

Stenographer, Mrs. Mildred
Davis.

See especially page 5

I try to put the
source on docu-
ments whenever
I can; i.e., Record
Group (RG) # _____,
Box, Folder, etc.,
so that their
authenticity can →
be checked.

E.g., RG 319 is "Records
of the Army Staff."

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Conference with Colonel F. H. Miles, O.D.

*****this Lieutenant took it upon himself not to report.

In my belief there were three categories of ships attacking Pearl Harbor, one, a ship carrying a torpedo - 21-inch torpedo - under the fuselage, right out in the open. It was the torpedo ships' mission to attack the battlefield.

To show you how well the Japs had this thing timed, the only time in the week when all of the battleships were in the harbor was over Saturday night and Sunday morning.

So these torpedo-carrying ships came in low, then got up in the air and dove for their ship. A good many never tried to get out of the dive, they just went right for the ship with the torpedo. Some of them pulled out; some of them went to their "Glory" right then and there. One lost altitude by the time he was over Hickam Field and knew he wasn't going to make Pearl Harbor so he dove right in the depot shop and made a beautiful mess of things. His torpedo went off and the damage was considerable.

The second was the dive bombers. They used the clouds for cover - were either above them or in them and would roll over and dive, and they did it with the utmost precision too.

Q. Did they roll over?

I thought they rolled over. Everybody else said I was crazy. Their main attack was to roll over. They would turn right over then drop. That is the way I saw it and I argue it that way.

The third type of attack was by high-altitude bombing and I presume these ships were two-motor ships. They dropped bombs with excellent results from about 10,000 to 12,000 feet. One struck the stack of the ARIZONA and was detonated by the stack. The stack and the Admiral standing near vanished into thin air. We never saw a partical of Admiral Kidd. This shows that they were bombing with accuracy from considerable height. That came from horizontal bombers and not dive bombers at 10,000 or 12,000 feet. Ten or seven or eight thousand feet - they were well in the air.

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E. O. 12356, Sec. 3.3

NWA 813509

BY WGL/PLS/MSB, D. 7/24/84

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Q. How many in a formation?

Five, seven, and nine were the formations. Sometimes five, seven, and in the second attack nine ships in the dive bomber groups.

Then in the second attack, what I saw of it came out of the clouds. The antiaircraft fire from the Navy ships started at about, I'd say, - I was on my way out to the depot at that time - at about 5 minutes past eight, maybe a minute or two earlier; and our own anti-aircraft fire started within three minutes. You could see that it wasn't well arranged. It was very ineffective. I didn't see a single hit in the first attack. This was when I was on top of the building. I didn't see a single ship knocked down. I could see they had gotten their data together and were hitting the ships better on the second attack. The ship that fell on Fort and crashed through the shop building was a single motor ship with 7.7 machine gun. Now I figured the Army antiaircraft fire started at about 8:12 - wasn't particularly effective. Neither was the Navy fighting effective. None of the firing was effective in that first show and after the thing was all over all of the calls that we got to pick up incendiary bombs were really to pick up five-inch Navy shells that were spattered all over the island. Some of them were duds because in their anxiety, they had forgotten to set the fuses. I thought in the first attack that they had gotten the oil storage at Pearl Harbor but two or three significant things that I'd like you all to remember; first, that they didn't attack any hangars in which there were no ships; second, no attack whatever on runways; third, that they made no attack on any of the oil storage which, as you all know, at Pearl Harbor sticks out like a sore thumb. They made no attack whatever on it. They made no attack whatever on the three million gallons stored at Naval station although they riddled the rest of the station. They didn't touch the gasoline storage. Another thing that I think is significant is that they did not attack, effectively at any rate, the power station in Honolulu which gives all the power to the island, a large part of it, that is. Nor did they make any effective attempt to touch the water supply.

