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Classification changes

to \_\_\_\_\_  
by E. A. ...DUNAS, Lt. Col., AG  
by F. M. ...Capt., AG  
Date MAR 15 1946

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REPORT NO. 4Original - ~~XXXXXXXXXX~~  
(Cross out one)

MISSING AIR CREW REPORT

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

XXI Bomber Command

1. ORGANIZATION: Location, by Name AFPO 246; Command or Air Force 20th Air Force  
Group 39th Squadron 60th Bomb Detachment Not applicable
2. SPECIFY: Place of Departure North Fld; Course 343° 351° 336° 514° 83° 114° 175°  
Target or Intended Destination Yokohama; Type of Mission Bombing (Combat)
3. OTHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:  
Visibility 10 mi, scattered clouds tops 4000 ft with estimated base 2000 ft
4. GIVE: (a) Day 29 Month May Year 1945 Time 0200Z, and location of last known whereabouts of missing aircraft 33-35 N, 141-55 E  
(b) Specify whether aircraft was last sighted ( ); last contacted by radio ( ); forced down (x); seen to crash ( ); or information not available ( ).
5. AIRCRAFT WAS LOST, OR IS BELIEVED TO HAVE BEEN LOST, AS A RESULT OF: (Check only one) Enemy Aircraft (x); Enemy Anti-Aircraft (x); Other circumstances as follows: Aircraft was hit by enemy anti-aircraft fire and attacked by enemy aircraft
6. AIRCRAFT: Type, Model and Series B-29; AAF Serial No. 44-69867
7. NICKNAME OF AIRCRAFT, if any: Merry Fortune
8. ENGINES: Type, Model and Series Not applicable; AAF Serial Nos Aircraft ditched  
(a) \_\_\_\_\_ (b) \_\_\_\_\_ (c) \_\_\_\_\_ (d) \_\_\_\_\_
9. 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) \_\_\_\_\_
10. THE PERSONS LISTED BELOW WERE REPORTED AS: (a) Battle Casualty x (except #7, 10, 11)  
or (b) Non-Battle Casualty \_\_\_\_\_
11. 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          | ✓ Killpack, Reese (NMI)        | Capt  | 0-428961      | Missing in Action ✓   |
| 2. A          | ✓ Naden, Joseph B. Jr.         | 2d Lt | 0-825953      | Missing in Action ✓   |
| 3. B          | ✓ Wilkie, John C.              | Capt  | 0-433161      | Missing in Action ✓   |
| 4. C          | ✓ Collins, Harris E. Jr.       | Capt  | 0-369738      | Missing in Action ✓   |
| 5. L          | ✓ Wible, Austin L.             | 2d Lt | 0-2058602     | Missing in Action ✓   |
| 6. G          | ✓ Rack, Eugene C.              | Sgt   | 13155100      | Missing in Action ✓   |
| 7. N          | ✓ Dunn, Fred N.                | T/Sgt | 14049893      | (Rescued/not present) |
| 8. I          | ✓ Williams, Myron D.           | Sgt   | 42107977      | Missing in Action ✓   |
| 9. K          | ✓ Findley, William T.          | Sgt   | 37227699      | Missing in Action ✓   |
| 10. O         | ✓ Miller, Joseph P.            | Sgt   | 33832335      | (Rescued/not present) |
| 11. R         | ✓ Tilghman, George C.          | Sgt   | 13185039      | (Rescued/not present) |
| 12.           |                                |       |               |                       |
| 13.           |                                |       |               |                       |
| 14.           |                                |       |               |                       |

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

Check only One Column

Name in Full (Last Name First)	Rank	ASN	Contacted Last by Radio	Saw	Force Sighted	Saw Force 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 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, Q. 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-724288, in charge.

DATE OF REPORT 30 May 1945

George W. Mundy  
(Signature of Preparing Officer)

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

17. REMARKS OR EYEWITNESS STATEMENTS:

Only available information is teletype messages stating rescue status of three enlisted men indicated on page 1, this report.

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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R-625

HEADQUARTERS  
314TH BOMBARDMENT WING  
APO 334, c/o Postmaster  
San Francisco, Calif

3734 AMOPT

23 June 1945

Air Sea Rescue Report No. 11 (Supplement to JAF Form 16, dtd 11 June 1945).

