

14899

HEADQUARTERS  
FAR EAST AIR FORCES  
APO 925

AG 319.1 GA

SUBJECT: Transmittal of Missing Air Crew Report.

To: Commanding General, AAF, Washington, 25, D.C.  
ATT: AFPPA-8.

Forward Missing Air Crew Report pertaining to B-24-J #44-40559,  
Missing in Action, 25 July 45.

FOR THE COMMANDING GENERAL

//s//  
D.T. HAMILTON  
Lieutenant Colonel, AGD  
Asst. Air Adj. Gen.

1 Incl:  
Incl 1 – MAR w/atts.

HEADQUARTERS ARMY AIR FORCES  
WASHINGTON

MISSING AIR CREW REPORT

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 APO #903; Command or Air Force 7<sup>th</sup> AF  
Group 494<sup>th</sup> BG; Squadron 864<sup>th</sup> BS; Detachment \_\_\_\_\_
2. SPECIFY: Place of Departure APO #903; Course \_\_\_\_\_  
Target of Intended Destination Tsuiki, Kyushu Type of Mission Bombing
3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:  
Hazy overcast. Visibility 1 Mile.
4. GIVE: (a) Day 25 Month 7 Year 1945; Time \_\_\_\_\_; and Location 28-40N 120-05E  
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:  
\_\_\_\_\_
6. AIRCRAFT: Type, Model and Serial B-24 J; AAF Serial Number 44-40559
7. NICKNAME OF AIRCRAFT, if any KUUIPO
8. ENGINES: Type, Model and Series R-1836-65; AAF SERIAL 44-40559  
Number (a) BP-427751; (b) BP-401006; (c) BP-427421; (d) BP-455451
9. INSTALLED WEAPONS: (Furnish below Make, Type and Serial Number);  
(a) 1105706-50 Cal; (b) 1108680-50 Cal; (c) 1000346-50 Cal; (d) \_\_\_\_\_  
(e) 1108509-50 Cal; (f) 1108815-50 Cal; (g) 1000523-50 Cal; (h) \_\_\_\_\_  
(i) 1996732-50 Cal; (j) 1197545-50 Cal; (k) 3455467-Carbine; (l) \_\_\_\_\_  
(m) 1202405-50 Cal; (n) 1197494-50 Cal; (o) \_\_\_\_\_; (p) \_\_\_\_\_
10. THE PERSONS LISTED BELOW WERE REPORTED AS: (a) Battle Casualty XX  
or (b) Nonbattle Casualty \_\_\_\_\_
11. NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 11; Passengers 0; 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. Pilot	<u>Anderson, John C.</u>	<u>1st Lt</u>	<u>O-696304</u>	<u>KIA - 25 July 45</u>
2. Co-Pilot	<u>Lohneis, Andrew J.</u>	<u>1st Lt</u>	<u>O-767574</u>	<u>KIA - 25 July 45</u>
3. Navigator	<u>Gjondla, Joseph J.</u>	<u>1st Lt</u>	<u>O-707384</u>	<u>KIA - 25 July 45</u>
4. Bombardier	<u>Mariotti, Bruno J.</u>	<u>1<sup>st</sup> Lt</u>	<u>O-762932</u>	<u>KIA - 25 July 45</u>
5. Engineer	<u>McLaughlin, Charles D.</u>	<u>T/Sgt</u>	<u>34709134</u>	<u>EVS-Disch. 11/4/46</u>
6. Radio Operator	<u>Keeney, Waldo M.</u>	<u>S/Sgt</u>	<u>13106599</u>	<u>KIA - 25 July 45</u>
7. Waist Gunner	<u>Webb, Orlando L.</u>	<u>S/Sgt</u>	<u>17137313</u>	<u>KIA - 25 July 45</u>
8. Ball Gunner	<u>Bandur, Marion F.</u>	<u>S/Sgt</u>	<u>36666246</u>	<u>KIA - 25 July 45</u>
9. Nose Gunner	<u>Deutsch, Elliot J.</u>	<u>S/Sgt</u>	<u>32806394</u>	<u>RMC</u>
10. Tail Gunner	<u>Linn, Eugene M.</u>	<u>S/Sgt</u>	<u>34085998</u>	<u>KIA - 25 July 45</u>
11. Radar Op.	<u>Shiposki, Albert E.</u>	<u>T/Sgt</u>	<u>33429346</u>	<u>KIA - 25 July 45</u>

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. <b>Stone, Odell E.</b>	<b>1st Lt</b>	<b>O-828582</b>			<b>XX</b>	
2. <b>Smith, Marvin C.</b>	<b>1st Lt</b>	<b>O-715825</b>			<b>XX</b>	
3.						

