

## **Interview of Newell Moy.**

Crew Member: We are recording.

Interviewer: Well, Newell, we are honored to have you come to our KUED studio to tell us about some of your experiences. Now you were born, as I understand, in a little town in New York State?

Newell Moy: Right, upstate New York.

Interviewer: The town of Galway, is that right?

Newell Moy: Right.

Interviewer: And tell us about how old you were when you first joined the service and what prompted you to get in. I understand you joined before the Second World War started.

Newell Moy: I graduated from High School in 1939, and, uh, I went into the service in September of 1939. I had been working with my brother who managed a farm for Mohawk Carpet Mills. And I was riding in the back end of a combine soaking up all that ragweed and dust and an airplane flies over, and I says, "Man, that's the place for me." And I went down and enlisted in Albany, New York September 9th, 1939.

Interviewer: And being, before the war like that, did you then have to go to boot camp and basic training like --

Newell Moy: No, back before the war started, we didn't have any basic military training centers at all. You were sent directly to the base that required you. And after having been subjected to all that rag weed and dust, I said, "I want to go as far as I can go." And

the recruiter says, "How about Clark Field in the Philippines?" And my brother, who had spent some time in the Army in the 30s, he said, "Wait a minute." We went out in the hall and he said, "You better think twice about that." And I ended up at Mitchell Field. I could have been in a battalion death march. So fortunately I ended up in Mitchell Field, which is out in Long Island. And at that time in the Air Force, they had bases you could count on the fingers of your hand. I could repeat all of them. Mitchell Field was one of the few permanent bases that they had. And in 1939 -- 1938, General Westover was commander of the Army Air Corps at that time. And at that time, they had 21,000 men and 1600 airplanes in 1939 -- 38. In 1939 when I joined, we still only had about 20 thousand men in the Army, Army Air Corps. And four or five years later come '45. We ended up with 2.4 million in the Army Air Corps -- Army Air Force -- and over 200, 000 airplanes in a span of four or five years or so. So I started out with very little in the service.

And the first airplane I was subjected -- associated with was a B-18. I understand they stationed B-18s here in Salt Lake at the time the war started. That's a twin engine bomber version of the DC-2, which was a transport and I have a picture of it here if you want to see it. And that's the type of airplane we had there at Mitchell Field. We had a full bomb group with four different squadrons, and I was in the Fifth Bomb Squadron at that time. I was never sent to technical training schools. Back then during the depression, they had very few and few contract schools for some specialties, but all the training was on the job out there on the ramp. And that's where I learned my way to get along in the Air Force.

And, talking about money for the military. That, while I was in that squadron, like I told the person; I had to tell you this story. My crew chief was getting checked out by the engineering officer taxi airplane, a B-18. Well, I was a ground guider, and the airplane come between two other airplanes. And the wing tips got pretty close -- wing tips. And, uh, but anyway, I stopped them from any disaster. And the commanding officer sent the line chief out and told me I was to see the commanding officer. I was -- the office was on the upper deck between two hangars. And I walked in his office and gave him a salute and he says, "Private Moy, that was pretty close out there on those wing tips, wasn't it?" And I said, "Yes sir, yes sir." "You know how much a wing tip costs?" I said, "No, sir." "750 dollars. You know how much two wing tips cost? They start you around at 1500 dollars. You know how long it takes to pay that at 21 dollars a month?" So that was how astute we was for money before the war started. Everything was in the name, rank, and sell number. If you broke a dish, or lost something, you had to pay for it, and we were getting 21 dollars a month as a private at that time. That was one of the more interesting experiences I had in initial training

Interviewer: That is interesting. So if you tipped one of those wing tips, they were going to make you pay for it.

Newell Moy: Pay for it, yeah.

Interviewer: (Laughter).

Newell Moy: Another thing that happened, as I said, they didn't have basic military centers until the draft started, I don't think. But anyway, I went directly to Mitchell Field and a little base program run by the squadron about six weeks of training. And that training included taking care of the household goods around the base, and I would detail them to a coal tower, and in the fall of the year, they were replacing the coal. And I was sent in there to

spread the coal out. Well, I came out -- I went in with brown shoes, and I came out with black shoes. And as a lieutenant, that was the first reprimand I got for changing the color of my shoes, because of the coal dust. I know you understood how I changed the colors of my shoes, but that's the first incident I had with getting reprimanded.

Interviewer: Well, that's interesting. Give us, what the prewar military was like. Was the discipline a little lax? What were your duties?

Newell Moy: I wouldn't say the discipline was a little lax. What they did was the old Army brown shoe Army. But I will tell you a few instances. One of them, we didn't have the ol' FBI background checks they had then. Before the war started, they was some -- quite a number of subversive German organizations.

Crew Member: Hold on, I have a cell phone in the mix. We need everyone to make sure their cell phones are turned off, and then Rick, you'll need to ask that question again.

Crew Member: I don't even have mine.

Newell Moy: I have a phone, too.

Crew Member: There it is again.

Newell Moy: How do you turn it off?

Elizabeth: Is yours off?

Interviewer: Mine was on silent.

Crew Member: That will cause interference.

Interviewer: All right, it's off now.

Crew Member: Sorry everybody.

Elizabeth: Is it a Verizon? You should be pushing the red button.

Interviewer: There is no red button here.

Elizabeth: It looks like my phone.

Crew Member: There it is right there.

Interviewer: There it goes.

Crew Member: Powering off, okay.

Crew Member: C'mon, power off, there it goes.

