

Jessie B. Jolly

Interviewer: Sir I'm going to ask a few just generic questions to begin with here. Sir for the record what is your full name and when and where were you born?

Mr. Jolly: Jessie B. Jolly I was born in Valley Center, California December 1, 1915.

Interviewer: December 1, 1915. Okay the branch of service you served in was United States Navy. What was the ship you were assigned to?

Mr. Jolly: I was not assigned to any ship I was a naval aviator I went to flight training in Pensacola I went in to patrol planes.

Interviewer: When you first heard about Pearl Harbor what was your immediate reaction?

Mr. Jolly: Well I had been in the navy been flying for about a year before that. It was Sunday afternoon and I was at a park and I heard it the radio so I immediately went back to the base because I knew that we would be active immediately.

Interviewer: So you entered the service prior to Pearl Harbor?

Mr. Jolly: I entered the service yes June of 1940.

Interviewer: June of 1940 now at that time were you aware of all the things that were happening between the United States and Japan?

Mr. Jolly: Well not so much we did we did study Japanese ships so we were supposed to be able to recognize them but we didn't expect the war to break out suddenly like that.

Interviewer: Were you aware that the Japanese were conducting peace talks with us at the time immediately prior to this happening?

Mr. Jolly: Yeh I think I was aware of that

Interviewer: And how did you personally feel when you found out about Pearl Harbor in the context?

Mr. Jolly: Well we were all angry of course. But we were there was some fellow selling insurance in one of the squadrons and he told us that no aviator had lived through WWI. And he sold us some supplemental insurance besides the 10,000 that the government had on us. When we went to flight training we signed an agreement that we wouldn't get married for four years.

Interviewer: Was that a standard agreement within

Mr. Jolly: To be a cadet you had to sign that they didn't want any married cadets. So if you got married and let them know they kicked you out you were out of the service. Well some of them took advantage of that and got kicked out so they could go to the airlines. And as soon as the war started they knew

Interviewer: That wouldn't wash anymore

Mr. Jolly: That wouldn't work so they did away with that agreement and then I got married.

Interviewer: So when did you get married what date was that sir?

Mr. Jolly: That was February 5, 1942.

Interviewer: So you took advantage of the change in the rules very rapidly.

Mr. Jolly: I was going to get married anyway I'm afraid you got married but you didn't tell them. But you didn't get the extra money you got a little over \$45 a month if you were married.

Interviewer: Now Mrs. Jolly understood that when she married you you were going to be going to combat.

Mr. Jolly: Yes that's one reason why I went ahead and got married.

Interviewer: And she was very supportive of you?

Mr. Jolly: Yeh I guess so we've been married 64 years.

Interviewer: 64 years amazing. When the next day December 8th did you happen to listen to President Roosevelt's radio address?

Mr. Jolly: I was probably on patrol. They thought the Japs were going to hit the west coast and we were all in our PBVs on patrol in a hurry.

Interviewer: Now were you stationed on the west coast at this time?

Mr. Jolly: Yes I was stationed at North Island in San Diego.

Interviewer: North Island San Diego you completed your flight training in Pensacola.

Mr. Jolly: Well I yeh I completed that in January of 41.

Interviewer: And then were assigned to San Diego?

Mr. Jolly: I was assigned to a patrol squadron in San Diego and of course we were nothing but second pilots and learning things and I was my extra duty was assistant personnel officer education officer.

Interviewer: So when you were at this time in Essen?

Mr. Jolly: That's right. And we made the large sum of \$205 a month.

Interviewer: That was a large sum though compared to what the enlisted people were making.

Mr. Jolly: A lot less

Interviewer: Oh yeh

Mr. Jolly: Of course we had to pay for our food which I think cost us \$25 a month at the officer's mess.

Interviewer: Now so you didn't catch the radio address but you knew in your heart that we were going to war there was no doubt about that.

Mr. Jolly: Oh yeh we figured this we were out looking for the enemy right away.

Interviewer: Now on the west coast at that time among the civilians that you knew was there a real anticipation that there was going to be an attack upon the west coast?

Mr. Jolly: I didn't know too many of the civilians around there.

Interviewer: But among the people that you knew on the base was the feeling that their coming was that pretty much it?

Mr. Jolly: I really don't remember although during that time a submarine did attack an oil well up around Walden somewhere in there Sheldon.

Interviewer: Right off of Walden Beach, so that probably did heighten the awareness for everybody on the west coast.

Mr. Jolly: And I was assigned the navigator to the commanding officer crew 1 and we were out patrolling at night and we spotted a carrier and we reported it but it was our carrier.

Interviewer: So there were probably a few things like that that were happening?

Mr. Jolly: Well yes and we were out there and there was for some reason there was a ship they thought was a Japanese ship. And we were sent to bomb it and I was the navigator but I was back in the back end we were only about a thousand feet and I figure if we ran in on this ship at a thousand feet we were done for. So I rolled the cab back and we got to about 1500 feet and we made a run and dropped the bombs and luckily we missed but I could see the tracers going by on the wing and every other shot is a tracer they had 50 caliber machine guns because it was our ship. About three weeks later we heard from that ship when he reached Australia.

Interviewer: So which carrier was this do you remember which one it was?

Mr. Jolly: No I don't remember the carrier which one it was. I do this ship was carrying lumber to Australia. Luckily we didn't hurt it and it didn't hurt us. They sent a whole bunch of planes out the next day trying to find it but they didn't find it.

Interviewer: Different world

Mr. Jolly: That's one of my closest escapes because at that time our gas tanks not protected later on they put rubber tanks in them once the bullet went through it would hold it would close up.

Interviewer: Self sealing the self sealing gas tanks. Now the type of aircraft you were flying at this time

Mr. Jolly: Was a C-plane a PBY Catalina.

Interviewer: PBY Catalina and what were the various was that plane capable of serving different functions as a bomber as a

Mr. Jolly: Well it was supposed to be a patrol plane and a bomber. It was just a C-plane and my squadron I was on VP12 got transferred over to the Hawaiian Islands before Pearl Harbor. And they were over there when Pearl Harbor was attacked but I got transferred to another squadron. And so I was still back at North Island and some of my previous people I knew were being attacked on Midway and everything out there in that squad. And then they decided to send this VP43 I was in up in to the Aleutians they were up there just about the time that the Japanese bombed Dutch Harbor.

Interviewer: Dutch Harbor which is in the Aleutians right?

Mr. Jolly: Yeh and they were they were made to attack in the Kiska the squadron spent time bombing Kiska. And I had a crew in that squadron when I was transferred to another squadron just shortly before that I went to the VP61 up in Alameda. But my crew was given to another officer well he was an enlisted man and he mad officer. And they ended up on the mountain at Kiska the volcano.

Interviewer: Now how long did you stay at San Diego before being reassigned to

Mr. Jolly: Well I think after the war we were there about maybe three months and we went up to Alameda and my wife had to drive up there that was one reason I required before we got married that she knew how to drive. Cause when we went someplace we flew and our car was left behind. So she was there and then we got a place in Alameda and at the time just half of squadron 43 was in Alameda doing patrols out of San Francisco. Because they figured that the Japs were going to come in there anytime so we went out 5, 600 miles every time we had to fly about every three days.

Interviewer: Now what was the effective range of that air craft?

Mr. Jolly: Well it could move 2,000 really loaded up.

Interviewer: Even with a full compliment of armament?

Mr. Jolly: No probably not it wasn't really long range I think our patrol our sections were only about 600 miles or so there. We went out from Alameda and it was foggy usually so you'd stay down on the water and go under the bridges.

Interviewer: You would go underneath the bridges?

Mr. Jolly: Go underneath the bridges and one time I went by between Alcatraz and San Francisco and I there had always been room under the fog so you could fly and go out to the Golden Gate. But this time the fog went right down to the water and I had to climb out and by the time I had a tuff time my co-pilot was new he didn't have wasn't any help I finally I was going to spin in and I'd go up to the clear on top.

