



USS Hornet Sea, Air & Space Museum

Additional Historic Information

The Doolittle Raid (*Hornet CV-8*)

Compiled and Written by Museum Historian Bob Fish

AMERICA STRIKES BACK

The Doolittle Raid of April 18, 1942 was the first U.S. air raid to strike the Japanese home islands during WWII. The mission is notable in that it was the only operation in which U.S. Army Air Forces bombers were launched from an aircraft carrier into combat. The raid demonstrated how vulnerable the Japanese home islands were to air attack just four months after their surprise attack on Pearl Harbor. While the damage inflicted was slight, the raid significantly boosted American morale while setting in motion a chain of Japanese military events that were disastrous for their long-term war effort.

Planning & Preparation

Immediately after the Pearl Harbor attack, President Roosevelt tasked senior U.S. military commanders with finding a suitable response to assuage the public outrage. Unfortunately, it turned out to be a difficult assignment. The Army Air Forces had no bases in Asia close enough to allow their bombers to attack Japan. At the same time, the Navy had no airplanes with the range and munitions capacity to do meaningful damage without risking the few ships left in the Pacific Fleet.

In early January of 1942, **Captain Francis Low**¹, a submariner on CNO Admiral Ernest King's staff, visited Norfolk, VA to review the Navy's newest aircraft carrier, USS *Hornet* CV-8. During this visit, he realized that Army medium-range bombers might be successfully launched from an aircraft carrier. He took his idea to his boss, the Chief of Naval Operations, Admiral Earnest King.

Admiral King liked the idea and asked his Air Operations officer **Captain Donald Duncan**² to do a feasibility study. This study showed that B-25 Mitchell bombers, with a reasonable bomb load, could take off from an aircraft carrier (although they couldn't land back aboard) and fly the roughly 2,000 miles the proposed mission would require.

The plan was presented to General "Hap" Arnold, head of the U.S. Army Air Forces, who



Figure 1: A B-25 Mitchell bomber.



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enthusiastically agreed to participate in this historic “first joint action” between the services. He selected Lieutenant Colonel Jimmy Doolittle as the Army’s project officer while Duncan remained in charge of the Navy effort. Subsequent calculations by Doolittle indicated that the twin-engine B-25 could be launched from a carrier 500 nautical miles from Tokyo with a 2,000lb bomb load, hit key industrial and military targets on Honshu Island, and fly on to China to land at airfields there and be used again for future raids.

An initial proof-of-concept test was conducted on February 2nd off Norfolk, VA. Two lightly loaded B-25s were flown off the brand new Hornet following completion of her sea trials. Following this success, Doolittle requisitioned 24 bombers, which were modified for this extremely long flight by having extra fuel compartments installed. He also assembled 24 flight crews and orchestrated three weeks of special training at Eglin airfield in Florida. The pilots learned the techniques of

“short field takeoffs” under the guidance of a naval aviator from Pensacola, **Lt. Henry Miller**³.



Figure 2: A B-25 taking off from a land-based landing strip.

Having completed her sea trials, Hornet was ordered to proceed to the west coast in early March, transiting the Panama Canal. During this time, Duncan flew to Pearl Harbor to discuss the upcoming raid with CinCPacFlt Admiral Chester Nimitz and Vice Admiral “Bull”

Halsey. On March 19th, Nimitz learned of the upcoming mission and the need to support it with the aircraft carrier USS *Enterprise* (CV-6) and her task force. Following this meeting, Duncan wired back to naval headquarters in Washington “Tell Jimmy to get on his horse.” Shortly thereafter, 22 of the Army bombers and all the flight crews were ordered to fly from Florida to the Sacramento Air Depot (aka McClellan Air Base) for final aircraft maintenance, arriving on March 26th.

Hornet’s initial stop in the Pacific was at the San Diego Naval Base to pick up new fighter (F4F-4 Wildcats) and dive bomber (SBD-3 Dauntless) aircraft, after which her air-groups were requalified for carrier operations. On March 28th, *Hornet*’s commanding officer **Captain Marc Mitscher**⁴ received orders personally delivered by Duncan.



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Instead of heading to Pearl Harbor and combat operations in the southwest Pacific, he was ordered to Alameda Naval Air Station for the special Tokyo mission.