1. Wing: 314th Crew: 39th Squadron: 60th Plane No: 44-69867.

2. Mission No.: 23, 29 May 1945.

3. Cause of Bail Out: Aileron and rudder controls shot out by flak over target. Large holes in vertical and horizontal stabilizers. Entire flight control system inoperative except elevator trim tabs.

4. Time, location: 0110 (GCT), 29 May 1945. Position: Approximately 130 miles northeast of Hachijo Shima. Coordinates: 34°16'N - 142°03'E.

5. Rescue: At approximately 0545 (GCT), 29 May 1945 and 0830 (GCT), 30 May 1945, by the submarine USS Dragonet, and returned to North Field, Guam.

6. Crew:

<u>POSITION</u>	<u>RANK</u>	<u>NAME</u>	<u>ASN</u>	<u>LAST SEEN</u>
Ap Commander	Capt	Kilpack R	0428961	Missing
Co-Pilot	2nd Lt	Nedon J	0825959	Missing
Navigator	Capt	Wilkie J G	0433161	Missing
Bombardier	Capt	Collins H	0369738	Missing
Flight Engineer	T/Sgt	Dunn F	14049893	Rescued
Radio Operator	Sgt	Reck F O	13155100	Missing
OFC Gunner	Sgt	Miller J	33832335	Rescued
Left Gunner	Sgt	Tilghman M	12191524	Rescued
Right Gunner	Sgt	Windle W	37727699	Missing
Radar Operator	2nd Lt	Wible A L	02058602	Missing
Tail Gunner	Sgt	Williams M	42107977	Missing

7. Narrative Report:

a. Cause of Bail Out: Received direct flak burst over target after bombs away. The entire control system was shot away with the exception of the trim tabs on the elevators. The landing gears extended and flaps came down to approximately 20°-25°. Original course to return to base was maintained. Soon afterwards the aircraft went into a dive at 19,000 feet and pulled out at 12,000 feet. The pilot was able to straighten out by means of the elevator trim tabs but in so doing an erratic course was flown. The Airplane Commander kept the aircraft on straight and level flight by streamlining the elevator trim tabs. All engines functioned properly. An effort to set up the C-1 auto-pilot was unsuccessful because it also was shot out. An attempt by the

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Flight Engineer to turn the aircraft back on to the original course by reducing power on one side and increasing power on the other side caused the airplane to dive. Approximately 100 miles off the Japanese Coast the verbal order to bail out was carried out.

b. Radio Communications: After leaving the formation the distressed aircraft was jumped by 10 Japanese fighters. The call for help on VHF was radioed to other B-29s in the vicinity. Five attacks were made at the stricken aircraft by Tojos in pairs. Two B-29s arrived to drive the fighters off. Later the Radio Operator contacted a submarine (Razor Back) which was approximately 30 miles off the coast. He also contacted a buddy B-29 and gave them their position. Two complete distress messages were sent out by the Radio Operator. Prior to leaving the aircraft the Radio Operator screwed down his key. Repeated efforts were made by the Airplane Commander to use channel C on VHF.

c. Preparation for Bailing Out: After investigating the circumstances the Airplane Commander decided to bail out rather than fly off course. He realized that they were flying away from briefed Air Sea Rescue facilities and their chances of being picked up were that much less. Proper bailing out procedure was given over the interphone by the Airplane Commander. His orders were to check each others equipment and see that everything was in proper order. The Tail Gunner had been wounded seriously in the right arm and leg by flak. First aid was administered and steps were taken to push him out with a 20 foot rope tied to the rip-cord and structure of the airplane. In the meantime the bomb-bay doors were opened in order to ~~save~~ rear fuel tank for bail-out. The tank did not release due to the fact that it had caught in one corner and jammed. When the verbal order to bail out was given the men in the rear were forced to go out through the rear entrance doors. The altitude of bail out was 12,000 feet.

d. Bailing Out: The Tail Gunner was bailed out first with the GFC Gunner following as soon as possible in order to aid the Tail Gunner in the water. The Right and Left Gunners followed. The Radar Operator reported to the Airplane Commander that he was the last man in the rear of the airplane and was ready to leave. In the front the Airplane Commander ordered the Flight Engineer to go back and bail out with the Navigator and Radio Operator. When he reached the forward bomb-bay he discovered that the Navigator and Radio Operator had already bailed out. So the Bombardier was ordered to bail out with the Flight Engineer for the purpose of being nearby in the water. The Flight Engineer told Bombardier to release life rafts from the compartments before going out. This would give them a chance to find a raft, since the rafts would land between them in the water. After the Flight Engineer bailed out he noticed the life rafts popping out of the fuselage inflated. (The Airplane Commander, Co-Pilot, Bombardier and Radar Operator did not bail out as he watched the airplane fly out of sight in straight and level flight, (reasons unknown).)