Interviewer: About what height did you finally break?

Mr. Jolly: About 2,000

Interviewer: I bet you that gave you a couple of anxious moments.

Mr. Jolly: I flew around for about a half hour and I finally went out to sea and let down in my patrol and I came back in that night and I went to the senior officer in charge and I told him about my trouble and he gave me a drink. Said after this have your automatic pilot ready to go and when you need him he can fly better than you.

Interviewer: What was your co-pilots reaction during this whole time?

Mr. Jolly: I don't know he was new I don't remember him.

Interviewer: You didn't see the look on his face?

Mr. Jolly: He wasn't any help that's all I know.

Interviewer: Oh boy

Mr. Jolly: And then I was the supply officer for the squadron and we didn't know where we were going we hoped we were going to Africa where it was warm. But I got a bunch of long winter underwear so we knew we were going up to the Aleutians. And then we went up to went north we went to went up there one time Fairly Planes to Dutch Harbor and they changed the PBYs they made an amphibian out of them put landing gear on them tricycle landing gear. And they wanted three of these newer ones delivered up there to the squadron that was up there so we took them up and come into Dutch Harbor and it happened to be right at the time when they had the zero was crating it up and getting ready to send it back to the states I got we see that.

Interviewer: Now how did they get a hold of that zero?

Mr. Jolly: Well the raid on Dutch Harbor this Jap was in trouble and he decided he was going to land on this place that was kind of a marsh and it flipped over on its back and he drowned and the plane was hold and they went in there and got this plane. And they brought it back here to the states and flew it and found out what it could do.

Interviewer: Now did you encounter at this early stage did you ever encounter Japanese Euros or any other

Mr. Jolly: No at that time I hadn't ran into any Japanese. And our squadron was transferred up to Seattle and I got my wife up there you couldn't get an apartment or anything she just got a room in a family home she got a job at a trucking company. And I went up to Aleutian for about six months but we went up in C-planes we didn't have the amphibians and we ran patrols out Dutch Harbor and around different places there. And I got to come back around Christmas.

Interviewer: Christmas of 1942?

Yeh for just a short time and then we got all the C-planes got ruined in the wind up there when they were on the rank in stand flying status and when a 90 mile an hour wind came along it ruined them flipped them over. But we got the amphibians the whole squadron and went back up there in January.

Interviewer: Now how quickly did the navy respond and give you guys' new aircraft?

Mr. Jolly: Well they were pretty quick. We got the latest type and then we went we went on out and would be based on a C-plane tender in a harbor someplace. We would sleep on the C-plane tender and our airplane would be tied up to a bowie somewhere and a little boat would take us out to it and we when we would come back in off of a patrol they would always call out the crash boat. So I got so when I came in I would call and say get out your crash boat I'm coming in.

Interviewer: Now a C-plane tender is that a type of ship?

Mr. Jolly: No that was an old destroyer.

Interviewer: A destroyer

Mr. Jolly: Converted over to a C-plane tender we just had places to sleep and eat.

Interviewer: So you would that actual airplane would be parked near the C-plane tender?

Mr. Jolly: Out in the bay quite a ways from it and we would take off and land taxi up to that bowie follow the boat would take us to a bowie and to gas to fill the plane we had to pull up to the back end of the C-plane tender and they'd pull the hose out and fill up our gas tank.

Interviewer: Okay now you didn't did you actually sleep on the C-plane tender?

Mr. Jolly: Yeh

Interviewer: They had bursts in there?

Mr. Jolly: Oh yeh

Interviewer: So once the boat brought you along side you had to climb rigging or to get up there

Mr. Jolly: A rope ladder

Interviewer: Rope ladder

Mr. Jolly: But I really I forgot after we landed we would taxi up to the back of the C-plane tender and get the gas and then we'd go out to the bowie. So we'd be ready to go the next day if we had to fly the next day we probably did. And the boat would take us out to the plane and we'd all climb into the plane get ready to take off.

Interviewer: Now did they have you doing missions on a daily basis?

Mr. Jolly: I'm not sure whether we flew everyday or every other day.

Interviewer: But there were quite a few missions?

Mr. Jolly: Yeh

Interviewer: You were in the air quite a bit?

Mr. Jolly: Back before I got married I flew every other day and I got one day off so I was able to have a big honeymoon.

Interviewer: One day off for a honeymoon?

Mr. Jolly: Well I was we were only flying every other day so I missed one flight that gave me four days.

Interviewer: Four days wow. Now what got you interested in flying what was the thing that got you to join the navy prior to the war?

Mr. Jolly: Well I was the engineering student in junior college and I worked it was hard to get jobs at that time and I had taken every civil service exam I could find. And finally I got a temporary job with the California State Highway up in Northern California I worked through the summer but they laid everybody extra off in the winter. And I went home and I heard on the radio that they were excepting prospects for pilot training in the navy with two years of college. They had been requiring four years and now they had gone to two because things were heating up you know. So I went up to Oakland which was about 60, 70 miles away where they were what they called an E-base to see and they said yeh they would take my application but I had to get transcripts and everything. And they said they wouldn't accept the junior college as two years of college it had to be approved by a four year college stating that I had completed two years of the requirement. So they gave me transcript and sent me over to the University of San Francisco a Catholic school and for \$8 they gave me the papers. And I had taken the flight physical had passed it so then they that was probably January sometime February went to E-base you spent a month primary flying and if you soloed then they accepted you to go to Pensacola. You spent 30 days and then you soloed and your got paid about 100 bucks that month I guess of course you had to pay for your own food at fast-food places. Then you waited until they wanted you at Pensacola and I waited for a couple of months and then I got a telegram that I could come back to work so I went back up to Northern California and I was working. And Lord if they didn't offer me a permanent job.

Interviewer: With the Highway Department?

Mr. Jolly: Yeh so I took it but then when the navy finally told me I could go to Pensacola I resigned and the highway department told me I could go back to work whenever I wanted to. So I had a back up job.

Interviewer: Now were they good to their word on that?

Mr. Jolly: I don't know

Interviewer: You never went back to find out it was a comforting thought though.

Mr. Jolly: Yeh and then while I was at Pensacola at flight training I got my draft notice from the local county I was up for the draft. And I filled out a card and sent back so that somebody else got out of it. But that was I guess 14 months I spent up in Aleutian which is the worst flying conditions in the world. I was in the bay there at well several bays Adak was there was nobody in there when we went from there into Tulsavear and then we occupied it and made the runway and we used that and we lived on the quanta huts on Midway and ran patrols out of there and then they moved on out took Amsitca which was 60 miles from Kiska and we lived there. And I had a nice assignment one time they had these leaves that some professor said that the Japanese were superstitious of this particular leaf and he had a bunch of them printed up and it was Japanese language telling them to leave and go home. We had a bunch of bundles of these leaves and we would always take them over Kiska and drop them out scatter them out. I told the crew threw them out in a bundle they might hit somebody. I should have brought one down I've just got one left as a souvenir.

Interviewer: Oh boy so you had all these leaflets so you just told your guys just toss them out while there still bundled up and maybe we can actually hit somebody.

Mr. Jolly: Yeh well surely they scattered before they got down far. Then I was we would what we called double mission we would be flying while the air force was bombing Kiska. If one of their airplanes were shot down we went and picked them up. And that's where I got one of my air metals when this B25 crew was shot down. They were in a life raft rowing away I landed and picked them up and took them back to Kiska I mean took them back to Amsitcus.

Interviewer: Now the Japanese were straight though not very far from where you were?

Mr. Jolly: 60 miles

Interviewer: 60 miles

Mr. Jolly: And before they were getting ready for the invasion of I can't even remember all these the name of but they before they went in our forces invaded there they slipped off and there wasn't any of them there when we went there. And our forces went on both sides of the island and when they met up in the middle they started firing at each other.

Interviewer: Oh boy but the Japanese had just somehow they had managed to get out of there.