Getting Underway

On March 31st, *Hornet* tied up at Alameda NAS. On this same day, the Army B-25s were flown to Alameda from Sacramento. *Hornet's* normal aircraft were stored below in the hangar deck since the B-25s would not fit in there. Within 24 hours, 16 of the Army bombers were loaded onto *Hornet's* flight deck and tied down in the order of their expected launch position. After their 5-man flight crews and various maintenance personnel had boarded (134 officers and enlisted men in all), *Hornet* cast off and moored in the middle of SF Bay. With an untested ship's crew, Mitscher did not want to risk maneuvering the 19,800 ton carrier through the fog at night. According to *Hornet's* deck log⁵, she weighed anchor at 10:18 AM on April 2nd and began her top-secret voyage, steaming underneath the Golden Gate Bridge on a compass heading of 270 degrees. Rumors were circulated for the curious public that the ship was simply ferrying Army bombers to some outpost in the Pacific. In reality, she was headed for a position 500 nautical miles east of Japan.



Figure 3: The Doolittle Raiders aboard USS *Hornet*.

Mitscher was in overall command of Task Force 18 as it steamed west. The escort ships included the cruisers USS *Nashville* (CL-43) and USS *Vincennes* (CA-44), fleet oiler USS *Cimarron* (AO-22), and destroyers USS *Gwin* (DD-433), USS *Meredith* (DD-434), USS *Grayson* (DD-435) and USS *Monssen* (DD-436).

During that first afternoon at sea, Navy anti-submarine warfare blimp L-8 rendezvoused with the *Hornet*. It lowered down a box of B-25 aircraft components and retrieved a mail bag.



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During this part of the journey, the raiders met often with Hornet's Air Intelligence Officer Lt. **Stephen Jurika**⁶. As a child, he lived in Asia and had been the last Naval Attaché (Air) for the U.S. Embassy in Tokyo. He knew where every valuable military and industrial target was and plotted the optimum ingress and egress routes for each bomber crew using the Army supplied maps.

On April 12th, northwest of Midway Island at 180 degrees longitude, *Hornet's* task force rendezvoused with Task Force 16, which had departed from Pearl Harbor a few days earlier. The rendezvous was effected on April 13th. *Hornet* sighted *Enterprise* planes on the 12th but the task force integration took place on the 13th. Commanded by VADM Halsey on the *Enterprise*, it included the cruisers USS *Northampton* (CA-26) and USS *Salt Lake City* (CA-25), fleet oiler USS *Sabine* (AO-25) and destroyers USS *Balch* (DD-363), USS *Benham* (DD-397), USS *Ellet* (DD-398) and USS *Fanning* (DD-385).

As recorded in the Hornet War Diary, both groups were merged into a single Task Force (keeping the "TF-16" designation) with VADM Halsey in overall command. *Enterprise* fighters and scout planes provided protection for the entire task force in the event of a Japanese air attack. The two carriers and their escorts proceeded in radio silence towards the intended launch point in enemy-controlled waters east of Japan. On April 16th, the faster carriers and cruisers refueled and then began a high-speed dash westward, leaving the destroyers and oilers behind.

LtCol Doolittle and CAPT Mitscher held a small celebration on the flight deck with all the Army airmen, which included tying four Japanese medals to one of the 500-pound bombs for "special delivery."

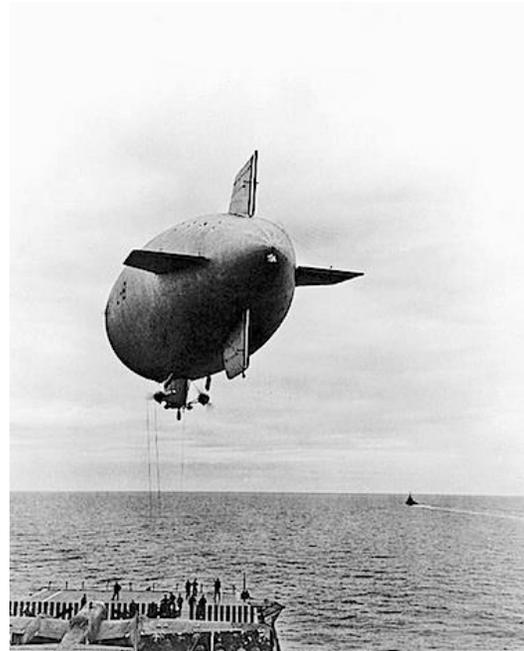


Figure 4: The U.S. Navy blimp L-8 over the aircraft carrier USS *Hornet* (CV-8) at the beginning of the "Doolittle Raid" in April 1942. Note the USAAF North American B-25 Mitchell bomber on *Hornet's* deck.



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Figure 5: The Doolittle Raiders gathered aboard *Hornet* for a photograph.

By April 17th, the bombers had been prepared for their mission. Each plane carried four 500-pound bombs (three high-explosive and one incendiary), two .50-caliber machine guns in an upper turret, a .30-caliber machine gun in the nose, and extra fuel tanks. The B-25s were also fitted with two dummy wooden machine gun barrels, fashioned from broomsticks, mounted in the tail cone. The Army wanted to save weight - but hoped this would discourage enemy fighter attacks from that direction.

