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Weather Effect on Army Operations

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WEATHER IN WORLD WAR II Volume II

AD 144677

Accompanying FINAL TECHNICAL REPORT

15 July 1954 through 15 September 1956

(Weather Log -)

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WEATHER EFFECT ON ARMY OPERATIONS

WEATHER IN WORLD WAR II

Volume Two

**Weather Log Pacific Theatre
and Bibliography**

Accompanying

FINAL TECHNICAL REPORT
15 July 1954 through 15 September 1956

05 FEB 1998

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The object of this study is to summarize the effect of weather on Army operations during and since World War II so that the Signal Corps may plan its research and development program in meteorology toward enabling the army more effectively and efficiently to accomplish its various missions.

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Deep mud mires down
jeep at mile 412 on
the Stillwell Road,
Northern Burma. A
bulldozer from A Co,
209th Engineer Bn,
tows the jeep out.
21 July 1945.



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WEATHER LOG
OF
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<u>Weather Element</u>	<u>Incident</u>	<u>Military Factor</u>
<u>Fog</u>	29 November 1941	<u>Concealment for Japanese Fleet</u>
<p>Japanese striking forces departed Takan Bay "through thick fog and stormy waves" to deal their stealthy attack on Pearl Harbor.</p> <p>Western Pacific; Japanese fleet; (Morison, History of U.S. Naval Operations in World War II, Vol. III, p. 90.)</p>		
<u>Fog, Gales</u>	29 November - 7 December 1941	<u>Concealment for Japanese Fleet</u>
<p>"Their [Japanese striking forces] good luck escaping detection was due partly to weather: gales, moderate to high seas, and thick fog. Signal flags were blown to tatters, men were washed overboard, lookouts became exhausted."</p> <p>Western Pacific; Japanese fleet; (Ibid.)</p>		
<u>"Bad Weather"</u>	7 December 1941	<u>Air attack canceled (by Japanese)</u>
<p>Japanese failed to carry out air strikes on Midway from carriers returning from rain on Pearl Harbor because of bad weather.</p> <p>Midway Island; Japanese carriers; (Sherrod, History of Marine Corps Aviation in World War II, p. 52.)</p>		
<u>Low Overcast . . .</u>		<u>Navigation (Japanese)</u>
<p>Prevented Japanese air fleet from discovering five-degree drift over water as they sought Pearl Harbor target.</p> <p>Pearl Harbor; Japanese Naval Aviation (Fuchida, I Led the Air Attack on Pearl Harbor, p. 946.)</p>		
<u>Clouds . . .</u>		<u>Confusion (Japanese)</u>
<p>Caused failure of fighter group in Japanese air fleet from seeing attack signal, which resulted in confusion among Japanese attack groups.</p>		

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Pearl Harbor; Japanese Naval Aviation; (Ibid. p. 947.)

Scattered Clouds . . .

Successful Attack
(by Japanese)

Permitted visual attack on Pearl Harbor by Japanese air fleet.

Pearl Harbor; Japanese Naval Aviation; (Ibid.)

8 December 1941

Rain, Squall, Cloud . . .

Concealment of aircraft
(by Japanese)

Enabled an attack force of 36 Japanese aircraft based at Roi in the Kwajalein Atoll to evade a four-plane Marine (VMF-211) patrol from Wake Island and thus destroy gasoline supplies and eight remaining aircraft on the ground as well as inflict 50 per cent casualties to personnel and escape unscathed.

Wake Island; Japanese Naval Aviation; (Hough, Marine Corps Gazette, November 1950, p. 38).

Heavy Fog

Delayed air attack
(by Japanese)

Dense clouds of fog on Formosa delayed Japan's 11th Air Fleet in their scheduled attack on Clark and Iba Fields, Philippines, for several hours after Pearl Harbor raid. When fog lifted eight hours later (1015 hours 8 December) a force of 108 twin-engine bombers escorted by 84 fighters took off for Clark and Iba Fields, where they still achieved a complete tactical surprise.

Formosa; Japanese Air Fleet; (Morton, USA in WWII: The Fall of the Philippines, pp. 80-86.)

Dust, Haze

Prevented takeoff of aircraft

A thick haze of dust prevented the U.S. 34th Pursuit Squadron at Del Carmen Field (Philippines) from taking off to intercept the attacking Japanese aircraft. But at nearby Clark Field the 20th Pursuit Squadron was preparing to take off to bomb Formosa when the Japanese bombers arrived about 1215.

Philippine Islands; U.S. A.A.F. 34th Pursuit Squadron; (Ibid., p. 85.)

9 December 1941

Fog

Reduced size of attack
(by Japanese)

Early morning fog over Formosa prevented Japanese from sending large attack force as planned to bomb Nichols

Field, Philippines. Only seven bombers were sent.

Formosa; Japanese Air Forces; (Ibid., p. 92.)

10 December 1941

Fog

Disrupted Organized Raids

Fog over Formosa caused planes returning from raids over the Philippines to scatter.

Formosa; Japanese Air Forces; (Ibid., p. 95.)

Wind and Heavy Seas

Amphibious landing (Japanese)

Strong northeasterly winds and a heavy surf caused Japanese amphibious landing (Tanaka Detachment) to be changed from Aparri to Cape Engano, 20 miles away. At Pandan only a small portion of a second force (Kanno Detachment) could get ashore.

Aparri, P.I.; Japanese Amphibious Force; (Ibid., pp. 103-106.)

31 December 1941

High Seas . . .

Amphibious landing (Japanese)

Made transfer of Japanese Lingayen Force from transports to landing craft very difficult. Men and equipment were soaked. Radios were useless because of the salt water, with the result that there were no communications with the first waves ashore. The heavy seas prevented landing of heavy equipment, broached landing craft, and prevented landing of a second wave as planned.

Lingayen Gulf, P.I.; Japanese Amphibious Force; (Ibid., p. 129.)

22 December 1941

Poor Visibility . . .

Air Support

Reduced effectiveness of surprise B-17 raid by nine bombers from Darwin, Australia, on Japanese Jolo Force (an amphibious convoy) preparing to depart Davao, Philippines. Poor visibility at sunset so offset the advantage of surprise that the convoy suffered only minor damage.

Davao, P.I.; U.S. A.A.F. B-17 bombers; (Ibid., p. 113.)

2 January 1942

Overcast with Breaks . . .

Air attack (Japanese)

Permitted 54 Japanese bombers to approach and leave Corregidor in the safety of clouds.

Corregidor; Japanese bombers; (Ibid., p. 482.)

26 January 1942

Heat . . .Personnel (Japanese)

"The heat," complained General Nara [CO 65th Brigade-Japanese in the siege of Bataan] "was extreme and the men experienced great difficulty in movement." With an average of 95°F during the day, the temperature dropped sharply after sundown until the men shivered at night.

Bataan; Japanese 65th Brigade; (Ibid., pp. 325-326.)

Night 1-2 February 1942

Clear, Full MoonObservation

Permitted American observers to spot Japanese flotilla approaching southern Bataan and thus for friendly forces to launch a joint land, sea, and air attack on the enemy.

Southern Bataan; Japanese Attack Force; (Ibid., p. 318.)

Sometime early March 1942

Overcast . . .Air attack

Made difficult friendly bombing by Catalinas of enemy-held Rabaul, but provided security from antiaircraft fire.

Rabaul, New Britain; USN Catalina Squadron; (Johnston, The Toughest Fighting in the World, p. 100.)

17 April 1942

Wind . . .Personnel

Raised a pall of dust near Kyauke, Burma, so that breathing became oppressive. Blew a tree down on a passing truck loaded with British soldiers, killing one and wounding at least five more.

Kyauke, Burma; British troops; (Geren, Burma Diary, p. 28.)

18 April 1942

"Storm" . . .Loss of aircraft

Combined with darkness and dwindling fuel supplies to bring about the loss of all 16 B-25's of the Doolittle raiding force on Japanese cities.

Japan; U.S. A.A.F. Squadron of B-25's; (Army Air Forces in the War Against Japan, p. 101.)

2 May 1942

Wind, Dry . . .

Fighting

Fanned and spread fires started by Japanese shelling of Corregidor, requiring all hands to bring the fire under control.

Corregidor; U.S. troops; (Morton, U.S.A. in WWII series: The Fall of the Philippines, pp. 546-548.)

3 May 1942

Dry, Dust

Observation

Dust from heavy enemy artillery fire on Corregidor reduced the visibility so that spotters for counterbattery fire were blinded.

Corregidor; U.S. troops; (Ibid.)

4 May 1942

Overcast, Rain Squalls . . .

Concealment for air attack

Provided concealment for naval air striking force until 20 miles from the target, Tulagi, in the Solomon Islands, where fair weather prevailed.

Solomon Islands; USN Task Force; (Morison, History of U.S. Naval Operations in WWII, Vol. IV, Coral Sea, Midway and Submarine Actions, May 1942-August 1942, p. 25.)

7 May 1942

Heat . . .

Personnel

Caused three men on General Stilwell's march from Burma to India to collapse along the Chaungui River in Burma because of heat prostration.

Burma; U.S. troops under Gen. Stillwell; (Eldredge, Wrath in Burma, pp. 109, 110.)

14 May 1942

Rain: Mud . . .

Morale

Created extremely difficult marching conditions for General Stilwell's group of 115 Americans, British, Seagrave unit, and Chinese as they were just west of the Chindwin River in Burma on their escape across Burma to India. Men slipped and fell down, food parcels broke open, and all seemed hopeless.

Burma; Allied troops under Gen. Stilwell; (Belden, Retreat with Stilwell, p. 363.)

May 1942

Dry, No Rain

Personnel

When water supply became the most important single problem for the men compressed on Corregidor, a rainstorm would have decreased the disadvantage from the enemy's continually damaging the pumps and power plant.

Corregidor; U.S. forces; (Morton, U.S.A. in WWII series: The Fall of the Philippines, pp. 546-548.)

early June 1942

Fog . . .

Air Attack on Japanese carriers

Prevented a flight of Army bombers based at Fort Glenn on Umnak, Aleutians, from locating and attacking Japanese carriers believed to be about 160 miles south and west. Although contact was frequently made with Japanese carriers in the Aleutian area, fog would envelope them again before any appreciable force could be brought upon them.

Aleutian Islands; U.S. A.A.F. bomber group; (Ford, Short Cut to Tokyo, pp. 10, 15.)

Fog and Pain . . .

Air search and attack; Personnel

Made attack and search missions of the Eleventh Air Force from Umnak airfield in the Aleutians most difficult. Ceiling ranged from zero to 500 feet; visibility five miles or less; navigation by dead reckoning with most flying just above the water's surface; combat crews lived in tents in sea of mud; crews under constant strain.

Aleutian Islands; U.S. A.A.F.; (Army Air Forces in the War Against Japan-1941-1942, pp. 115-117.)

3 June 1942

Fog

Concealment

A small Japanese landing party under cover of fog seized the radio station on Attu before an alarm could be sounded and captured the 90 natives and one white trader.

Attu, Aleutians; Japanese forces; (Ford, Short Cut to Tokyo, p. 3.)

4 June 1942

Fog Bank . . .

Concealment

Concealed Japanese carrier task force north of Aleutians. Clear area to north and south of fog bank permitted planes to take off and land.

Aleutian Islands; Japanese task force; (Ibid., p. 15.)

June 1942

Overcast with breaks

Air attack

Japanese antiaircraft guns trained on holes that appeared in the 1000-foot overcast over Kiska, Aleutians, subjected U.S. attacking planes breaking through the holes to a withering fire, decreasing for U.S. aircraft the advantage of the breaks appearing in the overcast which was otherwise generally favorable to the Japanese.

Kiska, Aleutians; Japanese troops, U.S. aircraft; (Ibid., p. 21.)