Interviewer: Put it back in your pocket so you don't walk away without it.

Newell Moy: So, should we start over again somewhere?

Crew Member: We're still rolling.

Elizabeth: Start with, "There was no FBI background check."

Newell Moy: Right and Germans had, there were a number of subversive organizations, and there was a guy, nice guy, his name was Lund, L-u-n-d. And he belonged to the German Bun. And when we moved, deployed to Panama, he didn't deploy with us. It was quite a problem dealing with security at the outset, but we had nothing going for us military wise for security. And I can tell you another episode later on where I was involved in that type of thing, but that comes when I started in the pilot training.

Interviewer: All right, well, basically, you were in a couple of years before the war started. Tell us what your duties were and what your life was like from 1939, 1940.

Newell Moy: Okay, I started out as an aircraft mechanic, and I (inaudible), and that's all the systems that went in the aircraft. And I became an enlisted flight mechanic; they called them back in those days. Now, our bomb group, right after the first year, right around election day in 1940, deployed to Panama, and President Roosevelt had assigned, we were all there at the Brooklyn Army base getting aboard ship when on Time's Square, Roosevelt

says, "We will not send our troops overseas." And our bomb group was down at Brooklyn Army base boarding a ship and left the next day. But, before the war started, you know, USA wanted to stay out of it. And Churchill was pleading with Roosevelt to get involved. And so, they held off, actually, till Pearl Harbor. And that was the turning point. But up till Pearl Harbor, we were absolutely, what do you call it, you know, didn't want to get involved in the war.

Interviewer: Okay, you were sent to Panama before the war started?

Newell Moy: Right.

Interviewer: Did you see any evidence of any German submarines or anything out there?

Newell Moy: Okay, well, we went to Panama and they were building a new air base down there called Howard Field. It wasn't completed, so our bomb group deployed to just a grass air strip called Rio Hato. You know, Rio Hato came in some prominence when they had problems with Cuba a few years ago. So, we deployed up there and we went up there on a reconnaissance around the Panama area, and one of our reconnaissance flights down on the Columbia border, we were -- the pilot was flying down a savanna, they call them. And I was watching the crocodiles down there, and we looked up, and there was fresh dirt. And they pulled up and they were building an air strip up there near the Columbia border, just a few land miles from Panama, Panama Canal. And, at the time Germany had established an air line in northern, South America. It became, not Western, TWA. But it started out there, run by the German pilots and crews. And security became quite evident when we had so little to do, I mean, lots to do with little resources. We just had the one fighter squadron down at Albrook Field, and our bomb squadron, which was B-18s flying out of Rio Hato, and that's the extent of it. Now I have a book here, it's about that thick. It's about what went on in the Caribbean during World War II.

And in that book is written that Japan followed up after Pearl Harbor and took out Panama Canal, it would have extended that war in the Pacific at least a year because the ships would have to go all the way around South America. So there was a big panic, and they employed pan American to come up with a lot of air strips in Costa Rica and Columbia, Aruba, in the Lesser Antilles, Trinidad, Dutch Guiana, British Guiana, built all bases in really a hurry, and before the year was up and just before Pearl Harbor, my bomb group was deployed out to the Caribbean, and the headquarters went to Trinidad. My squadron went to St. Lucia, and one of our squadrons at Trinidad and one down to Dutch or British Guiana. Now, at St. Lucia, the island north of St. Lucia is Martinique. That's Vichy French. And we were asked to run reconnaissance on an aircraft carrier, which the French had, and the deck was loaded with P-36 aircraft that they'd just picked up from; I think it was Republic Aviation, and while the ship was heading back to France, France fell. That's when France crumbled, and that ship and all its crew became Vichy French, and down there in the islands of Martinique. Right north of that was another island, I can't think of the name of it, but they also had a French Cruiser, (inaudible), which was the fastest cruiser the outset of World War II. And it went Vichy French and it was docked there on that island, it was Martinique and the next island up. The St. Lucia, Martinique, and --

Interviewer: Guadeloupe?

Newell Moy: Maybe it was Guadeloupe.

Interviewer: Yeah, it's right in that neighborhood. So we were actually running reconnaissance before the war. And I got a lot of (inaudible) and we had quite an exciting period of time there. First off, we still had to abide by rules (inaudible) miles out. And I always liked to tell this story because it's true.

Right after the war started, they pulled about half the pilots back to the states. And those are pilots that were trained in the late 30's and 40's -- early 40's, '41. So, they let the flight mechanics fly as copilots. I don't know -- I don't think it was legal, and it kept the missions up and sub patrol and all that sort of stuff. Well, this one time, some major showed up and I never saw him before or since. But I had to fly with him up to observe the Béarn Aircraft Carrier on the island of Martinique on the border of France. And it was just the major, myself, and we had a toggler and we had depth charges and the bomb bays there. And we were heading in and this major tells me to fly straight and level, and he's on binoculars looking for something. And I called old Bob Knap, my toggler, and I said, "We're are going to drop on that carrier." And Bob says -- he didn't say anything to confirm it. And pretty soon, he opens up the bomb bay doors and that major woke up. We were well within the three mile limit that we were supposed to maintain away from the island, and needless to say, he chewed my butt out all the way back to the base. But, that was a case right there where I couldn't understand why we were not taking them out. And right about that same time, there was a whole flotilla of ships showed up off shore from the island of St. Lucia, and they were going to take Martinique out because they had supposedly 10,000 French Marines up there, the Vichy French. And all of a sudden, it was called off and we learned later, the reason why it was called off is because, they were just preparing for the invasion of North Africa, and they didn't want to alienate the Vichy French and have the Vichy French come over to the allied side. And, that was -- there are stories written about that where Eisenhower tried to get General Clark, I think it was, trying to convince the French Navy to acquiesce and come over. But the French didn't, as far as I know. But anyway, that was the reason why that was called off going in to Martinique was trying to soften the blow for the Vichy French going into North Africa. And it's interesting to read, there's a book written

