

13084

CPIRC 704/1949 1st Ind
HEADQUARTERS CENTRAL PACIFIC BASE COMMAND, APO 958, 7 April 1945.

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

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

5 Incls:

- Incl 1 - Supplement Rpt. #4.
- Incl 2 - Statement of James Hurley
- Incl 3 - Statement of Richard Gunn
- Incl 4 - Statement of Charles Wilcoxon

Electronic Transcription of MACR 13084, Page 2

(REPORTING HEADQUARTERS)
864TH BOMBARDMENT SQUADRON (H)
494TH BOMBARDMENT GROUP (H) AAF

MISSING AIR CREW REPORT

13084

IMPORTANT: This report will be compiled in triplicate by each Army Air Forces organization within 48 hours of the time an air crew member is officially reported missing.

1. ORGANIZATION: Location, by name Angaur, Palau Is; Command or Air Force VII B.C.
Group 494th BG; Squadron 864th BS; Detachment _____
2. SPECIFY: Place of Departure Angaur, Palau Is; Course 311 Bomb Run
Target of Intended Destination Ising, Mindanao Type of Mission Bombing
3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:
Scattered clouds and unlimited visibility
4. GIVE: (a) Day 17 Month 02 Year 1945; Time 1045K; and Location Ising, Mindanao
of last known whereabouts of missing aircraft.
(b) Specify whether aircraft was last sighted (); Last contacted by radio ();
Forced down (); Seen to Crash (XX); or Information not available ()
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:
Fire in flight. Crew bailed out.
6. AIRCRAFT: Type, Model and Serial B-24 J; AAF Serial Number 44-40743
7. NICKNAME OF AIRCRAFT, if any "I'LL GET BY"
8. ENGINES: Type, Model and Series R-1830-65A; AAF SERIAL Pratt & Whitney
Number (a) BP-441895; (b) BP-441910; (c) BP-441776; (d) BP-442048
9. INSTALLED WEAPONS: (Furnish below Make, Type and Serial Number);
(a) 1203516 50 cal; (b) 1200959 50 cal; (c) 1099696 50 cal; (d) 3499657 Carbine
(e) 1203921 50 cal; (f) 1202121 50 cal; (g) 1196737 50 cal; (h) Browning Air Cooled
(i) 1202673 50 cal; (j) 1538922 50 cal; (k) 126191 30 cal; (l) _____
(m) 1202588 50 cal; (n) 1100027 50 cal; (o) 127695 30 cal; (p) _____
10. THE PERSONS LISTED BELOW WERE REPORTED AS: (a) Battle Casualty XX
or (b) Nonbattle Casualty _____
11. NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 10; Passengers 1; Total 11
(Starting with Pilot, furnish the following particulars: If more than 11 persons were aboard aircraft, list similar particulars on separate sheet and attach original to this form.)

Crew Position	Name in Full (Last Name First)	Rank	Serial Number	Current Status
1. <u>Pilot</u>	<u>Lampe, John B.</u>	<u>1st Lt</u>	<u>O-739668</u>	<u>Date Ret 3 Mar 45</u>
2. <u>Co-Pilot</u>	<u>Rolfe, David P.</u>	<u>2nd Lt</u>	<u>O-820177</u>	<u>"</u>
3. <u>Navigator</u>	<u>Cowell, Wesley J.</u>	<u>2nd Lt</u>	<u>O-708413</u>	<u>"</u>
4. <u>Bombardier</u>	<u>Smith, James E.</u>	<u>2nd Lt</u>	<u>O-696256</u>	<u>"</u>
5. <u>Engineer</u>	<u>Swain, Floyd C.</u>	<u>T/Sgt</u>	<u>17175673</u>	<u>"</u>
6. <u>Radio Operator</u>	<u>Cantu, Raul</u>	<u>T/Sgt</u>	<u>38250119</u>	<u>"</u>
7. <u>U/Turret G.</u>	<u>Gorman, Robert E.</u>	<u>S/Sgt</u>	<u>13123507</u>	<u>"</u>
8. <u>N/Turret G.</u>	<u>Derr, Foster D.</u>	<u>S/Sgt</u>	<u>35626578</u>	<u>"</u>
9. <u>B/Turret G.</u>	<u>Fortunato, Ermiddio P.</u>	<u>S/Sgt</u>	<u>35518855</u>	<u>"</u>