11-23 July 1942

Rain

Combat loading, Equipment,
Morale

Cold, driving winter rains interfered with unloading of mixed-type shipping and combat loading of 1st Marine Regiment and supporting groups at Aotea Quay, Wellington, New Zealand. Rain-soaked cardboard cartons burst or were crushed, ruining supplies and equipment. Morale of men forced to handle the cargo in the rain themselves because of New Zealand labor union troubles was low.

Wellington, New Zealand; 1st Marine Division; (Hough, The Island War, p. 35; Miller, U.S.A. in WWII series: Guadalcanal: The 1st Offensive.)

July 1942

Low Ceiling, Poor Visibility . . .

Air attack

Prevented the Eleventh Air Force at Umnak from completing bombing missions on any more than eight days during the entire month of July even though a weather plane flew daily over the Kiska area, the target, looking for favorable weather conditions. Pilots who succeeded in finding the target were usually forced to make low-level bombings from dead-reckoning.

Aleutians; 11th U.S. Air Force; (Army Air Forces in the War Against Japan, 1941-1942, p. 151.)

Log-8.

Air attack

"Bad Weather" . . .

Caused abandonment of three-quarters of all bomber missions in South Pacific. *

South Pacific; U.S. A.A.F.; (Kenney, General Kenney Reports, p. 36.)

5-6 August 1942

Low Overcast, then Clear . . .

Concealment

Concealed from Japanese air patrols a convoy of 82 ships carrying 19,000 men of 1st Marine Division and supporting elements, enabling a surprise amphibious landing on Tulagi and Guadalcanal under a clearing early morning sky and calm sea.

Solomon Islands; U.S. Amphibious Forces; (Hough, The Island War, p. 37, Sherrod, History of Marine Corps Aviation in WWII, p. 75, Miller, U.S.A. in WWII series: The War in the Pacific, pp. 59-61, and Willard, The Leathernecks Come Through, p. 15.)

7 August 1942

Heat . . .

Efficiency Personnel

Exhausted heavily loaded Marines as they struggled through jungle growth after amphibious landing on Guadalcanal.

Guadalcanal; 1st Marine Division; (Miller, U.S.A. in WWII series: The War in the Pacific, p. 70.)

Heat . . .

Efficiency Personnel

Caused men moving supplies inland from the boats to suffer nausea and severe headaches.

Guadalcanal; 1st Marine Division; (Ibid., p. 75.)

26 August 1942

"Bad Weather" . . .

Air attack

Prevented Allied planes from finding target of Japanese ships landing with troops and supplies.

New Guinea; U.S. A.A.F.; (Kenney, General Kenney Reports, p. 84.)

August 1942

Rains, Mud, Thunderheads

Movement
(surface and air)

Torrential rains kept crude native trails over the Owen Stanley Mountains between Port Moresby and Buna impassable most of the time. Adverse weather, including dangerous thunderhead clouds to 40,000 feet over the mountains, frequently limited air transportation and bombing missions.

New Guinea; Allied troops and USAF; (Army Air Forces in the War against Japan 1941-42, pp. 135, 136.)

Rain, Flood . . .

Training

Halted training of Wingate's Raiders in central India when a river rose 30 feet above its banks, causing half of the force to be marooned in tree tops.

Central India; Wingate's Raiders; (Rolo, Wingate's Raiders, p. 35.)

Rain, Mud . . .

Morale

Demoralized Australian troops on a seven to ten day march to Myola, New Guinea, because of continuous rains, sleeping in mud without proper equipment, inability to make fire.

New Guinea; Australian troops; (White, Green Armor, pp. 142, 144.)

12 September 1942

Clear

Observation

A nearly cloudless sky gave antiaircraft artillery at Lunga Point, Guadalcanal, an unusually good opportunity to range on approaching Japanese planes.

Guadalcanal; U.S. Marines; (Tregaskis, Guadalcanal Diary, p. 220.)

13 September 1942

Heat

Efficiency Personnel

Raider Parachute Battalion of 1st Marine Division became exhausted while fighting in the heat for no gain near Henderson Field, Guadalcanal, and halted in the afternoon to prepare a position for the night.

Guadalcanal; U.S. Raider Parachute Bn.; (Miller, U.S.A. in WWII series: The War in the Pacific, p. 116.)

September 1942

Fog . . .

Concealment

Prevented Japanese planes from discovering a newly constructed airfield on Adak throughout the month of September.

Adak, Aleutians; U.S. A.A.F.; (Morison, History of U.S. Naval Operations, pp. 13, 14.)

8 October 1942

Rain . . .

Postponement

Resulting in mud, slippery coral ridges, and impeded air operations caused postponement until the next day a 7th Marine attack across the Matani Kau River on Guadalcanal. The weather cleared by the next day, but by then the Japanese bridgehead had been wiped out.

Guadalcanal; 5th and 7th Marine Regiments; (Miller, U.S.A. in WWII series: The War in the Pacific, pp. 133, 134.)

24 October 1942

Rain and Low Clouds . . .

Loss of equipment (air)

Prevented a pilot from landing an SBD Marine aircraft at Henderson Field, Guadalcanal, and forced ditching of the plane after the fuel became exhausted.

Guadalcanal; Marine aircraft; (Willard, The Leathernecks Came through, p. 120.)

Night 24-25 October 1942

Overcast and Rain . . .

Infantry fighting

Resulting in a black night instead of the hoped for bright moonlight caused the Japanese Kawaguchi Force (regimental size) to lose direction and become confused and get behind of instead of flanking the Japanese 29th Infantry in their night attack in the jungles east of the Lunga River and south of Bloody Ridge (near Henderson Field) on Guadalcanal. As a result when the error was discovered, it was too late to enter the night's fighting.

In the same action 1st Battalion Marines of the 7th Marines found it necessary because of the dark night and poor visibility tediously to guide into position reinforcing troops of 3rd Battalion, 164th Infantry by detachments. The two battalions were intermingled rather than defending separate sectors.

Guadalcanal; Japanese troops and U.S. 7th Marines; (Miller, U.S.A. in WWII series: The War in the Pacific, p. 160.)

25 October 1942

Mud from Rain . . .

Air support

Sticky bog on airfields grounded all Allied aircraft on Guadalcanal while Japanese artillery and aircraft pounded Allied forces. Strong Japanese naval forces known to be approaching enjoyed the immunity of Allied air until later in the day when the sun had dried airfield some.

Guadalcanal; U.S. A.A.F. fighters; (Ibid., p. 162.)

late October 1942

Heavy Rains . . .

Road maintenance

Hampered training, washed out roads, flooded bivouac areas, and caused 57th Engineers of Americal Division to begin around-the-clock maintenance operations to keep vital traffic moving on Viti Levu in the Fiji Islands.

Viti Levu, Fiji Islands; U.S. 57th Engineers, Americal Division; (Cronin, Under the Southern Cross, p. 115.)

1 November 1942

Wind Aloft . . .

Navigation

Caused eight B-24's of the 90th Bombardment Group returning from a bombing mission at south end of Bougainville Island to become separated, resulting in two planes landing in the water off New Guinea and other six landing at four airfields in Australia.

New Guinea area; 90th Group U.S. A.A.F.; (Kenney, General Kenney Reports, p. 141.)

about 18 November 1942

Low Clouds . . .

Loss of plane

Resulted in a DC-3 crashing into a hill as it attempted to get down through the clouds with cargo of supplies at Dobadura airfield near Buna, New Guinea. A procedure of dropping 300-pound bundles attached to a parachute was worked out for use in instrument weather.

Buna, New Guinea; U.S. 5th Air Force; (Ibid., pp. 144, 145.)

19 November 1942

Rain, Clouds . . .

Stopped flying

Halted reconnaissance planes from checking on final results of previous day's air attack on small Japanese convoy bringing

supplies to Buna, New Guinea. Halted all flying over the "hump", Owen Stanley Mountains lying between Port Moresby and Buna.

New Guinea; U.S. 5th Air Force; (Ibid., pp. 143, 144.)

Rain, Mud

Movement

With no Japanese resistance on their drives to Buna, New Guinea, Australian 7th Division and U.S. 32nd Division reported "slow progress" and "heavy going" because of mud.

New Guinea; Australian 7th Division and U.S. 32nd Division; (Ibid.)

11 December 1942

Heavy Rain . . .

Efficiency Personnel

Reduced the tempo of fighting on New Guinea enough to permit Allied troops to bury 633 enemy dead whom the Japanese had not been able to bury because of the constant stream of mortar, machine-gun, and artillery fire, and bombs poured on them. The stench was becoming unbearable to the Allied troops.

New Guinea; Allied troops; (Robinson, The Fight for New Guinea, p. 165.)

13 December 1942

Heat . . .

Efficiency Personnel

Caused scores of men of the 77th Division fighting to hold a hill near Cogon, Leyte, to collapse from heat exhaustion, requiring their evacuation.

Leyte; U.S. 77th Division; (77th Division Association, Ours to Hold It High, pp. 166, 167.)

December 1942

Rains . . .

Movement supplies

Made steep grades on Wright Road, Guadalcanal, slick and dangerous; movement of supplies forward to two front-line battalions difficult.

Guadalcanal, U.S. troops; (Miller, U.S.A. in WWII series: The War in the Pacific, pp. 240, 241.)

sometime in January 1943

Heavy RainWashouts, Transportation,
Construction

A nine-inch rainfall one night on Cape Gloucester, New Britain, caused a stream to shift course washing out the CP's of 1st and 5th Marines and Damaging Division CP. Incessant rains washed out bridges and roads over which material and equipment had to be moved from the landing beaches to the airstrip six miles away. Due to these rains completion of airfield to operating condition was delayed until early February.

Cape Gloucester, New Britain; 1st and 5th U.S. Marine Regiment; (Hough, The Island War, p. 173.)

8 January 1943

Rain . . .Movement

Filled a swamp near Sanananda, New Guinea, to more than waist deep, which stopped Company C, 163rd Infantry, short of its objectives.

New Guinea; Company C, 163rd Infantry Regiment, 41st Infantry Division; (McCartney, The Jungleers, A History of the 41st Infantry Division, p. 37, and Military Intelligence Division, Papuan Campaign, The Buna-Sanananda Operation, (A.F. in A. series) p. 70.)

11 January 1943

No RainEfficiency Personnel

Shortage of drinking water for the men of 3rd Battalion, 27th Infantry, in combat resulted in delaying attack against Hill 53 on Guadalcanal until after 0900 in hopes water would be brought forward. When no water arrived at the front, a rain would have been welcome.

Guadalcanal; U.S. 3rd Battalion, 27th Infantry Regiment; (Miller, U.S.A. in WWII series: The War in the Pacific, pp. 275, 276.)

"Cloudburst"Efficiency Personnel

Shortage of drinking water plagued the combat men of 2nd Battalion, 27th Infantry, until a cloudburst brought them water and cooled them off on Sim's Ridge, Guadalcanal.

Guadalcanal; U.S. 2nd Battalion, 27th Infantry Regiment; (Ibid.)

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12, 13 January 1943

Wind, Snow . . .Amphibious Landing

Made landing 2100 troops with supplies and equipment at Constantine Harbor on Anchitka, Aleutians, very difficult. Smashed landing boats, washed away supplies, soaked the men, wet their equipment. Wind increased to 80 mph on 13 January and blew a ship onto a reef in the harbor.

Anchitka, Aleutians; U.S. troops; (Handeman, Bridge to Victory, pp. 20-22.)

17 January 1943

RainCommunications

Falling rain reduced effectiveness of volume of loud speakers used to urge Japanese at Gifu, Guadalcanal to surrender. No one surrendered.

Guadalcanal; U.S. troops; (Miller, U.S.A. in WWII series: The War in the Pacific, p. 299.)

18 January 1943

Fog . . .Loss of planes

Closed over the target before a flight of seven heavy and five medium bombers with a six-fighter escort reached the target, forcing them to turn back. Then closed in the home airfield at Adak, Aleutians, before the slower seven heavy bombers could return, causing them to seek alternate at Umnak, $2\frac{1}{2}$ hours east of Adak. Two B-24's disappeared in the fog, never to be heard from; one crash landed on Great Sitkin and was damaged beyond repair; one reached Umnak but crashed into two P-38's, destroying them. Total planes lost due to fog--six!