called "Intrepid," who was a general who was Churchill's favorite spy by the name of Stevenson. And I read that book several years later and found out all the Vichy French gold was stashed there in a cave right there in Martinique. If we had known that, we might have helped ourselves to it. But we were so ill trained and prepared for war it was pathetic. You could have an airplane out there and a submarine out there, a German submarine there, a cruiser out there, a destroyer, no communications hardly at all. We were not prepared to use depth chargers. The Navy sent a chief into, you know, show us how to use depth charges and so forth and so on. And another little horror story to tell about that was the, we had to maintain, you know, our airplanes. They built revampments, which was the big horse shoe and you put your airplane in there and, this is a story I'm always told to tell. We were issued Thompson submachine guns with no training whatsoever. I don't know where that came from, because they were concerned about our (inaudible) and about the Vichy French and Martinique and 17 miles between the two islands. So, anyway, one dark and stormy night, we were -- had to stay with the airplane. Some members of the crew, 24 hours a day. And my airplane was located right on the road, over that was a beach, and that was the Atlantic side, the Atlantic Ocean there. So one of these dark and stormy nights and the tropical storm come through and the wind was blowing and the palm trees and branches were flying all over and the coconuts were flying and I hear this rumbling, and I looked up and there was about 20 troops up there on the beach. We had no security at all, we had -- I won't mention which state, but we had a state national guard outfit that was to be coast patrol, the Wichita Coastal Patrol or something like that. Anyway, they had pipe for guns, simulating guns and so forth and so on. And they were absolutely worthless. Well, they had a little line or telephone, and we called to report the incident, and I stayed there all night and a guy by the name of Russel, a 50

caliber machine gun we'd taken off a P 40 that had crashed, mounted it on our airplane jack on top of the revampment.

And I was a corporal and he was something less than that, so I crossed a little perimeter road and got up over on the sand dune there and I didn't know what to do. I had that Thompson submachine gun, and I just stood up. I never fired or shot with it before. I never shot a shot after, but I just run some shots across their head, and all of them hit the beach. And I sat all there all night long without any help coming and all I could hear was, "Amigo, we mean you no harm!" And the chill would go up and down your back, and I was afraid to change the clamp, I wasn't 20 feet, 30 feet from them. And those guys laid on that beach until sunlight, and the tide was coming in and so forth and so on. And we were scared of French Marines up there in Martinique. And I sat there and Russel manned that 50 caliber machine gun all night with that tropical storm going on, and you can guess we weren't trained for anything like that, as you can imagine. And to make a long story short, it turned out to be a bunch of fisherman from Barbados. Now, Barbados is the furthest eastern island of the Lesser Antilles. They got caught up in that tropical storm and was washed ashore there. And that was just one ship, one boatload out of several that hit the beach there. Another one, the same episode happened in coconut grove where we had the bomb dome. But that was one scary event, and talk about, I can feel for the troops in the jungle fighting. But that's how ill prepared we were, and really, no resources at all.

Interviewer: Where were you when Pearl Harbor happened?

Newell Moy: I was right there at the same base and we, uh, I was sergeant of the guard that day, and we had what you called a radio shack which was just a squad tent with a little antiquated radio equipment, and I took the message from that radio shack up to our

Squadron commander who was a captain of the whole squadron, and that was the first we knew of Pearl Harbor. And that very same night, we had a flare drop over View Fort, which was the little sea port by the base, which scared the heck out of us. And we concluded that came from the Vichy French up there at Martinique. But, we learned very little about what happened at Pearl Harbor. The only media we had. No radio, no TV, the only communications we had, a little bulletin would be put out by the radio shack people occasionally, so we were almost unaware of Pearl Harbor. All we knew that we were, they declared war, and we got that word loud and clear. But, uh, I was sergeant of the guard and took that message up to the squadron commander that night, that day. It was late Sunday, I think it was. I think it was quite a few hours after the actual attack that it got to us.

Interviewer: Well, tell us how -- what changes occurred then after the war started and we became an enemy of Germany and whatever. Were there some immediate changes in what you guys were doing?

Newell Moy: Well, they, uh, actually, wasn't too much changes because they didn't have any more resources than what we already had. You know. And, but we had -- the pilots were flying, in that book, some were flying 90 hours a month, and that's a lot of flying. And they increased our flying time, and we were to cruise up, my primary thing was watching Martinique and Guadeloupe where the French cruiser was. But, the war started showing up by the number of ships were sunk. You know, one month, there was 80 ships sunk in the Caribbean. And that's not very well documented. They are getting bauxite from the Guiana's, which you make aluminum from. And there were bauxite ships you could see them for miles, and also oil tankers out of Aruba and (inaudible), and Venezuela. And they had those tankers and you could see ships and you know very little resistance to it. And it turned out to be that,

there was one German sub, which was right at the mouth of Panama Canal on the Caribbean side, and there was a command structure. It was something else. Before the war started, the Army was here, the Navy was there, the Marine Corps was back there or something. And we didn't get together very much, and so went through some organizational changes, which I found out later. And it finally became the 6th Air Force as far as the Air Force is concerned. And the Air Force lost 300 something airplanes down there, which was almost unknown. But most of the losses were due to navigational aids, lack of navigation, and most of them disappeared in the jungles and stuff like that. They had low range navigational aids, and, uh, but the reason why Panama didn't get -- or the Caribbean didn't get very much attention, it was very few military lost, but the Marine losses were horrendous down there. All the ships being sunk. And then along in, '42, I didn't really see a lot of subs. The only time I saw a sub was one docked at Martinique re-fueling and so forth.