e. Survival: The GFC Gunner made a very successful landing. He did not release himself from the harness of the parachute until he struck the water. He immediately inflated his Mae West, reached the parachute and unbuckled the one man dinghy from the harness and inflated it with no trouble. He estimated that within five minutes he was in the one man dinghy. Likewise the Left Gunner

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did not experience any trouble in landing, getting out of parachute harness and inflating the Mae West and one man dinghy. The Left Gunner in coming down spotted three parachutes as they hit the water. The Flight Engineer cleared his harness approximately 10 - 12 feet above the water. In so doing the one man dinghy was lost and his Mae West was ripped due to the lanyard of the dinghy being snapped to the Mae West. He was able to inflate one section of the Mae West only.

f. Rescue: Within 15 minutes after the Flight Engineer hit the water a Dumbo was spotted. Immediately he opened the sea-marker bag on the Mae West which the airplane sighted instantly. Within a short time two other Dumbos appeared and circled the survivor. Numerous rafts were dropped and finally he was able to get one, although the swells were 10 to 12 feet high and the sea very rough. He was picked up by a submarine (USS Dragonet) 4 hours after he bailed out. The CFC Gunner remained in the dinghy all of that day and all of that night without spotting an airplane. At 0500K the next morning an airplane was heard, and using an ordinary flashlight to signal with he was sighted by the Dumbo. A life raft was dropped to the survivor, the Super Dumbo circled until 0800K, and then departed. At 1600K two Dumbos appeared and circled the survivor for three hours. At 1900K he was rescued by the same submarine (USS Dragonet). The Left Gunner remained in the dinghy all day and night without sighting an airplane. The next morning before daybreak an airplane was spotted, and he immediately fired three shots from his automatic pistol at the airplane. The flashes from the pistol were seen by the Superdumbo. The airplane circled the survivor up to 0800K and dropped a kit of emergency rations, then departed. The next airplanes that were seen were the two Dumbos that had spotted the CFC Gunner. Evidently these two Dumbos circled the CFC and Left Gunners at that time. Later the submarine USS Dragonet rescued the Left Gunner. The CFC and Left Gunners had used sea-markers to attract the two Dumbos. [At one time, after the man had bailed out, a buddy B-29 observed a raft with 3 occupants and one man trailing in the water holding on to the raft; these men are still missing.]

8. Suggestions and Criticisms by Survivors: a. The Skipper of the submarine received by radio the reciprocal heading of the bail out location from a Superdumbo. (This put the submarine off 50 miles in the wrong direction). b. Airrafts were not dispatched that same day to search area for survivors after the survivors had bailed out. c. Recommend that a Morse Code be stenciled on or be placed in the type C-2 one man life raft.

9. Comments and Recommendations by Investigating Committee: a. Recommend that Super Dumbos be dispatched immediately to aid surface crafts in locating and rescuing survivors. b. Also recommend that bomb-bay doors be kept closed. There is a possible chance of doors jamming open when attempt is made to jettison empty bomb-bay tanks in an emergency.

BY COMMAND OF BRIGADIER GENERAL POWER:

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

Distributions: As indicated in Ltr. HQ  
XXI BC, file 379 AIOEN, Subject:  
"Distribution of the Narrative Ditching  
Report", dated 8 April 1945. C O N F I D E N T I A L

FILGHMAN, George C.  
Sgt 13185039

Not a  
casualty

MACR 14537

MILLER, Joseph P. Sgt 33832335

Not a casualty

MACR 14537

Dunn, Fred N 14049893  
+1sgt

Not a casualty  
41 and 43cd in file

MACR 14537

Capt. Reese Killpack

Mrs. Mary S. Killpack (wife)  
761 North University Avenue  
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Capt. John C. Wilkie

Mrs. Margery S. Wilkie (wife)  
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Detroit, Michigan

371 Capt. Harris E. Collins, Jr.

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