

applied a pack on Nelson who had fallen flat on his face. Shepard then ran to Pearson with iodine and sulphanimide. After Jolly's body was painted by Pearson, they both took the sulphanimide.

This running gun battle went on furiously for 35 minutes. Encountering overcast, they went up to 16,000 feet before getting into the clear and losing the enemy. Attempts were made to remove Hundley, but it was all in vain. Shepard contacted Moresby and tapped out "we're coming in, have two meat wagons meet 1536."

Jolly's arms were crippled. Pearson's legs were crippled. Together they flew on, Jolly working the pedals and Pearson the wheel and throttles. Pearson went to set the wheels down and noticed only 650 pounds of pressure left in the accumulator, just enough to set them down. He thought right away that the hydraulic system was gone, shot out. They came down onto the runway. Jolly tapped the brakes. Nothing happened. He yelled "Bottle!" Pearson yanked it. They were doing 100mph then the right tyre blew. Jolly and Pearson didn't have enough strength left to hold it. They skidded sideways, coming to a stop a hundred yards further, 25 yards off the runway.

One ambulance rolled up. Pearson and Nelson were out on a stretcher. Then the other ambulance came. Hundley was extricated and rushed to the Evacuation Hospital. Jolly walked to the ambulance and went to the same place. Hundley died at 2230 that night. The two other wounded were eventually flown to Townsville. Pearson recovered and Jolly is still in the hospital in Brisbane.

The Martin B-26 Marauder was the most modern bomber in the USAAC inventory when the Pacific War began, and the Marauder-equipped 22nd Bombardment Group was among the first aerial reinforcements sent directly to Australia. With barely the range to reach Hawaii, as a precaution the 22nd BG Marauders were shipped there before reassembly to fly the remainder of the trans-Pacific delivery route. The first of these arrived in Australia in late March 1942 and were quickly in action. The B-26 made its worldwide combat debut (alongside the B-25) in New Guinea on 6 April 1942.

Only seven USAAF squadrons (six bombardment squadrons plus one headquarters squadron) were destined to operate the Marauder in both the New Guinea and South Pacific theatres, as the Pentagon came to prefer the smaller B-25 because of its longer range. Nevertheless, the use of the B-26 in these theatres is especially noteworthy due to their early employment and the necessity of keeping aircraft in service in the absence of attrition replacements. Then, in the final two years of the war, USN JM-1 and JM-2 variants were operated in these theatres by USN utility squadrons.

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