



**39th Bomb Group (VH) Association  
Pete Weiler, Historian**

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Subject: MACR 14367 Crew 16 (Edwards Crew)

Missing Air Crew Report 14367 contains a total of 13 pages; 11 of these 13 pages are scanned and part of this file. The 2 pages that were omitted from this were done so because they were duplicate pages of the Air Sea Rescue Report No. 5 issued by 314th Bombardment Wing, HQ pg. 1 & pg. 2.

14367

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REPORT NO. 3

Original - ~~CONFIDENTIAL~~  
(Cross out one)

60TH BOMB SQ, 39TH BOMB GP  
(Unit)

MISSING AIR CREW REPORT

Classification changed to RESTRICTED  
by E. A. [unclear], Lt. Col. AC  
By [unclear], 1st Lt. AC

- ORGANIZATION: Location, by Name AFU 246, Command or 39TH BOMB SQ, 39TH BOMB GP Group 39th Squadron 60th Detachment
- SPECIFY: Place of Departure North Fld, Course 343°, 305°, 28°, 90°, 123°, 150°, Target or Intended Destination Sasak Airfield, Kyushu, Type of Mission Bombing
- OTHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED: Broken clouds at 1000 ft ceiling, visibility 12 miles, wind SSW at 16 knots
- DATE: (a) Day 4 Month May Year 1945 Time 1430K, and Location of last known whereabouts of missing aircraft Approximately 14 miles north of Iro Jima  
(b) Specify whether aircraft was last sighted ( ); last contacted by radio ( ); forced down ( ); seen to crash ( ); or information not available (x).
- AIRCRAFT WAS LOST, OR IS BELIEVED TO HAVE BEEN LOST, AS A RESULT OF: (Check only one) Enemy Aircraft ( ); Enemy Anti-Aircraft ( ); Other circumstances as follows: Aircraft caught on fire
- AIRCRAFT: Type, Model and Series B-29; AAF Serial No. 47-004
- NICKNAME OF AIRCRAFT, if Any: None
- ENGINES: Type, Model and Series Not applicable AAF Serial Nos (a) \_\_\_\_\_ (b) \_\_\_\_\_ (c) \_\_\_\_\_ (d) \_\_\_\_\_
- INSTALLED WEAPONS (Furnish below Make, Type and Serial Number):  
Make: Not applicable; Type: \_\_\_\_\_  
(a) \_\_\_\_\_; (b) \_\_\_\_\_; (c) \_\_\_\_\_; (d) \_\_\_\_\_  
(e) \_\_\_\_\_; (f) \_\_\_\_\_; (g) \_\_\_\_\_; (h) \_\_\_\_\_  
(i) \_\_\_\_\_; (j) \_\_\_\_\_; (k) \_\_\_\_\_; (l) \_\_\_\_\_  
(m) \_\_\_\_\_; (n) \_\_\_\_\_; (o) \_\_\_\_\_; (p) \_\_\_\_\_
- THE PERSONS LISTED BELOW WERE REPORTED AS: (a) Battle Casualty X or (b) Non-Battle Casualty \_\_\_\_\_
- NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 11; Passengers 0; Total 11  
(Starting with Pilot, furnish the following particulars:

Crew Position	Name in Full (Last Name First)	Rank	Serial Number	Current Status
1. A	Edwards, Smith L.	1st Lt	0-793193	Missing in Action
2. A	Hetherington, Donald W.	2d Lt	0-771711	Rescued not present
3. B	Fields, Aldwyn B.	P/O	T-129136	Seriously injured in ac
4. C	Engholm, James M.	1st Lt	0-1317770	Missing in Action
5. D	Kelly, Odie A.	2d Lt	0-2068100	Missing in Action
6. E	Anderson, Clyde R.	Sgt	3104545	Rescued not present
7. H	Clark, Harry W.	T/Sgt	16003247	Missing in Action
8. O	Arundale, Gerald W.	S/Sgt	16137110	Missing in Action
9. A	Jacobs, Milton	Col	35517801	Missing in Action
10. K	Engholm, Ernest E. Jr.	Sgt	42071979	Missing in Action
11. K	O'Brien, Herbert J. Jr	Sgt	32942804	Rescued not present
12.				
13.				
14.				