Adak, Aleutians; U.S. A.A.F. aircraft; (Craven and Cate, Army Air Forces in WWII, Vol. IV, p. 375.)

20 January 1943

Rain, Mud, Poor Visibility . . .Infantry fighting

"Limited operations on 20 January and prevented 2nd Battalion [27th Infantry] from exploiting its successes immediately" on Hill 27, Guadalcanal.

Guadalcanal; 2nd Battalion, 27th Infantry; (Miller, U.S.A. in WWII series: The War in the Pacific, p. 303.)

27 January 1943

Rainstorm . . .Loss of plane

Caused crash of liaison plane in jungle on Bougainville.

Bougainville; U.S.A. liaison plane; (Cronin, Under the Southern Cross, p. 140.)

February 1943

MudMovement supplies

Great amounts of energy and time of 41st Division were consumed in moving supplies over the bottomless roads from Oro Bay inland on Papua.

New Guinea; U.S. 41st Infantry Division; (McCartney, The Junglers, A History of the 41st Infantry Division, p. 47.)

"Bad Weather" . . .Movement supplies by air

Frequently halted air transport of food for 41st Division on Papua letting stock piles become dangerously low. One time service was broken for eight days.

New Guinea; U.S. A.A.F.; (Ibid., p. 45.)

Night 16-17 February 1943

FogAir drops

Ground fog 50 to 100 feet thick resulted in wide scattering of air drops to Wingate's Raiders north of Sitauny near the Chindwin River in Burma.

Burma; R.A.F. units; (Rolo, Wingate's Raiders, p. 59.)

1-3 March 1943

Overcast, ClearingCover and concealment,
then in open

Heavy overcast covered and concealed Japanese convoy of eight transports with 6900 soldiers escorted by eight destroyers moving from Rabaul, New Britain, to Lae, New Guinea, until a B-24 broke through overcast and spotted it. Clearing sky next day permitted a reconnaissance plane to direct Allied aircraft to scene where they sank all eight transports and four destroyers that day and next in the Battle of the Bismark Sea.

New Guinea; U.S. A.A.F. and Japanese convoy; (Hough and Crown, Campaign on New Britain, p. 6, Morison, History of Naval Operations in WWII, Vol. VI, pp. 54-56, Cant, The Great Pacific Victory, pp. 99-100, and Kenney, General Kenney Reports, pp. 202-205.)

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Night 12-13 March 1943

Overcast

Artificial moonlight

On this cloudy, dark night the Nipponese, having just lost Hill 700, regrouped for a final banzai attack up a small draw near Cannon Ridge on Bougainville. When the 145th Regiment, 37th Division, called on 251st Coast Artillery Regiment for illumination of the draw with its searchlights, the beams could not reach the bottom of the draw and so they used the cloud layer to reflect the light, giving a moonlight effect. The results were disastrous to the sneaking Japanese, as the infantry mowed them down on the spot.

Use of low clouds & searchlights

Bougainville; 145th Regiment, 37th Infantry Division; (Frankel, 37th Infantry Division in World War II, p. 155.)

14 April 1943

Fog . . .

Air defense

Grounded 60 5th Air Force fighters at Dobodura while Japanese bombers raided Milne Bay on eastern tip of Papua.

New Guinea; U.S. A.A.F. fighters; (Kenney, General Kenney Reports, p. 230.)

25 April 1943

Heavy Rain, Mud . . .

Stalled attack

Stalled a drive of Fijians from 132nd Infantry, Americal Division, on Hill 150 on Bougainville because mud limited the movement, and sheets of rain cut down visibility to only a few feet.

Bougainville; 132nd Infantry, Americal Division; (Cronin, Under the Southern Cross, p. 182.)

8 May 1943

Wind, High Seas, "Foul" Weather . . .

Postponed D-Day

Delayed amphibious landing on Attu, Aleutians, until 11 May.

Attu, Aleutians; U.S. Amphibious forces; (Morison, History of U.S. Naval Operations, pp. 37-41.) See also Chapter XI, Part One, Vol. I of WWII.

8-10 May 1943

Dense Fog . . .

Concealment

Concealed ships from enemy air and submarine observers.

~~CONFIDENTIAL~~

Off Attu, Aleutians; USN vessels; (Ibid.) See also Chapter XI, Part One, Vol. I of WWII.

10 May 1943

Dense Fog . . .

Navigation: Ship collision

Made ship maneuvering and station keeping very hazardous; resulted in minelayer Sicard ramming destroyer MacDonough, causing both to retire from the task force.

off Attu, Aleutians; USN vessels; (Ibid.) See also Chapter XI, Part One, Vol. I of WWII.

11 May 1943

Fog . . .

Movement

Delayed amphibious landing at Massacre Bay on Attu, Aleutians, from morning until 1530 with troops spending the delay time in landing craft. Fortunately sea was calm and temperature relatively high (48°F). Decided to land regardless of fog and first wave followed destroyer Pruitt's tooting whistle. Fog lifted some, and by 2000 some 2,000 troops were ashore with command posts and communications established on a beach-head extending a mile inland, and contact made with the enemy.

Attu, Aleutians; U.S. Amphibious forces; (Ibid., pp. 41-43.) See also Chapter XI, Part One, Vol. I of WWII.

12 May 1943

Fog . . .

Movement

Closed in with darkness, which stopped advance of troops toward Holtz Bay in the second landing on Attu, Aleutians.

Attu, Aleutians; U.S. troops; (Ibid., p. 44.) See also Chapter XI, Part One, Vol. I of WWII.

13 May 1943

Fog . . .

Movement

Resulted in Army canceling an attack in force on Attu, Aleutians. Also postponed advance by troops landing at Massacre Bay.

Attu, Aleutians; U.S. troops; (Ibid., p. 46.) See also Chapter XI, Part One, Vol. I of WWII.

Gusty winds . . .

Air support

Caused three planes catapulted from USS Nassau to crash as they flew up valleys under overcast.

Attu, Aleutians; USN aircraft; (Ibid., p. 47.) See also Chapter XI, Part One, Vol. I of WWII.

Concealment

Fog . . .

Provided cover for U.S. ships in Attu waters, shielding them from flight of twenty Japanese torpedo bombers on this day and holding Japanese carrier planes down.

Attu, Aleutians; USN vessels; (Ibid., pp. 48, 49.) See also Chapter XI, Part One, Vol. I of WWII.

22 May 1943

Efficiency Personnel

Rain . . .

Soaked personal gear, sleeping bags, boots, musette bags, combat kits; made mud puddles out of foxholes for men on Attu, Aleutians.

Attu, Aleutians; U.S. troops; (Handleman, Bridge to Victory, p. 184.) See also Chapter XI, Part One, Vol. I of WWII.

0300, 29 May 1943

Concealment

Snowstorm . . .

Set the stage for 1,000-man counterattack by Japanese being cornered at Chicagof Harbor, Attu, Aleutians. Made it difficult to distinguish friend from foe in hand-to-hand fighting in the darkness. Many Japanese escaped.

Attu, Aleutians; U.S. and Japanese troops; (Richardson, Engineering News Record, Vol. 131, pp. 945, 946.) See also Chapter XI, Part One, Vol. I of WWII.

Night 29-30 June 1943

Assault landing

Wind, Heavy Seas
and Surf, Rain . . .

Caused one PT boat in a convoy of some three dozen landing craft carrying 41st Division troops from Mort Bay to Nassau Bay, New Guinea, and manned by 2nd Engineer Special Brigade to become lost on this night when it was difficult even to see the wake of the preceding boat. A ten-to-twelve-foot surf at Nassau Bay caused many of the boats to broach and they in turn to be rammed by boats following. So many of the landing craft of the 2nd and 3rd waves broached that the men on the accompanying PT boats had no means of getting ashore and returned to Morobe at daybreak. "Of eighteen boats which landed only one made it off the beach and back to sea."

New Guinea; USN PT Boats and landing craft; (McCartney, The Jungleers, A History of the 41st Inf. Div., p. 53, and Morison, History of Naval Operations in WWII, Vol. VI, pp. 136, 137.

0335, 30 June 1943

Rain, Choppy Seas, High WindAssault landing

Darkness and a heavy downpour obscured previously placed beach markers and also a signal light for a small convoy assigned to occupy Vangunu Island just east of New Georgia in the Solomons. As a result the two APD's began to debark the Marines from wrong positions. As soon as discovered the APD's relocated, but in the confusion increased by the choppy seas and high winds, the coxswains lost contact and did not regain it in the rainy darkness. Consequently the Marines landed at widely separated points. Two boats, carrying 1st and 2nd Platoons of Company Q, headed in the wrong direction, one grounding on a reef and the other broaching, both ending up some seven miles from the assigned beach at Oloana Bay.

Solomon Islands; USN and Marine units; (Rantz, Marines in the Central Solomons, pp. 45, 46.)

Rain, MudMovement, Equipment failure

Mud and thick undergrowth interfered with forward progress of Marines after landing and regrouping at Oloana Bay. Rain knocked out all radios; made raging torrents out of two streams that swept men off their feet as they attempted crossing.

Solomon Islands; U.S. Marine units; (Ibid.)

30 June 1943

Rain Squalls and Fog . . .Assault landing

Combined with darkness obscured landmarks and reference points for a convoy sailing up Blanche Channel, between Rendova and New Georgia in Solomons. Poor visibility prevented advance landing units from contacting coastwatcher on Rendova preparatory to landing of 172nd Infantry. On nearby islets, however, visibility did not prevent contact with coastwatchers, and islets were quickly cleared of enemy by Companies A and B of 169th Infantry.

Solomon Islands; USN Task Group 31.1; (Ibid., pp. 54-57.)

Heavy Rain, MudMovement

Sudden heavy rain slowed movement of supplies inland from the beaches on Rendova; roads became quagmires; culverts collapsed; only wide-tread prime movers could move the equipment that could not be hand carried.

Solomon Islands; U.S. Army and Marine units; (Ibid.)

"Bad Weather" . . .

Air strikes

Prevented scheduled air strikes on enemy bases at Rabaul, New Britain, and Kahili, Munda, and Vila in the Solomons.

Solomon Islands; U.S. A.A.F. and USN aircraft; (Ibid., pp. 60, 61, 145.)

Night 30 June-1 July 1943

Rain Squall . . .

Naval attack

Prevented an enemy naval attack by five destroyers on night of D-Day for American forces on Rendova.

Solomon Islands; Japanese fleet; (Ibid.)

2 July 1943

Stormy then Clearing

Air attack

Storm in morning resulted in recalling air umbrella over Rendova about 1010, but at 1335 as weather began to clear, an enemy flight of 24 bombers covered by 44 fighters suddenly winged in over Rendova Mountain and caught the men on the beaches busy moving supplies and equipment and preparing emplacements for the artillery. "Medical officers' reports indicate that the Allies sustained well over 200 casualties on 2 July."

Solomon Islands; Japanese aircraft; (Ibid., pp. 62, 63.)

Storm

Air Attack

Another reference gives following version of apparently same incident as above.

". . . On 2 July . . . a flight of Bettys, variously estimated at 18 or 25, came in under cover of 13 Zekes. They dropped an estimated 50 bombs in the Rendova landing area, causing the heaviest casualties of any single rain on American positions in the South Pacific: 59 killed, 77 wounded. About three-fourths of the casualties were among 43rd Division headquarters personnel, the rest sailors and Marines.

"The odd thing about this raid was its timing. At 1201 Admiral Mitscher directed the Allied fighter patrol to return to Guadalcanal; a storm was reported brewing. These orders were thrice confirmed in the clear. . . . Whether their radio signals were intercepted by the Japanese or not was never learned The raid, at 1330, came as a complete surprise"

Solomon Islands; Japanese aircraft; (Sherrod, History of Marine Corps Aviation in World War II, p. 148.)