Interviewer: A Nazi submarine?

Newell Moy: Yeah. And I didn't know about it, I was reading a book, but Italy had some subs in there too, in that area. But it was very interesting on that sub patrol, you could look down on the Caribbean side of the Lesser Antilles is quite deep, and the water is black. On the Atlantic side, you could see the coral down there. You could see ships sunk, jeeps still strapped to the deck and so forth just clear as a crystal. And one thing that got us more excited than submarines was the whales. The whales migrate down there. And a whale and a submarine, if you are not experienced, it looks pretty much the same. But I don't know if anybody ever dropped a Tep bomb on a whale, but the whales -- but along with that, though, flying over the missions after all those pilots were withdrawn, we kept our two missions a day. They were six, seven hour missions flying up and down the Lesser Antilles down at Trinidad and

up to Puerto Rico and so forth. They left, as I said, the flight mechanics to fly in the copilot seat. Well, I was flying with my squadron commander, Cameron Lein, I'll never forget him. And I don't know whether he was on the second ship or not, but we would come off of a mission on the Atlantic side of the Lesser Antilles and heading back to the base and I got -- I had, I don't know, five, six, seven hundred dollars flying down there on authorized pilots position, but no pilot wings, you know. But anyway, I came back to the base, untacked at the tower, he didn't say a thing, and I turned it down one leg and, you know, the opposite direction you land, and he didn't say anything, and I finally turned on the base flag and set up the power settings and what not for landing, and he didn't say a thing until we turned on the final. And the only thing he said is, "Watch the back pressure when we put the flaps down." Then he let me land it on the right seat without saying a word and hit the throttle, I went around, come back, landed a second time, got out of the airplane, and he says, "Put in for pilot school." And I says, "Yes, sir." And that's how I got -- in back at that time, this was '43, and they had a lot of people was in the service, you know, most of them who were in the service wanted to get the war over with. That was the name of the game. Getting commission or getting rank was sort of irrelevant. And they had a program, I'm getting ahead of myself, but they had a program that had aviation students. They had an enlisted pilot program that only lasted about a year, they graduated and became staff sergeants, but the student pilot program took over, and that was taking airman from active duty, and sending them to pilot school. And I ended up going to pilot school and getting tech Sergeant on flying pay, and I was going to pilot school, and graduated as a second Lieutenant from the pilot school.

Interviewer: Where did you go to pilot school?

Newell Moy: I went to the West Coast, which was preflight at Santa Ana California, and Dos Palos was the primary, LaMore was the basic, and advanced was Pinkus Texas, down at --

Interviewer: And were you trained for bombers rather than fighter pilots?

Newell Moy: I preferred the bombers.

Interviewer: Could you choose that, or did they have a criteria?

Newell Moy: They had a criteria, instructor pilots. But while I was in primary, the instructor I had was all civilian instructors there. And he told me he would do a loop, but not a loop, a spin and so forth. And I didn't whether it was one or two or three spins and all this, that, and the other thing until he told me, he said, you better look down at the railroad or road down there to know how many turns you're making and so forth. But I think he concluded right there that I was not a fighter pilot. And the way I look at it, why be a fighter pilot and hang upside down on a safety belt when you can sit right side up? So, I was -- I went in to multi engine in advance out of that episode.

Interviewer: Now, take -- after you got through with your training, then where did you go?

Newell Moy: I went to Roswell, New Mexico for what they call B-17 transition, and that's where we checked out the aircraft. And crew training in Gulfport, Mississippi, and that's when our crew got together and I went through crew training at RTU -- Replacement Training. And that was in the fall of '44. And I finished that in -- we were shipped out to Hunter Field for deployment overseas in January of '45. Wait a minute; it was December of '44 because we were there for Christmas. One thing about crew training, is I had a little episode where I had to -- I had one of my flight engineer who wasn't shaping up. So I had an

incident where we got weathered out one night, the whole flight airplane, and we landed up at Columbus, Georgia, I think it was. Anyway, we stayed there overnight and the next morning, the first opportunity the flight engineer had to pre-flight the airplane, it was Don Folly in there at RTU base at Gulfport. And he hadn't done the job with me being a little unhappy because I never liked to be tail-end Charlie. So, when we got to pull the chocks after we started the engines, he ducks under the props and pulls the chocks. And that's the last I see of him. It's a dangerous thing to do, a very stupid -- so I had a little problem getting rid of him, but I did get rid of him. And I says, you know, he'd be a hard man to handle making a good crew with a lot of, good crew operation and so forth and so on. So, that -- other than that the only thing we had --

Interviewer: Okay, when did you go overseas?

Newell Moy: Okay, I deployed overseas in January of 1945. I graduated from pilot school in May of '44.

Interviewer: Of '44.

Newell Moy: So, from May of '44 to January, I was transitioned in the B-17 and crew training and ready to ship overseas.

Interviewer: Okay, what was your first duty when you got overseas?