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You take the fact that they didn't touch the oil storage, hangars without any ships, any of the shop installations at Pearl Harbor, the fact that they didn't attack the power installations very effectively - all these facts put together indicate that either they expected to do a better job on the first day or that they were going to come back later to try to take this space for an advance station for their service.

Q. Was there any attack on the drydock?

No, there was no attack on the drydock. That is another contributing point to the fact that they were hoping to establish an advance base. The Navy believes they are going to come back. If they do, they are going to get a far different reception from what they got the first time. Those American boys in the P-40's will do better - their morale is good and they have ability. They did a "bang-up" job on the third attack. They got 11 out of 40 or 50 ships that came back on the third attack.

Q. Did the Japanese aircraft shoot down any aircraft in flight?

No, I don't think so. Our ships are so much more maneuverable and these kids are good shots. The pitiful time was when they were trying to get the pursuit ships off the field. The Japs were up in the air and the minute they were down the runway the Japs were right on their tail.

Q. Did the Japs attack the airfield on the second and third attack?

Yes. They didn't attack Bellows or Wheeler.

Q. What was the interval between attacks?

There was about an hour's time between the first and second attack.

Q. Did they refuel before the second attack?

I am not so sure that they did go back. The aircraft carriers were not visible. They came in about 400 miles from the harbor. I think the second attack was made by a different group because of the

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distance. The third attack might have been planes that got back from the first attack. So I think the first and second attacks were by different groups of aircraft. There must have been 200 ships in the air in the first attack to attack five places at once and come back with 30 or 50 ships. I am not an air officer. My observations ought to be taken with a lot of salt, but I had an excellent opportunity to see what was going on and as far as I know****

Q. Could you see which direction they left?

They went to the north which was the same direction in which they came.

Q. Did the second and third attacks come from the same direction?

The torpedo planes swung around by Koko Head and came over the hills over Hickam field to Pearl Harbor.

Q. Did these torpedo planes make a part of each attack?

No, I don't think they were in the third attack, however, I am not sure of that because they only had it in the first attack and some of it in the second attack.

Q. How many total Japanese planes were lost?

I would guess at least 40 out of a possible 200. There were about 12 downed in one way or another in the immediate vicinity, the fellow who went through the hangar, and boys who didn't come out of their dives and all that sort of thing and 11 that they shot down, I don't know where, but in combat in the third attack. So putting all those together as 11 and 7 or 18 and 6 and I actually saw two shot down by antiaircraft fire in the second attack.

Q. Did you get a look at the two-man submarine that came ashore on Bellows field?

That was a one-man sub. The one that entered Pearl Harbor was a two-man sub.

Q. The two-man one was blown up wasn't it?

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Yes. The one-man sub ran on a reef outside of Bellows Field one mile off shore. He jumped out and swam ashore. They tried to get a lot of information out of him, but all they could get was the reason he swam ashore was to be shot because he didn't fulfill his mission. The ship carried 18-inch torpedos, was 30 feet long, and was so small that I couldn't get in it.

Q. How many prisoners did they get?

As far as I know, he was the only one they got alive. The two-man sub was rammed by the destroyer shortly after coming into Pearl Harbor Gate. When she got inside she was seen by the destroyer. The two men were killed.

Q. Did they salvage that ship?

No. It was rammed by the destroyer. Its force was two Japanese officers, and the only prisoners the Army got were the Japs that fell and they were dead at the time they fell. One Jap came in over Hickam Field and somebody got him right in the back of the neck with a rifle bullet and the plane went out over the hills by Pearl Harbor with him frozen at the controls.

Q. Did any Japs try to bail out?

No, they stayed right with their boats. No parachute troops, no attempted landing afterwards. An interesting point from the intelligence point of view was that right after the thing started, the F.B.I. and Intelligence started rounding up 5th Columnists. They rounded up 300 Japs, 150 Germans and 20 Italians and they were put out on Sand Island. But the Japanese intelligence was done so beautifully.

