

14539

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Classification changed

to **RESTRICTED**

by E. A. BRADUNAS, Lt. Col., AF

By WM. L. THOMAS, 1st Lt. AC

Date MAR 1 1964



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Union Bank
No. 10 - 2 etc
Roberts & Taylor

Ltr & c/Ref x
Markowitz
Joeppe
Lovellace
Davenport

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REPORT NO. 3
62nd Bomb Sq, 39th Bomb Gp
(Unit)

MISSING AIR CREW REPORT

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

XII Bomber Command

- ORGANIZATION: Location, by Name AFPO 246; Command or Air Force 20th Air Force
Group 39th Squadron 62nd Bomb Detachment Not Applicable
- SPECIFY: Place of Departure North Fid; Course 343° 251° 336° 514° 83° 114° 175°
Target or Intended Destination Yokohama
- OTHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:
Scattered clouds tops 4000 ft base estimated 2000 ft. Visibility 10 miles
- GIVE: (a) Day 29 Month May Year 1945 Time 0200Z, and Location of last known whereabouts of missing aircraft 31-30 N, 142 E
(b) Specify whether aircraft was last sighted (); last contacted by radio (); forced down (x); seen to crash (); or information not available ().
- 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: Information not available
- AIRCRAFT: Type, Model and Series B-29; AAF Serial No 44-69889
- NICKNAME OF AIRCRAFT, If Any: The Old Girl
- ENGINES: Type, Model and Series Not applicable; AAF Serial Nos Aircraft ditched
(a) (b) (c) (d)
- INSTALLED WEAPONS (Furnish below Make, Type and Serial Number):
Make: Same as #8; 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:

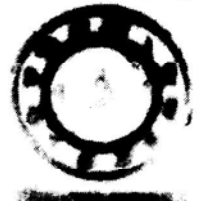
Status	Crew Position	Name in Full (Last Name First)	Rank	Serial Number	Current Status
DEP	EUS	1. Grear, Edgar B.	1st Lt	0-798199	Rescued not present
MIA	EUS	2. Wilcox, Richard F.	F/O	T-63102	Rescued not Present
MIA	EUS	3. Howes, Howard L.	2d Lt	0-556107	Rescued not present
MIA	EUS	4. Christ-Jener, Arland F.	2d Lt	0-785474	Rescued not Present
MIA	EUS	5. Helms, Ralph V.	2d Lt	0-2068845	Rescued not Present
MIA	KIA	6. Lovelace, Clara A. Jr.	M/Sgt	18053907	Missing in Action
MIA	KIA	7. Markowitz, Charles	Sgt	42054110	Missing in Action
MIA	EUS	8. Schutzman, Elias T.	Col	42041101	Rescued not Present
MIA	EUS	9. Williams, Frank R.	S/Sgt	35869890	Rescued not Present
MIA	KIA	10. Toeppe, Lawrence J.	S/Sgt	15329199	Missing in Action
MIA	KIA	11. Davenport, William T. Jr.	Sgt	17122771	Missing in Action
		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:

Name in Full (Last Name First)	Rank	ASN	Check only One Column		
			Contacted Last by Radio	Saw Sighted	Saw Forc. Landing
1. Information not available.					
2.					
3.					
4.					

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to ~~XXXXXXXXXX~~
by S. A. BRADY, Lt. Col., AC
by S. L. THOMAS, 1st Lt. AC
Date ~~SEP 2 1945~~



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13. IF PERSONNEL ARE BELIEVED TO HAVE SURVIVED, ANSWER YES TO ONE OF THE FOLLOWING STATEMENTS: (a) Parachutes were used X; (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, OR 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 XXI Bomber Command Regulations by Air Sea Rescue Unit, 314th Bomb Wing, 1st Lt Graham S. Campbell, O-721,268, in charge.

DATE OF REPORT 31 May 1945.