Newell Moy: Well, that story is written about getting overseas. This was in the, I say, early January '45, and I got in trouble. And my flight engineer doesn't want me to tell this story, but I'm going to tell it because it's already in the books. Well, we left Hunter Field, we found out we were going to the North Atlantic in January. And, uh, so my good troops, thinking of their health and welfare, confiscated all the comforters. And the five crews took all the comforters out of one bay, and stuffed them in an airplane. And when we got to Dal Field, the MP's met us and took us in and we had to authorize our equipment and all that sort of stuff. And

to make a long story short, we all signed certificates, but didn't have any knowledge of it, and the troops ended up in the guard house and the officers were confined to quarters. And we were sentenced for five years in Leavenworth for perjury because we signed those statements. And the reason why I tell you this is because you know somebody else committed perjury and got away with it.

But anyhow, it scared the hell out of me. My radio operator was AWOL and the orders were published and he was a corporal. But, he was court-martialed down at Hunter Field and reduced to the grade of private. So, he had a new separate insert to the record when I turned in when we were all being tried, and he and the enlisted men decided that he'll be the bad guy because he was already a private and they couldn't bust him any worse, any more than that. But anyway, the powers-to-be decided to do something and get those crews on their way because the base commander at Hunter Field wanted his comforters back, I guess. So, I got the troops together and they decided that it would be at Natapoc and we agreed to pay the fine, and it turned out to be 80 bucks. And, so when the time come to reveal who was the bad guy, I insisted I knew who it is, but I'm insisting I get those statements back. I said, "You've been fluttin' us every day with five years in Leavenworth." And so, this lawyer -- I always remember the statement he made. He said, "I may be (inaudible) of this war, but I'm doing it as you are." Anyhow, he -- finally, I went in the back room and they came back with the statements we'd signed, and I headed back for the door. And he said, "Where are going?" I says, "I've only been with these guys about four, five months. I can't recognize all their signatures." And I walked out the door and went to the guard house and gave each one his statement he'd signed and that was

the only statement and so forth and out the officer's quarters to the bombardier, the navigator, and the co-pilot, I went back and I told them it was Natapoc.

Okay, so the next day, we had a court-martial. And this is five days going on. So they had a little court-martial and reduced him to the grade of private and fined him 80 bucks, which we all agreed to pay him. And when we got the records and picked the records up, I said, "I'm sorry, but I forgot to give you this answer to the record." When he was already busted to a buck private. And when he saw that, they busted him again to a buck private. And, so, needless to say, they wanted us the hell off that base. And I said, "That's what I've been trying to do for five days, hung up with that thing." And we took off from there and went up to Goose Bay, which is in Labrador. In the winter time, colder than hell. And on that flight up there, we realized -- there's a Tokyo tank out on the wing tips. And they're operated by just a gravity flow and a little pneumatic valve that you just flip a little and it allows the gas to come in. Well, we had one on the right wing tip that drained into the main fuel tank. So from that point on, we couldn't fly at the normal flight onto Goose Bay to Iceland. So we had to fly into Greenland. And that's the article where we flew up, up an fjord. The wrong fjord. And almost done ourselves in, but we were very fortunate to survive that trip into the fjords there. But anyway, we landed there at Greenland and we went up to Iceland and on down to Stornoway, which is in the northern islands -- one of the northern islands of Scotland. And we were supposed to go to Valley Wales, there was a processing center where you turned your airplane in and get your group assignment. And we ran into ice that wouldn't quit, and so -- I asked to land at Freswick, which is right on the Irish Sea there. And we were denied landing permits, and given a clearance to go on down to Valley Wales. And that's our first experience with flying in England. We had

to be very careful because the Germans were flying B-17s. You know, those crash landed and this, that, and the other thing. And they had a few of them flying. And they were very skeptical of having someone that wasn't scheduled to land at your base, and someone else was asking. The fact is, they had a radio beacon in Norway on the same frequency they had at Stornoway. And we had some crews that went right into internment in Norway. So they didn't have much of a war to fight. But, we were warned against those type things

Interviewer: When did you start flying the combat missions?

Newell Moy: When I got our assignment to 398th Bomb Group, I arrived on base on the 23rd of January. And that was the day our group commander got shot down, and he was a highly respected commander, Colonel Hunter. And but I -- it wasn't till, I got the list of the bomb groups. It wasn't till second of February; I think it was, I got to fly the first mission. And here's something interesting about the first mission. Our bomb group, squadron, had lost nine out of 12 airplanes a couple of months before. So they were hurting for crews, and I flew as first pilot on my first mission. All we did was swap copilots. And all that training we went through, we never flew above 20,000 feet, all those simulated missions and so forth. So over there, I take off as first pilot with a full fuel load, full bomb load, went to 28,000 feet, and never been there before. And that was quite an experience. But, on that first mission we had, we joined into the bomber string and as far as I could see ahead of us, there was airplanes. And I call my tail gunner, "We must be tail-end Charlie." "Oh, no." He says, "As far as I can see that way." So, we were somewhere in the middle of the bomber stream. That created a little bit of excitement of how much the magnitude of this operation over there. And so, in that very first mission, came back, (inaudible) in, I just barely got it on the ground before running out of fuel on the British airbase. And they had a lot of those. And a couple missions later is when we had