Q. Was there any evidence that they expected to take the island from the inside?

There was no organized 5th Columnists as far as I know. I talked about that on the plane with the Secretary of the Navy. I'd say there was no attempt on the part of 5th Columnists to do anything. One significant thing was that somebody on the island down by the large sugar cane fields had drawn a big arrow pointing directly to Pearl Harbor in case anyone coming over wanted to know the direction to Pearl Harbor. The

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arrow was hewn out of the sugar cane in the field.

Q. Were there any reconnaissance planes in the air at all?

There were three Navy flying boats in the air at the time of the attack on the so-called Navy patrol which was supposed to be 300 miles out from Oahu. There was a destroyer patrol 3 to 5 miles off the island but there was no report from them. In their aircraft warning service which they had been keeping since November 27, they had stations operating from 4 A.M. until 6 at night which they gradually decreased. This was one thing the Japs didn't know that played right into their hands. If they had come in any other way, someone would probably have clocked them.

Q. I wonder why they came that way when there was a possibility of being detected.

I believe they were coming down there 20° off North. They must have been pretty well out. The station was presumably closed but this one bird that stayed on the job reported it. We should have had more pursuits in the air. The whole wing at Wheeler Field should have had half an hour to get there.

Q. Did they have the motors warmed up - standing by at least?

They were right ready to take off, all lined up on sabotage alert. They were lined up so two or three guards could guard a number of them. They were expecting sabotage, not attack.

Q. Did the Navy dispatch any patrol boats to go out and locate carriers immediately?

Yes, I think they did but there were so few of them. Everybody was so upset I don't think many got up. The tendency will be to pin it on the patrol officer for not reporting it. I think the Navy's flying patrol out beyond the island ought to get a little bit of the "dig" and also their slowness in dispatching ships out around the island after it was over. After the first attack they could have got some out of Pearl Harbor.

(Conversation concerning appointment with Air Section)

In the report to General Marshall and General Short is a list of what your Air people believe the ships used by the Japs were, so you

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talk to me as (Interruption). You get a purely inaccurate idea of what ships were used.

Q. Were there any attacks directed against other Army Posts, Fort Shafter or Fort Derusi?

They were intermittent. Occasionally some aviator would drop a bomb on Shafter or Derusi but you could tell from the lack of concentration that these were not their primary objectives. First, the battleships in Pearl Harbor; secondly, the pursuit ships at Wheeler and the bombers at Hickam.

Q. Then there was no question about primary objectives in intensity of damage against aircraft installations?

No, sir, because I was where I could see antiaircraft installations ***** over Fort Kamehameha out to the open sea *****.

This thing will be interesting to you. The engines in those Japanese planes - incidentally, wherever they could tell - in all 41 planes were Curtis-Wright engines. Not American-made - copies of them. All had American radios and American magnetos. All of their equipment was either American made or copies of American.

Q. Were there any attacks against the 16-inch guns at Weaver?

No, not that I heard of.

Q. Didn't the antiaircraft batteries at Weaver get any of them?

Weaver is on the left of Pearl Harbor as you know. I don't think so.

Notes transcribed by Mrs. Mildred I. Davis

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Stenographer, Mrs. Dorothy
P. Sogn

See esp. page 6

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Conference with Colonel F. H. Miles, O.D.

I was on my way to the Middle East and got as far as Hawaii. I arrived there on Thursday and between that time and Sunday morning I was footloose and had an opportunity to visit Army and Navy installations, so I knew the physical lineup, and distributions already made, fairly well before the show started. On the morning the thing started, about five minutes to eight I was sitting on the bed, dressed, and I heard a bomb drop. Immediately an Ordnance officer called me and said that Wheeler Field was under attack and had been under attack for five minutes. The first attack was at about 7:45. This Ordnance officer was about to get into his car. We left the hotel and arrived at the Hawaiian Ordnance Depot between 8:10 and 8:15. The Ordnance officer assigned me his assistant but gave me no duties. I got up on top the highest building which was in the Ordnance Depot, to see that the depot was properly defended. I could see Hickam field and I could see some of Pearl Harbor from this point. I witnessed the first attack at 7:55 and that of Pearl Harbor at 8:25. I saw about the last ten minutes of the first attack and all of the second attack about 9 A.M. and the third attack about 11 o'clock. It is interesting to keep the succession of events because it shows how completely their information service had given them the dope. The thing which occurred which was very untoward from my point of view was the fact that the Japs came from aircraft carriers--no one had seen these carriers. The type of plane used could not have flown from Japan--they must have been based on carriers. At least 150 planes took part in the attack. My first estimate was 200 and I still think that was a pretty good guess.