George W. Mundy
(Signature of Preparing Officer)

17. REMARKS OR EYEWITNESS STATEMENTS:

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

Rescued members of crew not present. Details and information not available.

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.

XXI BC Casualty Form #3.

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

373.4 AIDPT

12 June 1945

Air Sea Rescue Report No. 9 (Supplement to AAF Form 16, dtd 4 June 1945)

1. Mission number 70, 29 May 1945.
2. Wing 314th Bombardment Wing. Group: 39th Bombardment Group. Squadron: 62nd Bombardment Squadron. Plane No. 44-69889.
3. Cause of Ditching: #3 and #4 engines battle damaged and feathered due to loss of oil. Bomb-bay doors jammed open creating excessive drag and causing aircraft to lose altitude rapidly.
4. Ditching: 1230K, 29 May 1945. Position: 120 miles northeast of Tori-Shima. Coordinates: 31°49'N-142°08'E.
5. Rescue: At approximately 1705K, 30 May 1945, by the submarine USS Tigrone, SS419. Returned to North Field, Guam 2 June 1945.
6. Crew:

<u>POSITION</u>	<u>RANK</u>	<u>NAME</u>	<u>ASN</u>	<u>LAST SEEN</u>
Ap. Commander	1st Lt.	Greer, Edgar B.	0-798199	Rescued
Co-Pilot	F/O	Wilcox, Richard F.	T-63102	Rescued
Navigator	2nd Lt.	Howes, Howard L.	0-556107	Rescued
Bombardier	2nd Lt.	Christ-Janer, Arland F.	0-785474	Rescued
Flight Engineer	M/Sgt.	Lovelace, Clare A.	18055907	Missing
Radio Operator	Cpl.	Schutzman, Elias T.	42041401	Rescued
CFC Gunner	S/Sgt.	Williams, Frank E.	35869890	Rescued
Left Gunner	S/Sgt.	Toeppe, Lawrence J.	15329499	Missing
Right Gunner	Sgt.	Davenport, William T.	17122771	Missing
Radar Operator	2nd Lt.	Hayenga, Ralph V.	0-2068845	Rescued
Tail Gunner	Sgt.	Markowitz, Charles	42064110	Missing

7. Narrative Report:

a. Cause of ditching: Immediately after bombs away over target A/C received direct flak hits in #3 and #4 engines, bomb-bay, radio room, and vertical stabilizer. Fuel transfer system was shot out and Co-Pilot's throttle cables were severed. #3 engine was feathered over target due to loss of oil, while #4 engine was losing oil rapidly. The Radio Operator was wounded in the right foot by flak. Shortly after leaving the Japanese Coast the Flight Engineer called for #4 engine to be feathered as it was about to seize up from loss of oil.

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

Airplane Commander ordered Bombardier to salvo bomb-bay tank to lighten the aircraft (bomb-bay tank with trapped fuel weighs approximately 1000 pounds). All switches were on and efforts to salvo tank by means of the normal salvoing procedure failed. Finally Bombardier and Radar Operator salvaged the tank by releasing the racks with a screw-driver. In so doing they were unable to close the bomb-bay doors, thus creating excessive drag with 2 engines out.

b. Preparation for ditching: Airplane Commander informed a buddy B-29 of the situation and headed for nearest Dumbo (#9). He then contacted Dumbo #9 on VHF and informed the Dumbo of the emergency situation that existed. Aircraft turned on heading to Dumbo and was requested to make one circle. Dumbo was unable to obtain fix; five minutes later another circle was carried out and Dumbo obtained fix on their scope. A state of emergency existed soon after #3 engine was feathered. Airplane Commander ordered crew to jettison all loose equipment and prepare for ditching. The equipment, jettisoned through bomb-bays were flak suits, bomb sight, helmets and ammunition from front and aft lower turrets, all ammunition in front and aft upper turrets were fired. Astro-dome, Flight Engineer's and Tail Gunner's escape hatches and all miscellaneous loose equipment throughout the aircraft were also jettisoned. All escape hatches were opened in the front and rear sections of the aircraft prior to ditching. The Astro-dome was shot out when standard removal procedure failed. #4 engine was unfeathered to utilize all its available power for ditching.