to bomb Prague instead of Dresden. And that's a real war story because Prague was designated as a non -- was never targeted. Prague's in Czechoslovakia. Czech Republic now. But anyway, we got that new group commander after Colonel Hunter got shot down, and he was a loser. And we went right by Dresden, down the river, same river -- it's not the Danube. Same river through Dresden going down through Prague. And our bomb group had horror stories of bombing Prague instead of Dresden. Now, and the group commander got in a lot of trouble with that because Prague really wasn't deeply involved in supporting the German forces and so forth. But, there's a great story to be told about Dresden. I have a book right here, a magazine. Dresden was bombed on the 13th, 14th, and 15th of February. And the powers to be after the war concluded we committed a war crime because we over bombed the place. And I was asked to make a report on the bombing of Dresden by the Daedalians, which is a military pilot organization we have up at Hill. And I found out getting some information from the Air Force (inaudible) up there and so forth and so on, there's two scenarios that could have happened. One of them was the Air Marshal Harris was the chief of the British bomber command, and he went in and bombed it on the 13th, and we went in on the 14th, but that's when I -- I wasn't a war crimier because I ended up bombing Prague instead of Dresden, which is where I should have gone. And then the Air Force bombed it on the 14th, went back and bombed it again on the 15th. And they was wondering why. Well, many stories have been written about that. One of them is written here in the Smithsonian Magazine that really verifies what I was saying after I looked up all the information on it. They had demonstrations against the bombing of Dresden for years thereafter, up until a few years ago. Because it was touted as being a non combatant city, and it didn't turn out to be true because they found out 110 little small shops making armaments and so forth and so on. And, anyway, I found out from the Air Force Historical Library that when Stalin and

Churchill and Roosevelt met at Yalta, about closing in on Germany, what they would do with (inaudible). And supposedly Stalin asked for help to slow down the movement of troops to the eastern front against his forces. And it turns out that Dresden was a marshalling yard. There's a big difference between a railroad yard and a marshalling yard, and I got some pictures here showing the bomb strikes. And so here it is, a marshalling yard. And where they move all the forces in through that over to the eastern front, and that turned out to be a legitimate reason for that. It wasn't -- a lot of them thought it was Air Marshal Harris' reprisal because he was from Covington, and you know the Germans almost bombed Covington off the map. I visited over there in '98, and there's still a skeleton of a cathedral they had there in Covington and so forth. And then they went and bombed it again on the 17th of April, but that --

Interviewer: Is that when they were using incendiaries where they fire bombed Dresden?

Newell Moy: Yeah.

Interviewer: As I understand it, you were scheduled to go bomb Dresden, but you made a mistake and bombed Prague instead?

Newell Moy: That's right.

Interviewer: So your crew didn't participate in that?

Newell Moy: No, the whole bomb group didn't. And here's another thing about, World War II, we didn't know a thing about the jet stream. And every once in awhile, you get caught in a jet stream, and the speed was so great that they couldn't imagine starting to reach Dresden because you go through a lot of diversionary turns around there. But, what happened was that -- the early days of radar; radar is what screwed them up. And radar was cutting in and out, and so they just literally screwed up, and I remember my navigator telling me, "Newt, I don't

know where we're going, but Dresden's off to our left." And there's a lot of articles about our bomb group, there's a website telling the horror stories about that. That was only my third mission; I had to land in France. I ran out of gas.

Interviewer: How many combat missions did you fly?

Newell Moy: Combat was 24, and then I got two additional missions after that. And one of them, the most satisfying mission is we recovered our own prisoners of war from Barth, Germany. And, there's a guy by the name of Orrel Birch that lives down here in Sandy, he is just barely with us. But he was a prisoner of war in my squadron -- from my squadron when I got over there. And he and I have been given briefings around town on recovery of German prisoners of war. It turned out to be a big battle with Russia. Russia was -- apparently in the Yalta agreement, when they over ran the prisoner of war camp, why, they would ship them down from the Baltic Sea all the way to the Black Sea. And it was Colonel Zinky, who was a nice man of the 56th Fighter Group, he was a senior officer at Barth, and (inaudible). So when the Russian soldiers took over, the Germans left on the first of May, the German soldiers. And he wanted to keep them in all tact because -- all the transportation systems were pretty much out of commission at the end of the war, all of that bombing of railroads and all means of transportation was pretty much at a stand-still. In fact, the prisoners of war at Barth were almost starving to death. They couldn't get the Red Cross in there or nothing. They were in desperate shape in May -- February of '45. So, there's no way to get those prisoners of war released and go all the way down to the Black Sea. They lost a jillion of them marching down there or however they wanted to go. So Zinky insisted that they be flown out of there, and they had a heart burn with the Russians allowing us -- because now this is in Russian territory that had over taken Germany. It's up north of Berlin, up on the Baltic Sea. And so

anyway, about two weeks took place before we actually got permission go in there, and there was a squabble between Eisenhower and Churchill -- I mean, Stalin and everything. A lot of history on that. But we flew in there on -- I flew in there the last day of the three, and flew over in formation -- 12 airplanes. And we were to land and leave the engines running, and let the troops -- prisoners of war board the airplane and get them out of there. So, but I violated the rules a little bit. I had to stop on the grounds. I had been bombing for a few months, so I got out of the front hatch of the airplane to see who was getting aboard and there's about 60 eye balls looking at me without speaking a word. The message was to get your butt back in that airplane and get the hell out of there. So I got back in the airplane, and we got the hell out of there.

Interviewer: How many prisoners could you carry?

Newell Moy: About 34.

Interviewer: In a B-17?