The first word anybody had of their approach was at 7:20 A.M. when the noncommissioned observer at Opana Point, which is on one of the islands at the north, reported that a large number of planes were proceeding directly toward Oahu. That station is 132 miles north of Hawaii. That report came into the air warning information center at

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MOR 370.03
Attack, Hawaii

15 Dec 41 (File 8900 42)

RG 319, NC3-165-79-1. 370.03 Attack, Hawaii (Bx 3 of 3).

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which place there was a Second Lieutenant of the Air Corps stationed. The alert for this particular station was from 4 A.M. to 7 that date. If these various stations had been on the alert, some of the others probably would have picked up the warning, or seen the airplanes. The fact was that they had closed up at 7 o'clock, but at this particular station the noncommissioned officer remained on the alert. He saw these planes and reported them to the Air Corps information service. This Lieutenant passed the thing off and didn't report it to higher authorities. The naval officer who was supposed to be on duty at this information center didn't show up until four o'clock that afternoon. This Lieutenant argued with the Sergeant at Opana and failed to report this warning that came right on down. Being 132 miles away, the report checks pretty well to put the planes at Wheeler Field at about 7:45. Of course, a large proportion attacked Wheeler Field first because their pursuit ships were lined up in nice order in front of the hangars and they took the whole works. Then they went on down to Hickam Field and Pearl Harbor. The significant thing was that they had definite assignments. At Wheeler Field they only attacked the hangars which actually had ships in them. The hangars which were empty were not attacked. The runways were not attacked. Wheeler Field was the only field where gasoline and oil supplies were bombed. They got the pursuit group first. Out of the ships, about 8 or 10 remained. In the third attack they did get into the air and knocked down 11 Jap ships; did a beautiful job. One Lieutenant got four. When our planes got in the air they ran circles around the Japs. The Jap strategy was carefully worked out. After they had bombed Wheeler Field, the ships went in the air and whenever a Bellows or Wheeler Field pilot would try to get off the field and into the air, the Japs would get right on his tail and he never got off the ground. By 7:55 the attack on Hickam and Pearl Harbor was under way and I didn't see that part. I didn't see the actual attack but I can tell you about it from the results I saw and the people with whom I talked. I saw enough results afterwards.

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The attack on Pearl Harbor was made by three different categories of ships.

The flight that the noncommissioned officer at Opana saw apparently was a considerable distance from him so that he couldn't be sure that they were or were not enemy ships. As a matter of fact, the reason for not reporting the flight was that the Lieutenant knew there was a naval aircraft carrier near. He thought it was a maneuver or a flight of ships. The Lieutenant thought there were too many ships to be those of the enemy; but this Lieutenant took it upon himself not to report the flight of ships to his superiors.

My belief is that there were three categories of ships attacking Pearl Harbor. First, a plane carrying a torpedo, 21-inch, under the fuselage right out in the open. The mission of the torpedo ships was to attack the battle fleet. It shows how well they had this thing timed. The only time when the battleships were in Pearl Harbor was over Saturday night and Sunday morning. The torpedo-carrying ships came in loaded and then dove for the ship. A good many never tried to get out of their dive--just went right into the ship--suicide. One of these torpedo ships lost altitude; he knew he wasn't going to make Pearl Harbor so he dove right into the top of the air depot; made a beautiful mess of things. But the damage was very complete. That was the first category of ships which came in from the north.