Night 2-3 July 1943

"Bad Weather" . . .

Naval attack

Aided Allies on Rendova when nine enemy destroyers and a cruiser attempted shelling beachhead on Rendova; shells fell harmlessly in jungle because of lack of visibility.

Solomon Islands; Japanese fleet; (Rentz, Marine in the Central Solomons, p. 64.)

3 July 1943

Mud

Movement of supplies
and equipment

"The large numbers of trucks, tractors, and heavy weapons still stuck in axle-deep mud in the middle of 'roads' [on Rendova] attested to the excessive cost of transporting huge amounts of 'luxury equipment' on D-Day."

Solomon Islands; U.S. landing forces; (Ibid.)

5 July 1943

Mud . . .

Movement of supplies
and equipment

Hampered the movement of supplies and equipment on New Georgia as heavily loaded trucks churned the sticky mud, making all roads impassable to vehicles. Supplies had to be manhandled from the shore to the dumps.

Solomon Islands; U.S. landing forces; (Ibid., p. 67.)

About 8 August 1943

Daily Rains . . .

Movement supplies

Made roads and trails on New Georgia impassable to wheeled vehicles; tractors and trailers used to carry supplies and ammunition forward to columns advancing on Diamond Narrows; air drops used when tractors became stuck.

Solomon Islands; U.S. Army and Marine units; (Ibid., p. 123.)

August 1943

Mud . . .

Movement artillery

On New Georgia Island made necessary construction of corduroy roads and the use of tractors, bulldozers, and many men to emplace the heavy guns.

Solomon Islands; U.S. 25th Division; (Karolevitz, History, 25th Division, p. 59.)

5 September 1943

Gentle wind . . .Smoke screening

Permitted successful laying of wall of smoke by seven bombers equipped with M10 smoke tanks flying down a valley near Lae, New Guinea. Wall of smoke 400 feet high and 4,000 feet long protected 1700 paratroopers from Japanese fire and enabled them to capture Nadzab airfield.

New Guinea; U.S. paratroops; (Chemical Corps, Association, Chemical Warfare Service in WWII, p. 177.)

Heat, Humidity . . .Efficiency Personnel

Was reported to have caused collapse of some of the paratroopers within an hour of landing.

New Guinea; U.S. paratroops; (White, Green Armor, p. 12.)

7 October 1943

Hurricane: Wind,
Rain, and FloodPersonnel, Equipment loss,
Movement, Communications

Falling branches and trees caused many broken bones among 182nd Infantry of Americal Division near Laruma River in Bougainville, Solomons. Flash flood swept through artillery positions and carried away supplies and ammunition; destroyed two water points; made three-fourths of roads and bridges impassable; drowned one man. Wind and flood caused numerous breaks in communications net, necessitating laying new lines.

Bougainville; 182nd Infantry, Americal Division; (Cronin, Under the Southern Cross, pp. 202-204.)

13-17 October 1943

Low Ceilings . . .Air support

At Port Moresby, Papua, prevented air attacks on Rabaul, New Britain.

New Guinea; U.S. 5th Air Force; (Kenney, General Kenney Reports, p. 316.)

18 October 1943

Low CeilingAir support

When ceiling lowered to 200 feet off coast of New Britain, heavy bombers and fighters in flight turned back to Port Moresby. Fifty-four B-25's continued on low over water and came into clear over Tobera airfield near Rabaul where they dropped bombs in a surprise raid, destroying 39 enemy planes and many personnel.

Rabaul, New Britain; U.S. 5th Air Force; (Ibid.)

27 October 1943

Rain Squall . . .Delayed movement

Was blamed for false range of radar and resulted in 20-minute delay of H-Hour for 8th Brigade Group of 3rd New Zealand Division aboard seven APD's of 1st Transport Group in their landing on Striling Island in the Treasury group, North Solomons.

Solomon Islands; 8th Brigade Group, 3rd New Zealand Division; (Rentz, Bougainville and the Northern Solomons, p. 96.)

Night 4-5 November 1943

Smooth Sea, Overcast . . .Movement

Permitted task force to make speed of 27 knots and avoid enemy snoopers, enabling it to reach designated launching position for hastily planned carrier assault on Rabaul, New Britain, on schedule.

Solomon Sea; U.S. Task Force 38; (Morison, History of Naval Operations in WWII, Vol. VI, pp. 324, 325.)

5 November 1943

Overcast; ClearAir attack

Squally, overcast weather permitted launching of carrier planes under cover. Clear and unlimited visibility presented ideal conditions over the target, to knock out temporarily the Japanese Second Fleet.

Target: Simpson Harbor, Rabaul; Carriers: 230 miles SE Rabaul, New Britain; USN Task Force 38; (Ibid., pp. 326-328.)

Late November 1943

"Bad Weather" . . .

Air attack

Grounded 14th Air Force while Japanese 11th Army moved across Tung-ting Lake area toward Chang-te in southeast China.

SE China; Japanese 11th Army and U.S. 14th Air Force;
(Manuscript: C.B.I. Theatres, Part 1, U.S.A. in WWII,
p. I-42.)

20 November 1943

Wind

Smoke Operations, Movement

Brisk southeast wind prevented the use of smoke in landings on Tarawa. Furthermore, it blew the water out from the shelving reef resulting in landing craft running aground half a mile offshore.

Tarawa Atoll, South Pacific; 2nd Marine Division; (Burrell, Yank, staff of, The GI Story of the War, p. 64.)

26 December 1943

Wind

Smoke Operations, Movement

Landing craft lost direction in smoke that was carried offshore due to light wind shift.

Cape Gloucester; 1st Marine Division; (Hough and Crown, The Campaign on New Britain, p. 50.)

27 to 31 December 1943

Heavy Rain, Poor visibility, Mud

Movement, Field tactics

Heavy rains began on the afternoon of D-Day on Cape Gloucester and continued for five days causing the ground to become impassable due to mud. Vision of tank crews was greatly hampered.

Cape Gloucester; 1st Marine Division; (Ibid., pp. 63, 70.)

2-9 January 1944

Heat, Rain

Efficiency Personnel

Rugged fighting in heavy rain and torrid heat debilitated the men and depleted their ranks.

Aogini Ridge, Cape Gloucester, New Britain; 3rd Battalion, 5th Marines, 1st Marine Division; (Ibid., p. 102.)

Rain

15 January 1944

Movement

Bridges washed out frequently.

Guadalcanal; 40th Infantry Division; (Infantry 40th Division, The Years of WWII, p. 98.)

January 1944

"Bad Weather"Air support canceled

50 per cent of Allied bombing group missions canceled.

Burma; Allied Air Forces; (Manuscript: C.B.I. Theatres, Part I, U.S.A. in WWII, p. III-27.)

"Bad Weather"Movement of supplies,
Road maintenance

Retarded road work and hampered supply.

North Burma; 38th and 22nd Division (Chinese); (Ibid., p. IV-52.)

MudMovement of men and supplies

Mud due to heavy rains impaired trafficability over roads. Even the indomitable jeeps were stuck at times and convoys to supply combat troops were unable to get through.

Burma Road; Allied troops; (Eldridge, Wrath in Burma, p. 203.)

MudConstruction work

Sea of mud due to heavy rains prevented construction of air strip.

Cape Gloucester, New Britain; 1913th Aviation Engineer Battalion and 864th Aviation Engineer Battalion; (Hough and Crown, The Campaign on New Britain, p. 88.)

1 February 1944

RainsEfficiency of equipment

Frequent rain squalls and heavy swells drowned out radios mounted on LVT's interrupting vital communications.

Rai, South Pacific, 23rd Marine Regiment, 4th Marine Division, and 4th Amphibian Tractor Battalion; (Heinl and Crown, The Marshalls: Increasing the Tempo, pp. 66,67.)

Rainstorm

Concealment

Japanese infiltrated into forward positions during rainstorm.

Kwajalein Island; Company L, 184th Infantry, 7th Infantry Division; (Marshall, Island Victory, pp. 65-67.)

Rain

Efficiency of equipment

Machine gun jammed during Jap attack because of heavy amount of water which had fallen on the gun.

Kwajalein Island; Company L, 184th Infantry, 7th Infantry Division; (Ibid., pp. 63-64.)

1-9 February 1944

Rain, Mud

Movement personnel

Incessant rains created mud adding to the natural difficulties of the march.

West coast, New Britain; 5th and 7th Regiments, 1st Marine Division; (Hough and Crown, The Campaign on New Britain, p. 134.)

29 February 1944

Overcast

Air support

Overcast low ceilings limited air support.

Low Negros Island, South Pacific; 1st Cavalry Division; (The Admiralties, U.S.A.F. in Action series, p. 23, and Wright, Road to Tokyo, The 1st Cavalry Division in WWII, p. 16.)

5 March 1944

Fog, Poor Visibility

Confusion

Poor visibility due to fog caused Chinese troops to mistake American marauder troops for Japanese. This action resulted in the marauders deploying and wounding several Chinese.

Maingkwan, Burma; Merrill's Marauders and Chinese 38th Division; (Eldridge, Wrath in Burma, p. 221.)

6 March 1944

"Bad Weather"

Air support

Air support failed to arrive as planned for the 5th Marine Regiment, 1st Marine Division in the Talasea area, New Britain.

A squadron of fighters from the 5th Air Force failed to appear, having been "weathered in."

New Britain; 5th Marine Regiment, 1st Marine Division, and 5th Air Force; (Hough and Crown, The Campaign on New Britain, p. 156.)

middle of March

Mud

Trafficability

Early rains caused roads in Burma to become muddy with resultant slowing down of transportation when even the mules became mired down.

Burma; Merrill's Marauders; (Eldridge, Wrath in Burma, p. 243.)

24 March 1944

Thunderstorms

Communications

Radio communication between Wingate's headquarters on the move from Imphal, Burma, to India was impaired because of four days of violent thunderstorms.

Burma; 16th Brigade, 3rd Indian Division (British); (Manuscript, C.B.I. Theatres, Part II, U.S.A. in WWII series, p. 91.)

Early April 1944

Rain

Movement and
Efficiency Personnel

Continuous rains made red clay road impassable and contributed to a high disease rate.

Manus, Admiralty Islands; 1st Cavalry Division; (The Admiralties, U.S.A. Forces in Action series, pp. 141-142.)

16 April 1944

Heavy Rain

Postponement

Heavy rain on 16 April forced postponement of attack one day on Lantawan, Philippines.

Lantawan, Negros Island, Philippines; 185th Regiment, 40th Infantry Division; (Infantry 40th Division, The Years of WWII, p. 131, and AGO Item 796, pp. 51, 52.)

Fog and Low CloudsAir bombardment

Of 170 airplanes of the 5th Air Force taking part in air bombardment of Todji, New Guinea, 36 made emergency landings and 31 airplanes were missing due to a fog bank which had moved on landing area from offshore. General Kenney states, "It was the worst blow I took in the whole war."

Tadji, Netherlands, New Guinea; 5th Air Force; (Kenney; General Kenney Reports, p. 388.)

23-25 April 1944

Rain, MudMovement

Heavy rains began to turn the road into a quagmire making it very difficult for the men to make any progress in hand-carrying supplies.

New Hollandia, New Guinea, 21st Infantry Regiment, 24th Infantry Division; (Smith, U.S.A. in WWII series: The Approach to the Philippines, pp. 62, 66.)

28 April 1944

Low CloudsAir bombardment

Twenty-seven B-24's escorted by ten P-51's assigned mission of blasting the Yellow River bridges were unable to complete the mission because of low ceiling over the target area.

Yellow River, China; 14th Air Force; (Manuscript: C.B.I. Theatres, Part III, U.S.A. in WWII, p. 67.)

Late April 1944

Rain, MudRoad construction, Maintenance

Construction and maintenance of roads made difficult because of rain and mud at Talasea, New Britain.

Talasea, New Britain; RCT 185 and 115th Engineers, 40th Infantry Division; (Infantry 40th Division, The Years of WWII, pp. 100-104.)