Mr. Jolly: Well they got about 10,000 people out of there. And one time close to there I was running a patrol and I ran into two Jap destroyers and I was told to bomb them I climbed as high as I could get 15,000 feet and the bombardier's window frosted over and he couldn't see anything so I decided I'd make a little dive bomb down on them and I dropped all four dive bombs and nothing happened they didn't go off so then they investigated and they found out we were carrying these bombs and they were made to go inside of a B24 and we were carrying them outside and they were all corroded.

Interviewer: So it wasn't a problem with the manufacture of it it was just that the salt air had actually corroded them.

Mr. Jolly: Yeh and they were carried out in the open on these patrol planes so they got a different bomb a combination of a bomb and a depth charge which was mostly depth charge and we carried mostly those after the

Interviewer: Now did you actually attack Japanese ships with these?

Mr. Jolly: I tried to bomb these two and then they had the out there at one time our task force was out there of ships and cruisers and stuff and the Japs had a task force and they met out there what you called the Battle of the Comodore skies. And if you read up on the history you will find out that there was only one plane out there and that was my plane.

Interviewer: That was your plane.

Mr. Jolly: Yeh

Interviewer: The Japanese didn't have any aircraft in the

Mr. Jolly: No they didn't have any aircraft and our cruiser had an airplane on it and they threw that off they kicked that off so the pilot didn't have to go out. Cruisers carrying the C-plane to do the spotting for them.

Interviewer: I think I've seen those I think I've seen those they have the rig right up in t bow.

Mr. Jolly: I guess I don't know but they would use the slick from the ship and take off and land. And I was lucky I didn't get that duty.

Interviewer: That doesn't leave a lot of room for error.

Mr. Jolly: My buddy did that then he got on a carrier afterwards. But after the war went a while they quit putting them on cruisers.

Interviewer: So when they started putting the C-planes on the actually on the carriers you shared space with obviously other different types of aircraft?

Mr. Jolly: I don't think they had any C-planes on there.

Interviewer: So he was transferred

Mr. Jolly: Home type fighter plane.

Interviewer: Oh okay alright.

Mr. Jolly: Yeh we were all trained to land a plane with a full stars right from the first.

Interviewer: Now in early in 1942 when you first what was the first you heard of the Battle of Midway did you have did you ever get access to news did you guys ever get stars and stripes up there?

Mr. Jolly: I don't know I don't remember Midway I think when well what am I that was the same time Dutch Harbor was hit and I was probably in Seattle.

Interviewer: When did you feel I mean did you feel right from the moment we got into the war that we were just going to win this?

Mr. Jolly: Well yeh we figured we were going to win it but we knew it would be tuff. And after all those months up in the Aleutians I got back to the states and I went into B24s at Cu Randy Field close to San Diego. And I was we had an operations officer of a squadron refitted a lot bombing squadron WWII and I was the 3rd in command so I made up all the crews and everything. And we had we had two or three navigators that weren't pilot so I got one of those for my crew. So my co-pilot could fly all the time otherwise you had three pilots and one of them would have to be the navigator.

Interviewer: You were able to get a fulltime navigator?

Mr. Jolly: Yeh that's all he did was navigate.

Interviewer: Okay now you were assigned out to a B24 squadron and where did they assign you from San Diego where was your next destination?

Mr. Jolly: Well we went to Cuneo out there to Hawaii and trained there about six weeks and then we went up to the Central Pacific up to the Marshal Islands we were there for a little while. Then we went on out to Tianlong and flew off the Jap runway there foot patrols oh for awhile then we made our own runway in the middle of the island we moved up there. And we flew out of there and then they decided after a while they were going to replace the crews and were trading crews instead of the whole squadron they were just replacing crews. Well I had gotten to be the executive officer our executive officer had been transferred well I had all of these points from all the time I had spent so my crew got to come back. Three crews got to come back to America we called it and we flew out plane back to Honolulu and they junked it and from there we flew back on transport to the west coast and after some leave I got assigned to a squadron. And currently they was training these crews on their way out in the new navy version of the B24 which was four wide tools a single tail plane a much better plans for the navy purposes than the B24. We trained the crews there and sent them all out and I was the executive officer of that squadron. I didn't have to do much flying I didn't have to train any crews I just flew whenever I wanted to mostly.

Interviewer: Now the B24 is they strictly they took off from land based runways?

Mr. Jolly: That all they had room

Interviewer: That's all they could.

Mr. Jolly: A land blade tricycle landing gear

Interviewer: Now was there army air force in that area too that you shared space with?

Mr. Jolly: Well the army air force was up in the Aleutians. They said they couldn't fly very much there because their compasses didn't work but we had the same kind of compasses and we flew. One time they got a letter from the air force thanking them for leading them in. They followed a PBY in but we came back on patrols on top of the stuff and we'd see these pigs and we'd pick out which one was which we had there was always a little opening over your harbor your bay where we could land. Then we finally got radar beacons when you got within about a hundred miles you could hit this beacon and you could come in on it.

Interviewer: Providing you got within a hundred miles.

Mr. Jolly: Yep but the radar the radio men had to handle the radar in the back but that's what saved our lives we finally on these islands they could tell us where the island land was on the radar later on the B24s got a more sophisticated radar all of that was gone.

Interviewer: So what type of self defense armor did the B24 have?

Mr. Jolly: Well it had it had turrets 50 caliber and they were just a we had about ten 50 calibers I think.

Interviewer: Ten 50 calibers that's a lot of bang bang.

Mr. Jolly: Yeh a lot a turret you know was double 50s and they'd swing that turret around to where they wanted them to go.

Interviewer: Now the did you always have a fighter escort or where there missions you

Mr. Jolly: We didn't ever have a fighter escort.

Interviewer: Never?

Mr. Jolly: Never

Interviewer: Wow so your self defense capability was

Mr. Jolly: The best thing could do was get down low on the water and at Tinian one of our patrols went up to Ewagema. Ewagema was in the middle of the sector you went up on one side of Ewagema and you came back on the other side. And you know the Japs had about 10,000 people there they had about 8 Zeros based there so when I had that sector I came about 50 miles outside of it but one of our planes another squadron was coming back and they were shot down there by the zeros so after that we had two planes in that sector so we could fight them off if we had to. I was lucky I was never attacked by one of the zeros see if one of my airmen was there I was ordered to sink a Jap pickup boat which was 1,000 miles out where Hallzie was going to go through with his task force on his way to Okinawa and he didn't want them to be reporting him so we were ordered to sink him. And we sent four planes out there two from my squadron and two from the other squadron we found him out there about 950 miles both of us attacked him with our bombs we would blow him out of the water but he would come back down and keep going. Our bombs we were they were delayed fuses and they were made to go against the ship and then go off and sink the ship but his was a little boat with a lot of wood and they'd go under him

and blow him out of the water and he'd keep there and he'd fire at us but he didn't hit us. We made low on the run on him and then the two other planes came over from the other squadron and they made all the runs and he was still floating and we finally had to leave to go home so we could get back with our gas. And as we left my tail gunner saw him sink.

Interviewer: After all of that.

Mr. Jolly: So we got him and I'm sorry to say that's the only time my navigator ever made a mistake. But he gave me a heading that was 10 degrees off.

Interviewer: Where did you end up?

Mr. Jolly: Well luckily there was a wreath out there about 600 miles out that we weren't supposed be even close to and we saw it so then we had to come see what was wrong and head in the right direction. And we got back about two hours after everybody else did and if I remember the engine stopped while we were taxing lack of gasoline.

Interviewer: As you were taxing on the runway the engines just cut out?

Mr. Jolly: Taxing off the runway.

Interviewer: Off the runway it just cut out.

Mr. Jolly: Yeh and so well I had when they started replacing the crews I got back to the states for this training. And when the war ended my commanding officer said he wanted to make a big show so we put over San Diego we put 48 planes in the air four Y2s he had 24 of them and I had 24 of them.

Interviewer: So this would have been late August or September

Mr. Jolly: August wouldn't it right after the war ended. I was living in San Diego when the war ended and everybody was running around honking their horns. It was a rally exciting place at the end of the war.

