

14594

~~CONFIDENTIAL~~

Classification changed
to **RESTRICTED**
by E. A. BRADONAS, Lt. Col., AC
by F. M. MURPHY, Capt., AC
Date **1 MAR 1946**

~~CONFIDENTIAL~~

CONFIDENTIAL

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

Report NO. 4

61st Bomb Sq, 39th Bomb Gp

(Unit)

MISSING AIR CREW REPORT

31 #187

XII Bomber Command

1. ORGANIZATION: Location, by Name APG 246; Command or Air Force 20th Air Force
Group 39th Squadron 61st Bomb Detachment Not applicable

2. SPECIFY: Place of Departure North Fla; Course 343° 330° 300° 020° 052° 095° 145°
Target or Intended Destination Seake ~~Osaka, Honshu, Japan~~

3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:
Broken low clouds at 900 ft. broken high clouds. wind 40 knots. visibility approx 6 mi.

4. GIVE: (a) Day 1 Month June Year 1945 Time 0330Z; and Location of last known whereabouts of missing aircraft 29-50 N. 140-20 E (Approximate)

(b) Specify whether aircraft was last sighted (); last contacted by radio (); Forced down (); Seen to crash (); or Information not available (X).

5. 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: Failure of an engine, runaway propeller on another engine.

6. AIRCRAFT: Type, Model and Series B-29; AAF Serial No 42-65364

7. NICKNAME OF AIRCRAFT, If Any: Sky-Scraper

8. ENGINES: Type, Model and Series Not applicable AAF Serial Nos

(a) (b) (c) (d)

9. INSTALLED WEAPONS (Furnish below Make, Type and Serial Number): Not applicable

Make: 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 EM listed on line 6 only 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	Cox, William D.	1st Lt	0-732057	Rescued not Present
2.	A	Frodsham, James H.	F/O	T-3925	Rescued not Present
3.	B	Coste, William H.	1st Lt	0-2064222	Rescued not Present
4.	C	Blake, John E.	1st Lt	0-1298176	Rescued not Present
5.	L	Swanberg, Arthur D.	2d Lt	0-2048192	Rescued not Present
6.	H	Kanick, Edward M.	T/Sgt	13006441	Missing in Action
7.	G	Schwoepler, James E.	S/Sgt	36810824	Rescued not Present
8.	O	Geis, Ralph T.	Sgt	16136923	Rescued not Present
9.	R	Chkoff, James W.	Sgt	42091288	Rescued not Present
10.	I	Astromatteo, Pascuale	Sgt	13159235	Rescued not Present
11.	K	Weiler, Robert E.	Cpl	1204547	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	Contacted Last by Radio	Saw Sighted	Set Forc. Landing
1. None				
2.				
3.				
4.				



17488

CONFIDENTIAL

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, 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 conducted in accordance with provisions of XXI Bomber Command Regulations by Air-Sea Rescue Unit 314th Bomb Wing, 1st Lt Graham S. Campbell, O-724238, in charge.

DATE OF REPORT 3 June 1945

George W. Mundy
(Signature of Preparing Officer)

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

17. REMARKS OR EYEWITNESS STATEMENTS:

All personnel bailed out of aircraft. T/Sgt Kanick's parachute failed to open.

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.

~~CONFIDENTIAL~~

Classification changed
to ~~RESTRICTED~~
by E. A. BRADAMS, Lt. Col., AC
by F. M. MURPHY, Capt., AC
Date: 2 JUN 1945

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

373.4 AHOPT

28 June 1945

Air Sea Rescue Report No. 12 (Supplement to AAF Form 16, dd 12 June 1945).

1. Wing: 314th. Group: 39th. Squadron: 61st. Plane No: 42-65364.

2. Mission No. 24, 1 June 1945.

3. Cause of Bail out: Oil leak in #3 engine and unable to feather propeller, engine caught fire when oil supply was exhausted. Propeller oversped and flew off the aircraft striking the fuselage aft of forward bulkhead of forward bomb bay; severed controls of right aileron, rudder and all elevators. Also engine controls to #4 were severed. Fire broke out in #2 engine.

4. Time: 1415K, 1 June 1945. Location: Over Island of Sofu Gan.
Coordinates: 29°48'N-140°20'E.

5. Rescue: At approximately 1355K, 2 June 1945, by the submarine USS Tinosa, later transferred to USS Scabbard Fish and returned to North Field, Guam.