Dust StormsEfficiency Personnel

High winds caused tents to be torn to ribbons. One man was killed and several injured by falling trees. "Fine volcanic dust penetrated everything:-including eyes, ears, nose, and mouth."

Cape Gloucester; 40th Infantry Division; (Ibid., pp. 103-104.)

4-28
causing
loss
of
strength

May-June 1944

Heavy Rains, MudMovement of supply

Japanese supply system broke down in muddy jungle trails of north central Burma.

Imphal area, Burma; 31st and 33rd Divisions, 15th Japanese Army; (Manuscript: C.B.I. Theatres, Part II, U.S.A. in WWII, p. 82.)

1 May 1944

Rains, Mud, SlipperyMovement

See Part Three, Chapter XI, Volume I of Weather in World War II.

22 May 1944

Heavy RainsMovement, Air support

While the Japanese held tenaciously to Myitkina, the monsoon rains arrived, hampering Allied ground movement and curtailing air support.

Myitkina, Burma; Allies; (McInnis, The War; Fifth Year, p 172)

30 May 1944

Fog, OvercastConcealment

The Japanese fleet took advantage of the fog and frontal conditions and moved their carriers close to Midway undetected. "Weather greatly reduced the effectiveness of air search and exercised a considerable influence on the battle."

Midway Island; Japanese Fleet units; (Morison, History of U.S. Naval Operations in WWII, Vol. IV, p. 87.)

June 1944

RainsEfficiency equipment

Chinese troops neglected their weapons during rains with the result that their pieces grew rusty. Leaving firing batteries in rocket launchers in place during rains ruined them in 24 hours.

North Burma; Chinese troops; (Manuscript: C.B.I. Theatres, Part III, U.S.A. in WWII, p. 43.)

3 June 1944

OvercastConcealment

Two Army P-40's shot down two Japanese planes and damaged two others when the former took off from Otter Point,

Umnak. Japanese intelligence officers were unaware of the existence of the field because of overcast conditions.

Aleutian Islands; U.S. A.A.F. P-40's and Japanese Task Force; (Morison, History of U.S. Naval Operations in WWII, Vol. IV, p. 176.)

Overcast

Concealment

Japanese carriers took advantage of "weak front" 300 miles northwest of Midway in hiding from U.S. search planes.

300 miles NW Midway Island; Japanese Task Force, U.S. search-attack planes; (Ibid., p. 96.)

4 June 1944

Fog . . .

Concealment

Enabled Japanese fleet to elude U.S. search planes and picket boats and approach within aircraft striking distance of Dutch Harbor where fair weather existed.

Dutch Harbor, Aleutians; Japanese Task Force, U.S. search planes; (Ibid., p. 102.)

First half of July 1944

Rains, Mud

Efficiency Personnel, Movement

Monsoon rains caused roads to collapse in mud: Morale of the Japanese soldiers broke since they were exhausted by malnutrition and malaria. Over 17,000 horses died and many Japanese soldiers threw away their arms and quarreled among themselves in their fight for food.

Imphal area, North Central Burma; 31st Division, 15th Army (Japanese); (Manuscript: C.B.I. Theatres, Part II, U.S.A. in WWII, p. 83.)

3 July 1944

Rain, Mud

Movement

A heavy shower fell just after dark on northern Saipan which turned red clay into hopeless mud over which vehicles could make no progress.

Saipan; 165th Infantry Regiment, 27th Infantry Division; (Love, The 27th Infantry Division in WWII, p. 369.)

Rain

Efficiency of equipment

Heavy rain of this period caused weapons to foul when rain and sand jammed the weapons.

Saipan; 27th Infantry Division, 105, 106th Infantry Regiments; (Ibid., pp. 446, 500.)

19-26 July 1944

Rain, Mud

Movement
Air support

Both ground and aerial operations by the XX Chinese Army Group in North Burma had to be postponed for a week due to rainstorms.

Teng-chung, North Burma; XX Group Army (Chinese); (Manuscript: C.B.I. Theatres, Part III, U.S.A. in WWII, p. 74.)

Night of 25-26 July 1944

Heavy Rain, Mud

Movement, Evacuation of wounded

Transportation came to a halt when torrential rains made the roads into quagmires on Guam. All supplies were man handled to the front and many wounded could not be evacuated until the following morning.

Guam; 3rd Battalion, 22nd Marine Regiment, 1st Provisional Marine Brigade; (Lodge, The Recapture of Guam, pp. 78, 79.)

28 July 1944

Sea-Wind

Movement supplies

Heavy swells from a typhoon in the Philippine Sea broached ponton causeways and also an LST. This halted the train of supplies temporarily on Tinian.

Tinian, Marianas; U.S. amphibious forces; (Morison, History of U.S. Naval Operations in WWII, Vol. VIII, p. 368.)

Late July 1944

Heavy Rains, Mud

Road construction, Movement

Coral and other rubble had to be handled in great quantities to give the topsoil a harder surface. The clay soil on Guam became a quagmire from the recurring heavy rains.

Guam; 302nd Engineers, 77th Infantry Division; (Guam-Operations, p. 74.)

August 1944

Heavy RainsMovement

Monsoon rains cut off the Japanese from their supplies before they could reach Assam.

Imphal, Burma; Japanese troops, British and Indian forces; (Eldridge, Wrath in Burma, p. 256-257).

17-19 September 1944

HeatEfficiency Personnel.Movement

Temperatures as high as 115°F were noted on Peleliu. Four days after the 1st Marine landings there were as many casualties from heat prostration as from wounds. As heat prostration cases mounted, it became necessary to call frequent halts in order to rest the weary men. The problem of supplying water forward aggravated the situation. "The heat had become an important factor in the fight . . . The battle against climate now was almost as serious as the fire fight itself." Some men frequently took as many as 30 salt tablets a day although the instructions called for no more than 15.

Peleliu, Palau Islands; 1st Marine Division; (Hough, The Assault on Peleliu, pp. 71, 94, McMillan, The Old Breed, pp. 306, 312, 313, Burrell, Yank, staff of, The GI Story of the War, p. 128, and Hough, The Island War, p. 310).

17 September 1944

Swell, High SurfUnloading, Damage

High surf produced from heavy swells at Anguar caused a slow-down in unloading from boats and LCT's and caused a great deal of damage to them. The heavy surf conditions on the beach also caused two legs of a ponton causeway to break loose, although local wind at the time was negligible.

Anguar, Palau Islands; USN amphibious force; (AGO Item 128, pp. 8, 9, letter, 1 October 1944, U.S. Pacific Fleet Commander Transport Division 26).

29-30 September 1944

High Seas, WindUnloading

Unloading operations were hampered on Peleliu when high seas from winds associated with a typhoon made the beaches unusable. It was necessary to have vital supplies flown in even after the wind died down and the sky had cleared since the heavy swells continued.

Peleliu; 1st and 5th Marine Regiments of 1st Marine Division; (Hough, The Assault on Peleliu, p. 135).

Rain

Efficiency Personnel

The Japanese who were holed up on Peleliu welcomed the rains associated with the storm since they were running critically short of drinking water.

Peleliu; Japanese troops; (Ibid., incl. footnote 83).

30 September 1944

Rain and Fog

Delayed movement

Visibility became so poor that the second phase of attack was delayed a few hours until 1245. 1st Battalion lost physical contact with 3rd Battalion.

Peleliu; Companies A and B, 1st Battalion, 7th Marine Regiment, 1st Marine Division; (Ibid., p. 145).

October 1944

Wind-Rainstorm

Delayed movement supply

Movement of supplies across Laruma River was delayed for three days due to wind and rainstorm.

Laruma River, Bougainville; 246th FA Battalion, Americal Division; (AGO Item 382, p. 3).

Heat

Efficiency Personnel

Men collapsed with heat exhaustion in the fight for Fort McKinley.

Fort McKinley, Manila Bay; 24th Infantry Division, 19th Regiment; (Valtin, Children of Yesterday, p. 14).

2-5 October 1944

Wind, High Seas

Unloading supplies

Disembarkation of supplies came to a halt on Peleliu when strong winds and high seas prevailed. Rations had to be flown in during the period.

Peleliu; U.S. Marine units; (Isely and Crowl, U.S. Marines and Amphibious War, pp. 411, 414).

7 October 1944

Heavy Rain, FloodArtillery support fire

Heavy rains at the headwaters of the Laruma River caused flooding of battery positions so that guns and ammunition were completely covered by water.

Laruma River, Bougainville; 246th FA Battalion, Americal Division; (AGO Item 382, p. 2).

10 October 1944

"Bad Weather"Concealment

Admiral Mitscher's fast carrier task force followed the track of bad weather associated with a typhoon moving toward Okinawa from the southeast in order to achieve surprise in the preliminary operations for the landings on Leyte.

Off Okinawa; Carrier Task Force, part of Third Fleet; (Appleman, Burns, Gugeler, and Stevens, U.S.A. in WWII series: Okinawa: The Last Battle, p. 44).

14 October 1944

Rains-FloodsMovement

Due to heavy rains and resultant flood, all of the 247th FA Battalion was displaced from its positions at the mouth of the Terekina River to the rear.

Bougainville; 247th FA Battalion, Americal Division; (AGO Item 382, p. 3).

WindMinesweeping

Storm forced minesweepers to suspend operations in the waters of the landing areas of Leyte Gulf.

Leyte Gulf; Minesweepers operating for Sixth Army; (Cannon, Leyte: The Return to the Philippines, p. 57).

17 October 1944

"Bad Weather" WindConstruction

Company B of the 6th Rangers was assigned the mission of emplacing a navigation light, but bad weather and choppy seas kept troops confined to the ship.

Homonhon Island, Philippines; Company B of 6th Rangers; (Ibid., p. 55).

17 October 1944

"Bad Weather"

Movement
(by Japanese)

The Japanese 2nd Air Division was unable to forestall the Americal landings in the Philippines because the bad weather prevented them from moving from Luzon to Negros Island.

Central and Southern Philippines; Japanese 2nd Air Division; (Ibid., pp. 85, 86).

Winds, Poor Visibility

Air Support

"Because of the high winds and the limited visibility, air operations were entirely lacking on 17 October 1944."

Leyte, Philippines; 6th U.S. Army; (AGO Item 279-C, p. 31).

20 October 1944

Wind

Movement

Due to a "severe storm" Company D, 6th Ranger Battalion landed on Sulvan two hours later than planned.

Sulvan, Pacific Islands; Company D, 6th Ranger Battalion; (AGO Item 436-3-U, p. 12).

Heat

Efficiency Personnel

The intense heat was a factor in slowing down the progress of the battalion.

Leyte; 2nd Battalion, 382nd Regiment, 96th Infantry Division; (Cannon, Leyte, Return to the Philippines, p. 75).

Rain, Mud

Movement

Heavy rains created mud making highways inadequate for military traffic. Even most of the "weasels" were mired down in the mud. The battle with mud "caused more trouble and difficulty than the Japanese ever did."

Leyte; 7th and 96th Infantry Divisions of XXIV Corps, 1st Cavalry and 24th Infantry Divisions of X Corps; (Wright, Road to Tokyo-The 1st Cavalry Division in WWII, pp. 74-75, and Davidson and others, The Deadeyes, The Story of the 96th Infantry Division, p. 21).

20-25 October 1944

Rain, Mud

Air Support,
Landing crashes

The monsoon rains made the unpaved landing strips on Leyte a sea of mud. During the battle for Leyte Gulf, twenty

carrier planes cracked up in attempting landings on the Tacloban strip.

Leyte; USN carrier aircraft; (Karig, Harris, and Manson, Battle Report-The End of an Empire, pp. 24, 25).

21-23 October 1944

Heat

Movement
Efficiency Personnel

Because of the "blazing heat" and the terrain infantrymen had trouble in advancing and were soon exhausted.