12. IDENTIFY BELOW THOSE PERSONS WHO ARE BELIEVED TO HAVE LAST KNOWLEDGE OF AIRCRAFT, AND CHECK APPROPRIATE COLUMN TO INDICATE BASIS FOR SAME:

Check only One Column

Name in Full (Last Name First)	Rank	ASN	Checked by	Saw	Forced Landing
1. Information not available.					
2. _____					
3. _____					
4. _____					

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13. IF PERSONNEL ARE BELIEVED TO HAVE SURVIVED, ANSWER YES TO ONE OF THE FOLLOWING STATEMENTS: (a) Parachutes were used Yes; (b) Persons were seen walking away from scene of crash \_\_\_\_\_; (c) Any other reason (Specify) \_\_\_\_\_
14. ATTACH AERIAL PHOTOGRAPH, MAP, CHART, OR SKETCH, SHOWING APPROXIMATE LOCATION WHERE AIRCRAFT WAS LAST SEEN OR HEARD FROM:
15. ATTACH EYEWITNESS DESCRIPTION OF CRASH, FORCED LANDING, & OTHER CIRCUMSTANCES PERTAINING TO MISSING AIRCRAFT.
16. GIVE NAME, RANK AND SERIAL NUMBER OF OFFICER IN CHARGE OF SEARCH, IF ANY, INCLUDING DESCRIPTION AND EXTENT: Search being conducted in accordance with provisions of XII Bomber Command under Air Sea Rescue Unit, 314th Bomb Wing, 1st Lt Graham S. Cambell, O-724288, in charge.

DATE OF REPORT 5 May 1945

George W. Mundy  
(Signature of Preparing Officer)

17. REMARKS OR EYEWITNESS STATEMENTS:

GEORGE W. MUNDY,  
Colonel, Air Corps,  
Commanding.

1. According to latest word received at this headquarters, five (5) persons (?) were seen to have bailed out of ship.
2. P/O Fields, Aldwyn B., T-129136 reported seriously injured with second or third degree burns. Condition critical.

Note: On Supplemental reports, it is not necessary to repeat answers to questions previously answered, except questions 1 and 2. Additional statements may be attached here

XII BC Casualty Form #3.

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HEADQUARTERS  
314TH BOMBARDMENT WING  
APO 246 Unit 2, c/o PM  
San Francisco, Calif

*[Handwritten signature]*

Air Sea Rescue Report No. 5 (Supplement to AAF Form 16, dated 12 May 1945).

1. Wing 314th Group 39th Squadron 60th B-29 Plane No. 44-7004.
2. Mission No. 14 & 15 (Oita), 4 May 1945.
3. Cause of Abandonment: Primary cause - bad cabin fire, Secondary cause - complete loss of electrical power.
4. Time, location: 0345 OCT 4 May 1945; 24° 18'N 141° 22'E
5. Crew:

<u>Position</u>	<u>Name</u>	<u>Rank</u>	<u>Last Seen</u>
371 1. P	S L Edwards	1st Lt	Missing ✓
2. CP	D W Hetherington	2nd Lt	Rescued
3. N	A B Fields	F/O	Rescued
4. B	James Engholdt	2nd Lt	Missing ✓
5. RO	C R Anderson	Sgt	Rescued
6. FE	H W Clark	T/Sgt	Missing ✓
7. RG	E E Nyholm	Sgt	Missing ✓
8. LG	H O'Brien	Sgt	Rescued
9. TG	M Jacobs	Cpl	Missing ✓
10. CFC	G W Arundale	S/Sgt	Missing ✓
11. Radar Op	A Kelly	2nd Lt	Missing ✓

6. Narrative Report.

a. Prior to Abandonment:

The emergency of the aircraft developed at 0345 on May 4th. The position of aircraft was approximately 20 miles south of Iwo Jima at 10,000 ft. There was no indication of any trouble before the fire started. No one in the plane smelled or saw any smoke before the fire broke out. The fire was first seen by the radio operator in the vicinity of the voltage regulators under the Liaison Radio. (The flames looked as if they were coming off the floor.)

The radio operator notified the crew in the nose by voice. Steps were immediately taken to put out the fire with the extinguisher. The flames were out for a moment but started again and the extinguisher was empty. The radio operator made attempts to smother the flames with flak curtains but could not get at it to do any good.

b. Preparation for Abandonment:

A state of emergency was declared by the pilot. There was no electrical power as soon as the fire started. The pilot hit the gear switch to get nose gear down and also hit the alarm bell. The alarm bell gave one very short ring, but the nose gear did not start down. The co-pilot tried to call buddy ship but the radio was out and also the interphone became inoperative.

