hickam Field. After assembly, the airplanes are fixed with additional ferry equipment such as auxilliary gasoline tanks, etc. New equipment used in combat, such as rocket launchers, are attached to tactical planes at the Depot. From Hickam, the now combat-ready planes take off for the Theatres of Operations farther to the west.

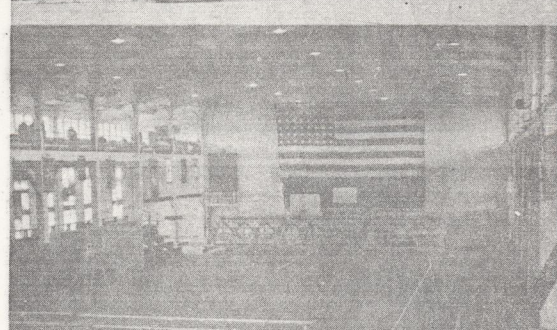
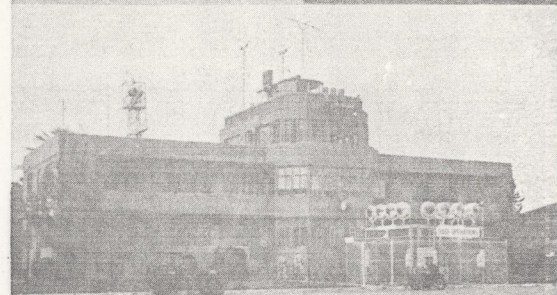
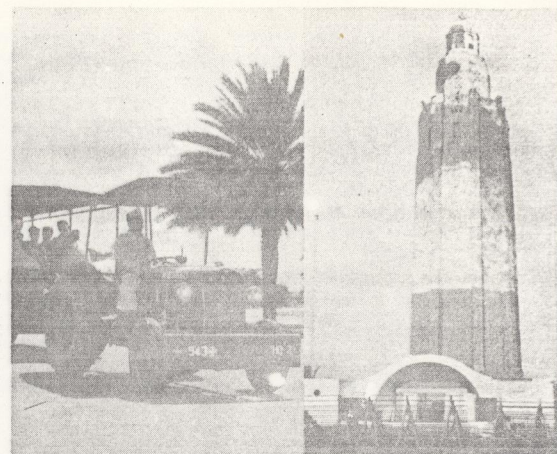
Bombers were also 'acclimated' for combat here. The preparations for the long overwater flight to combat were completed here. Combat crews for the deadly B-25s and P-61s are formed from the CCR (Combat Crew Replacement) Depot. All of the aeronautical instruments of war for the Pacific pass through the cross-roads airfield at Hickam.

Every Pacific invasion was heralded here weeks before by the steady increase of tactical aircraft from the States. Before the invasion of Iwo Jima, the landing strips were crowded with the latest models of P-47s and P-51s awaiting the call.

Of a less romantic and adventurous nature are the other types of ships stabled here at Invasion Time. The C-54s with their loads of High Priority passengers, high brass, skilled specialists and additional troops are a familiar sight on the field. They operate on and hew to a well planned schedule.

The hospital planes of Air Evacuation are no longer a usual sight. Time was when they, too, would land continuously, streaming endlessly out of the blue Pacific sky. The long lines of ambulances drawn up along the runway no longer grace Hickam Field, but for many the memory of that first piece of American land after the hell of war was a never-to-be-forgotten thrill. It signified the end of the "rough road".

October 1942 was the beginning of a sequence of events that, as yet, has not ended. It was in that month that a Col. A W Stephenson arrived at Hickam Field on a survey for the Air Transport Command. The ATC was still in its infancy at the time, but it was a lusty, bawling, growing and grabbing infant. It was rapidly expanding West to the Orient, and a good airfield in the Hawaiian Islands was a must in their books. Hickam Field was 'a Natural'. On January 5th, General William Ord Ryan took over command of ATC activities on Hickam Field. His com-





mand has since grown from a basic command of two stations to a complex command consisting of thirty stations. MidPac Division Headquarters of ATC is stationed at Hickam Field. The ATC continued to grow in size on Hickam Field until eventually, in August of 1945, the entire field was taken under the protective wing of ATC. What post-war plans are in store for ATC are unknown, but it is known that Hickam Field will remain the "Cross-roads" Airport of the Pacific for civilian and military use.

The end of the war brought about a slackening of military aviation. It gave Hickam Field its first breathing spell since 1939. Now that the ATC's strength is waning, the Had is cutting down, and there is a general let-up all along the line, Hickam Field can finish repairs started when the

tempo of the war in the Pacific was stepped up. The "Big Barracks" is to get a complete rejuvenation and a twin brother, no less. More permanent structures are to be built on the post. In place of the familiar tar-paper or wooden temporary shacks, new steel and cement buildings are planned. The "Show - place of the Air Force" is again going to look the part, but it will never be just a show place. Great things are expected in the aviation field. Hickam Field has a definite place in the post-war defense plans of the United States. Our greatest Strategic Military Air Field is the Pearl Harbor of the AAF---a bastion for the modern Pegasus.

Rising from ignominious defeat, Hickam Field truly bears out the motto of the greatest team on earth that "Nothing can stop the Army Air Force."



Bottom (L-R): AFMIDPAC Headquarters, entrance to the Officers Club, and the base theatre.  
 Top (L-R): Our Service Club, Top Three Graders Club, and the Base Hospital.  
 Middle (L-R): Quartermaster Bakery where our cakes and pies are baked, Base band, and interior block 38 N.C.O. club.

