

Sources of Historical and Factual Material

Chapter One: Breaks in the Clouds

The story of the sinking and rescue of the *Squalus* is told in Maas (1) and LaVO (2). Further characteristics of the *Squalus* are found in Alden (3). There are good photos in (1) and (3). Interior views and layout of the fleet submarines are given in *The Fleet Type Submarine* (4). The reincarnation of the *Squalus* as the *Sailfish* is described in LaVO (2), and excellent photos of the salvaged *Squalus* are in Alden (3). Much of the operational history of the *Tambor*, is covered in Schultz and Shell (6). Information on world events of the period came from many sources. A good overview of the entire war from a non-US viewpoint is given in Deighton (5).

Chapter Two: A Very Pleasant Surprise

Overall information on US Navy aircraft characteristics came from Bowers and Swanborough (7). Dean (8) provides much more complete information on the US fighters of World War II. Green (9) provides information on many fighters of all nations. Interesting tidbits were found on the website <http://wwiiaircraftperformance.org/>. Information on the 1933 Ford came from *Wikipedia* and my general knowledge. I have been interested in cars powered by air-cooled engines since I was a teenager, and have been an admirer of Tatra for decades. I had the privilege, in 2000, of visiting the Tatra museum at the factory in Koprivnice, Moravia, Czech Republic, with Stan Jakuba of West Hartford, CT, acting as a guide. Mr. Jakuba is an engineering colleague from Moravia who had worked at Tatra as an intern. There, I became acquainted with the history of the company and saw examples of most of the automobiles. The history of military interest in learning the Japanese language is described in Dingman (10).

Information on the navy's sole female professional, Agnes Driscoll, comes from Layton (11) and *Wikipedia*. The evolution of US strategy toward Japan is described thoroughly in Miller (12). The evolution of the US policy regarding unrestricted submarine warfare against Japan is described in detail in Holwitt (13).

Chapter Three: More Good News

The history of US submarine design is given in Friedman (14) and Alden (3). The history of torpedo design, the Newport Torpedo Station, and the defects in US torpedoes are well covered in Wildenberg and Polmar (15) and Newpower (16). Information on US Navy events and some world events came from Cressman (17), Turnbull and Lord (18), and Van Wyen and Pearson (19). The sudden increase in the planned size of naval aviation is covered in Reynolds (20).

Chapter Four: Meeting the Family

The Warrens' house in Lexington is patterned after one that is familiar to me because good friends live there. The house was built in 1937. I know about the history of the Park School in Brookline because I went there 1945–1955. The story of the *Bostonian* train during the 1938 hurricane is told in Allen (21) and Scotti (22). The house in Arlington is fictitious. I am familiar with Brookline, Massachusetts, because I grew up in there, and the house where Alan grew up is a real one that a good friend lived in.

Chapter Five: Long-Term Commitments

Guyton (23) tells the story of the forced landing of the XF4U from the point of view of the pilot. I assumed that the Norwich, CT, golf course had not changed significantly, and then it was possible, using Guyton's description, to determine on which fairway the XF4U landed by examining the layout with Google Earth. Information on Aeroncas came mainly from Abel, et al, (24).

Chapter Six: Carriers vs. Battleships

The ongoing feud between the devotees of the battleship and the aircraft carrier in the 1930s is covered in many sources. I have relied particularly on Wildenberg (25), and Felker (26). The particular arguments given are my own invention.

Chapter Seven: The War Comes Home

I am somewhat acquainted with the relocation of English children during the war because my parents were hosts to a high-school-age English girl.

Chapter Eight: Off to Flight Training

Train routes and schedules were provided by William Crawford of Nahant, MA.

Chapter Nine: Settling in at Pensacola

For descriptions and pictures of the Naval Air Stations in the eastern US, I have relied on Shettle (27). Using this and the modern layout, as seen on Google Maps and Google Earth, it is usually possible to deduce the layout in 1940 – 41. My knowledge of the 1924 Buick comes partly from tagging along with my oldest brother, H. Kimball Faulkner, as a small boy when he

and two cousins operated and maintained two 1923 Buicks that they owned jointly in the late 1940s. The rest comes from a reprint 1924 Buick owner's reference book, obtained from Bishko Automobile Literature, and from other internet sites. I chose the 1924 Buick over the 1923 because it had four-wheel brakes. For the late 1940 syllabus at Pensacola, I have relied mainly on Buell (28). Buell arrived at Pensacola from an Elimination base in April 1941, six months after Alan, and went to the newly opened Opa-Locka (Miami NAS) for the Advanced Training portion. I have also consulted Ewing et al (29), where O'Hare's earlier experience is described, and Ewing (30) and Blackburn (31), which describe the experience of Flatley and Blackburn as instructors at about that time. The activities of Albert Hindmarsh are covered in Dingman (10).