Launch Day

On the morning of April 18th, while still 650 nautical miles from Japan, the U.S. force was sighted by a Japanese picket boat that immediately radioed a warning to its headquarters. The boat was destroyed by gunfire from one of the cruisers. However, to ensure the safety of the task force, Halsey decided to launch the strike immediately—12 hours earlier and 150 nautical miles farther from Japan than planned. The weather conditions were miserable with rain, 20-knot gusting winds and huge waves that occasionally crashed over the bow.

While none of the B-25 pilots, including Doolittle, had ever taken off from an aircraft carrier before, all 16 planes were launched safely in one hour. They then flew single-file at almost wave top level to avoid enemy detection, navigating by dead reckoning. The planes began arriving over Japan about noon and bombed military and industrial targets in Tokyo, Yokohama, Kobe, Osaka, and Nagoya. Although some B-25s encountered light antiaircraft fire and a few enemy fighters, none were shot down or severely damaged. Fifteen of the 16 planes then proceeded southwest along the southern coast of Japan and across the East China Sea towards eastern China, where recovery bases supposedly awaited them. One of the B-25s ran extremely low on fuel and headed for Russia, which was closer.



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The raiders faced several unforeseen challenges during their flight to China: night was approaching, the planes were running low on fuel, and the weather was rapidly deteriorating.

As a result of these problems, the crews realized they would not be able to reach their intended base in China, leaving them the option of either bailing out over eastern China or crash landing along the Chinese coast. When the action was over, fifteen planes had been destroyed in crashes. The crew who flew to Russia landed near Vladivostok, where their B-25 was confiscated and the crew interned until escaping in May 1943.



Figure 6: A Doolittle B-25 launches from the deck of CV-8.

Three Raiders were killed during their attempts to land in China. Eight were captured by the Japanese, of which three were subsequently executed and a fourth died of disease in prison. Following the Doolittle Raid, most of the B-25 crews that came down in China eventually made it to safety with the help of Chinese civilians and flew other wartime missions. But the Chinese paid dearly as the Japanese killed an estimated 250,000 civilians while searching for Doolittle's men.

Aftermath

Compared to the devastating B-29 fire bombing attacks against Japan later in the war, the Doolittle Raid did little material damage. Nevertheless, when the news of the raid was released American morale soared. The raid also had a strategic impact on the war. The Japanese military recalled many units back to the home islands for defense, where they remained while battles raged throughout the Pacific.



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Additionally, it provoked Admiral Yamamoto into attempting a hastily organized strike against Midway Island that resulted in the loss of four fleet carriers, many sailors and a number of highly trained aircrew from which the Imperial Japanese Navy never recovered.

ADDITIONAL INFORMATION

1. Francis S. "Frog" Low (1894 - 1964), Vice Admiral
RAID CONTRIBUTION: Initial Concept of Launching Army Bombers from an Aircraft Carrier

From December 1940 to August 1942, Low was the Anti-Submarine Warfare Officer on the staff of CNO Admiral Ernest King. In this capacity, he flew to Norfolk, VA on January 10, 1942 to review the status of the Navy's newest carrier, USS *Hornet CV-8*.

The Navy airfield at Norfolk had the outline of an aircraft carrier painted on it to help naval aviators remain proficient in their launch techniques. During this trip, he observed some B-25s making passes at that outline in a mock attack and realized that twin-engine aircraft would fit on the deck of a carrier. He wondered if the B-25s would be able to take off of a carrier. Upon his return to Washington, he went aboard Admiral King's headquarters, the USS *Dauntless*, and mentioned his idea to the Admiral who thought it had merit. King asked Low to bring it to the attention of his Air Operations Officer, Captain Donald Duncan to review.



Early Life and Career

Francis Low was born in 1894 in Albany, NY. He graduated from the U.S. Naval Academy in 1915. During WWI he served on submarines, later he worked doing research on submarines and torpedoes. In 1923, Low served on the staff of RADM M. M. Murray, Commander of Submarine Division THIRTEEN. Low attended the Naval War College in 1926. Later, from 1932 to 1935, he served on the staff of Submarine Squadron FIVE and



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afterward assumed command of the USS Paul Jones (DD-230). His responsibilities grew he became the Commander of Submarine Division THIRTEEN in 1937.

Subsequent Career and Experiences

In September of 1942, he assumed command of the heavy cruiser USS *Wichita* (CA-45) and participated in Operation Torch, the Allied invasion of North Africa. After transiting to the Pacific Ocean in early 1943, *Wichita* was involved in the battle of Rennell Island in the Solomon Islands.