c. Ditching positions: Airplane Commander, Co-Pilot and Flight Engineer remained in their respective seats; Radio Operator sat beside the Flight Engineer; Navigator sat braced under his table; CFC Gunner lay in the tunnel on his back with feet braced against the front top turret; Left Gunner, Right Gunner and Radar Operator sat braced against the rear pressure bulkhead in the unpressurized section; Tail Gunner sat braced in his seat in the tail section; Bombardier sat in Radio Operator's seat braced against front top turret. (This switch was undertaken because Radio Operator was wounded, and he had a much better chance to escape by way of the Flight Engineer's hatch.)

d. Ditching: Wind velocity was 15 knots; direction was NE; visibility was over 10 miles; height of swells were 10 feet; distance from crest to crest was 30 feet; extent of the chop was rough; and weather conditions were 1000 foot ceiling with 5/10 coverage. Landing was accomplished pulling 43" Hg. and 2400 RPM on #1 and #2 engines, losing 300 feet per minute at 130 MPH. Headed aircraft into the wind and extended full flaps. Landed upwind without relation to swells with nose high at an angle of 10° and heading of 270°. Crew was ordered to brace themselves 15 seconds before impact.

e. Results of impact: Aircraft struck water with a mild impact. Upon impact at a speed of 90 MPH, the nose caved in and aircraft broke at rear unpressurized bulkhead and again at aft bomb-bay. The Radar Operator broke his left shoulder from the impact. The nose of the aircraft submerged at a 60° angle to trailing edge of wing, tail section 30°. The nose section floated 4 minutes, tail section 2 minutes.

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f. Escape: Airplane Commander and Co-Pilot through their respective windows; CFC Gunner and Navigator through the Astro dome; Radio Operator, Flight Engineer and Bombardier through Engineer's hatch; Radar Operator and Gunners through broken section of aircraft and rear hatch.

g. Survival: Life rafts were inflated from the inside of the aircraft. The Airplane Commander made his way up on the left wing and helped the CFC Gunner free the inflated life raft which was partially stuck. They gave one jerk and the raft came free just as aircraft started to stand on its nose. The Airplane Commander swam and towed the raft forward, clear of the aircraft. He then climbed into the raft and made for the wounded Radio Operator and pulled him into the raft along with the Co-Pilot. In the meantime the Navigator had pulled the right raft out of the compartment. In so doing the raft was ripped open in two places from the jagged edge of the trailing wing; it was then partially inflated. During all this time the Radar Operator had tried to save the Tail Gunner who did not have a Mae West on for some unknown reason. However he was unable to hold him up very long due to his broken left shoulder. Then the Bombardier and Radar Operator were pulled into the remaining good raft with the other survivors. The 2 rafts were tied together. During the rescue period the Flight Engineer, Right and Left Gunners were seen in the water with their Mae Wests inflated, and later they drowned (reasons unknown). The Tail Gunner drowned because of the fact that he was not a good swimmer and he did not have a Mae West on in the water. The Mae West of the Navigator and one section of the Co-Pilot's failed to inflate (reasons unknown due to the loss of the two Mae Wests). The buddy B-29 aircraft kept constant watch over the survivors and later directed the B-17 Dumbo to the survivors. The Dumbo immediately dropped an Airborne Life Boat (Higgins) 70 yards from the men. It took an estimated two hours to reach the life boat by paddling because of an extremely rough sea. The first Dumbo was relieved by another but left the survivors just before it turned dark. During the night the seas increased in intensity. The sea would turn the life boat at a capsizing angle and would toss the occupants out repeatedly. The wind, high seas and rain continued on up till noon the next day.