Chapter Ten: Getting Off the Ground

My general knowledge of flying World War II airplanes comes partly from my own experience, which includes, as pilot-in-command, about 300 hours in the SNJ/AT-6 series, 100 hours in the P-51D, and about 6 hours in the PT-22, including solo aerobatics in all three. Specific knowledge of the N2S came from the Pilot's Manual (32), Moore (33), and a delightful demo flight given by Joe Sottile of Chandler, AZ, in his nicely restored Stearman in April 2008. A general history of aircraft piston engines is given in Smith (34), and a more technical discussion is the given in Taylor (35). The British raid on Taranto is described in Smithers (36), and O'Connor (37), who also describes the reaction of the US and Japanese navies to the raid. The Record Gunnery Exercises by Bombing Six and Torpedo Six in the fall of 1940 are described in Wildenberg (25). The story of the down-checker comes from Buell (28). The name Al's Castle Bar and the local brewer, Spearman, came from a friend who grew up in Pensacola, Karen McKoy of Dover, MA. Further information on Spearman came from the website

taverntrove.com/breweries/. My interest in country and bluegrass music started in the late 1940s due to a long-term visit to my family by a young woman from Virginia, who brought 78 rpm phonograph records with her. The history of country and bluegrass music came from *Wikipedia*.

Chapter Eleven: Squadron Two

Information on submarine deployments in 1941 came from Blair (38). Pilot's manuals for military aircraft before World War II are much more scarce than those for aircraft that were active during the war. I was able to find an early Pilot's Manual (39) for the SBU on the internet. A history of Pratt & Whitney engines is given in *The Pratt & Whitney Aircraft Story* (40). I have had some practice in formation flying, enough to realize it is not easy.

Chapter Twelve: Squadron Three and the God of Naval Aviation

The situation at ONI in the spring of 1941 is described in Layton, et al. (11). The evolution of the AT-6/SNJ series is described in detail in Smith (41). Information on flying the SNJ comes from an SNJ-3 familiarization booklet (42), and my own experience in the SNJ-4 and the T-6G, the Army, Navy and later Air Force versions being very similar to each other, if not identical. I was not able to find a pilot's manual for the SNJ-2, but I did obtain from the Internet an erection and maintenance manual (43) for that version, which revealed that the fuel tank capacity was larger than on later versions. Knowledge of instrument flying techniques comes from my own experience. Reynolds (20) relates that Admiral Towers did take a vacation in Florida with his wife Pierre early in 1941, but it was in January. The rest of the story of Towers's visit to Pensacola and Rome is fiction. The four-course radio range had been nearly phased out as an aid to aerial navigation in the US when I started flying in 1963, but it was still fresh in the

memory of many pilots. This range was the primary instrument navigation aid for aircraft in the early forties, and is fully described in Redpath and Coburn (44). My brother-in-law, Thomas Wilson, who lives near Rome, Georgia, made inquiries and found out where the old airport was, northwest of town, at the end of Old Airport Road. A General Electric transformer factory was later built on the site, obliterating all traces of the airport. With no further information available to me, the layout of the airport is fiction. Information on the long-range reconnaissance version of the Wildcat, the F4F-7, came from Green (9) and Greene (45). Information on Japanese combat aircraft before the war comes from Wildenberg (25) and Chennault (46).

Chapter Thirteen: Gunnery and Dive-Bombing

The overall characteristics of the F2F-1 came from Bowers and Swanborough (7) and Thruelson (47). Photographs, some description, and excellent drawings by Peter Westburg were sent to me by Larry Beidleman of Granada Hills, CA. The cockpit description was based on Peter Westburg's drawing and the F3F-2 in the National Museum of Naval Aviation. Information on operating the landing gear came from the description of the similar landing gear in the FM-1 Pilot's Manual (48) (the FM-1 was essentially identical to the F4F-4, but was manufactured by General Motors, as wartime production was expanded to firms outside the aircraft business). The description of dive-bombing training is based on Buell (28).

Chapter Fourteen: Fighter Training

The description of air combat maneuvers is based mainly on Shaw (49), which provides a comprehensive explanation of air combat tactics and maneuvers, with some added insight from my own experience with aerobatic flying. The trick of starting an automobile engine with the

manual spark control was shown to me by my brother, H. Kimball Faulkner, on several automobiles from the 1920s.

Chapter Sixteen: Home and Marriage

Again, train routes and schedules were provided by William Crawford of Nahant, MA. Events at ONI are described in Layton, et al (11).

Chapter Seventeen: Joining Bombing Five

Information on the activities of VB-5 came from Cressman (50) and Cressman (51). Events in VB-5 are also described in Ludlum (52), which tells a very entertaining story. I have used a few details from this work, but I have judged this work to be not generally reliable for three reasons: first, I have never seen this work referenced anywhere; second, there are serious discrepancies with Cressman (50); and, third, this work contains sweeping condemnations of the “top brass” for alleged ignorance and incompetence which are very hard to believe. General information on US Navy ships came from a variety of sources, but specifications are given in Fahey (53), and the history of the aircraft carriers is given in Turnbull and Lord (17). The BT-1, SB2U and SBA are described in Mizrahi (54), and further information on the BT-1 is given in Gann (55). Cockpit views for the BT-1 were provided by Dave Ostrowski, editor of *Skyways* magazine. My experience with other World War II aircraft was a great help in identifying many items in the cockpit. The story of the women in the Norfolk BOQ comes from Mrazek (56). The events at ONI, and the story of the four intelligence men on the *Pennsylvania*, who later served at Pearl Harbor, are described in Layton (11). The history of the development of underway refueling of ships in the US Navy is given in Wildenberg (57).