Leyte; 184th Infantry Regiment, 7th Infantry Division, 5th Cavalry, 1st Cavalry Division, 32nd Infantry and 17th Infantry Regiment, 7th Infantry Division; (Cannon, Leyte, Return to the Philippines, pp. 129-131, p. 133, p. 152).

25 October 1944

Rain, Washouts

Movement

Heavy rain wiped out Highway 1, the only road available in getting overland from the 24th Division to the 1st Cavalry Division area.

Tacloban, Pacific Islands; 24th Infantry Division, 1st Cavalry Division; (Ibid., p. 185).

26 October 1944

Heat

Efficiency Personnel

When the commanding officer of Company E, 383rd Infantry Regiment, was overcome by the heat the executive officer took over and ordered the withdrawal of the force.

San Vicente Hill, Southern Leyte; Company E, 383rd Infantry Regiment, 96th Infantry Division; (Ibid., p. 118).

27 October 1944

Heat

Efficiency Personnel

G Company men were "dropping from heat exhaustion." It was necessary to relieve them by E Company.

Tabontaban, Leyte; 381st Infantry Regiment, 96th Infantry Division; (Davidson and others. The Deadeyes, The Story of the 96th Infantry Division, p. 38).

28 October 1944

Rain

Efficiency Personnel

Rain that started in the morning and continued all day relieved the shortage of water by the Japanese.

Peleliu Islands; Japanese troops; (The 81st Infantry Wildcat Division in WWII, p. 183).

Rain

Concealment

A "driving rain" enabled Companies E and F of the 2nd Battalion to ford the Mainit River unobserved.

Mainit River, Northern Leyte; Companies E and F, 2nd Battalion, 34th Infantry, 24th Infantry Division; (Cannon, Leyte, Return to the Philippines, p. 170). See also Vol. I, WWII, Chap. XI, Part Two.

29 October 1944

Mud

Movement

The progress of the battalion was impeded by muddy roads coupled with the previous destruction of a bridge over the Bits River.

Southern Leyte; 2nd Battalion, 32nd Infantry Regiment, 7th Infantry Division; (Ibid., p. 144).

Typhoon

Efficiency Personnel

"Three or four" tents were blown away as a small typhoon hit Leyte on the night of 29 October 1944. Personnel awoke "thoroughly drenched and at odds with the world, Leyte in particular."

Leyte; 7th Fighter Squadron; (Ibid., p. 97-98).

Late October 1944

Rain

Construction, Air support

One of the chief causes for the delay in airfield construction and the resultant lack of adequate air support was rain.

Leyte; Army Service Command, 6th Army; (Ibid., p. 188; AGO Item 279-C).

Heavy Rains

Movement

The 21st Infantry Regiment on their way north to relieve men of the 34th Infantry Regiment were delayed by heavy rains.

Breakneck Ridge, Leyte; 21st and 34th Infantry Regiment, 24th Infantry Division; (Valtin, Children of Yesterday, p. 167).

November 1944

Rain - Mud

Movement

Frequent rains with inevitable mud bogged down the supply line. Traction was difficult for all but the LVT's of the 826th Amphibian Tractor Battalion.

Leyte; 1st Cavalry Division; (Cannon, Leyte, Return to the Philippines, p. 235).

4-9 November 1944

Rain

Tactics, Movement

Rain along with the outer edge of a typhoon stymied all offensive action through 4-9 November.

Peleliu; 323 RCT, 81st Infantry Division; (Hough, The Assault on Peleliu, p. 176).

5-6 November 1944

Rain

Concealment
Efficiency Personnel

The constant rain provided a protective cover for the enemy at Breakneck Ridge. It also was responsible for a "serious drop in efficiency of personnel."

Breakneck Ridge, Leyte; 21st Infantry Regiment, 24th Infantry Division; (Cannon, Leyte, Return to the Philippines, p. 211; Verbeck, A Regiment in Action, p. 16).

5-18 November 1944

Rain - Mud

Efficiency Personnel
Movement

Troops suffered from "immersion foot" from the constant rain, and supplies were bogged down in the knee-deep mud.

Daro, Leyte; 21st Infantry Regiment; (Ibid., p. 36).

8 November 1944

Typhoon

Movement supplies
Air support

The few supplies that were trickling in to Leyte came to a complete standstill the morning of 8 November as a typhoon hit the area. Planes were also grounded.

Leyte; 24th Infantry Division (2nd Battalion, 21st Infantry Regiment); (Cannon, Leyte, Return to the Philippines, p. 213-214).

Wind

Artillery fire

The high winds associated with the typhoon blew artillery projectiles far off course making adjustment and correction very difficult.

Breakneck Ridge, Leyte; 21st Infantry Regiment, 24th Infantry Division; (Valtin, Children of Yesterday, p. 189).

9 November to 2 December 1944

Rain & Fog

Efficiency Personnel

Persistent rain and fog did not allow men to get dry and resulted in widespread sickness. Combat units were reduced to 50 per cent of authorized strength.

Leyte; 1st Brigade Combat Team, 1st Cavalry Division: (Wright, Road to Tokyo-The 1st Cavalry Division in WWII, p. 89).

10 November 1944

Fog

Air Attack

The fog at Tacloban airfield prevented aircraft of the 49th Air Group from taking off on an attack mission against the Japanese fleet. Fortunately this condition was forecast accurately and carrier based planes under Admiral Halsey completed the mission, successfully sinking four Japanese merchant vessels and four naval escorts.

Tacloban, New Guinea; 49th Air Group; (Kenney, General Kenney Reports, p. 476).

Middle November 1944

Rains

Movement

Heavy rains interfered with the tactical execution of the plan for the Leyte campaign. "The rains cut down the speed of maneuver to the vanishing point."

Leyte; 32nd "Red Arrow" Division, 112th Regimental Combat Team, 11th Airborne Division, and 77th Division; (Cant, The Great Pacific Victory, p. 319).

11 November 1944

FogAir supply

Dense fog blanketed the battalion and prevented an air drop of supplies. The loaded transport planes returned to their base.

Leyte; 1st Battalion, 34th Infantry Regiment, 24th Infantry Division; (Valvin, Children of Yesterday, p. 246).

19 November 1944

Rain - MudMovement
Efficiency Personnel

The weather was responsible for loss in manpower. Troops could seldom dry out on the "slick mass of mud and slime." Under these conditions foot ulcers, dysentery, and fevers were contracted.

"Easy" Hill, Leyte; 1st Battalion, 34th Infantry Regiment, 24th Infantry Division; (Ibid., p. 256-257).

20 November 1944

Heavy RainConcealment
Artillery fire

Company C withdrew in the rain without the Japanese being aware of it. Thirty minutes after they had vacated the position the Japanese threw a company strength attack against it. It was raining so hard that, "although artillery shells were falling only 150 yards away, the artillery liaison party had to adjust the fire almost entirely by sound."

Kilay Ridge, Leyte; Company C, 1st Battalion, 34th Infantry Regiment, 24th Infantry Division; (Cannon, Leyte, Return to the Philippines, p. 231).

22 November 1944

Rain - FloodMovement

A tributary of the Leyte River rose suddenly to flood stage because of the heavy rains. The advance elements of Company K were then cut off south of the river from the remainder of the company.

Limon, Leyte; Company K, 3rd Battalion, 128th Infantry Regiment, 32nd Infantry Division; (Ibid., p. 225).

25 November 1944

Rain - MudMovement Personnel

Heavy rainfall and "sucking mud" made the march of the 511th Parachute Infantry Regiment very difficult from Barawen Airfield to Mahonog some 10 miles away. Ironically, although "it rained often during any one trip, still there was no drinking throughout the journey."

Leyte; 511th Parachute Infantry Regiment; (Ibid., p. 322).

28 November 1944

FogMovement

Dense fog hampered the pursuit of the Japanese after U.S. troops had forced them to withdraw from Hill 2348.

Leyte; 2nd Squadron, 12th Cavalry Regiment, 1st Cavalry Division; (Wright, Road to Tokyo--The 1st Cavalry Division in World War II, p. 86).

29 November 1944

Rain-MudMovement

Mud-clogged roads delayed troop and supply movements. It was necessary to reroute supply lines as roads were closed.

Leyte; 408th A/E QM Company; (AGO Item 836-U, pp. 6-7).

early December 1944

Rain-MudMovement

In order to bypass the mud which completely bogged down U.S. ground forces naval craft were utilized in transporting them around the southern tip of Leyte disembarking the troops on the west coast of the island and behind the Japanese lines.

Leyte; U.S. ground and naval forces; (Vaegt, Landing Operations, p. 792).

Heavy Rains, MudMovement, Construction

Hampered movement of troops and supplies and resulted in abandonment of airfield construction.

Leyte; 12th Cavalry Division; (AGO Item 279-C, pp. 67-69).

Rain-Mud

Movement of supplies

Trails were "sticky, treacherous mud paths," and troops in the hills were inadequately supplied.

Leyte; 11th Airborne Division; (Flanagan, The Angels, a History of the 11th Airborne Division, p. 55).

9 December 1944

Rain

Tactics, Movement

Heavy rain reduced tactical operations and restricted all activity to mere patrol actions.

Samar, P.I.; 8th Cavalry Regiment, 1st Cavalry Division; (Wright, Road to Tokyo--The 1st Cavalry Division in WWII, p. 91).

16 December 1944

Mud

Movement

Knee deep mud hindered the march of U.S. troops from Cogan to Cabulahan, Leyte. In some areas it was so bad that men sank up to their shoulders in the mire.

Leyte; 306th Infantry Regiment, 77th Infantry Division; (77th Div. Assoc., Curs to Hold It High, p. 171).

3-4 January 1945

"Bad Weather"

Air strikes

"The weather was bad during the two-day strike and did more to protect the Japanese installations than their own air force could do."

Luzon and islands to north; Carrier planes from Task Force 38; (Cant, The Great Pacific Victory, p. 327).

4 January 1945

Wind, Rough Seas

Amphibious operations

Rough seas caused the loss of two amphibian vehicles for forces embarking for Peleliu and Ulithi.

Fais Island, Western Carolines; 81st Infantry Division; (81st Div. Hist. Committee, The 81st Infantry Wildcat Division in WWII, p. 219).

6-7 January 1945

"Bad Weather"

Air strikes

"Again, the weather was bad, and many [Japanese] fields were 'socked in' so that strikes had to be extended through a second day."

Luzon; Carrier planes from Task Force 38; (Cant, The Great Pacific Victory, p. 327).

Low Clouds, then Clearing

Air supply

Low clouds prevented air drops of food necessitating lean meals for troops in bivouac until the third day, when transports dropped supplies in clearing weather.

Near Mong Wi, south of Bhamo in northern Burma; 475th Infantry Regiment of Task Force Mars; (Saunders and Romulus, USA in WWII series, Wedemeyer's Sino-American Venture, p. V-12).

6-10 January 1945

Rains, Low Clouds

Movement, Delay, Air supply

Rains caused march trail to become slippery and hazardous; even the mules found it hard to keep their footing and sometimes fell into ravines. The rains swelled the river to a raging torrent and made difficult its crossing. The flimsy bridge required rebuilding and prolonged the hazardous crossing, which could be done only during daylight hours. Rain also reduced the visibility so that the men were permitted to have fires. Low clouds prevented planned air drops of supplies.

Near Shweli River south of Bhamo in northern Burma; 124th Cavalry Regiment of Task Force Mars; (Ibid., pp. V-10, 11, 12).

9 January-1 February 1945

Good Weather

Movement

Good weather, broken only by two showers, facilitated rapid advance of troops; unsurfaced roads required only limited maintenance; low water in the numerous streams permitted fording of many, and easy construction of bridges over others.

Central plain from Lingayen Gulf south toward Manila, Luzon; 6th, 37th, 40th, and 43rd Infantry Divisions; (AGO Item 799-U, p. 160).