In March 1943, he was recalled to Admiral King's staff and became the key architect and organizer of the new TENTH Fleet. While Admiral King was the nominal commander of this fleet, Rear Admiral Low ran the daily anti-submarine operations during the ongoing struggle battle with German U-boats.

A gifted leader, he coordinated the multi-service activities in this massive effort to defeat the U-boat fleet during WWII. He encouraged extensive research and development cooperation within both the military and scientific communities. With the enemy submarine threat in the Atlantic having been eliminated by 1945, Low returned to the Pacific theater, commanding Cruiser Division 16 during the invasions of Iwo Jima and Okinawa. Later that year, he became Commander of Destroyers for the Pacific Fleet.

In 1947, he was Commander of Services for the Pacific and became the Deputy Chief of Naval Operations for Logistics in 1950. Later, he was designated the Commander of the Western Sea frontier in 1953.

As Rear Admiral, he was awarded the Navy Distinguished Service Medal for managing the aggressive campaign against enemy submarines in the Atlantic Ocean during the period of March 1943 thru January 1945.

As Vice Admiral, he was awarded the Legion of Merit with Combat "V" for Commanding the Cruiser Support Unit operating with a fast carrier task force during the invasions of Iwo Jima and Okinawa from March thru June of 1945.



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2. Donald Duncan (1896-1975), Vice Admiral
RAID CONTRIBUTION: Created Initial Operations Plan and Managed the Navy's Effort

In January 1942, Duncan was the Air Operations Officer for Chief of Naval Operations Admiral Ernest J. King. King assigned him to be the Navy's program manager for the special mission known as the "Doolittle Raid." Duncan performed the original feasibility study, whose 30 handwritten pages outlined all the key

concepts for the successful bombing raid. Among other things, Duncan proposed the use of both the B-25 Mitchell bombers and the aircraft carrier *Hornet* (CV-8) for the raid over Tokyo. He personally oversaw the crucial proof-of-concept test, when two B-25s with Army pilots at the controls were launched from *Hornet* in Chesapeake Bay on February 2. He also traveled to Pearl Harbor to confer with CINCPAC Admiral Chester Nimitz and VADM William Halsey to assure adequate protection was provided to *Hornet's* task force while in enemy waters. Finally, he made arrangements at the Alameda Naval Air Station for the arrivals of both the Army B-25s from Sacramento and the *Hornet* from San Diego. He observed as the bombers were loaded aboard and as the *Hornet* steamed away from the pier.



Early Life and Career

Donald Duncan was born in 1896 in Michigan. In 1917, he graduated from the U.S. Naval Academy. After, he was assigned to the USS *Oklahoma* (BB-37), which operated with the British Grand Fleet. He received a Master of Science degree in Radio Engineering from Harvard University in 1926 and completed postgraduate study at the U.S. Naval Academy.

Duncan's early duty at sea was primarily on aircraft carriers. On shore, he served in the Bureau of Aeronautics and was executive officer at the Pensacola Naval Air Station. Duncan was the first Commanding Officer of the USS *Long Island* (AVG-1), which was



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commissioned in June 1941. The Long Island was the first merchant ship to be converted into a Navy escort aircraft carrier and became the USS *Long Island* (CVE-1).

Its success resulted in the rapid conversion of several more ships to battle the German U-boat threat. Long Island also became the base of Composite Squadron ONE, which pioneered the concept of having a single squadron with multiple types of aircraft, flying from a carrier.

Subsequent Career and Experiences

Soon thereafter he appointed the first commanding officer of the namesake for a new class of fleet carriers, the USS *Essex* (CV-9), which was commissioned on December 31, 1942. The ship saw meritorious service in action against the Japanese on both Marcus and Wake Islands and for his action Admiral Duncan received a letter of commendation from the Commander Air Force, U.S. Pacific Fleet. The Ship Received the Presidential Unit Citation.

Admiral Duncan's subsequent appointments included Carrier Division Commander; Chief of Staff to the Commander in Chief, Pacific Fleet; Deputy Chief of Naval Operations (Air); Commander SECOND Task Fleet and Deputy Chief of Naval Operations.

Admiral Duncan retired in 1957 and served as the Governor of the Naval Home in Philadelphia until 1962.

In 1975, one week after his 79th birthday, Admiral Duncan passed away.



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3. Henry L. Miller (1912 – 1993), Rear Admiral

RAID CONTRIBUTION: Instructed USAAF Pilots on Carrier Launching Techniques

From November 1940 to November 1942 he was a Flight Instructor and Personnel Officer at Ellyson Field, part of the Pensacola Naval Air Station. In February 1942, he was temporarily assigned to train LTCOL Jimmy Doolittle's USAAF pilots in carrier take-offs and shipboard etiquette in preparation for the "Tokyo Raid" mission. He spent several weeks with them at Elgin airfield, tutoring them on these somewhat harrowing launch techniques. In March, he accompanied the USAAF crews to the Sacramento Air Depot, where he continued their training after the B-25s had been through maintenance checks. In April, he sailed with the Doolittle team aboard *Hornet*, accompanying them to the launch point east of Japan's coast. Miller was awarded the Legion of Merit for his role in the Doolittle Raid.