The second category of ships was dive bombers which came in low from the clouds. They would dive from the banks of clouds with the utmost precision. They would come out with perfect precision, one after the other and then go straight on. They came in on top but would roll over before they started their dive; get on their backs and then dive. I saw it that way and I argued with others who thought they came out of a bank. The ships I saw actually turned over and then dove.

The third type of attack was by high altitude bombing and I presume those ships were two-motored ships because they dropped their bombs with excellent results. One of these projectiles struck the

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stack of the Arizona and was detonated by striking the stack. The Admiral was on the bridge; he vanished into thin air and the Captain, standing nearby, was killed instantly. They were bombing with accuracy from 10 to 12,000 feet. They were well in the air.

Q. How many in a formation? A. Five - seven - nine were the formations in the second attack. I am sure there were nine ships. The second attack, what I saw of it, came principally out of the clouds. The antiaircraft fire started about 5 minutes past 8. An antiaircraft fire with 3-inch, some 37, started about 8 to 12 minutes later. You could see that it wasn't well directed. It was very inefficient. In the second attack, by that time they had gotten their data together and they were getting on the ships. They did knock ships down. I figure that the Army antiaircraft fire started around 8:12; neither was the Navy fighting effectively. After the thing was all over, all the guards were to pick up 5-inch Navy shells. You could pick up 5-inch navy shells all over the lot. In their anxiety to get them fired, they forgot to set the fuses. In the first attack you could see very distinctly. I thought they had gotten the oil storage at Pearl Harbor. There are two or three significant things I would like to mention.

They did not attack any hangars in which there were no ships. No attacks were made on runways. They made no attack on any of the oil storage, which sticks out like a sore thumb. They made no attacks whatever on the three million gallons of gasoline stored in the Naval Station, although they riddled the rest of the station. They didn't attack the gasoline storage. They did not attack the power station in Honolulu which controls all the power. Nor did they make any effective attempt to bomb the water supply. They didn't touch the oil storages, the hangars in which there were no ships. They didn't attack any of the shop installations. The fact that they didn't attack the power supply and all of their other work was perfectly done. They did drop one bomb which hit the power station in Fort Armstrong. All this indicates that they either expected to do a better job or they were going to try to come back and convert that place into an advance base for their own use.

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The Japs are hoping to establish an advance base in Hawaii. The Navy believes they are going to come back. If they do they are going to get a very different reception than they did before. They know that the P-40's will do a better job than the Jap planes. They did a good job on the 3d attack--got 11 ships.

Q. Did the Japanese shoot down any of our aircraft in flight?

A. I don't think so. Our ships are so much more maneuverable. We had only a few ships left. The pitiful time was when they were trying to get the ships off the field and they couldn't get off the ground.

Q. Did the Japanese attack the airfields in the second and third attacks? They didn't attack Wheeler and Bellows in the third attack. There was about an hour's time between the first and second attack. The carrier was probably based 260 miles away and was not visible from Opana.

I think the second attack was participated in by a different group because of the distance. The third attack might have been done by the ships which came in the first time. I think that the first and second attacks were by different groups and I think they had 200 ships in the air and came back with 40 or 50 ships in the first attack. I am an ordnance and not an air officer. My observations should be taken with a lot of salt. I believe I have been fairly accurate. They went distinctly to the north when they left, which was the same direction from which they came in. They came over the hills, down over the Hawaiian Ordnance depot, and then to Hickam Field and Pearl Harbor so that ostensibly they came from the east. They only did it in the first attack and somewhat in the second attack. In the second attack they got too high; they tried to get what they didn't get in the first attack. I don't know whether or not they used high-caliber shells; (15-inch armor piercing with fins attached).

Q. How many total Japanese planes were lost? A. At least 12 were found crashed in the immediate vicinity of the island. One went through a hangar; some didn't come out of their dives; 11 were shot down in combat in the third attack. So, putting all those together --

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I actually saw two shot down by anti-aircraft fire in the second attack.