6. Crew:

<u>POSITION</u>	<u>ANK</u>	<u>NAME</u>	<u>ASN</u>	<u>LAST SEEN</u>
Ap Commander	1st Lt.	WILLIAM D. ORR	0-732057	Rescued
Co-Pilot	F/O	JAMES M. PRODSHAM	T-3925	Rescued
Navigator	2nd Lt.	WILLIAM H. COSTA	0-2064222	Rescued
Bombardier	1st Lt.	JOHN M. ELAKE	0-1298176	Rescued
Flight Engineer	T/Sgt.	Edward M. Kanick	13006441	Missing
Radio Operator	S/Sgt	James E. Schwoegler	36810824	Rescued
CFC Gunner	Sgt.	Ralph T. Gervais	16136923	Rescued
Left Gunner	Cpl.	Robert E. Weiler	12043347	Rescued
Right Gunner	Sgt.	James W. Wyckoff	42094288	Rescued
Radar Operator	2nd Lt.	ARTHUR D. SWINBERG	0-2068492	Rescued
Tail Gunner	Sgt.	Pasquale Mastromatteo	13159235	Rescued

7. Narrative Report:

a. Cause of Bail Out: Took off on 1 June 1945 on daylight formation strike to Osaka. Upon making landfall at 1200K the Flight Engineer informed the Airplane Commander that #3 engine had developed an oil leak. At this time the Right Gunner observed very little oil being lost on the wing and consequently very little importance was attached to the leak.

14954

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

The Flight Engineer was instructed to inform the Pilot when the engine oil level dropped 20 gallons. After turning on the IF the Engineer reported the oil level had dropped 20 gallons and was slowly decreasing as indicated by the liquidometer. The decision was made to run the engine over the target and then feather it after leaving target. The co-pilot then reduced the RPM on the troubled engine from 2350 to 2000. Just before bombs away a direct flak hit was sustained on the left wing, but the damage was not visible. Reducing the throttle to the closed position and placing the propeller in the low RPM position, #3 engine feathering button was pressed. The button stayed in the down position but no feathering action took place. The Engineer reported 20 gallons of oil remained in #3 engine tank. Continued on course and the feathering motor circuit breaker was checked for tripping. The propeller was windmilling at 900 RPM and attempts to repunch the feathering button to reduce RPM was unsuccessful. On instruments in clouds at 20,000 feet the Pilot decreased air speed to 135 MPH to avoid overspeeding the propeller. Engine began to overheat as oil supply was exhausted at 1240K. At this time the Pilot alerted the crew and informed them over the interphone as to what was going on and to be prepared for an emergency. The Navigator and Radio Operator moved forward to keep out of line of the propeller. RPM began fluctuating between 900 and 2000 until engine seized and propeller ceased windmilling with airspeed of 125 MPH. At approximately 1255K the engine began to turn again at increasing RPM at which time the engine caught fire and began to melt. At 4500 RPM, tachometer returned to zero and propeller continued to rev up until it flew off into the fuselage about 30 seconds after engine caught fire. Propeller entered fuselage in forward end of forward bomb-bay severing all co-pilot's flight controls and right rudder, aileron, and the elevator controls on the Pilot's side. Also cut controls to #4 engine and throttle closed to 17 inches manifold pressure. Used Auto-Pilot for elevator control after cables were severed. #2 engine caught fire at 1400K. Experienced considerable trouble holding heading, airspeed and altitude while trying to fly instruments.

b. Radio Communications: The Navigator and Radio Operator began compiling Air Sea Rescue data. Flying on instruments at the time the Navigator had only a DR position to give. They were in radio contact with Blackjack 35 from time of departure from the Japanese coast, but due to the weather Blackjack 35 was unable to locate and fix a position within 60 miles. An attempt was made to home on Boxkite signal, but Boxkite had discontinued transmitting when his set broke down. The Radio Operator asked for a QTF from the ground station on 7415 KCS, but was unable to obtain one. The Pilot's radio compass would not home on signal from Liddag 2 due to considerable static. Later the Navigator spotted the island of SOFULGAN after breaking out of the overcast at 3500 feet. The Pilot immediately began to circle the island while the Radio Operator put out the following message in the clear on the Eifo Guard frequency of 4475: "Blackjack 30 bailing out over SOFULGAN". The Pilot put out on Charlie channel the same information. They received a "Roger" on 4475 from a life guard station (unidentified).

c. Preparation for Bailing Out: Crew had been alerted for bail out when the propeller began to rev up, and were standing by on interphone with the Bombardier relaying all instructions and keeping the crew posted as to what was going on. Earlier, the Radar Operator in the rear of the aircraft had supervised the removal of all loose gear that might fly around in the

~~CONFIDENTIAL~~

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

event of ditching. He also made ready the Gibson Girl, extra supplies, and his navigating gear. The bomb bay doors were not opened for fear that the additional stress on the badly damaged fuselage might break the airplane in two. The propeller had severed the fuselage from the astrodome down the right side of the fuselage into the left hand bomb bay door. The gash was from two to six feet wide, with several very large ragged pieces of skin flying off into the slip stream, and leaving sizeable chunks trailing under the airplane.