Early Life and Career

Henry Miller was born in 1912 in Fairbanks, Alaska. He grew up in the same town and graduated from a local high school. Later, he attended Drews Preparatory School in San Francisco prior to entering the U.S. Naval Academy from which he graduated in 1934. Miller's service included three years of gunnery duty on board the battleship USS *Texas* (BB-35) before enrolling in flight training at the Pensacola Naval Air Station. He was designated a naval aviator in June 1938, after which he was assigned to Fighter Squadron THREE (VF-3) on the USS *Saratoga* (CV-3).

Subsequent Career and Experiences

From November 1942 to May 1944, Miller commanded an Air Group on board the USS *Princeton* (CVL-23), and during the remainder of the war he commanded Air Group SIX assigned to the USS *Hancock* (CV-19). He had duty in the Navy Department during the period of December 1945 until July 1948, first assigned to writing Air Operations



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Instructions, later serving as Executive Officer, Air Branch, in the Office of Naval Research. For two years he served as Public Information Officer on the Staff of Commander in Chief, Atlantic Fleet, and from June 1950 to August 1952 served successively as Executive Officer of Composite Squadron SEVEN, and of USS *Leyte* (CV-32).

Miller graduated from Industrial College of the Armed Forces in 1953 and he reported for duty in the Strategic Plans Division at the Office of the Chief of Naval Operation. Two years later, in August of 1955 he assumed command of the Sangley Point Naval Station in the Philippines. On September 1, he became Commander Fleet Air, Philippines, and Commander Naval Air Bases, Philippines.

After his assignments in these three positions, Miller became the Assistant Director, later Director of the Progress of the Chief of Naval Operations. In January 1959, he assumed command of USS *Hancock* and in July was appointed Chief of Staff to the Commander Naval Air Force, Pacific.

Miller commanded Carrier Division FIFTEEN, which is the Anti-Submarine Hunter-Killer Task Group, from May 1961 to June 1962. He also served as Assistant Chief of Staff for Plans, Joint Staff, and Commander in Chief, Pacific, during the time when the turmoil in South East Asia escalated. Later, he assumed command of Carrier Division THREE, a Heavy Attack Carrier Task Group, and at the same time he took command of Task Force, SEVENTY-SEVEN, and the Carrier Striking Force of the SEVENTH fleet.

The admiral also served in Vietnam and launched the first of a succession of aircraft carrier strikes on North Vietnam from the decks of USS *Ranger* (CV-61), USS *Coral Sea* (CV-43) and USS *Hancock*. On December 2, 1965 he engaged the first nuclear power Task Force, comprised of USS *Enterprise* (CVN-65) and USS *Bainbridge* (DLGN-25), in combat with the enemy in Vietnam.

In April 1966, he became Chief of Information, Navy Department. He reported as Commander Naval Air Test Center, Patuxent River, MD in October 1968 and retired three years later.



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Miller received many awards for his services. He was awarded The Legion of Merit with Combat "V", for his WWII service. He also received the Air Medal with five Gold Stars, the Distinguished Flying Cross with Four Gold Stars. In lieu of additional awards, he received the Army Commendation Ribbon, and the Navy Unit Commendation Ribbon.

RADM Miller died on January 25, 1993 and is buried in Arlington National Cemetery.

4. Marc A. Mitscher (1912 – 1993), Admiral

RAID CONTRIBUTION: Commanding Officer of USS Hornet (CV-8)

In July 1941, Captain Mitscher was put in charge of fitting out the Navy's newest carrier, USS *Hornet* (CV-8) in Norfolk, VA. He was her first commanding officer when the ship was commissioned on October 20. On February 2, 1942, immediately after finishing sea trials, two Army pilots reported aboard while their B-25 bombers were loaded onto Hornet's flight deck by a dockside crane. The ship steamed out of the Chesapeake Bay and successfully launched both aircraft, the proof-of-concept test for the "Tokyo Raid." With Mitscher in command, the

ship was repositioned to the Pacific Ocean. After loading sixteen Army bombers on the ship at the Alameda Naval Air Station, Mitscher was placed in overall command of the eight ships of Task Force 18 as it steamed due west from San Francisco bay. Mitscher worked closely with Jimmy Doolittle during the cruise to ensure a successful outcome of the raid. On April 18, 1942, from a position 650 nautical miles east of the Japanese coast, Hornet launched the aircraft to bomb military and industrial targets on the Japanese homeland.