10-11 January 1945

Heavy surf

Movement of supplies
ship to shore

Heavy surf stopped unloading operations on afternoon of 10th (D+1). When resupply of combat troops required resumption of unloading on the next day, landing craft and self-propelled barges were unmanageable and many broached. Some were destroyed, others remained stranded on the beach. Heavy surf also made it impossible for lighters to remain alongside transports until they moved some distance out into the Gulf. This decreased the transfer time from ship to lighter, but increased the transport time from lighter to beaches. On the third day cargo discharging points were shifted to protected river banks in order to supply the advancing troops. The surf beached a floating can dock at one beach, necessitating a diverting of some lighters to other areas. A delay resulted in unloading certain engineer supplies and equipment, including maps.

Lingayen Gulf, Luzon; 544th Regiment and other landing units, including 79th Engineer Construction Battalion; (Heavey, "Down Ramp," The Military Engineer, pp. 522, 523; AGO Item 788-R, p. 196; AGO Item 799-U, p. 194).

22 January 1945

Low Clouds

Photo intelligence

Low clouds interfered with air photographing.

Ryukyus; Planes of Fast Carrier Task Force; (Appleman and others, USA in WWII series, The War in the Pacific, pp. 45, 46).

27 January 1945

Heavy Rain, Poor Visibility

Movement

A night attack failed because of a combination of poor visibility in heavy rain and jungle-like terrain that lay in front of the troops.

Near Agat, Luzon; 1st Battalion, 63rd Regiment, 6th Division; (AGO Item 791-U, p. 29; 6th Infantry Division in WWII, p. 78).

Night 3-4 February 1945

Heavy Rain

Concealment

The Japanese "took advantage of a heavy tropical rainstorm" to counterattack hill positions held by U.S. forces and were

repelled only after vicious hand-to-hand fighting and point blank mortar fire.

Hill 1500 on Luzon; 172nd Infantry Regiment; (AGO Item 792-U, p. 22).

early February 1945

Dust

Camouflage

Clouds of dust raised by a few vehicles roaring down the road and lightning attacks gave the Japanese the impression that a much larger force was invading.

Between Nasugbu and Manila in southern Luzon; 11th Airborne Division; (Flanagan, The Angels, A History of the 11th Airborne Division, pp. 71, 73).

last half February 1945

Thick Overcast

Air support

On several days a continuous deck of clouds from surface to 12-14,000 feet prevented carrier planes from successfully carrying out their mission of supporting the ground troops. Two fighter planes and one pilot were lost, and operations were suspended on at least two days.

On CVE near Iwo Jima; U.S. invasion forces; (Letter to F.W. Decker from Owen P. Cramer May 12, 1955).

16 February 1945

Wind, Turbulence

Paratroop landing

Low-level mechanical turbulence resulting when a prevailing wind of 15-25 miles per hour struck the island obstruction increased the difficulty of paratroopers landing on the extremely small drop zones available, one 150 by 250 yards, the other 150 by 300 yards. Many paratroopers came to grief on the cliff sides. Because of the hazardous drop, it was decided to amphibious land part of the airborne unit.

Corregidor Island, Luzon; 503rd Parachute Regiment; (XI Corps Hist. Section, History of XI Corps, pp. 43, 45; Valtin, Children of Yesterday, p. 337; Gavin, Airborne Warfare, p. 126).

Rain, Poor Visibility, Low Clouds

Naval and air strikes, Observations

Light mist and rain reduced visibility to such an extent that naval gunfire was delayed from 0700 to 0800 on D-3.

Both naval and air spotters were hampered in observing so that the scheduled firing was abandoned in favor of firing whenever visibility permitted. The overcast also prevented successful completion of bombing runs in the afternoon. The results of the day's firing could not be assessed because of the lack of accurate observations.

Iwo Jima; 5th Amphibious Corps; (AGO Item 686-C, pp. 8, 9; (Isely and Crowl, The U.S. Marines and Amphibious War, p. 467; Cant, The Great Pacific Victory, p. 340; Bartley, Iwo Jima Amphibious Epic, p. 44).

17 February 1945

Clear, Good Visibility

Air and naval strikes

Good flying weather permitted carrier planes to fly 226 sorties to aid in softening-up activities on D-2. Naval support was also active.

Iwo Jima; 5th Amphibious Corps; (Bartley, Iwo Jima Amphibious Epic, pp. 44, 47).

18 February 1945

Light Rains, Poor Visibility,
Low Clouds

Air and naval strikes

Softening-up operations from both planes and ships were ^{limited on} D-1 by low clouds and poor visibilities. Another strike by bombers was canceled when low clouds masked the objective.

Iwo Jima; 5th Amphibious Corps; (Ibid., p. 48).

19 February 1945

Clear, Unlimited Visibility

Naval support

Good weather permitted naval gun support to have a last chance at silencing Japanese coastal guns prior to H-Hour on D-Day.

Iwo Jima; 5th Amphibious Corps; (Ibid., p. 51).

night 21-22 February 1945

"Stormy"

Concealment

A storm provided cover while crossing a lake prior to setting off on reconnaissance.

Laguna de Bay, Luzon; Provisional Division Reconnaissance Platoon, 11th Airborne Division; (Flanagan, The Angels, A History of the 11th Airborne Division, p. 95).

22 February 1945

Rain

Efficiency of weapons

Rain combined with volcanic ash clogged automatic weapons, reducing them to single shot effectiveness.

Iwo Jima; 28th Marine Regiment; (Bartley, Iwo Jima Amphibious Epic, p. 76).

Cold Rain

Morale

After three days and nights of grueling front-line action against an unyielding enemy and with heavy casualties, a cold rain soaked troops and lowered their already submerged morale.

Iwo Jima; 4th and 5th Infantry Divisions; (Ibid., pp. 88, 91).

Rain, Low Clouds, Poor Visibility

Air and tank support;
Enemy artillery

Low clouds and near zero visibility eliminated all air support in the morning. Tank drivers could not see to drive, and thus could give but little support. Well-entrenched Japanese took advantage of weather condition with prearranged fires that covered American positions, resulting in very heavy casualties.

Iwo Jima; 21st Marine Regiment; (Ibid., pp. 89, 91).

Wind, Surf

Evacuation of personnel

A mounting surf in the afternoon nearly stopped beaching of small craft and amphibious vehicles, thus seriously hampering evacuation of the many casualties. The rain, cold, and coming of darkness also made the evacuation stations almost inoperable, so that an LST remained on the beach under fire to act as a hospital ship.

Iwo Jima; 4th and 5th Infantry Divisions; (Ibid., p. 91).

26 February 1945

Rain, Low Clouds

Tank support

Rain and low clouds obscured overhead targets, eliminating tank support.

Iwo Jima; Company A tanks supporting 3rd Battalion, 26th Marine Regiment; (Ibid., p. 124).

night 26-27 February 1945

Bright Moonlight

Observation

Bright moonlight illuminated enemy's attempt to obtain water; artillery and naval gunfire stopped the attempt.

Iwo Jima; 26th Marine Regiment; (Ibid., p. 125).

February 1945

Heat

Efficiency Personnel

Heat and the rugged terrain magnified the need for water, which was scarce. Men complained of headaches, vertigo, blurring vision, marked loss of appetite, and some suffered nausea, vomiting, prostration, and fever.

Villa Verde Trail, Luzon; 26th and 27th Regiments of 32nd Division; (AGO Item 787-U, p. 11).

4 March 1945

Showers, Low Clouds

Air and naval support

Visibility was so limited from aloft that all air strikes were canceled; naval support could be controlled only from ground observations.

Iwo Jima; U.S. troops; (Bartley, Iwo Jima Amphibious Epic, pp. 110, 166).

about 9 March 1945

Heavy Rains, Mud

Movement

Made movement on trails very difficult.

Villa Verde Trail, Luzon; 26th, 27 Regiments of 32nd Division; (AGO Item 793-U, p. 24).

10 March 1945

Rain, Mud

Movement

Made movement on roads (trails) very difficult. Corduroy roads disintegrated.

Near Davao, Mindanao; 31st Division; (Army-Navy Journal, 7 December 1945, p. 178).

18 March 1945

Fog and Rain

Concealment, Observations

Thick fog provided concealment of movement through enemy-held territory, but obstructed observation of enemy's positions.

Philippine Islands; Japanese 2nd Tate Raiding Unit; (Annex II, G-2 Report, AGO Item 793-U, translation).

Cloudy

Concealment planes

Japanese aircraft hiding behind clouds effectively bombed carriers.

Near Kyushu; Task Force 58; (Appleman and others, USA in WWII series, The War in the Pacific, p. 49).

22 March 1945

Wind

Tactics
(enemy)

Japanese set fire to tall grass and wind carried flames and smoke over American positions forcing retreat. Japanese then occupied positions.

Near Baguio, Luzon; Company G, 33rd Infantry Division; (33rd Inf. Div. Hist. Committee, The Golden Cross, p. 154).

late March 1945

Wind, Rough Seas

Efficiency Personnel, Delays

Rough seas caused seasickness among troops, and delays and alterations in ship courses.

Approaching Okinawa; 1st and 6th Marine Divisions, 7th and 96th Infantry Divisions (aboard transports); (Appleman and others, USA in WWII series, The War in the Pacific, p. 68).

1 April 1945

"Good Weather"

Amphibious assault

Partly cloudy skies, good visibility, and a calm sea with no surf provided favorable amphibious assault conditions.

Okinawa; 10th Army units; (Ibid., p. 68; U.S. Army in the Middle Pacific, unnumbered pages; 10th Army Action Report, Chapter 7, Section 111, AGO Item 278-C).

Night 2-3 April 1945

CloudsConcealment planes

Clouds concealed Japanese Kamikaze planes which attacked convoy.

12 miles south Kerama Retto, south of Okinawa; 77th Division convoy; (Appleman and others, USA in WWII series, The War in the Pacific, p. 154).

4-5 April 1945

Wind, RainMovement of supplies

A storm beginning in the afternoon created six-to-ten-foot surf, stopping all unloading for the period. Rain caused roads to break down.

Hagushi beaches, Okinawa; 10th Army units; (Ibid., pp. 80, 81).

7-9 April 1945

Rain, MudAir support

Muddy condition of air strip prohibited flying; field was finally abandoned on 14 April.

Mangaldan airfield, Luzon; Marine Air Group 24 and 6th U.S. Army; (Sherrod, History of Marine Corps Aviation in WWII, p. 311).

10-11 April 1945

Wind, Rain, MudMovement of supplies & equipment

High surf stopped unloading on beaches. Rain caused roads to become quagmires and impassable, made advance difficult and troops miserable. Tanks bogged down.

Hagushi beaches, Okinawa; 10th Army units; (Appleman and others, USA in WWII series, The War in the Pacific, pp. 80, 81, 126; Davidson and others, The Deadeyes--The Story of the 96th Infantry Division, p. 368; 10th Army Action Report, p. 7-III-7, AGO Item 278-C).

12 April-14 May 1945

Rains, Mud, FogMovement of supplies, Cancellation of attacks

Because of rough terrain supply roads were impassable during rainstorms and for several hours thereafter. Engineers worked night and day to maintain roads. On one occasion they laid canvas over a stretch of dirt supply road to keep it dry

during a heavy night rain enabling it to be used next morning for heavy military traffic. Furthermore, attacks were frequently canceled because fog and low clouds limited visibility to a few feet.

Balete Pass on Highway 5, Luzon; 25th Division; (AGO Item 787-U, p. 22; Frankel, The 37th Infantry Division in WWII, p. 325).

18 April 1945

Wind ShiftSmoking operations

A favorable wind shift in late afternoon permitted a smoke blanket to conceal movement preparatory to large-scale attack.

Machinato Inlet, Okinawa; 27th Division units; (Appleman and others, USA in WWII series, The War in the Pacific, pp. 184, 192; Love, The 27th Infantry Division in WWII, pp. 551-553).

20 April 1945

HeatMovement Personnel

Heat made movement difficult through high grass which had overgrown the road.

Near Mamangan, Mindanao, Philippines; 1st Battalion, 19th Infantry; (AGO Item 775-U, p. 19).

