

Navy Tells Heroic Story Of 'Patwing 10,' Patrol Which Fought Japs to End

By WALTER LOGAN

WASHINGTON, May 25 (UP)—The navy Saturday night told for the first time the heroic story of patrol wing No. 10—Patwing 10—which started in the Philippines at the outset of the war with 40 ponderous patrol bombers and ended up in Australia 90 days later with two.

The PBV patrol bombers and their daring crews wrote their story in flame and smoke across the southwest Pacific before numerically superior Japanese fighter planes had downed most of them. It was these same Jap planes which ruthlessly machine-gunned the men who were forced to bail out of the American flying boats.

The story of Patwing 10, as told by the navy, is a series of scattered incidents involving men and planes that fought against overwhelming odds. Take for example the story of Chief Aviation Mate T. T. Bond, Ogden, Utah:

Bond's plane was four hours out of Java when it was attacked by 12 Japanese fighters. After the best resistance had proved hopeless, orders were given for the eight-man crew to bail out as the flying boat began a 12,000-foot dive toward the sea. Bond and three others had parachuted out when the third pilot, C. J. Bannowsky Jr., of Menard, Tex., aviation chief machinist's mate, saw the remaining four would not be able to bail out in time. He took over:

"I was very fortunate in making a good landing," Bannowsky said later, "as the fabric on the wings was missing."

But that wasn't all of the story, for the men who bailed out were machine-gunned by the Japanese fliers.

"At first we would duck under the water for protection, but afterwards we got so tired we just watched," Bond said.

Mike Kelly, chief machinist's mate of Mendham, N. J., told how his flight dropped 15 tons of bombs on a battleship of the Kongo class, hid in some clouds to escape the Japanese, and then flew to Cavite, which was being bombed when they got there.

A few days later Kelly's group bombed a flotilla of cruisers and destroyers "reported to be without air protection." Only two of 12 PBVs returned from that flight. Jap Zero fighters, which had been lurking in some clouds, did in the other 10. One of the men escaping with Kelly was John Cumberland, aviation chief machinist's mate, Salina, Kan., who floated for 20 hours on a raft. The time was frequently punctuated by machine gun fire from enemy planes.

C. M. Richardson, aviation machinist's mate 1st class, of Savannah, Ga., was followed to his home base by the Japanese and attacked after his plane landed. But he held his fire until he could "see the slants of their eyes." His plane suffered 700 holes, but Richardson had only slight hand and leg wounds—"horribly bites."

On Christmas day, on Bataan peninsula, Lieut. (Jr. Grade) H. R. Swenson, Stockton, Calif., and J. S. Clark, naval aviation pilot of Fairhope, Ala., were amazed to see their floating and supposedly deserted ship spouting bullets alternately from the bow, center and tail guns at enemy attackers.

Inside they found Mechanic Roland D. Foster of Harvey, N. D., stripped to the waist, running from one gun to the other. He not only manned all three guns, but sprayed water on a burning mattress and manned the pumps to bail out the water pouring in through 250 holes.

For five weeks Patwing 10 was a ground force with Gen. Douglas MacArthur on Bataan, dodging into L-shaped foxholes to avoid strafing.

"If during a bombing raid someone didn't like his particular spot, he could yell 'switch' and we'd all change corners. This rather broke the monotony," Swenson said. Their Bataan commander was Cmdr. Francis J. Bridget, South Orange, N. J.

By that time most of the remaining bombers of Patwing 10 had hedge-hopped south to Java. A whole new squadron was brought in from Honolulu and the Dutch made the Americans a present of six brand new PBVs.

By Feb. 19—after the fall of Java—most of the Patwing 10 group wound up at Port Darwin, just in time for the devastating Japanese raids which sank the U. S. Destroyer Peary. Pat-

Design for Death



British bomb crew stands neck deep in bundles of destruction at bomb dump in Libya.

wing 10's mother ship was berthed at Port Darwin at that time and Lieut. Cmdr. Etheridge Grant, Menlo Park, Calif., started out for her.

En route, his small boat was sunk and as he floundered in the water he saw the tender steam away, but he was filled with pride "for the ship, her afterdeck blazing like fury, her ack-acks throwing up a ring of steel and fire."

The ship, he continued, was "heading for the open sea, black smoke belching from her funnels. It was as masterly a job of seamanship as history records."

"The bomb hit had smashed the rudder control; the ship had to be steered by hand. There were bombs to dodge and dive bombers to fight. There was a roaring fire engulfing the after end of the ship."

In the absence of the skipper, the executive officer, Lieut. L. O. Woods, Annapolis, Md., brought the tender to safe harbor "because of excellent seamanship and calm courage on the part of his men."

That was the end of Patwing 10. The outfit was broken up with some of the personnel transferred to other units, some left on Corregidor with Lieut. Gen. Johnathan M. Wainwright, some returning to the United States.