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*Edwards*

C O N F I D E N T I A L

The bombardier, engineer and navigator were attempting to crank the nose gear by hand. There was a great deal of smoke in the nose of plane. It was a whitish grey smoke and very irritating. The windows in the pilots compartment were tried open and closed with no noticeable changes in the smoke.

c. Abandonment:

The co-pilot seeing that the efforts of the crew to get the nose gear down were not going to well, and as he was coughing a great deal and couldn't see very well, left the co-pilots seat to go back to the bomb bay door to get some air. The co-pilot saw the CFC gunner going through the tunnel to tell the men in back to bail out. The radio operator jumped down in the bomb bay and pulled the emergency handle. The doors opened and he fell out. The co-pilot was standing on the cat walk and was just going back inside when the navigator came out and jumped. He was so badly burned that he was hardly recognizable. The fire had increased in intensity a great deal in about 15 seconds. When the co-pilot had come out, the flames were coming out under the top turret but when he started to go back in the flames were all over the turret, with intense heat; so he turned around and jumped. The navigator had tried to bring the engineer back with him but he wouldn't go through fire. The left gunner heard the alarm bell, fastened his parachute and started for the rear escape hatch, telling the right gunner to follow him. The right gunner had started to get a fire extinguisher to take up front. The radar officer was in his chute and was fastening on his dinghy when the left gunner got back to radar room. He told him some one had bailed out of the front and to jump. Two men, the radar and right gunner, were standing behind the left gunner when he jumped. The co-pilot jumped and pulled the cord when he saw he was clear of the plane. The plane came back around in a circle and the whole nose was on fire, flames were coming out the top and right side of fuselage. After about a ninety degree turn more it blew up before hitting the water.

The co-pilot saw four other chutes below him and just before the explosion another one open quite low and close to the plane, therefore, the co-pilot was certain that six got out of the plane.

d. Escape:

The co-pilot, navigator, and radio operator bailed out through the front bomb bay. The left gunner bailed out through the rear escape hatch.

e. Weather:

Visibility was good. The swells were from ten to fifteen feet high. Wind velocity was unknown.

f. Survival:

Other B-29's which saw the men parachuting out radioed in their position. The survivors had been in the water ten minutes when they saw planes flying low over head.

C O N F I D E N T I A L

A Navy PBV spotted the co-pilot and dropped sea marker dye and smoke bombs. The co-pilot was in his dinghy approximately two minutes after contact with the water. He paddled about ten feet, got his parachute and dropped it over his dinghy. It was very easily spotted from the air and worked well as a sea anchor. The co-pilot did not drift at all and stayed in the same position as the sea marker dye.

The Navigator had only his Mae West and had considerable trouble in inflating it. His hands were severely burned, also his head and arms. It took him about thirty minutes to inflate his Mae West. A PBV spotted him and dropped a five man dinghy near him, to which he swam and got into with quite a lot of trouble due to his weak condition.

The left gunner had his dinghy. He was spotted by rescue planes and smoke bombs and sea marker dye was dropped.

The radio operator did not have his dinghy as it was lost in the fire but he had his Mae West. He was not spotted by any rescue planes. Planes flew directly over him several times. No sea marker dye or smoke bombs were dropped near him.

g. Rescue:

A mine sweeper had been sent out immediately and a destroyer escort soon after. The mine sweeper arrived at the scene first. It picked up the navigator first who was about five miles from the co-pilot. It then came over and picked up the co-pilot. The radio operator was picked up about 15 minutes later by luck, some one saw something out quite a ways and it was he swimming. The destroyer escort was at the scene by this time and picked up the left gunner.

Although efforts were made until dark to pick up the other men, no one was found. There was considerable wreckage still floating where the plane went down. In the area near the wreckage a number of large sharks were seen.

The two ships stayed out until dark and then the survivors were transferred to the destroyer escort and taken into Iwo Jima so that the navigator could have better medical attention. The mine sweeper anchored in the vicinity of the wreckage and continued search the next day, but no further survivors were found.

h. Crew Recommendations:

- (1). More coordination between the planes and ships.
- (2). Modification of puncturing mechanism of CO<sub>2</sub> cylinders on Type P-4 life preservers.
- (3). Use of white canopy on raft after person bails out for purpose of easy identification by aircraft; also helps as an emergency sea-anchor.