21 April 1945

"Bad Weather"Postponed air attack

Weather prevented air attack for one day by closing field.

Moret Field, Zamboango, Mindanao; 1st Battalion, 163rd Infantry, 41st Division; (History of Marine Corps Aviation in World War II, p. 318).

22-23 April 1945

HeatEfficiency Personnel

Excessive heat caused many cases of heat prostration of troops on march.

Parang to Fort Pikit, Mindanao, Philippines; 19th RCT; (Conner, "Amphibious Operations on Navigable Rivers", Military Review, p. 21).

night 23-24 April 1945

FogConcealment

Heavy fog provided protection for Japanese to secretly withdraw.

Hill 178, Kakazu pocket, southern Okinawa; Japanese troops; (Appleman, and others, USA in WWII series, The War in the Pacific, pp. 227, 243, 248).

24 April 1945

Low CloudsAir strike canceled

Low ceiling resulted in postponement and later cancellation of napalm strike.

Okinawa; 27th Infantry Division unit; (Love, The 27th Infantry Division in WWII, p. 587).

25 April 1945

Heavy Rain, Low Clouds, MudAir support

Adverse weather limited air operations. Kodena airfield was unuseable because of water and mud on the field.

Okinawa; 10th Army Tactical Air Force; (10th Army Action Report, p. 7-III-13; AGO Item 278-C).

night 27-28 April 1945

ClearAir strikes (enemy)

Aided by full moon and clear sky Japanese made seven strikes on Yontan airfield.

Okinawa; Japanese Air Force planes; (Ibid., p. 11-X-849, AGO Item 278-C).

30 April 1945

WindSmoking, evacuation of wounded

Brisk wind in morning quickly blew away smoke placed over group of wounded men making it impossible to rescue them or for remainder of company not wounded to withdraw until after dark.

Kochi Ridge, Okinawa; Company E, 17th Infantry Regiment, 7th Division; (Appleman and others, USA in WWII series, The War in the Pacific, p. 272).

2 May 1945

Rain, Mud

Efficiency of equipment

Weapons became jammed with mud; men used rifles as clubs.

West coast, southern Okinawa; Companies L and K, 1st Marine Regiment: (Ibid., p. 268).

night 3-4 May 1945

Wind

Concealment

Because the wind prevented sounds of approaching Japanese from reaching the ears of defending forces, the enemy crept without detection to within 100 yards of the night positions of units of the 77th Division.

Okinawa; 77th Division units; (77th Div. Assoc., Ours to Hold It High, pp. 310, 311).

4 May 1945

CAVU

Air strikes (enemy)

Good weather with unlimited visibility permitted Japanese air to launch heavy air attacks on U.S.-held positions.

Okinawa; Japanese Air Force planes; (10th Army Action Report, AGO Item 278-C, p. 7-III-17).

7-14 May 1945

Rain, Mud, Low Clouds

Movement, Air support

Tanks, artillery, and transport became bogged down in mud resulting from a seven-day rainy period following a five-week-long dry spell in which much dust had accumulated. Low clouds grounded supporting aircraft.

Okinawa; 10th Army units; (Cass, History of the 6th Marine Div; p. 82; Appleman and others, USA in WWII series, The War in the Pacific, p. 309; Hough, The Island War, p. 375; Cant, The Great Pacific Victory, pp. 371, 372; Second to None, pp. 177, 181; 10th Army Action Report, AGO Item 278-C, p. 7-III-18, 19; Davidson and others, The Deadeyes--The Story of the 96th Infantry Division, p. 131).

7 May 1945

Rain, Mud

Movement

All traffic was stopped on Sayre Highway for several hours due to the mud.

Sayre Highway, Mindanao, Philippines; 167th Infantry Regiment; (AGO Item 783-U, 7 May 1945).

8 May 1945

FogConcealment

Fog provided cover for entire company to deploy around one side of the base of the hill undetected before moving up to attack Japanese on top.

Balete Pass area, Luzon; Company I, 148th Regiment, 37th Division; (Frankel, The 37th Infantry Division in WWII, p. 326).

13-15 May 1945

Rain, MudMovement, Tactics,
Evacuation of wounded

Newly constructed roads became impassable to all traffic during a three-day downpour. Mud immobilized artillery, tanks, and mortars, which were following close behind the infantry. The resulting delay threatened a surprise attack begun on 6 May. The mud stopped movement of supplies and evacuation of wounded, except for that which 1000 Filipinos joined with guerrillas and service troops could carry and C-47's air drop occasionally. It required twenty hours to carry wounded to nearest surgical installation, and many waited where they lay.

Ipo Dam area, Luzon; 103rd and 172nd Infantry Regiments, 43rd Division; (History of XI Corps, p. 91; AGO Item 787-U, pp. 53-58; AGO Item 792-U, pp. 49-50).

night 14-15 May 1945

Rain, slipperyMovement of personnel

Heavy rain made clay hillsides slick and difficult to climb.

Dick Hill, Okinawa; 3rd Battalion, 382nd Regiment, 96th Division; (Appleman and others, USA in WWII series, The War in the Pacific, p. 347).

15 May 1945

Fog, RainConcealment

Japanese launched large-scale counterattack in fog and rain.

Central Luzon; 35th Infantry, 25th Division; (Karolevitz, History of the 25th Infantry Division in WWII, p. 144).

17 May 1945

Mud

Tank support

Mud and excellent enemy field of fire for anti-tank weapons prevented tanks from giving effective support in attempt to drive a reinforced company of Japanese from well-dug-in ridge positions.

Central Okinawa; 1st and 3rd Battalions, 305th Infantry Regiment, 77th Division; (Second to None, pp. 187, 188).
See also Vol. I, WWII, Chap. XI, Part Four.

early June 1945

Heavy Rain, Mud, Washouts

Movement, Construction

The heavy rains early in the month of June were a serious handicap to the engineers. Culverts on secondary roads were washed out during the flash floods. The ever-present mud also added to the burdens placed on the engineers.

Santa Fe, Philippines; 126th RCT; (AGO Item 802).

June 1945

Frontal Thunderstorms

Air support

Planes became scattered and lost in an active front of thunderstorms, thereby reducing the number of aircraft reaching the target area.

Near Okinawa; CVE aircraft, USN; (Letter from Owen P. Cramer to F. W. Decker, May 12, 1955).

Rain, Mud

Movement, Construction

Roads were impassable because of mud and rain and added a tremendous burden to the engineering effort.

Mindanao, Philippines; 162nd Infantry Regiment, 24th Infantry Division, 31st Infantry Division, 167th Infantry Regiment; (AGO Item 784-C; AGO Item 775, pp. 7, 8; AGO Item 782; AGO Item 783).

3-6 June 1945

Rain, Mud

Movement

Heavy rain and mud impeded the advance of U.S. troops and made necessary aerial supply to forward units.

Okinawa; 10th Army units, 1st Marine Division, 96th and 7th Infantry Divisions; (Field Artillery Journal, Vol. 35, No. 8, Aug. '45, p. 486; AGO Item 278, p. 7-III-28, 10th Army Action Report).

[REDACTED]
about 4 June 1945

Wind, TyphoonDestruction

Over 100 new aircraft were destroyed and "some twenty-odd ships required shipyard repair" because of damage suffered in a typhoon.

Near Okinawa; USN CVE aircraft; (Letter from Owen P. Cramer to F. W. Decker, May 12, 1955).

4-9 June 1945

Rain, MudRoad maintenance,
Movement

Frequent rains and resultant mud hindered improvement of roads and made supply difficult.

Okinawa; 305th Infantry, 77th Division; (Second to None, pp. 193, 194).

6 June 1945

Heavy RainAir supply

Airstrip at Malaybalay was closed because of heavy rains.

Mindanao, Philippines; 31st Division; (AGO Item 780, p. 93).

7-12 June 1945

FogArtillery fire, Movement,
Postponement

Persistent dense fog prevailed for five straight days, resulting in a postponement of attack since artillery could not register and tanks were immobilized.

Near Tabio, Luzon, Philippines; 3rd Battalion, 33rd Division; (33rd Inf. Div. Hist. Committee, The Golden Cross, pp. 316-317).

7 June 1945

MudMovement

Tanks were bogged down in the mud on the hills in southern Okinawa.

Southern Okinawa; 4th and 29th Marine Regiments, 6th Marine Division; (Appleman and others, USA in WWII series, The War in the Pacific, p. 432).

[REDACTED]

12 June 1945

FogConcealment

A heavy fog provided concealment for U.S. troops on Okinawa and permitted successful penetration to objective.

S. Okinawa; 1st and 3rd Battalions, 17th Infantry Regiment, 7th Infantry Division; (Ibid., pp. 445, 446, 447).

15 June 1945

Rain, MudMovement

Heavy tropical rains created quagmires out of trails on Luzon. Mud and landslides resulted in the closure of the Bokod road, effectively blocking supply lines.

Near Laboy, Luzon, Philippines; 33rd Division (33rd Inf. Div. Hist. Committee, The Golden Cross, p. 319).

16 June 1945

Rain, FogMovement

Heavy rains undermined roads along the mountain ledges and fog limited visibility. This combination resulted in "greater problems than the enemy opposition."

Near Inticak, Philippines; 33rd Infantry Division; (AGO Item 798, History of the 33rd Infantry Division, pt. III, p. 11).

18 June 1945

Rain, MudMovement of armor

Infantrymen lost tank support when heavy rains resulted in mud. The slippery condition of the roads immobilized tanks.

Mindanao; 3rd Battalion, 163rd Infantry Regiment, 41st Division; (McCartney, The Jungleers, A History of the 41st Infantry Division, p. 164).

23 June 1945

WindParatroop attack

Jump casualties of seven per cent resulted from a 20-25 mph ground wind combined with poor landing area (ruts, bomb craters, rice paddies all covered with tall Kunai grass).

Appari, N. Luzon; Gypsy Task Force, 11th A/B Div.; (Flanagan, The Angels, A History of the 11th A/B Div., p.141).

July 1945

"Bad Weather"

Aerial photographic intelligence

Bad weather resulted in a delay of one week in flying an aerial photo mission over Luzon.

Luzon; U.S. Air Force; 6th Army; (AGO Item 790, pp. 48-49).

12-24 July 1945

Heavy Rain, High Winds

Road maintenance, Movement

Heavy rains and high winds hampered the engineer operations on the roads of Luzon, and the supply and evacuation problem was acute.

Kiangnan, Luzon; 63rd Infantry Regiment, 6th Infantry Division; (The 6th Infantry Division (1939-1945), p. 136).

22 July 1945

Cloudy-Turbulence

Movement, glider aircraft

A squadron of the 54th Troop Carrier ing on a night glider flying exercise ran into a cloud formation. The resulting turbulence resulted in two gliders colliding and crashing.

Manila Bay; 54th Troop Carrier Wing; (Flanagan, The Angels, History of the 11th Airborne Division, p. 143).

25 July 1945

Heavy Rain, Mud, Fog

Construction, Movement

Heavy rain, mud, and slides hindered the engineering effort on roads. Fog at night also made the work difficult and dangerous despite lighting.

Baguio, Philippines; Company B,

late July 1945

"Bad Weather"

Air support

Air support on Luzon was unreliable because of bad weather, and the infantrymen relied on supporting artillery.

Luzon, Philippines; 51st and 53rd Field Artillery, 6th Infantry Division; (The 6th Infantry Division (1939-1945), p. 148).

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ADDENDUM
to
Weather Log of World War II in the Pacific Theatre

August 1943

"Good weather"

Training

Good weather failed to prepare the 6th Division training on Oahu for combat later in New Guinea and the Philippines, where they encountered daily tropical rains, axle deep mud, and oppressive heat.

Oahu, Hawaiian Islands; 6th Infantry Division; (Sixth Infantry Division Public Relations Service, The 6th Infantry Division (1939-1945), p. 31).

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Part I: The U.S. Army

The United States in World War II series:

The China-Burma-India Theater:

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