Those returning home voiced the same sentiment: "I want to get back out there and fight those Nippers."

Officers Recover Car Stolen Sunday

J. W. Sanders, Baldwin hotel, reported to city police the theft of his 1933 sedan which he left parked on Klamath avenue between Seventh and Eighth streets about 9:40 p. m. Sunday.

At 3:06 a. m. Monday, officers found Sanders' car at Sixth and Klamath and arrested Wallace R. "Bob" Adams, Olene. He was lodged in the city jail, charged with larceny of a car and early Monday afternoon transferred to the county jail.

MOON'S SURFACE KNOWN

Telescopes give us such detailed views of the moon's surface, the heights of the mountains, and the diameters of its craters, that some areas of the moon are better known than some regions of our own earth.

STOCKS UP AS WAR OF OUTPUT APPEARS WON

By MAX L. BROWN

NEW YORK, May 25 (UP)—Evidence accumulated during the last week that America is winning "the battle of production."

Output of war material already is, or soon will be, running well ahead of even the most optimistic expectations.

The federal reserve board disclosed that its adjusted index of industrial activity rose 2 points in April to 174 per cent of the 1935-39 base of 100, a new record high, reflecting expansion "at a rapid rate" of output of armaments of all kinds, which more than offset civilian production declines.

Heavy buying of "peace shares" and weakness in armament issues featured dealings in the stock market until Mr. Roosevelt's warning. At the close of the week, 462 of the 1040 issues traded on the big board were higher, 398 were lower, and 182 were unchanged. A total of 42 issues set new highs and there were 157 new lows. Stock sales were 2,018,810 shares, against 1,534,937 a week ago.

Stock price changes this week included: American Telephone 116, up 1; Chrysler 58, up 1; General Motors 35 1/2, up 1/2; Bethlehem 5 1/2, off 1/2; U. S. Steel 45 1/2, off 1/2; American Tobacco B 40 1/2, up 1/2; corn products 4 1/2, up 1/2; Du Pont 107, off 1/2; Sears Roebuck 49 1/2, up 1/2; Standard Oil company (N. J.) 34, off 1/2; United Aircraft 24 1/2, off 1/2; Westinghouse Electric 67 1/2, off 1/2; Pepsi-Cola 20, up 1; Santa Fe 34, off 1/2; Norfolk and Western 150 1/2, up 1/2; Consolidated Edison 12 1/2, off 1/2; and North American 7 1/2, off 1/2.

Soldiers' Paper



Maj. Gen. Russell P. Hartle, commander of U. S. troops in North Ireland, reads first issue of The Stars and Stripes, a weekly newspaper for American forces.

BELLS SCARE BIRDS

Whenever he desires, the ingenious farmer of Sumatra can ring bird-frightening bells in his rice fields by means of a system of cords running from a central tower to all parts of his fields.

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WHYTAL'S

Note: Purchases charged balance of month appear on June statements, payable July 1st.

Dave Shirk Trains At Great Lakes

GREAT LAKES, Ill.—David F. Shirk, 37, 833 North Ninth street, Klamath Falls, who enlisted recently in the U. S. naval reserve with the rating of chief

carpenter's mate, has reported for training at the U. S. naval training station here.

Following this training period, during which the recruit receives the elementary fundamentals of seamanship and naval procedure, he will be assigned to active

duty either with the United States fleet at sea or at a naval shore station either here or abroad.

"GRANDFATHER OF PINES"

The Chile pine, first discovered in Chile, is considered the

grandfather of all pines. It was a thriving tree in the Jurassic Period, millions of years ago.

The Pitot tube projects from the leading edge of an airplane wing, and is used to measure air speeds.

Herald and News COMBINED



Starting June first, the Evening Herald and the Klamath News will be combined for the duration into one afternoon edition, to be known as the Herald and News.

This step is taken to meet war-time production problems, and to concentrate all news covering facilities into one edition for still better service to the public.

The Herald and News will be published each afternoon except Sunday. Exactly the same comics and cartoons will be continued, and the Saturday paper will feature 4-page colored comics, a week-end Photo-Magazine page and a full society section.

The local news reporting personnel of both present editions will be combined into a news staff of six experts, augmented by a two-man camera reporting and photo engraving department. 40 community correspondents will round out the local news coverage of the entire Klamath basin.

Full leased wires of the Associated Press will bring best world wide news coverage daily. NEA and Associated Press teletype photo services will supply spot news pictures of the day.

Advertisers will still have the complete coverage of 9506 homes at their disposal, and in some instances will benefit from faster delivery to outlying sections.

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Due to the shortage of sacks, coal and briquets will be delivered to customers in the bulk only unless you have GOOD sacks to exchange. Coal and Briquets picked up at the yard will be sold only if you have a GOOD sack to exchange or in your own container.

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