Newell Moy: And Orrel Birch always tells his story that he sat down and in the bomb bay, they put a wooden floor in the bomb bay. There were no parachutes, no safety belts, no nothing. Just get in there and go, you know. Take off. So, we flew them back by individual aircraft to -- I landed at Reims, France, which is about 60 miles north east of Paris, and dropped them off. And then got in trouble there because right when the war ended, you know, everybody was happy as hell and raising hell and so General Doolittle had to ground everybody, you know. No joy flights. And the only flights you could make are those, you know, set up by the Eighth Air Force, picking up the prisoners of war. And then they had another flight where we took ground troops in and flew them over the Rural Valley, where a lot of bomb damage and so. And we quit doing that because small arms fire was coming up and nipping some of the airplanes, so we had to quit doing that. But, when I had the flight to bring the

prisoners of war back, nine out of 12 airplanes we had, crews went down and around the Eiffel Tower and over the Arc de Triomphe and the whole nine yards and I got some discipline -- RBI, they call it. Reply By Endorsement.

Interviewer: For that, huh?

Newell Moy: Yeah, and anyway. But that was the most satisfying mission I had, obviously, to get those prisoners of war out of there.

Interviewer: What was the routine -- your base was in England, and I guess you were flying missions from England. What was a routine day of a mission like?

Newell Moy: Well, your schedule, sometimes you didn't know, sometimes you did know you would have a mission the next morning. But we would usually get up about 4:00, 4:30 and head to the chow hall. And start getting briefings and then go down to the briefing, and that's very interesting, the briefing. I got to tell you this because air born leadership was something to be desired in World War II. We just didn't have the experience, and some people are a lot better than others. And so when we pull that curtain back, say, "Here's your target and how you're going to get there," you know, it was Colonel Miller, it could be Berlin. It was a sigh of relief. If it was Colonel Ensen, "Christ, we'll never get back." You know? Emotions were that prevalent. If you had, and every pilot there knew who was a good leader and who wasn't. You know, the group commanders and the squadron commanders and the ops officers and the likes of that. But they had to mix in a few, and I might say that General LaMay, he was over there and he realized right off the bat, "Hey, there's something missing here." You got to start identifying those that have a natural instinct for air born command against those that don't, and he got people. So early on, you have to try to identify and pursue pilots that are a little more cool than the others, I guess. And not to brag, but I got selected to be a leader, and the last

three missions, I flew as a lead pilot. Not the commander, but the lead guy in the left seat. The boss man's in the right seat.

Interviewer: Did you ever have, on those missions, what was your closest call of going down?

Newell Moy: Well, I got, on the last mission I flew, this is a good example. On the last mission I flew, General Gross was there, division -- wing commander. He was a one star. And he was so happy about getting the war over, I guess, he had a stripped down B-17, no gunners, flying up and down the bomber stream. And I think that was a mission I had on the 17th of April. And anyway, he gives instructions to this captain -- Everson, his name was. And he was over there and kept him over there on a second tour, a volunteer tour. And the devils you go down, the angels you go up. You know? And he instructed the wing to descend by 5,000 feet, 5 devils. And I'm sitting there, and I couldn't believe it. This captain says to that general, "This mission goes as briefed." I'll never forget those words the rest of my life, but that's an example. People wanted to get the damn thing over with. And he was one of the best air born leaders they had, and some of them had instincts, and some of them didn't. And, I'm sitting there in the left seat, and I heard that, I couldn't believe it. And anyway, we got back on that. But, I only had one incident with an ME 262, I was flying as a formation control officer, which is a name for pilot flying tail gunner. And an ME 262 come down and clipped off. Cool, I was very familiar with. Old Beadie eight ball. And that ME 262 just -- one flash and it was gone, you know? And the only way our fighters could compete with an ME 262 was just wait for them to run out of gas and find out what field they go to land at, and shoot them down when they're landing that thing. But, another thing about World War II, and I got the statistics here. It was never published. World War II, the fatalities were 52 million. Did you ever see those figures?

Interviewer: I haven't.

Newell Moy: I have them right here.

Interviewer: Those are 52 million civilians?

Newell Moy: Well, they're about half civilian and half military.

Interviewer: Half military?

Newell Moy: And that covers the loss of the Russian peasants?

Interviewer: And the Chinese that were killed by the Japanese, yeah.

Newell Moy: So, and another thing I'd like to make a statement on, I went over there in 1998, with my bomb group on a tour to England, and I joined up with my daughter who just come up from Saudi Arabia and was sitting there at Heathrow Airport, and this British subject came up to me and asked if I was there during the war. And I said, "Yes I had." And I'll never forget his words, he says, he was about 40, 50 years old. He says, "Thank God we were victorious. If we weren't, I don't know if I'd be alive, and if I were, I don't know what language I'd be speaking." I'll never forget those words, that was just in '98. The British have a total different view of World War II than we have. We seemed to have forgotten it.

Interviewer: Well, where were you when you heard that the war was over in Europe?

Newell Moy: I was right there at my base.

Interviewer: Your base?

Newell Moy: And you know what, surprising as it may seem, I just -- I didn't get too excited about it. I was just glad it was over with, that's all. And we --

Interviewer: Was there any talk of you having to go over and fight the Japanese?

Newell Moy: Yes, I was going to say, my bomb group was one of the last organized in the states and deployed over there. Originally, it was an RTU, Replacement Training Group, at Rapid City. And when they started to see the end of the war there in '44, they re-organized the combat unit and deployed over to England in May of '44, and one year of combat, we lost 58 airplanes and 500 casualties, 296 of them were killed. And the others were prisoners of war. And I might mention, the British have an organization called "Friends of the Air Force," and there was two and three generations behind us, and they're really gung-ho and documenting all this stuff, and we have a memorial on our base that's turned over to the battle field management. So, the British are really appreciative of what we've done for them because if we lost that war, god knows what would have happened.