Chapter Eighteen: Carrier Qualification

Details of the US aircraft carriers are given in Friedman (58). Operations of the *Ranger* in June 1941, including the barrier crash of a marine officer, are described in Cressman (51). Operations on carrier decks of the time are described in a cursory fashion in many places. For a person familiar with airplane operations on land, and having some knowledge of aircraft carriers, it is possible to deduce many of the characteristics of operations on an aircraft carrier. Some description is provided in Mears (59). A colorful summary is provided in Kernan (60). More details for an Essex class carrier are given in a *Naval History* magazine article (61). There is a photograph of manpower being used to take the load off the landing gear on one side of an SBD on page 316 of Cressman (51).

Chapter Nineteen: Jennifer's Plans

Details of roads and routes came from two road atlases that I was able to purchase on the internet, a 1933 Road Atlas (62), and 1946 Road Atlas (63), and Google Maps. The evolution of War Plan Orange, the US blueprint for war against Japan, is described in detail in Miller (12). The freezing of Japanese assets, as a result of their occupation of Indochina, the results of the Argentia conference, and the sudden change in US strategy are described in Layton (11). The emergence of the oil embargo is described in detail in Miller (64).

Chapter Twenty: Switching to the Dauntless

Much about the SBD development and Ed Heinemann's role comes from Heinemann (65). The development is also briefly described in Tillman (66). I was not familiar with the

location of the Douglas El Segundo plant and its access to Mines Field, but was able to figure it out from information on the internet. Details of the SBD come from the Pilot's Manual for the SBD-3 (67) and Dann (68). Impressions of flying the SBD come from Stokely (69), which details a description by a civilian of a recent flight in an SBD belonging to the Commemorative Air Force. The ferry flight is entirely fiction, except that I have read about actual flights of this type. The navigation error is the type of thing that is familiar to pilots who have flown away from home.

Chapter Twenty-Two: The *Yorktown* Goes to Newfoundland

The war in the Atlantic throughout this period is eloquently described in Abbazia (70), although he does not say much about aircraft carrier operations. The operations of the *Yorktown* are described in Cressman (50). Some description of a pilot's life aboard a carrier is given in Mears (59). Abbazia (70) describes the conditions at bases in the North Atlantic such as Argentia.

Chapter Twenty-Three: Search Mission

The cruise of the *Yorktown* described on this date is all fiction, although the *Yorktown* was operating out of Argentia at this time. The adoption and implications of the YE-ZB homing system for carrier aircraft are discussed in Wildenberg (25). I do not know when VB-5 got their ZB receivers, so their installation at this time is fiction. The description of a typical World War II carrier squadron ready room is based on the display at the National Museum of Naval Aviation. The Matson line had a monopoly on the West Coast – Hawaii route. S.S. *Monterey* was one of

the Matson line's four luxury liners in use at the time, as described under Matson on *Wikipedia*. The voyage from San Francisco to Honolulu on this date is fiction. Cdr. Momsen was serving on the staff of the Commandant of the Fourteenth Naval District at Pearl Harbor at the time, see Maas (1). His presence on this voyage is fiction.

Chapter Twenty-Four: The *Yorktown* Goes to Casco Bay

The background for the maintenance problem comes from my experience as an aeronautical engineer and aircraft owner.

Chapter Twenty-Five: A Buzz Job

The mock attack on Portland was inspired by an episode in Ludlum (52), but otherwise it is entirely fiction.

Chapter Twenty-Six: Anti-Submarine Patrol

The two crashes of a VB-5 pilot are mentioned in Cressman (50). The protective force, including the *Yorktown*, covering these two convoys is described in Abbazia (70) and Cressman (50). VB-5's mission on that day is fiction. The typical organization of a US Navy carrier squadron at this time is described in Lundstrom (71).

Chapter Twenty-Seven: The Time Bomb Goes Off

The reinforcement of the Philippines, including B-17s, in late 1941 is described briefly in Layton (11), and in detail in Williford (72). The movements of the *Yorktown* are covered by Cressman (50). I purchased a copy of the 8Dec41 issue *Life* magazine (73) from their website.

Life and *Time* magazines were both dated on Mondays. It seems that they appeared on newsstands before or during the weekend before the nominal date, in competition with Sunday newspapers. They reported the news up to about a week before the nominal date. Many sources cover the circumstances and timing of the arrival on the east coast of the news of the attack on Pearl Harbor. Cressman (50) and Lundstrom (71) describe the activities of the *Yorktown* immediately after the attack. The sequence of events around the world right after the Pearl Harbor attack is laid out in Cressman (17). The loss of American air superiority over the northern Philippines and its consequences is described in Costello (74), in which the *New York Times* article is quoted and referenced, and Burton (75). A detailed description of events in the Philippines just before and after the Pearl Harbor attack is provided in Bartsch (76). The evolution of the US Navy's attitude toward unrestricted submarine warfare is hardly mentioned in most histories, but is described in detail in Holwitt (13).

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