One 1-man submarine came ashore at Bellows Field. The one that entered Pearl Harbor was a two-man submarine. The two-man submarine was blown up—a destroyer rammed it. The one-man submarine ran on a reef off Bellows Field. He came ashore and the only information they could get out of him was that he wanted to be shot, because he had failed in his mission. They pulled the ship ashore (description of the ship). The conning tower was so small I couldn't get in it.

Q. How many prisoners did they get? A. He was the only one. The two-man torpedo which came in through the gate of Pearl Harbor in the stern of a Navy tug—the tug didn't know she was there. The destroyer rammed her and dropped a depth bomb and the two men were killed. The ship was not salvaged. They sent a diver down so they knew what happened. One Japanese officer on the one-man submarine was the only prisoner they got. All the Japs that fell were dead. One Jap who came in over Hickam Field was cut through the back of the neck; he froze at the controls and the plane went right out over the hills.

Q. Did any try to bail out? No. No parachute troops. No attempts at landing afterwards.

Interesting from the Intelligence point of view, right after [redacted] started the F.B.I., the Army and Navy Intelligence rounded up the 5th Columnists, 300 Japs, 150 Germans and 20 Italians and they were put on Sand Island but the Japanese Intelligence work had already been done beautifully.

Q. Was there any evidence that they expected to take the island from the inside? I don't think there was any talk about that; we did discuss it on the plane coming back with the Secretary of the Navy. No attempts were made on the part of 5th Columnists. They claimed that there were plenty of blinker stations in the hills and there was one significant thing. Somebody on the Island had drawn, on one of the large sugar cane fields, a big arrow pointing directly to Pearl Harbor. The arrow was hewn out of the sugar cane. Three Navy flying boats were

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in the air at the time of the attack. They were supposed to be three hundred miles out, if they were out. The destroyer patrol should have been three to five miles out--no reports from them. Commencing November 27th the aircraft warning service had their stations open from 4 A.M. to 6 P.M. They gradually reduced their hours. On Saturday they agreed they would only have these observation stations open from four to seven. Another thing which the Japs probably didn't know but which worked in their favor. If these stations had been open they probably would have caught them and sent the news in. I wonder why they came by that island? The sergeant did not believe they were very close. The stations were presumably closed. This sergeant stayed on the guard and reported it. I don't see why the whole wing shouldn't have been at the field if they had one-half hour to get there.

Q. During this alert were the planes standing by or lined up?

A. They were on sabotage alert, lined up in groups so three or four guards could guard them. They were thinking in terms of sabotage instead of attack.

Q. Did they try to locate the carriers immediately? A. I don't know - everybody was so upset they didn't find anything. This poor Lieutenant--the flying patrol--their lack and slowness in dispatching ships around the island after the first attack was over.

In the report to General Marshall is a list of what your air people believe the ships used by the Japanese. You are getting purely an inaccurate idea of what ships were out there--(from me). I didn't see two-motored ships. I can tell you what I saw on the ground. This is not an accurate report--I can only tell you from an observer's viewpoint.

Fort Shafter and Fort were attacked intermittently.

Occasionally a bomb was dropped on one or the other fort but you could tell from the lack of concentration they were not their primary objectives. Their objectives were: first, the fleet and battleships of Pearl Harbor; second, the pursuit ships at Wheeler and Bellows and Hickam. They got their objectives. There were no bombings of anti-aircraft installations.

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From this very flat terrain you can see all the way to the open sea across that open country. The Army antiaircraft dispositions beyond Kamehameha those antiaircraft batteries you can see them. They got one plane in the second attack. This thing will be interesting to you: all Japanese planes were '41 planes. They were all apparently '41 planes with Curtiss-Wright engines--not American made but copies of them with American radios, American magnetos and all instrumental equipment were American made or copies of American.

Transcribed by Mrs. Dorothy Polack Sogn

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