Electronic Transcription of MACR 13084, page 3

10. Tail G. Murphy, Lawrence E. Sgt 35172587 “
11. Navigator Penrose, Julian D. Capt O-408937 “

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

(Last Name First)	Rank	Serial Number	Contacted by Radio	Last Sighted	Saw Crash	Saw Forced Landing
1. <u>Gunn, Richard L.</u>	<u>2nd Lt</u>	<u>O-705940</u>			<u>XX</u>	
2. <u>Hurley, James R.</u>	<u>2nd Lt</u>	<u>O-699316</u>			<u>XX</u>	
3. <u>Wilcoxon, Charles E.</u>	<u>2nd Lt</u>	<u>O-679161</u>			<u>XX</u>	

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 _____

17. REMARKS OR EYEWITNESS STATEMENTS:

Date of Report 18 February 1945

//s//
(Signature of Preparing Officer)
LOWELL S. NICHODEM
Captain, Air Corps

864th Bombardment Squadron (H)
494th Bombardment Group (H)
APO #264
c/o Postmaster, San Francisco, Cal.

S T A T E M E N T

Having dropped our bombs on the first run over the target we dropped behind the lead element and a little to the right to spot the bombs on the second run. I saw the bombs starting to come out of lead plane #743 and at the same time saw one of them explode. It was easy to tell that it wasn't flak or the engine exploding. Almost immediately flames come from number two engine and seemed to grow in intensity. Plane #743 started a shallow turn to the right while we turned sharp to get out of the way in case the plane exploded. The fire didn't die out and soon men began to leave the plane. We counted eleven chutes opening the last one leaving as the plane started straight up. We let down to five thousand feet and saw some of the men land. We drew a sketch of where some of the chutes landed and it was turned into our S-2 (Squadron). Also we had two sets of glasses and could observe no activity near the chutes. Seeing that we could not help we headed back to our base.

//s//
RICHARD L. GUNN,
2nd Lt., Air Corps

864th Bombardment Squadron (H)
494th Bombardment Group (H)
APO #264
c/o Postmaster, San Francisco, Cal.

S T A T E M E N T

We were flying number 2 position in a 3 plane element over target, Ising, Mindanao, P.I. On the first run bombs were not released. On the second run over the target, bombs were released. While watching the bombs fall, I saw a violent explosion directly under the lead plane #743. Immediately I saw flames covering the half deck window and flames shooting past the waist window of #743. About that time, I noted that another string of bombs were salvoed from plane #743. Flames broke out from what appeared to be top of the fuselage, but could have also been from #2 engine nacelles. After it appeared that engine fire extinguisher had been used. At this time all flames on outside of fuselage, which had been as far back as runner appeared to stop but flames continued inside waist. At this time #1 prop was feathered and #743 started down and a little to the left. Almost as soon as #1 was feathered, the flames broke out again directly behind #2 engine and appeared to burn through the upper covering of the wing. Then the first man bailed out. We counted 12 objects leaving the plane but no member of the crew saw more than 11 parachutes open. We followed the plane down to about 4500 indicated. Because it appeared that some of the men would land in the Penal Colony there we circled directly over the building three times. We saw the parachutes on the ground but saw no movement of any sort, either around the chutes or around the buildings of the Penal Colony. I assumed that there was nothing more we could do without possibly endangering their lives, so we returned to flight altitude and came on home.