Interviewer: So prior to that prior to the Japanese surrender prior to Hiroshima did you think you were going to be going back?

Mr. Jolly: I didn't think I would have to go back because I was in this squadron that was training the people to go over. I had done my fighting.

Interviewer: You had done yours.

Mr. Jolly: And they were leaving me alone. This I don't know one famous naval aviator Buzz Miller had sank more ships than anyone else he came around to the squadron and he tells me boy we don't have to do anything else we've earned our living. He had or did I guess.

Interviewer: But imagine your happiness was just you know complete at that point.

Mr. Jolly: Well and they quickly was going to kick us out I was in the reserves and we had about three months before we had to get out. So I made and I had been two old to go regular but they had changed the age then. They'd allow a 30 year old to go regular well I put in my application and what do you know they turned me down my college wasn't any good.

Interviewer: So after all this time after serving for the entire war they just then decided that your college wasn't

Mr. Jolly: And they said that I would have to take a test along with high school graduates that hadn't had any college.

Interviewer: To go regular?

Mr. Jolly: Yeh if I passed this test I could go regular. I took the test and I thought sure I had flunked it but they said I passed and they gave me a regular commission.

Interviewer: So your regular commission now, so at this point here what was your rank at the end of the war?

Mr. Jolly: Lieutenant commander I had made lieutenant commander before the war ended.

Interviewer: Now when you went regular were you able to retain that rank?

Mr. Jolly: Oh yeh went over the same rank and then I was given a command up in the Aleutian Islands of all places at Kodiak. A maintenance squadron spent about a year there and my second son was born up there and then I was ordered to the navy had a line school in New Port, Rhode Island for anyone who changed over to the regular from the reserves they had to go through this line school for 10 months. And our classes there you know in college you take about 15 units well there you took 17. And they were college course practically but you didn't have anything else to do you studied at night you were older you knew better.

Interviewer: Now when did you start to realize you know things were getting a bit different between the United States and Russia at that point?

Mr. Jolly: I don't know about Russia. I know that Russia would shoot at us if we went close to the Russian line up there in the Pacific. One of our squadron planes was shot down and he landed in the middle of the island and they sent another plane in to pick up the crew and to save that plane.

Interviewer: So this was when would be about 19

Mr. Jolly: That was during the war.

Interviewer: During the war?

Mr. Jolly: The Russians were supposed to be our we knew if we went over to Russia and landed we would be captured and we would have to go clear back through Siberia and every place else before we were turned loose.

Interviewer: So this was just a known thing if you were in that area and for some reason you were in distressed and you have to land on their soil you knew that was

Mr. Jolly: Yeh they would that was an alternative if you I happened to be in the first raid on the Japanese most northern island. We sent 4 PBVs to bomb it and I was one of the four.

Interviewer: Now this was the island Hokio their northern most

Mr. Jolly: No Pharmassure

Interviewer: Okay so that's one of the smaller ones up north

Mr. Jolly: Plus north and later on the air force bombed them and their planes were shot up and they had to land on the Russian peninsula and they were in trouble.

Interviewer: Even though the Russians were one of our allies

Mr. Jolly: Were supposed to be. We had been giving the Russians planes and they had been flying up through Alaska and all but they were never really allies you know. They didn't attack Japan until just what was it a few days before the end of the war.

Interviewer: Yeh a very very short time. They came in I believe 30 days before

Mr. Jolly: But that didn't take them keep them from taking over lots of things.

Interviewer: Now right at the end of the war were you did you read the news a lot and pay attention to what was happening in Korea and other occupational areas?

Mr. Jolly: No I didn't pay to much attention I guess. When I got out of line school I was ordered to Memphis, Tennessee and I was in charge of a school for aviation mechanics and I was there for oh I don't know when the Korean War started. Then I was ordered to Guam I didn't have to go to Korea but I went to Guam. And the ones that had there dependants out at Guam could keep them there bur us new people couldn't have our dependants out there. And I guess it was about five or six months before I could get my family out there. And I finally got quarters but we took care of all of the well the casualties from the Korean War would be flown down there and they'd stay overnight at the at the terminal and then they'd be flown home to the states. And I have flown home with some really banged up people.

Interviewer: Now in your squadron did you ever have anybody that was shot down or did you lose anybody from your

Mr. Jolly: Yeh we lost we lost one plane when we were training at San Diego. They were flying formation and they were practicing troop deifiers and this one guy fighter pilot thought he was an ace I guess he

tried to go through the middle of this formation fly down through and he hit one of the planes and killed the crew. Then out in the Pacific we had one plane shot down by some ships by Saipan we lost them. We were fortunate other wise.

Interviewer: Prior to okay once you know after we had taken Okinawa what was the anticipation of among yourself and your fellow airmen about what was going to happen next. I mean nobody knew yet that we had the bomb that we were going to use it.

Mr. Jolly: No we didn't know that part. No see I was back just training the crews to go out so I didn't pay much attention.

Interviewer: But I'm sure you had an idea though that an actual invasion of Japan was going to entail

Mr. Jolly: Yes we had gone into Ewagema they went into Ewagema shortly after I left out there of course I shouldn't say it I guess after all it cost taking Ewagema it was never used for anything. All the bombing was from Tinian the B29s were hitting Japan while I was still out there. We had runways on Tinian where we had first had a Jap runway. That's where they dropped the bomb from Tinian

Interviewer: Now when were you there when they first started bringing in the new B29s?

Mr. Jolly: Yeh I saw run into on my patrols I saw a time or two a B29.

Interviewer: And what was your feeling when you first saw that aircraft?

Mr. Jolly: I don't know it kind of hit me then but their armament was real unique the one turret would control a whole bunch of turrets.

Interviewer: So one turret would electronically control all the other turrets automatically?

Mr. Jolly: Yeh they didn't have to have a guy when there were turrets.

Interviewer: Now what was your feeling about the aircraft that you flew I mean as far as their durability their reliability?

Mr. Jolly: Oh we were crazy about the B24.

Interviewer: I mean you all felt that you were getting the most support from the states that they were providing you with good equipment that they were giving you the best that they could?

Mr. Jolly: Yeh I think we were happy with it. Of course when the navy made their own version of the B24 provided I didn't get that for combat but later on the crews used those they did a lot of damage with them. Shot down a lot of enemy planes and what have you.

Interviewer: And the aircraft how would you rate our aircraft verses what the Japanese had?

Mr. Jolly: Well ours were much more armored armor plated and all rugged planes. The zero was faster but it didn't have very long range and they'd go to pieces pretty easy.

Interviewer: So you were over all very satisfied with the support that you were getting from home?

Mr. Jolly: Yeh of course I didn't want to tangle with too many Japanese because I never knew when one of them wanted to kill himself.

Interviewer: Now did you encounter anything like that towards the time that you went back to San Diego were the komokozi attacks starting about then?

Mr. Jolly: I think I was back in San Diego when that started. Now the when I was in charge up in the Aleutians the Gary's made commodore they had more than rank man during the war and later on he was the commanding officer of the Franklin when it was hit with those commodores set fire and they kept it afloat. And then later on he was commanding officer of Dorth Island while we were there.

Interviewer: Now you were already in your twenties let's see here you were 18 when Mr. Roosevelt was elected the first time in 33

Mr. Jolly: 17 or so I guess that's when I got out of high school. I was 25 or 6 when I went into the navy.

Interviewer: Now when you first went in were you aware or did you have a feeling that it was going to happen that we were going to end up getting in a war?

Mr. Jolly: I did and I thought that if I was drafted into the army that I would be in the army engineers because the engineer when they were the chance I always wanted to fly once Limburg flew and I read that book "Wee" and I always wanted to fly. But the only flying I got was the flight that cost me two or three dollars out at the Oakland Airport onetime.

Interviewer: Did you ever see the Howard Hughes production of that what was it won the Oscar in 28 or 29 called Wings?

Mr. Jolly: No I don't believe I seen that.

