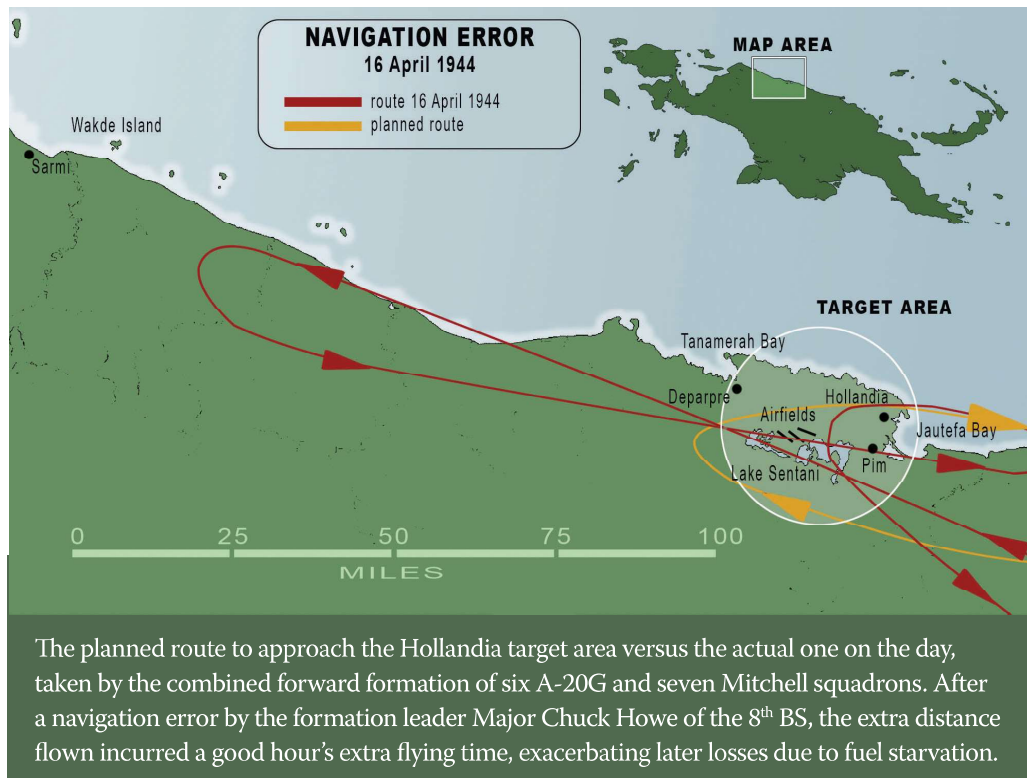


## BLACK SUNDAY



also consume fuel. The larger the formation, the more power and hence fuel required for lagging aircraft to catch up. The wide extra turns meant those on the outside of the turn had to fly at almost full power to catch up while those on the inside throttled back considerably to prevent overrunning the leader. Furthermore, some of these and later manoeuvres involved descent through cloud. In this configuration full RPM and higher speeds approaching 200 miles per hour were applied to assist tighter formations, thus incurring more fuel consumption.

In waves of six abreast, Howe descended the A-20Gs across Hollandia's runways whilst the B-25s did their job from medium altitude. Opposition gunfire remained slight and inaccurate, with luminous orange tracer reaching out from Cape Tjeweri, but falling short of the attackers. Captain Edmund Fowler led one of the three *Sky Lancer* A-20G flights over Hollandia:

As we approached our target, it was noted that there was a complete lack of enemy aircraft stationed around the target strips. I thought at the time that they had possibly been decoyed away by one of our other units involved in the strike. There were no obvious targets with the exception of a lone tow-tractor being driven by a single Japanese soldier down a runway. We opened fire with our forward guns and released our bomb load hoping to damage the runway areas. A later review of our aerial photos showed the tow-tractor still going down the runway, but the driver had departed for parts unknown. We pulled away, got back into formation and headed for home.

Soon Strauss' *Roarin' 20s* caught up and made their attack. As predicted, enemy