Up until the time the first man left #743 we were within 150 yards of the plane, due to the fact that it was turning in towards our plane. At time of the explosion, #743 was only about 100 feet away

//s//
JAMES R. HURLEY,
2nd Lt., Air Corps
Pilot

864th Bombardment Squadron (H)
494th Bombardment Group (H)
APO #264
c/o Postmaster, San Francisco, Cal.

S T A T E M E N T

We were bombing the target of Ising on Mindanao in the Philippines, everything seemed to be going as briefed with no flak or interception. We made one run over the target but our plane was the only one in our element to drop our bombs. It was difficult to pick up the target because of coverage of low cumulus.

After peeling over the target the first run we made a turn to the right and the leader called and said we were going to make another run. At this time there seemed to be no trouble at all.

When we started the second run our plane stayed slightly behind as we had a camera and wanted to get pictures. At the time of bombs away the lead plane's bombs started to drop but after two clusters had dropped there was a pause. About this time fire began coming out of what looked like #2 engine. Almost immediately the rest of the bombs went away and fire started coming out of the life-raft hatch and the whole inboard wing was in flames. He feathered #2 and it looked as if the engine fire extinguisher was operating.

At about this time men started bailing out. Number 1 engine was then feathered. You could see that he then engaged the auto-pilot but very soon it seemed to be getting out of control. The plane then started a dive changing course into a slow turning climb and at the top rolled on its back. Just before or at the time of rolling over three more chutes came out. The men in my plane had already seen eight so that gave a total of eleven. The plane split S'ed and started down. After one or two violent maneuvers it disappeared in the clouds. Soon after you could see gray black smoke coming up through the clouds.

One of the men who bailed out dropped about six thousand feet before opening his chute. All the others opened their chutes as soon as they were clear. There were four men who drifted over the Penal Colony and three of them landed in the Colony. The fourth landed just across the highway about a hundred and fifty yards away. The rest of the men landed in the hills and there were three who were pretty close together about five miles north west of the Colony. The other three were between these and the Penal Colony but were pretty well separated.

All this happened in a very few minutes but to the best of my knowledge it is exactly what happened.

//s//
CHALES E. WILCOXEN,
2nd Lt., Air Corps
Pilot

CASUALTY QUESTIONNAIRE

1. Your Name: **David P. Rolfe**
Your Rank: **1st Lt**
Serial Number : **O-820177**
2. Organization: **864B Sqdn 494 B Gp**
Commander:**L. Kelley**
Rank: **Col**
Sq CO:**Ben Sheldon**
Rank: **Lt. Col**
3. What year **_1945_** month **February** day **_17_** did you go down?
4. What was the mission? **Ising, Mindanao**
Target: **Same**
Target Time: **12:30pm**
Altitude: **8,000 feet**
Route flown: **Angaur (Palau) to Minanao**
5. Where were you when you left formation? **Lead Ship**
6. Did you bail out? **Yes**
7. Did other members of crew bail out? **Yes**
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? **Jungle - 4 miles from target**
10. What members of your crew were in the aircraft when it struck the ground? **None**
11. Where were they in the aircraft? **Battle Stations**
12. What was their condition? **Good**
13. When, where, and in what condition did you last see any members not already described above? **All crew members were rescued and arrived safely at our base. Later sent on rest leave, and reassigned to states.**
14. Please give any similar information on personnel of any other crew of which you have knowledge. Indicate source of information. **None**

(Any additional information may be written on the back)