Interviewer: I was the first big movie about flying but. Your interest in flying was primarily just because of Mr. Limburg?

Mr. Jolly: Yeh between his book and all that I wanted to fly. But I didn't have much hope of being able to fly until I heard they was taking people with two years of college.

Interviewer: Now once you had finally gotten you were there at flight school did flying remain a fun thing for you I mean was it something you were still able to do just out of the love for it or did it become did it just become a chore after awhile verses

Mr. Jolly: Well they had a theory somebody figured out back there we shouldn't have any instruments they took all of instruments away from the students. The instructor would sit in the front seat he had instruments but you were in the back seat with no instruments. And these were old biplanes had the wires and all you were supposed to be able to tell your speed form the noise and all.

Interviewer: So all your training was done in biplanes initially.

Mr. Jolly: Yeh biplanes the first part of the training anyway. Actually the way you told your speed if you went. And I got a little check pile you set up in the front I put my seat up real high and I could see the instruments over him.

Interviewer: Now how tuff were your instructors were people washed out of the program regularly?

Mr. Jolly: Before I got in before they were really realizing that they needed more aviators they were passing one out of five. In other words they were washing out four out of five. And when I went in they were washing out one out of five.

Interviewer: Now out of those people that would get busted out would they get reassigned by the navy in other jobs?

Mr. Jolly: In those days they were just out.

Interviewer: They were just out and then liable to the draft.

Mr. Jolly: Yeh later on they were still in the navy as an enlisted man.

Interviewer: So it sounds like that initially those of you that came up through that period it was considerable tougher for you perhaps than it was for those later on.

Mr. Jolly: Well it wasn't that tuff as I say before I was hired on with the navy and you didn't get your commission until you got your wings. But we had to learn radio code send and receive 16 words a minute before we could get our

Interviewer: Before you could get your wings?

Mr. Jolly: Yeh so I got through all of the flying and everything then I spent a long time there practicing the code until I could finally pass it and got my wings.

Interviewer: One more question before we take a break here. When you got your wings the day that you received your wings was that up to that time was that one of the best things that ever happened to you?

Mr. Jolly: Well it was we ordered our uniforms we bought a new car all the stores in Pensacola were

Interviewer: They were waiting for that graduating class?

Mr. Jolly: Yeh

Interviewer: I'm gonna check this thing here real quick I just want to make sure that our batteries are still good. Oh yeh okay very quickly I want to get I want to go ahead and get these right up here and have you point out each one here for the purpose of the people who don't know what these mean. Okay this the line officer insignia now what was that given for?

Mr. Jolly: That after you got through line school and all you were supposed to be able to handle a ship. We learned how to dock them and everything.

Interviewer: So you were actually able to handle the ship and all the rest of it? So they had you learning a number of things.

Mr. Jolly: Besides being an aviator we were line officers.

Interviewer: Wow of course the rank of a lieutenant commander.

Mr. Jolly: Lieutenant commander and that's the wings that we wore.

Interviewer: Now let me get a close up here on the air metal. The air medal with the three gold stars indicated awards of the air medal.

Mr. Jolly: Yeh now I'm sorry but I can't tell you what the rest of these are it's been so long.

Interviewer: Okay WWII victory medal a Pacific campaign Alaskan campaign I believe.

Mr. Jolly: One of them is a Philippians I'm not sure which one.

Interviewer: Yeh Philippian defense

Mr. Jolly: And this other was

Interviewer: National defense I believe. Okay the fleet insignia on the on this particular metal right here now what did that signify?

Mr. Jolly: It meant that I was in the fleet.

Interviewer: Now that would also be awarded to okay what was the difference in being in the fleet or not being in the fleet? Being in the fleet was those

Mr. Jolly: Shore based

Interviewer: Shore based okay.

Mr. Jolly: In the fleet we got sea pay.

Interviewer: Along the walls here are Mr. Jolly's numerous awards for participation in sporting events

Mr. Jolly: The senior games.

Interviewer: In the senior games. There are approximately six hundred and thirty four separate medals which is absolutely phenomenal I have never seen anything like that before myself. And this is Lieutenant Commander Lieutenant Commander Jolly what year was this taken?

Mr. Jolly: That was in 1940 I guess.

Interviewer: 1940

Mr. Jolly: 41 early 41

Interviewer: 41 when he received his wings.

Mr. Jolly: I was an incnet then.

Interviewer: Boy that is this all the memories of a lifetime.

Mr. Jolly: This is our squadron.

Interviewer: Bombing 102 this is something like a yearbook?

Mr. Jolly: Yeh there's the crew that was killed

Interviewer: Okay this crew here what happened

Mr. Jolly: San Diego when they were hit by the fighter.

Interviewer: Yep when they were hit by the fighter. The one that went through the middle of the formation.

Mr. Jolly: Yeh this was the commanding officer executive officer and me. You can see I was a little heavier then.

Interviewer: Yeh Lieutenant Jesse B. Jolly U.S. Navel Reserve assumed the duties of executive officer upon the transfer of lieutenant commander Marshall and carried on in true navy fashion until he was relieved Jesse was a PPC of crew number 13. Claimed Truelock, California as his home and was well known one and all as Jesse. Now what's what is PPC again?

Mr. Jolly: Patrol Plane Commander.

Interviewer: Patrol Plane Commander.

Mr. Jolly: There we are.

Interviewer: That crew 13 and let's see here you are in the back row right there.

Mr. Jolly: Yeh yeh I think I got a better picture there somewhere. Here's on e of my better pictures.

Interviewer: And that picture was?

Mr. Jolly: At the end of the war.

Interviewer: At the end of the war 1945?

Mr. Jolly: Yeh

Interviewer: Wow yeh that's okay now the black insignia now what color was this jacket a dark blue?

Mr. Jolly: No that's green was the navy uniform only for the aviators. Aviation green.

Interviewer: I was about to say I don't remember seeing that.

Mr. Jolly: You wouldn't see many of them cause it was a work uniform you see the stripes are just

Interviewer: And the black piping the black is indicative to the rank of Lieutenant Commander.

Mr. Jolly: Yeh

Interviewer: The black piping on the sleeve.

Mr. Jolly: And the cap of course

Interviewer: Has your rank and what is the other is that insignia on both sides branch?

Mr. Jolly: It's the Navy insignia.

Interviewer: Navy insignia okay on the other side of the cap.

Mr. Jolly: This was at the end of the war you can see I was executive officer second there. That's

Interviewer: The EO right there?

Mr. Jolly: Yeh that's when they put the 48 planes in the air.

Interviewer: 48 aircraft going over top of San Diego what was the reception like when you guys landed did you have a crowd there?

Mr. Jolly: No let's see what else I've got there. This is just a squadron reunion.

Interviewer: A squadron reunion when was your last reunion? Boy it looks like you've got a lot of people there at the reunion.

Mr. Jolly: Yeh I couldn't even tell you where I was I think this is me here.

Interviewer: Okay let me see

Mr. Jolly: But I can't tell you for sure.

Interviewer: Did you have regular reunions?

Mr. Jolly: Well we had them every two years.

Interviewer: Beginning when?

Mr. Jolly: I don't know when we began they use this yearbook and somebody notifies we had a reunion in New Orleans we've had them in Pensacola twice and

Interviewer: Now whose idea was it to begin a reunion was it just someone who started gathering together all of the names after awhile?

Mr. Jolly: Yeh I don't remember who started it. This was when I was commanding officer in my little place up in Alaska. That's my big squadron.

Interviewer: Looks like sharp guys though.

Mr. Jolly: Oh is that the leaf right there?

Interviewer: That's the leaf. That's the leaf okay that looks like a okay that looks like a sycamore leaf.

Mr. Jolly: Whatever it was it when it fell it was a bad sign.

Interviewer: Now in Japanese what is printed on there?

Mr. Jolly: I don't know he told them to leave and they did.

Interviewer: So this was a warning printed on a leaf that is considered to be bad luck by the Japanese and so you had these things in bundles

Mr. Jolly: Yeh great big bundle of them.