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**BY COMMAND OF BRIGADIER GENERAL POWER;**

*Floyd Cooley*  
**FLOYD COOLEY**  
**Lt Colonel, AGD**  
**Adjutant General**

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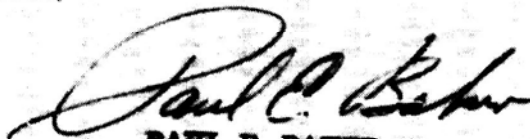
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PPA  
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CPXRC 704 /2485 1st Ind.  
HEADQUARTERS, CENTRAL PACIFIC BASE COMMAND, APO 956, 18 May 1945.

To: Commanding General, Army Air Forces, Washington, D.C.  
(Attention: Statistical Control Division)



PAUL E. BAKER,  
1st Lt., AGD,  
Asst Adjutant General.

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1-179④  
HO-81687 ⑩

CASUALTY QUESTIONNAIRE

1. Your name \_\_\_\_\_ Rank \_\_\_\_\_ Serial No. \_\_\_\_\_

2. Organization \_\_\_\_\_ Gp Commander \_\_\_\_\_ Rank \_\_\_\_\_ Sqn CO \_\_\_\_\_ Rank \_\_\_\_\_  
(full name) (full name)

3. What year \_\_\_\_\_ month \_\_\_\_\_ day \_\_\_\_\_ did you go down?

4. What was the mission, \_\_\_\_\_, target, \_\_\_\_\_, target  
time, \_\_\_\_\_, altitude, \_\_\_\_\_ route scheduled, \_\_\_\_\_  
\_\_\_\_\_, route flown \_\_\_\_\_

5. Where were you when you left formation? \_\_\_\_\_

6. Did you bail out? \_\_\_\_\_

7. Did other members of crew bail out? \_\_\_\_\_

8. Tell all you know about when, where, how each person in your aircraft for whom no individual questionnaire is attached bailed out. A crew list is attached. Please give facts. If you don't know, say: "No Knowledge". \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

9. Where did your aircraft strike the ground? \_\_\_\_\_

10. What members of your crew were in the aircraft when it struck the ground? (Should cross check with 8 above and individual questionnaires) \_\_\_\_\_  
\_\_\_\_\_

11. Where were they in aircraft? \_\_\_\_\_

12. What was their condition? \_\_\_\_\_

13. When, where, and in what condition did you last see any members not already described above? \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

14. Please give any similar information on personnel of any other crew of which you have knowledge. Indicate source of information. \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

*See back of  
240-10-1-47*

(Any additional information may be written on the back)

MAOR - 14007 - 12 - May '45

Anderson, Clyde R. Sgt. 310440 <sup>Account of 15-Nov-'45</sup> <sub>Records to DPRB-9Jan.'46</sub>

Arundale, Gerald H. Sgt. 16137410 KIA

Clark, Harry H. - 7-Sgt. 16003217 KIA

Edwards, Donald L. 1st Lt. 0-775193 KIA ✓

Engelhardt, James M. 1st Lt. 0-1019770 KIA ✓

Fields, Aldwyn B. 1st Lt. 7-129036 KIA ✓

Hetherington, Donald <sup>1st Lt.</sup> 0-77771 KIA ✓

Jacobs, Milton 1st Lt. 0551780 KIA ✓

Kelly, Alice <sup>1st Lt.</sup> 0-206810 KIA ✓

Nyholm, Ernest E. Jr. Sgt. 40077779 KIA ✓

O'Brien, Herbert J. Jr. Sgt. 32942204 <sup>Enlisted Reserve Corp.</sup> <sub>RD 2, Hartwick, NY.</sub>

11/20/45  
asp - 11/20/45

1st Lt. Smith L. Edwards

Mrs. Veronica M. Edwards (wife) ✓  
1148 Hampshire Street  
La Salle, Illinois

1st Lt. James H. Eigholdt

Mr. Harry C. Eigholdt (father) ✓  
173 East Adams Street  
Fond Du Lac, Wisconsin

2nd Lt. Otto A. Kelly

Mrs. Mary L. Kelly (wife) ✓  
1212 West Tenth Street  
Midland, Texas

Ty Sgt. Harry V. Clark

Mr. Edward V. Clark (father) ✓  
24 North State Avenue  
Madison, Illinois

S/Sgt. Gerald V. Arundale

Mrs. Fern Arundale (mother) ✓  
Shelby, Illinois

Sgt. Ernest E. Spahn Sr.

Mr. Ernest E. Spahn Sr. (father) ✓  
155 Amsterdam Avenue  
New York, New York

Sgt. Milton Jacobs

Mr. Harry Jacobs (father) ✓  
1149 Michigan Avenue  
Cleveland, O, Ohio