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Marc Mitscher was born in Hillsboro, Wisconsin on January 26, 1887 but grew up in the Washington, D.C. area. He graduated from the U.S. Naval Academy in 1910.

In August 1913, he served aboard the USS *California* (ACR-6) on the West Coast during the Mexican Campaign. After subsequent duty on two destroyers, he reported for aviation training at the Pensacola Naval Aeronautic Station, on board the USS *North Carolina* (ACR-12) one of the first Navy ships to carry an airplane. Mitscher was designated Naval Aviator #33 in June 1916.

In April 1917, he reported to USS *Huntington* (ACR-5) for duty in connection with aircraft catapult experiments. This was followed by various assignments until February 1919, when he was transferred to the Aviation Section in the office of the Chief of Naval Operations. Later in 1919, LCDR Mitscher piloted one of the three NC seaplanes that attempted the first airborne transatlantic crossing. An NC-4 not piloted by Mitscher went on to make the successful, historic crossing. Mitscher was awarded the Navy Cross for his valiant attempt. Afterward, Mitscher joined the USS *Aroostook* (CM-3) with additional duty later commanding the Detachment of Air Forces at the Fleet Air Base in San Diego. He was then assigned to the Plans Division, Bureau of Aeronautics in 1922.

Mitscher made the first launch and landing on the USS *Saratoga* (CV-3) on January 11, 1928 in a Vought UO-1. In June 1929, he was assigned to the USS *Langley* (CV-1). He later held a series of staff and command assignments.

Subsequent Career and Experiences

Although having just been promoted to Rear Admiral, Mitscher was also CO of record for Hornet during the decisive Battle of Midway. He was relieved of command of the Hornet in July 1942, three months before she was sunk at the Battle of Santa Cruz Islands.

Mitscher then commanded Patrol Wing TWO until December 1942, when he became Commander Fleet Wing, Noumea. In April 1943, RADM Mitscher went to Guadalcanal as Commander Air, Solomon Islands, in charge of the Navy, Army, Marine and Royal New



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Zealand Air Force flying units. Guadalcanal had been secured but remained under constant enemy fire from the Japanese occupying the northern Solomon Islands.

Mitscher assumed command of Task Force 58 in 1944 just prior to the Marshall Islands campaign. Under his leadership, TF-58 contributed directly to the capture and occupation of the Marshall Islands in February of 1944. In the months that followed, Mitscher led his task forces in attacks against heavily fortified Japanese bases. In the closing months of the war, Admiral Mitscher adopted many innovative tactics as he experimented with multi-carrier fleet formations and maneuvers, leading a series of attacks against the Japanese home forces.

He returned to the U.S. as Deputy Chief of Naval Operations in July, 1945. He was appointed the rank of Admiral and assumed command of the EIGHTH Fleet on March 1, 1946 becoming Commander in Chief, U.S. Atlantic Fleet in September of that year.

Admiral Mitscher died on February 3, 1947 and is buried in Arlington National Cemetery.