CASUALTY QUESTIONNAIRE

1. Your Name: **Cowell, Wesley J.**
Your Rank: **1st Lt**
Serial Number : **O-708413**
2. Organization: **864B Sqdn 494 B Gp**
Commander:**L. Kelley**
Rank: **Col**
Sq CO:**Ben Sheldon**
Rank: **Lt. Col**
3. What year **_1945_** month **February** day **_17_** did you go down?
4. What was the mission? **Ising, Mindanao**
Target: **Same**
Target Time: **1300**
Altitude: **10,000 feet**
Route flown: **Angaur (Palau) to Minanao**
5. Where were you when you left formation? **About 2 minutes away from target**
6. Did you bail out? **Yes**
7. Did other members of crew bail out? **Yes**
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": **No Knowledge**
9. Where did your aircraft strike the ground? **Approx 10 miles west of target**
10. What members of your crew were in the aircraft when it struck the ground? **None**
11. Where were they in the aircraft?
12. What was their condition?
13. When, where, and in what condition did you last see any members not already described above? **I last saw crew members in the air in their parachutes when I hit the ground.**
14. Please give any similar information on personnel of any other crew of which you have knowledge. Indicate source of information.

(Any additional information may be written on the back)

CASUALTY QUESTIONNAIRE

1. Your Name: **SMITH, JAMES E.**
Your Rank: **1st Lt**
Serial Number : **O-696256**
2. Organization: **864B Sqdm 494 B Gp**
Commander: **L. Kelley**
Rank: **Col**
Sq CO: **Ben Sheldon**
Rank: **Lt. Col**
3. What year **1945** month **February** day **17** did you go down?
4. What was the mission? **Ising, Mindanao**
Target: **Personnel Area**
Target Time: **1300**
Altitude: **10,000 feet**
Route flown: **Angaur (Palau) to Minanao**
5. Where were you when you left formation? **Lead Ship, directly over target**
6. Did you bail out? **Yes, Bomb Bay**
7. Did other members of crew bail out? **Yes, everyone**
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": **See attached slip**
9. Where did your aircraft strike the ground? **Near Davao Penal Colony, Mindanao, P.I.**
10. What members of your crew were in the aircraft when it struck the ground? **None**
11. Where were they in the aircraft? **No where**
12. What was their condition? **None**
13. When, where, and in what condition did you last see any members not already described above? **All members returned to base in good condition.**
14. Please give any similar information on personnel of any other crew of which you have knowledge. Indicate source of information. **None**

(Any additional information may be written on the back) **Number 2 engine was seen to catch fire at the same time the bombs hit the ground. The crew began to bail out within 3 minutes after this, as number 1 engine was also on fire and flames were back as far as the waist compartment, and it was impossible for gunners to remain in aircraft. Pilot ordered rest of crew to bail out when engines had burned so much as to render them useless. Aircraft was not controllable for more than 8 - 10 minutes after being hit.**

Electronic Transcription of MACR 13084, page 10

CASUALTY QUESTIONNAIRE

1. Your Name: **John B. Lampe**
Your Rank: **Capt**
Serial Number : **O739668**
2. Organization: **864B Sqdm 494 B Gp**
Commander:**L. Kelley**
Rank: **Col**
Sq CO:**Ben Sheldon**
Rank: **Lt. Col**
3. What year **_1945_** month **_February_** day **_17_** did you go down?
4. What was the mission? **Enemy personnel area 2 miles east Davao Penal Colony**
Target: **Ising, Mindanao**
Target Time: **1310**
Altitude: **10,000 feet**
Route flown: **Angaur (Palau) to Minanao**
5. Where were you when you left formation? **Lead Ship, 6 ship Sq formation heading 300 degrees, 30 seconds from Bomb Release.**
6. Did you bail out? **Yes**
7. Did other members of crew bail out? **Yes, entire crew bailed 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? **Jungle - 4 miles from target**
10. What members of your crew were in the aircraft when it struck the ground? **None**
11. Where were they in the 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. **Info on my crew (none on any others) Entire crew was picked up within 8 days by Filipino guerillas. Sixteen (16) days after accident entire crew was evacuated by Navy P.B.M. Pickup was effected at the northern most end of Bay of Davao. The Engineer sustained the only injury (broken ankle) outside of minor cuts and bruises suffered by all aboard. entire crew was returned to U.S. in May 1945 in the best of health and spirits having been classified as evaders of the Japanese forces.**

(Any additional information may be written on the back)