Interviewer: Just stacked up and you were dropping them in that area and the message that was included on the leaf in Japanese was basically leave now or be made to leave.

Mr. Jolly: Oh that's about enough.

Interviewer: Alright let me go ahead we've got.

Mr. Jolly: This is I don't know it says 1945 but it couldn't have been it was out on out on Tinian.

Interviewer: Now was this in Alaska here?

Mr. Jolly: No this was out in the Central Pacific.

Interviewer: Central Pacific

Mr. Jolly: Right around the I guess I don't know.

Interviewer: And these are three citations that Commander Jolly received. The names on these citations for those who know history particularly naval history let me see if I can find a good place in the white to set these down.

Mr. Jolly: This is a book on the Aleutians

Interviewer: Now this is the type of plane you flew prior to the B24?

Mr. Jolly: Yeh that's where we flew up in the Aleutians.

Interviewer: The forget war pictorial history of World War II in Alaska and Northwestern Canada. That does qualify as a forgotten war because most people they concentrate on the Philipians and other things but this is what made this a World War. We fought from pole to pole and from sea to sea.

Mr. Jolly: This is pretty well pictorial.

Interviewer: Alaskan railroad all these facilities that were there in Alaska were those just kind of built on the fly by CBs.

Mr. Jolly: They were built before we even had CBs.

Interviewer: So they had these facilities built prior to the beginning of the war?

Mr. Jolly: No they didn't have much they well they had started Dutch Harbor had built up quite a bit. A woman behind every tree there weren't any trees.

Interviewer: The joke there the Aleutian Island defenses a woman behind every tree there are no trees in the Aleutians therefore no women. And of course we still have people stationed up there particularly in the Shimmy Island and other places.

Mr. Jolly: Not very many any more.

Interviewer: Not very many not as many was there were.

Mr. Jolly: Eddie Rickenbacker

Interviewer: Shimmy Air Force Base 1944 Eddie Rickenbacker the ace from WWI. Now prior to your prior go going in had you ever talked to any of the men who had flown back in WWI or read any of the stories of the famous flying aces?

Mr. Jolly: I've met him but I haven't talked to him no.

Interviewer: Did you have relatives that were in WWI?

Mr. Jolly: I had an uncle that went to WWI I remember seeing him in uniform we lived fairly close to Camp Kearny which was a big training base and he came back from the war and caught the flu on the ship and died. In 1918 our whole family there was a bunch I had I think 9 of us all together not at that time but everybody in the family got the flu except me. And they had to go to the hospital I was three years old and I played in the halls.

Interviewer: So you escaped getting the flue everybody else in the family got it though?

Mr. Jolly: Yeh except my father and me.

Interviewer: This was the Spanish Influenza of 1918, 1919.

Mr. Jolly: 1918 was the worst flu epidemic we ever had.

Interviewer: Yeh yeh now with the advent of avian flu a lot of people are remembering all of a sudden the things that happened back during that time. Including the fact that we lost more service men in WWI from the flu than we did from the Germans.

Mr. Jolly: Here's that first zero

Interviewer: Okay this is the zero that commander Jolly was talking about that was recovered the pilot had drowned it had flipped over and gone turtle and it was recovered and sent back to the states to be examined for whatever information they could get from it. And there it is right there lying on its back in that field. Now that field that it's lying in is that water up underneath it?

Mr. Jolly: Yeh marsh

Interviewer: Marsh land okay. I imagine the misquotes weren't a lot of fun up there did you have any up there. I have always heard about Alaskan misquotes maybe that was on the main land.

Mr. Jolly: Other places

Interviewer: Okay this is this citation here if for the air medal signed by Frank Jack Fletcher Vice-Admiral U.S. Navy one of our more famous admirals at that time. Now this citation is signed by Admiral William F. Hallie Admiral U.S. Navy this is for the gold star in lieu of an additional air medal to Lieutenant Jesse Benjamin Jolly United States Naval Reserve. And then a further citation gold star representing a fourth air medal sign by James Forrestal Secretary of the Navy. During your entire military career what were some of the best things you remember about the period as far as the friends that you had or the

Mr. Jolly: I had the most fun on Midway Island. Had a tour out on Midway Island and that's a little island that's four miles around if you walk clear around. And everybody had a bicycle the navy issued me a bicycle the poor enlisted men had to buy their own. And your whole family would have a bicycle and when you commissary shop you had a basket on the bicycle where you could get the food in but it wasn't too far to the commissary. My wife would every day would go down on the pier with our boy and fish and he liked to fish and we would hunt these you know these things hanging up there fish bowls? Those are Japanese floats they use on their fishing nets and they floated in the Midway.

Interviewer: They would just wash up on the shore and you would just collect them?

Mr. Jolly: No they were out there this is the main one here they would have it's got the Japanese net on it. And they would use have a big bamboo pole with a flag on it and it stick up to let them know where their net was. And these other smaller ones would be on the ends of their nets but they'd brake loose and go away they made on the on their ships they would melt these ol' sockie bottles and blow them into these.

Interviewer: So these were made from ol' sockie bottles?

Mr. Jolly: Yeh most of them and learned how to net them there from the blow they made and I didn't know it was macramé I just knew how to do it and I don't remember now. But the one big one behind you there that's parachute cord and up on the top is a little flag that's got Japanese on it the order of a fishing net I guess.

Interviewer: It's hard to see it but it's carved right into there.

Mr. Jolly: Yeh but we had fun on there.

Interviewer: During your time during the war I understand that you know the feeling towards the Japanese after Pearl Harbor was very intense and for a lot of people it didn't change. Did your feeling towards the Japanese change after the war at all?

Mr. Jolly: I've never bought a Japanese car.

Interviewer: That's actually fairly common.

Mr. Jolly: I've never bought one yet even if they claim they are the best one. But I had a in high school my partner for the debating team was a Japanese girl. She was bright Lilli Mashabishi I think her name was. The Japanese that we had in the San Wakeen Valley at that time they were the working class you had to have one of them to pick the cantaloupes cause they knew when to pick them we didn't

Interviewer: Now when the order came down to inter the Japanese was this something that had pretty much wide spread agreement among most people that you knew?

Mr. Jolly: Didn't know much about it I was in the service at that time. They just got everybody that was Japanese I guess.

Interviewer: Now during the war years were you concentrated and focuses on work that you didn't pay attention to a lot of the other things that were happening or did you try to keep up with the news?

Mr. Jolly: We couldn't do too much you were right busy.

Interviewer: Every once in a while would they get a paper to you so you could

Mr. Jolly: Well yeh I think we got some news occasionally what was that armed forces paper that was put out I forgot now.

Interviewer: The Stars and Stripes?

Mr. Jolly: Yeh they issued copies of that. I had been interviewed by war correspondence at different times.

Interviewer: Did any of the war correspondence where they anybody that you might remember?

Mr. Jolly: No I guess the stuff that they published is in my wife's scrapbook I don't know.

Interviewer: Well hang on sir

Mr. Jolly: Well one time I didn't tell you about it but one time when I was leaving the Aleutians went on an Adak we loaded up with everybody that was leaving we had 13 people in the plane and all of our luggage and had gone about a 100 miles and one of the engines quit. And the plane was so heavy it wouldn't fly on one engine so I landed at sea about 10 miles from the nearest island. And the mechanic got out there on the wing and checked the engine and he found that the gas hose had just rotted off.

Interviewer: Just salt rot?

Mr. Jolly: well it just rotted away and so he cut it off and put it back on so then I had two engines it was a pretty strong wind and a ruff sea and I didn't want to try to take off I figured I would end up by wrecking the airplane so I was going to taxi into the island and find a beach that we could stay on and wait for better weather. But when I got close to the land it got so ruff the stuff was breaking over the bowl and when I landed there as many river spots of water spattered up and ruined the radio so we couldn't call anybody.

Interviewer: Oh good Lord okay my batteries about to go out let me plug this into a wall socket so I can get the rest of this here alright we're good. So you weren't able to call anybody?