d. Bail Out: The island was circled and the crew were informed they were to bail out, staying as closely together as possible. The air-speed at this time was 140 MPH, and altitude was 3,000 feet. The crew bailed out at approximately the same instant; the men in the front bailed out the nose wheel, and the men in the rear used the rear entrance door. The aircraft lost altitude rapidly and was turning to the left. Fearing that it would crash in the vicinity of the men in the water, the Airplane Commander continued to fly in the turn until altitude was 900 feet, at which time he bailed out of the nose wheel well, climbing to the bottom of the well and dropping out feet first. He cleared the lowest part of the aircraft by at least four feet. The airplane was in a 50° diving spiral. After completing a 270° turn, it careened to the right, struck the water with the right wing, and exploded immediately.

e. Survival: All parachutes functioned normally with the exception of the Flight Engineer's. He was seen to strike the water with his parachute unopened (reason unknown). All crew members landed in the water 200 to 500 yards apart in a circle around the island. All Mae Wests functioned perfectly. The crew inflated their one-man rafts, which functioned normally with the exception of the tail gunner, who lost his one-man raft after hitting the water.

f. Rescue: Approximately 1 hour and 30 minutes after bail-out, two PBY's and a B-17 sighted and marked the survivors position with smoke bombs. By using sea marker from their Mae Wests the men were seen very easily by the Dumbos. The B-17 dropped an air-borne Life Boat (Higgins) near the co-pilot and radar operator. They secured the boat and picked up the remaining men within 2 hours and 30 minutes. They experienced considerable difficulty starting the boat's engine. The men set the sea anchor on the boat and rigged it for the night. They changed clothes, and investigated contents of the boat, in preparation for an indefinite stay aboard. Super-Dumbos left area about 2330K. No attempts were made to use the SCR-578B transmitter (Gibson Girl) during the night for fear of giving the Japs a bearing on survivors. At day break they raised the antenna, via the kite provided, and the Dumbo homed to survivors. Due to poor visibility the Dumbo and submarine were unable to sight the men, although 40 flares were fired by the survivors. Submarine picked up low circling Dumbo on Radar and approached within 500 yards before sighting men. The crew boarded the submarine (USS Tinosa) at 1355K, 2 June 1945, approximately 24 hours after bailing out.

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

CONFIDENTIAL

8. Suggestions and Criticisms by Survivors:

- a. Further familiarization of equipment on Higgins boat by all crews.
- b. Radar corner reflectors be installed in Higgins boat.
- c. A radar reflector kit be installed on SCR-578B transmitter (Gibson Girl) antenna.
- d. More coordination and further standardization of radio procedure between aircraft in distress, surface craft, and submarines.
- e. Have Dumbos or search planes fly within 200 feet of water, so submarines can obtain radar bearings. (It is understood that the range of a submarine radar set in respect to altitude, is limited to 250 feet maximum). Therefore, in order to obtain a fix and heading, an aircraft flying overhead should not be more than 200 feet above the submarine..
- f. Install in all life rafts charts of land areas enroute to target, and charts of prevailing winds and currents.
- g. Recommend crew members climb down nose wheel hatch when bailing out to prevent the possibility of striking any protruding structure when jumping.
- h. A clamp be installed on the bottom of the Higgins boat to attach Gibson Girl firmly for rotation of crank.
- i. Two AN/CRN-1 Radio Transmitter Buoys dropped by a Super-Dumbo collapsed upon striking the water.

9. Comments and Recommendations of Investigating Committee:

- a. Better radio discipline be practiced over the target.
- b. Additional instructions on the use and method of inflating the one-man raft (Type C-2).
- c. All submarines should be equipped with homing sets. (Some of the submarines assigned to rescue work do not have them).
- d. Malfunction of rockets on Higgins boat used to throw out life lines from the boat upon contact with salt water, created a hazard to men climbing into the boat and also to the men already in the boat. The rockets had not been fired and the men were ignorant of their purpose. Also, the men experienced difficulty in paddling their one-man rafts through the swells to reach the boat.
- e. It is recommended that the C-1 sustenance vest not be worn in bailing out. It has a tendency to drag a person under, and hampers their movements while in the water. Recommend important items needed be taken out of the vest and put in the summer flying suit.

CONFIDENTIAL

~~CONFIDENTIAL~~

F. In bailing out over water, men in rear and front should exit by following one another out as quickly as possible. In this way the men will be in the general vicinity of each other after landing. If possible, the pilot should fly his airplane in a circle as the men bail out.

BY COMMAND OF BRIGADIER GENERAL POWER:

Floyd Cooley

FLOYD COOLEY
Lt Colonel, AGD
Adjutant General

DISTRIBUTION: In accordance with Ltr,
Hq XXI BC, file 373A1OPN,
Subj: Dis r of the
Narrative Ditching Report,
dated 8 April 1945.

~~CONFIDENTIAL~~