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5. *Hornet's* deck log

N. Nav. 43 (Mar. 1939)		Page 923
UNITED STATES SHIP <u>HORNET</u>		Thursday <u>2</u> April <u>1942</u> (Day) (Date) (Month)
ZONE DESCRIPTION <u>Plus 7</u>	REMARKS	
0 to 4	<p>Anchored in berth #9, San Francisco Bay, California, in 9 fathoms of water with 60 fathoms of chain to the port anchor, on the following bearings: Yerba Buena Light 010 true, Red Clock Tower 273.5 true, and Ferry Tower 303 true. Riding to a flood tide. Boiler #5 in use for auxiliary purposes. ComBatShips flying his flag on the U. S. S. Maryland, is Senior Officer Present Afloat. 0115 Commenced swinging to an ebb tide, stern to port, and, at 0333 completed swing. 0340 Naval Oil Barge #4 came alongside port quarter.</p> <p style="text-align: right;"><i>E. G. Osborn</i> E. G. OSBORN, Lieutenant, U. S. Navy.</p>	
4 to 8	<p>Anchored as before. 0430 Commenced fueling from oil barge. 0600 Lighted fires under #2 boiler. 0630 Manned Torpedo Defense stations. 0650 WILSON, B.R., Sealc USN returned absent over leave since 0800, April 1, 1942 a period of 22 hours and 50 minutes. 0704 Secured from Torpedo Defense. 0710 Completed taking oil from barge. Received 153,329.4 gallons of oil. 0730 Lighted fires under boilers #3 and #6. 0750 U. S. S. NASHVILLE underway. 0750 Cut #2 boiler on main line.</p> <p style="text-align: right;"><i>R. H. Combs</i> R. H. COMBS, Ensign, U. S. N. R.</p>	
8 to 12	<p>0800 Mustered crew at quarters. Absentees: Parish, G.H. (F2c), Martin, G.A. (Sealc) absent over leave since 0800, March 23, 1942; Evers, J.R. (1st Mus) absent over leave since 0900, March 29, 1942; Butler, E.L. (WT2c) absent over leave since 2400, March 29, 1942; Fore, A.R. (Sealc) absent over leave since 2400, March 29, 1942; Anderson, R.C. (F3c), Heserve, C.G. (AMM3c), Norton, A.C. (Mamthlc), Rouse, H.F. (OC3c) absent over leave since 0800, April 2, 1942. Burton, S.C. Jr (Flc) and Worth, R.F. (Flc) surrendered 2100, March 5, 1942 at RS NOB Norfolk, Va. absent without leave since 0800, March 4, 1942. King, J.C. (Sea2c) absent over leave since 0800, March 3, 1942 surrendered at RS NOB Norfolk, Va., date and hour of apprehension not known. Reeves, C.W. (Sealc) absent over leave since 0800, March 3, 1942, Surrendered 0930, March 18, 1942 at RS NOB Norfolk, Va. McCleary, G. (Sealc) absent over leave since 0800, March 3, 1942, Surrendered at 0915 March 19, 1942 at RS NOB Norfolk, Va. Barkman, J.A. (Sealc) absent over leave since 0800, March 23, 1942, Apprehended at 2200, March 24, 1942 at Los Angeles, California. 0800 Lighted fires under boilers Nos. 8 and 9. 0810 Cut No. 9 boiler in on main steam line. Gwinn and Grayson underway. 0815 Cut No. 8 boiler in on main steam line. 0833 Cut No. 3 boiler in on main steam line. 0837 Cut No. 6 boiler in on main steam line. 0840 CHADMONT underway. 0900 MONSSON underway. 0915 MEREDITH underway. 0940 NASHVILLE underway. 0947 Commenced heaving short. Note: Made daily inspection of magazines and smokeless powder samples. Conditions normal. 1010 DesDiv 22 standing out. 1018 Underway from San Francisco, California on various courses at various speeds while standing out of harbor. Captain at the conn, navigator on the bridge. 1020 VINCENNES underway. 1030 NASHVILLE, VINCENNES, and CIMARRON fell in astern in column. 1148 Channel buoy No. 1 abeam to starboard, entered swept channel, Officer of the Deck relieved Captain at the conn. Average Steam 400 Average R.P.M. 118.8</p> <p style="text-align: right;"><i>R. R. Boettcher</i> R. R. BOETTCHER, Ensign, U. S. Navy.</p>	
Approved:	Examined:	
U. S. N., Navigator.		

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USS Hornet Sea, Air & Space Museum

Additional Historic Information

The Doolittle Raid (*Hornet CV-8*)

Compiled and Written by Museum Historian Bob Fish

6. Stephen Jurika (1910 - 1993), Captain
RAID CONTRIBUTION: Prioritizing and
Locating key industrial and military
targets (USS *Hornet CV-8*)

From June 1939 until August 1941, he served as the Naval Attaché for Air at the American Embassy in Tokyo. Being fluent in the Japanese language, he was able to collect significant information about the Japanese military and industrial capabilities, even photographing many of their sensitive sites.

From August 1941 until October 1941, he reported to the Director of Naval Intelligence, providing a great deal of information about the Japanese threat, including specific information about the new "Zero" high performance fighter.

In October 1941, he was involved with the commissioning of USS *Hornet* (CV-8), initially serving as the Flight Deck and Intelligence Officer. In mid-January 1942, he consulted to Captain Donald Duncan who was then conducting a feasibility study about launching a bombing raid against Tokyo. Lt Jurika provided a great deal of information about the types and locations of high priority industrial and military targets. Two months later, when *Hornet* was carrying the Doolittle Raiders to their launch point, Lt Jurika spent many hours briefing them on the locations of the high value targets and optimum flight routes. He also briefed them on the Japanese culture and how to verbally identify themselves to peasants once they landed in China. Jurika was onboard *Hornet* when it was seriously damaged by air attack in the battle of the Santa Cruz Islands in October, 1942.





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Early Life and Career

Stephen Jurika was born in Los Angeles but grew up in the Philippines. He attended schools in the Philippines, Japan and China. He graduated from the U.S. Naval Academy in 1933 and served aboard the USS *Louisville* (CA-28) and USS *Houston* (CA-30).

He became a naval aviator in 1936, graduating from NAS Pensacola. His initial fleet assignment was with Torpedo Squadron 3 (VT-3) attached to the USS *Saratoga* (CV-3).