Mr. Jolly: No we were taxiing in to this island it was a deserted island wasn't nobody on it. And but water started breaking over the bowl I headed for the nearest land I could it was not a very big bay or anything and I hit a wreath and the plane hung up on this wreath so we had to desert the plane and take to the life rafts and we only had life rafts for ten people and we had thirteen people. But we got all of them and I was going to help being in the water but the water was so cold I had to climb into the life raft. And I got all wet and we got on the shore and nobody had thought to bring the food it was still in the airplane. We had emergency rations on there but nobody brought them. And I had one air force captain that had been a fighter pilot and he had his pistol and that was the only armor that we had. And one incident there was a passenger had thought to grab the various pistol which was an emergency thing that you could fire up flares and all and attract peoples attention. Well I being the commanding officer I took that away from him. And one of the sailors had a can of peanuts he got from the PX you know the can of peanuts well I took those put them on a flat rock and divided them up into 13 parts and that was our ration.

Interviewer: Oh boy now this the water is fairly freezing cold you've got nothing but a life raft

Mr. Jolly: It was October and we had spitting snow.

Interviewer: Spitting snow did you have winter clothing?

Mr. Jolly: Oh yeh we had winter clothing but as I say I had gotten soaking wet but I had a waterproof container for matches and there was plenty of wood on the drift wood so we got fire going. And we there was plenty of rocks we started building a hut out of rocks and using the big life raft for the roof. Then we put a fire inside of it couldn't stay in there because the smoke got you I don't know I got a little

bit of sleep that night. But the next day decided there was a better bay about a mile over along the coast line but you had to go over some hills to get there. And there was a few berries growing along there at was eatable you could eat those we got up on top moving and everything and a B24 came over. And I fired this various pistol and they spotted us so they circled back and dropped us some food. And we went on down to the bay and we thought we would have to stay there that night but the Army was over on the next island and sent a boat over for us. Then the navy sent a PT boat from Adak to pick us up to take us back to Adak. So road back in a PT boat and I had eaten on this army boat I ate a bunch of beans and stuff and I soon got sea sick. (Tape stopped here and picked back up a few second later)

Interviewer: Alright continuing from the last tape so you were rescued and eventually brought back to your base. Now at that time had they sent out search planes looking for you all?

Mr. Jolly: They had the well I don't know if I should tell you the rest of the squadron had gone into Kodiak and when they were ordered to go out searching for us every one of them had engine trouble. And the commander or Gary's was so made at them he said not a one of you get back to the states until Jolly does. And we got to back with the admiral's plane it went right through Kodiak while the rest of the squadron was in Kodiak I've never seen any of those fellows since.

Interviewer: You never have?

Mr. Jolly: No never ran into any of them. I was transferred to the B24s and I don't know where they went. But that was my squadron buddies.

Interviewer: Now okay okay when the training you received at Pensacola and later did you feel that it was adequate to teach you everything that you needed to know to survive or was there a lot of on the job training that happened afterward that was more valuable to you then

Mr. Jolly: I don't know we were training once we got through Pensacola we went into the squadron and I think we started as a co-pilot and we passed the check for first pilot then we got a check for patrol plane commander. Well when I had my check for patrol plane commander why the commanding officer said I couldn't fly said he thought they would have to kick me out of the navy. And then the war started and I suddenly was a flight commander without another check.

Interviewer: That seemed to be the story of 19 late 41 to early 1942 all of a sudden a lot of roles seemed to have

Mr. Jolly: I went through the whole war flying and I saw him later he made a when the war started he called us all together he said now your flying and you find a Japanese battleship out there and you carry the torpedo he says you get in just as close as you can before you drop the torpedo and if your going to get shot down you want to hit that battleship. He told us all that so I ended up as his navigator and we were labeled the suicide crew. And he was the same guy that found the carrier and reported that our carrier was an enemy carrier.

Interviewer: Now how many times I mean between the times it happened to you and the times you heard of it happening to somebody else how many of these accidental little meetings between American forces took place did it get better as time when on or every time you got a new group of people did it happen where those kind of mistakes just always seemed to be present?

Mr. Jolly: I don't know what it is on Tinua we were in the middle of the island but the Japs would run an attack there every once in a while. They bombed Saipan which was north of there and the guys would like to get up on the top of the water tower and watch the bombing over ay Saipan I mean hey. One night they came on over and those guys dropped off of that tower in a hurry and they hit down there and they wrecked a couple of our planes but we didn't get very many attacks. Except we had an outdoor movie place and we very seldom got to see the end of the movie we'd get an airplane we'd get an air raid then we would have to shut down everything and head for the fox holes.

Interviewer: And this was Japanese planes that would raid over top of you?

Mr. Jolly: Well they were probably we didn't get very many in Tinua it was in Saipan mostly. But they would come in.

Interviewer: Now after a couple of times of being bombed was it something that you just got used to after awhile?

Mr. Jolly: Well yeh you'd head for the fox hole. Senior officers got to have a little cover over the fox hole. And I got up when I was executive officer got my share of this covered fox hole cover wouldn't have done any good much but it made us feel better.

Interviewer: Was it more of nuisance or was it something you all continued to take seriously?

Mr. Jolly: Well we never knew when one might hit us.

Interviewer: Got my experience of.

Mr. Jolly: I guess I can remember on Tinua on New Year's Eve at midnight all the antiaircraft guns start to fire you're out of there. And they weren't firing up in the sky they were firing pretty low.

Interviewer: This is New Years Eve of 44 or 45?

Mr. Jolly: They were celebrating New Years Eve you know.

Interviewer: Now did you all celebrate the end of the war in Europe? Did you hear about it fairly soon after it happened?

Mr. Jolly: I can't remember the end of the war in Europe.

Interviewer: But when you all finally received the news that Hitler was beaten and at least that was out of the way?

Mr. Jolly: I'm sorry I just don't remember much about that.

Interviewer: You were concentrating on your job and what you had to do.

Mr. Jolly: Yeh the Central Pacific was pretty good the Marshal Islands we were only there for a short time. But they had already been taken and one of the patrols I got out there close to Wake Island and they fired at me. The Japs that were left there had a little ammunition left.

Interviewer: And this was after or this was

Mr. Jolly: This was during the war.

Interviewer: Yeh they were still on Wake Island were they bypassed?

Mr. Jolly: Yeh they were bypassed left there. And they didn't have any supplies really but my original commanding officer at the elimination base was the commanding officer of the navy up there when the Japs took it at the first of the war. And he and his family were interns or were kept prisoner until the end of the war.

Interviewer: He was interne where?

Mr. Jolly: In Japan I guess.

Interviewer: Did he ever tell you what his experience was like?

Mr. Jolly: No later on he was a commanding officer at the at Memphis where I had duty but didn't really know him.

Interviewer: When Roosevelt died did you all receive new of that? I imagine you were in San Diego at that time.

Mr. Jolly: I can't remember when that happened.

Interviewer: April 45.

Mr. Jolly: Oh when he went on a cruiser he came out to the Hawaiian Islands and then they went up from there to the Aleutians up to Adak well I was stationed in the B24 squadron there and so I could run out sub patrol out in front of his cruiser. We had to go to Barbers Point which had a 10,000 foot runway. And load up with all the gas we could take and fly half way to Adak and turn around and come back.

Interviewer: Did you ever have a chance to meet you know Admiral Hallzie or Fletcher or any did you ever have a chance to be reviewed by them?

Mr. Jolly: No I picked up this one general I can't even remember his name I picked him up a Kiska flew him to Adak and when he got out he shook everybody in the crews hand and he went out he went on down to the Central Pacific and had a command but I can't even remember his name.

Interviewer: So for you I mean as the war progressed it was a job it was something that you know we're gonna this is what we're concentrating on this is what we're doing until the end of until they tell us we don't have to do this anymore.