h. Rescue: At that time an SOS was sent repeatedly with the SCR-578B (Gibson Girl) found in the life boat. At 1430K a B-17 Dumbo was sighted. Its attention was immediately attracted by the use of distress smoke, flare signals and sea marker. The Dumbo sighted and circled the survivors for a short period of time. Then a PB7 Dumbo joined the other and dropped smoke bombs to spot survivors. An hour later the Submarine USS Tigrone was sighted and another barrage of distress smoke and flare signals were sent up by the survivors. The submarine came along side and picked up survivors. The time was 1700K; date 30 May 1945; coordinates 31°49'00"N-142°06'20"E.

c. Suggestions by Crew:

a. Astro dome release mechanism be modified for easy removal of Astro dome. (Other means such as shooting or chopping Astro dome out is a common occurrence when all other standard procedure fails).

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- b. Life raft releases be installed on Flight Engineer's panel.
- c. A 50 foot length of rope, $\frac{1}{2}$ inch, be placed in each life raft for the purpose of hauling men to raft in a rough sea.
- d. Airplane Commander and Co-Pilot's bullet proof glass not be removed prior to ditching to prevent occupants from getting out from flying glass when nose of aircraft caves in upon impact.
- e. Water bail-out pump in Airborne Life Boat (Higgins) be mounted in a vertical position to alleviate the necessity of a man lying on his back in a cramped and tiring position to operate it.
- f. Airborne Life Boats (Higgins) should be dropped down wind from survivors to facilitate all attempts to reach the boat with the help of wind and seas.

9. Comments and Criticisms by Investigating Committee:

- a. Present locking device is not adequate on Airplane Commander and Co-Pilot windows. Recommend a suitable locking device be installed on each window to prevent slamming shut and jamming when ditching.
- b. Recommend all crews be given instructions on contents and the use of equipment found in an Airborne Life Boat (Higgins).

BY COMMAND OF BRIGADIER GENERAL POWER:

Floyd Cooley
FLOYD COOLEY,
Lt Col, AGD,
Adj Gen.

Distribution: As indicated in Ltr, HQ XXI BC, file 373 AIOFN, Subject: "Distribution of the Narrative Ditching Report", dated 8 April 1945.

JUN 20 1945

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C O N F I D E N T I A L
HEADQUARTERS
XXI AIR FORCE
ADJUTANT GENERAL

M/Sgt. Clare A. Lovelace, Jr.

Mrs. Clarice C. Lovelace (wife) ✓
 4018 East Steele Street
 Wichita, Kansas

Sgt. Charles Markowitz

Mr. Philip Markowitz (father) |
 468 Hinsdale Street
 Brooklyn, New York

S/Sgt. Lawrence J. Toeppe

Mrs. Mary Toeppe (mother) ✓
 Millersville, Ohio

Sgt. William T. Davenport, Jr.

Mrs. Helen L. Davenport, Jr. (wife) ✓
 Star Route
 Council Bluffs, Iowa

B-29 - 66-698 - 29 May 1946

CHRIST-JAWER, Arland F.	2nd Lt.	0-785 474 - KIA
DAVENPORT, William T. Jr.	Sgt.	17 122 771 - KIA
GREAR, Edgar B.	1st Lt.	0-798 199 - KIA
HAVENGA, Ralph V.	2nd Lt.	0-2 068 845 - NK - EUS
HOWES, Howard L.	2nd Lt.	0-556 107 - NK - EUS
LOVELACE, Clare A. Jr.	2nd Sgt.	18 058 907 - KIA
MARKOWITZ, Charles	Sgt.	42 064 110 - KIA
SCHUTZMAN, Elias T.	Cpl.	42 041 401 - KIA
TOEPPE, Lawrence J.	S/Sgt.	16 529 499 - KIA
WILCOX, Richard F.	F/O	T-63102 - NK - EUS
WILLIAMS, Frank E.	S/Sgt.	35 669 890 - NK - EUS

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 NK - EUS
 NK - EUS

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