Subsequent Career and Experiences

In December 1942, he became Operations Officer at ComAirSols on Guadalcanal. At one point, he was part of a small infiltration team that landed on an enemy held island, doing survey work for a new airfield. For this he was awarded a Legion of Merit and Navy Commendation medal from Admiral "Bull" Halsey.

From August 1943 until December 1944 he was a Torpedo Training Officer, first at NAS Ft. Lauderdale then at NAOTC Jacksonville, FL

In December, 1944, he reported aboard USS *Franklin* (CV-13) as the Navigator. He was onboard when *Franklin* suffered grievous damage from an air attack in March 1945, with the ship on the verge of being blown up by the explosion of its own munitions and aviation stores. LCDr Jurika maintained his post on the bridge, help navigate the ship appropriately to control the conflagration and was awarded a Navy Cross for his heroism.

Following the war, Jurika was involved in a number of interesting politico-military assignments. Some of these included being the Naval Attaché for Air to Australia and New Zealand, Liaison to the Japanese military during the Korean War and, as a CNO staff member, creating strategic plans for Indo-China operations.

In 1957-1959 he was Commanding Officer of Fleet Air Wing Fourteen in San Diego. He finished his naval career as Commanding Officer of the NROTC unit at Stanford University.



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After obtaining a PhD while at Stanford, he taught political science at the University of Santa Clara from 1975-1986 as a professor of National Security Affairs and Intelligence at the Naval Postgraduate School in Monterey, CA. Concurrently, he was a Research Fellow at the Hoover Institution at Stanford.

Stephen Jurika died in 1993 and was buried in Los Altos cemetery.



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7. USS *Hornet* war diary, April 1942

DECLASSIFIED PER NAVY 133
BY 220 NARA DATE 9/23/00

SECRET

April 11, 1942: Steaming as before on course 240°; changed course at 0600 to 270°. Steaming in line of division columns. CIMARRON commenced topping-off destroyers at 0715. Completed fueling at 0900. Position at 0800 39 - 58 N.; 166 - 35 W.; at 2000 39 - 25 N.; 169 - 57 W. Changed course to 255° (T) at 1900. Speed 17½ knots.

No enemy contacts.

Sea heavy; 17 to 23 knot wind from 270°.

Headed for rendezvous with Task Force 16.

Ship at General Quarters from one half hour before to one half hour after dawn and dusk. Battle Problem conducted following morning general quarters.

April 12, 1942: Steaming as before on course 235°(T) speed 17½ knots; slowing to 8 knots at 0500. Position at 0800: 38 - 33 N.; 173 - 52 W. Position at 1200: 38 - 12 N.; 174 - 18 W. Position at 2000: 38 - 05 N.; 176 - 38 W. Changed speed to 15½ knots at 1506. Changed course at 1506 to 282°.

At 0530 CIMARRON commenced approach for fueling. Alongside at 0600. 0745 commenced fueling HORNET. Fueled HORNET with 400,000 gallons. Upon completion CIMARRON fueled GRAYSON. During afternoon fueling completed for Task Force 16.

Test fired Army B-25 Turrets. Fired 1.1" and 20 m.m. guns. Cruiser A/S patrol landed.

No enemy contacts.

Sea and wind moderating. During night Easterly fresh breezes with long swells from West.

Contacted Task Force 16 on Radar at 1630 LCT, bearing about 230° T.

Ship at General Quarters from one half hour before to one half hour after dawn and dusk. Battle Problem conducted following morning General Quarters.

April 13, 1942: Steaming at speed 15 knots. At 0550 crossed 180th meridian; changing speed to 8 knots. Task Force 16 fighters sighted at daylight bearing 130° T. Task Force 18 and Task Force 16 joined forces at 0900, becoming Task Force 16 composed of ENTERPRISE, HORNET, NORTHAMPTON, VINCENNES, NASHVILLE, SALT LAKE CITY, SABINE, CIMARRON, Desdiv 22, Desdiv 6. ENTERPRISE maintained A/S patrol in the air. New course 264°. Position at 0800: 37 - 50 N.; 179 - 10 E. Position at 1200: 38 - 02 N; 179 - 05 E. O.H.H.

No enemy contacts.

During morning solid overcast sky; wind 15 knots from 090. Wind increased by night to 31 knots. Seas moderate to heavy. Rain squalls. S.J.

Operation orders and data delivered on board from Commander Task Force Sixteen in ENTERPRISE. Included in delivery was correspondence from SecNav enclosing Japanese Medals, 1908, forwarded by three U.S. Defense Workers, who requested that these medals, awarded to them by Japan in 1908, be returned to Tokyo attached to a bomb. H.F.H.

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