Mr. Jolly: Yeh that's right. One joker when we were up there Aleutian flying border patrol was out there in the fog and the snow and everything he said I know some people that would like to take our place and so we were all excited we thought we were going to get someone to transfer in and take our place he says 12 year olds.

Interviewer: Now how was the chow up there in you know when you were over in the Aleutians and later on in the Mid Pacific is it true that the chow is that much better in the navy than it was for anybody else?

Mr. Jolly: I don't know but we got steak one time.

Interviewer: You know why I ask because if you talk to the guy that was an infantry man in a fox hole in Europe someplace they were all convinced that you all were eating steak and lobster or at least a lot of them were.

Mr. Jolly: The strange part of it was I got to like spam.

Interviewer: Good ole spam.

Mr. Jolly: I still would eat it if I had a chance. No we ate sometimes we ate C-rations or what have you. Other times we had dried eggs and stuff.

Interviewer: Now were you ever able to place a phone call to Mrs. Jolly during your time?

Mr. Jolly: No no

Interviewer: So everything was letters

Mr. Jolly: Yep and onetime I sent my check back to be deposited and the plane disappeared and one of my friends was flying it. So she never did get that letter and never got the check and I got the check replaced and years later I got that letter. They had found the plane up on this mountain and the plane mail was still intact and they said I was of course I didn't try to cash the check because I had already had it replaced.

Interviewer: Your friend did he survive?

Mr. Jolly: No he was killed. And my best friends were killed. One of my friends my wife's friends and all before we were married he was a ground officer he wasn't even a flight officer but he went along just a mail carrier plane carrying the mail a good friend and they disappeared never been found. And that was the pilot was one we called Cactus Racer he was from New Mexico. And he was about one of the best pilots I know but something happened to his plane I guess.

Interviewer: Now I understand it wasn't always enemy the weather I understand the weather in the Pacific I'm sure you had more than a couple of occasions where the thought may have ran through your mind if I ever get my feet back down on the ground again.

Mr. Jolly: Oh I on this raid we went on we had a destroyer about thereabout half way we were to hold on we hit a storm and the storm the radio antenna was fouled up and I couldn't hone on the thing and I missed this destroyer and I neither the navigator or I new where in the heck we were. We didn't know whether we were north or south of the. They had a radio station at Amsitca one of those things that sent out a beam that you were supposed to be able to fly on and I finally ran into it. I didn't know whether to fly north or south but I flew south about an hour then I saw Kiska volcano I was only 60 miles from home.

Interviewer: How would you sum up your entire experience did it ever occur to you in that time this is something unique in history this is something that probably will never happen again that this is something unique that is happening here in the world. Or was it just something you had anticipated and this is a job that has come our way and we are here to get it done?

Mr. Jolly: That's more or less what I wanted had to keep on until it's over. I didn't expect for it to end but of course when it did when they dropped the bomb. And of course once they dropped the bomb everybody in America was worried figured we would have to go to the Rocky Mountains. That somebody else would drop a bomb on us.

Interviewer: Now when did you finally retire from the Navy?

Mr. Jolly: In 1961

Interviewer: 61

Mr. Jolly: My last station was at Bristol Tennessee

Interviewer: Naval air station?

Mr. Jolly: No Raytheon had a plant over there making sparrow two missiles the navy owned the plant and they charged Raytheon \$1 a year for the plant and then navy had there inspector force in there we had about 10, 12 civilian inspectors and we had 3 or 4 navy people and we were aviators and to fly we had to go to Norfolk which was 400 miles away. And we'd drive over there and get a two engine plane and bring it back to tri-cities and while it was there the rest of the aviators would fly it until they had their four hours in and then we'd fly it back to

Interviewer: Back over Norfolk

Mr. Jolly: Over to Norfolk and drive back. Of course we got mileage and everything it was interesting.

Interviewer: So once your military career was over with did you go back to school again?

Mr. Jolly: Well as I say I didn't know what I was going to do they made me retire I only had 21 years I had no choice. And I came here I wanted to go to California which is my home fact is I had stuff sent out there and everything. We got out there and my wife gave me such a bad time over my son that I turned around and came back here. And I stayed with her sister and brother-in-law for awhile and kids went to school and then I bought this house and I spent a year trying to sale real estate and then I decided to use the bill of rights to go to college. And I signed up at Austin Peay and they gave me some credits and I had some credits from my military service it took me three years to really get what it took for a degree over there. Then I changed my mind and decided I wanted to be a high school teacher and it took another year. And I had to do practice teaching up in Kentucky and I was all set and finally got a certificate. Got a certificate for Tennessee and Kentucky and I got one for Florida and I got a job offer from Jacksonville, Florida and I thought I might have to move down there. Then about that time they gave me my job here and my first teaching job I got \$4600.

Interviewer: That was for the whole year?

Mr. Jolly: Whole year yeh.

Interviewer: That's sounds about right for the period.

Mr. Jolly: By the time I got through teaching it was \$1700 I mean \$17,000.

Interviewer: When did you finally retire from teaching?

Mr. Jolly: 1980

Interviewer: 1980

Mr. Jolly: When they decided they didn't want driver education any more I retired from the school system but Clarksville Academy was still teaching driver education. So I taught up there for three years while my grandchildren went through there. And I taught people on the side adults who wanted to drive I thought I really accomplished something I taught one lady 70 years old and I said if she could get a license. I thought that was old. Well I'm 90 and I think 70 is young.

Interviewer: There's a you know you were at that age and being 25 and being married early on in the war I imagine your perspective or the perspective of which the younger guys the 18 year olds probably looked at you you know as you know sitting at the right hand of God or whatever being that much older.

Mr. Jolly: Well my commanding officer was known as Pappy Pearson.

Interviewer: And Pappy was how old later 20s or?

Mr. Jolly: No Pappy was older than I was he believe it or not he was my instructor in elementary flying at Pensacola. And he was heavy and I heavy at that time I was barely under the 200 pound weight limit and he must have been over it. And that poor airplane was just barley flying with both of us in it. And later on he ended up as my commanding officer. He came well our first reunion was over at Virginia Beach

right on the beach it was really nice. I think the fellow that wrote this the editor of this one that conducted it that book is what they used more to get the reunions than anything else.

Interviewer: The yearbook?

Mr. Jolly: Yeh

Interviewer: Yeh

Mr. Jolly: We all bought that well after it was made.

Interviewer: I think a lot of servicemen have something some thing of this sort I still have mine from my initial time in the air fore back in the mid 70s. Basic training began with the army in the 1980s. When you get together with those folks at the reunion is that bond still there between you all?

Mr. Jolly: Well there's not much left in my crew there's only about three of us left. My navigator never did come to a reunion he lives up in Connecticut he became a lawyer and even when we had the reunion in Boston he didn't show up. And they had it they were telling I don't know rumor got around that the reason he didn't like me because he thought I was too eager but it wasn't true I didn't do anything that I didn't have to. The eager guy would attack someplace that they didn't have to. But he wrote me and told me that wasn't true. But he never did show up. There is only about three of us left my co-pilot lives out in Washington State and he's in poor health. My radio man his wife is in very poor health and the ordinance man here's a picture of my wife and I back in the days.

Interviewer: Oh right here let's see if we can get this here. Lieutenant Jolly get's checked out on some dos and don'ts by Mrs. Jolly. And that's the skipper right there Pearson I believe.

Mr. Jolly: I think that's Pappy Pearson.

Interviewer: Pappy Pearson

Mr. Jolly: Let's see you got this page

Interviewer: Now that's the B24 right?

Mr. Jolly: Yeh that's our plane.

Interviewer: And that plane saw service all the way to the end of the war?

Mr. Jolly: Yeh see this is a turret down here underneath it's lower down you had to have a little guy for that.

Interviewer: Then there's a turret up front here.

Mr. Jolly: There's a turret back at the tail and a tour up on top and the waste guns in these places.

Interviewer: Over all did you feel like the experience did you a lot of good for later on in your life did it was it something that you felt was a good thing to have gone through?

Mr. Jolly: Well (tape ended)