13. IF PERSONNEL ARE BELIEVED TO HAVE SURVIVED, ANSWER YES TO ONE OF THE FOLLOWING STATEMENTS: (a) Parachutes were used XX; (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 William H. Perry, Lt. Col. O-427653

17. REMARKS OR EYEWITNESS STATEMENTS:

**See attached statements.**

**Search for missing aircraft has been abandoned. Search was made by Air Rescue Unit, two men were picked up, search continued for other personnel but to no avail. In view of the eye witness statements recommend that the remainder of personnel be continued carried as missing in action.**

Date of Report 26 July 45

\_\_\_\_\_  
(Signature of Preparing Officer)  
EDWARD STURM  
Captain, Air Corps

STATEMENT

I was on Lt. Anderson's, pilot of aircraft No. 44-40559, left wing about 100 yards to the rear and side of him. We had passed through 3 fronts and lost Lt. Brown and Lt. Coleman also following.

Shortly after we broke out of the 3rd front Lt. Anderson's ship exploded with the left wing falling off. It fell in flames and disintegrated in the air, with the right wing also coming off right after. We swung left to circle and when I came in sight again I saw two chutes low and six chutes at 5,000 feet. We spiraled down as soon as they were all in the water we flew in low at 100 feet and dropped two 5-man life rafts, 1 single-man life raft, radio, supplies, and etc. We counted seven men three different times as we passed over. We dropped smoke flares also. We saw a man in the individual life raft, with one in a 5-man life raft, and several with their Mae Wests on. We saw several dye markers, plane wreckage, oil slick for two miles and when we left there were 3 5-man life rafts inflated, one turned over and four individual life rafts. We turned on our emergency IFF while circling for 35 minutes and radioed the moe base the coordinates in code and received an OK on the message. We were running low on gas and left them with the final count of 7 men in the water alive.

//s//

MARVIN C. SMITH  
1<sup>st</sup> Lt., Air Corps

S T A T E M E N T

Lt. Anderson was hit by two Jap fighters about 3 minutes after leaving the target. 20 AA shells hit his right rudder control surface leaving a hole about 2 feet square; he was also hit in his No. 2 gas tank about 2 feet behind No. 2 engine. Gas was seen to spray from tank up until the time he exploded.

At the time he was hit, he called on VHF and said, "he would have to bail out as he had a fire on the flight deck and expected it to explode any minute." At this time he asked me to contact Dumbo. I tried contacting Dumbo on VHF and command, but was unable to do so. At this time I asked other members of Nasty Squadron to try and make contact.

Lt. Anderson then called back and said he had the fire under control and would stay with us as long as possible. I informed the radio operator to send in the strike report and also to let the base know that 5V625 was in bad shape and might have to ditch at any minute. I also instructed him to send in a position report every 30 minutes giving our airspeed and heading and saying that 5V625 was still with us.

Lt. Anderson at the IP took over the Squadron lead. I had instructed 6V625 and 4V625 to fly his wing and I was to lead the second element with 2V625 and 3V625. At this time we did not know that Lt. Hurley had his hydraulic, radio, and engineering systems out. As a result Lt. Hurley thought the squadron was to form on him. This resulted in confusion as far as the squadron formation was concerned. By this time the fighter attacks were over.

I called 5V625 and asked him if he thought he could stay with us. He said he wasn't sure but he would try his best. He instructed us to spread the formation as he was about to jettison all his loose equipment. I called back and told him I was sending 30 minute position reports and that a Dumbo was coming to meet us.

It was 2 hours and 18 minutes after he was hit that he exploded, during this time we had radio contact with him. At 1400 I called and asked him if he thought he could make it. He said yes, so I told the radio operator to contact the base and inform them that the damaged aircraft would make it home. About 10 minutes later while we were flying in the soup he exploded. He gave us no warning. As the fire from the explosion died out I could see seven chutes open up. We immediately sent a position report saying he had gone down and that we would stay as long as possible. Two aircraft of Nasty Squadron stayed at the scene, both dropping all their emergency equipment. Our IFF was in the emergency position. Seven men were counted in the water. We stayed at the scene until 1515, then took off on course for home.

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ODELL E. STONE  
1st Lt., Air Corps  
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