Interviewer: That's right, and the air crews made a big contribution.

Newell Moy: Yeah.

Interviewer: Well, Newell, we appreciate you coming in. Elizabeth, do you have any questions?

Newell Moy: I was stumbling all over --

Elizabeth: I want to know about the condition of the POW's when they picked them up. Can you describe that to Rick?

Interviewer: Just talk to me.

Newell Moy: Yes, most of them were very, very weak. And we were told not to give them any food because they were just living on, you know, they made bread out of saw dust and all this stuff. You need to talk to Orrel Birch about that. He was a prisoner of war, and he lives down in Sandy, but he's hardly with us now. And that was the main thing was to just get them out of there as soon as we could and they were happy as hell, I'll tell ya that. And

they had that extra energy to get aboard that airplane and so forth, but obviously, some of them were very stretched out.

Interviewer: You made one trip getting 30 or so and taking them over to France?

Newell Moy: Yeah, actually, they sent some air back in there on the 12th of May, and they got the sick and wounded out of there first. And then they almost -- the 14th was the big day. 20 something -- they had groups going in there with 20 something airplanes each, one hundred and some airplanes went in. It was a very short runway, that's the reason why they couldn't use the B-24; they could have put more people in it. But, they were told not to provide them any food because it would upset their stomach when they were starving to death and so forth. And some of those prisoners have been there for several years. Barth was the first POW camp set up for airmen. It's interesting, too, Germany had the Luftwaffe and the (inaudible) for airmen, the Navy had their prisoners of war, Army prisoners of war were somewhere else, and then the civilians. And right at Barth was also, you know, a German concentration camp was right there at Barth.

Interviewer: And tell us about your insignia on your jacket.

Newell Moy: Every bomb group can have their own logos, I guess you call them. And I don't have the words here, but this is what they came up with for the bomb group I was assigned to. "Hell from Heaven." It doesn't have the words on that thing. And I don't have my -- I should have brought it. My bomb squadron has a guy with a big ol' cigarette as a bomb, you know, he's going to drop the bomb on the target there. Anyway, a little more of that story, after the war ended, I was fortunate enough, I flew over and I flew back. And I flew back and they got the airplanes ready to deploy back, and I came back, think it was the 9th of June. VE

Day was the 8th of May, so they got us out of there in a hurry. Now, the British tell us we just left everything and they dug up all that paperwork and so forth and they can tell us more about what we did and we knew ourselves, I think. But our bomb group, I didn't answer your question. Our bomb group, because we were the last ones deployed over there, was kept intact. And we flew back to Drew Field in Tampa, Florida. And we were to transition into B-29s, you know, had the Pacific War continued. The criteria was, if you had 20 missions, you didn't have to, but I volunteered to stay with the group. And then, along come VJ Day and that took care of that. But I stayed in the Air Force and went into transport, Air Transport Command and ferried airplanes (inaudible) and all that sort of stuff. And got squared away in troop carrier. In fact, I flew on the air lift here in Nevada, the winter of '48-'49 flying C-82s, dropping hay for the ranchers. And then, I got off to tech school, the only school I ever had, well, two of them in the Army. The Air Force was a ten week course on logistics, and one on engineering. And then I got into the training (inaudible), and I stayed on the training all the way through the sole commands and training commands and all the way up to the pentagon. I ended up in the pentagon and retired there in 1965.

Interviewer: As a lieutenant colonel?

Newell Moy: Right.

Interviewer: Yeah.

Newell Moy: And I went back to work for them and I ended up as a training administrator for the Air Force Reserve. That was a very satisfying assignment. And, so I have lots of stories to be told about that.

Interviewer: What brought you to Utah?

Newell Moy: I knew you'd ask the question. The moral of the story, don't follow your kids around. I have a daughter that was a nurse in the Air Force, and she went over to -- she, her first assignment was out at Travis out at San Francisco -- between San Francisco and Sacramento. And then she went overseas to Turkey for awhile, and when she got out, she wanted to come out west because she was out there at Travis. She went down the Columbia River and the Snake River and, you name it, and so forth. So she got (inaudible) on the west and so when she got out, she wanted to go -- planned on going to school here at the U School of Nursing. And she came out here in '79, I think it was. And at that time, I went out to visit, and she didn't have very good quarters, and I wanted to get out of the DC area, so I bought a house up on the Avenues. We're still there, and they're gone. And Diane, she's back in Saudi Arabia now, and my other daughter is over in Denver.

Interviewer: So you just stayed here, then?

Newell Moy: Yes. So I don't have any relatives within 500 miles.

Interviewer: Yeah.

Newell Moy: Any other questions, Elizabeth? Natalie, do you have any questions?

Newell Moy: I'd like to show you some of this stuff I got here.

Interviewer: What did you say?

Newell Moy: I would like to show you some of the stuff I brought.

Interviewer: Um, you've already -- I think Elizabeth has already seen that probably, hasn't she?

Newell Moy: No.

Interviewer: Maybe not.

Newell Moy: Well, I got -- let me show you real quick.

Interviewer: He wants to get, did you get a close up?

Newell Moy: I got a map of the Caribbean.

Elizabeth: I have thousands of those.

Interviewer: Yeah.

End of recording.