

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

HEADQUARTERS 307TH BOMBARDMENT GOUP (Hv) WBD/fop  
APO #719

7 August 1945

ANNEX TO STANDARD MISSION REPORT #307-615C.

- A. MISSION : Annex to 307-615C.  
DATE : 1 August 1945.
- B. TARGET : Barracks and Personnel Area at South end of Makassar Town,  
Celebes Island.
- C. THROUGH J : Nil Change from basic Mission Report 307-615C.
- K. REMARKS : Seven crewmen of the ditched B-24 mentioned in the basic  
Report have been returned to base, and interrogation reveals  
the following:

The crew of A/C #749, bailed out at 0°10'S - 124°30'E at approximately 1600/I, 1 August 1945. This plane had followed two other planes away from the target to look for suitable shipping for strafing. The weather was bad and during a strafing attack, this plane became separated from the others, so the pilot decided to return direct to base. After climbing to 9000 feet altitude, and at 1555/I, #3 engine cut out and the fuel pressure dropped to zero; when put on cross feed, however, the engine came back in. Knowing that the engineer had transferred all fuel from the wing-tip tanks, and after making sure that no gasoline was left in the bomb bay tank, the pilot instructed the crew to prepare for abandoning the plane, and the navigator to send their position to base. At this time, he was in radio contact with a 424<sup>th</sup> Squadron plane to whom he gave his position as 80 miles South of Sidate (other crews reported the figure as 60 miles).

At 1600/I #3 engine went out again, and the #4 and #2 engine went out. The bail out bell was rung and the crew started to jump. The bombardier and navigator went through the nose wheel door; the nose gunner, martin gunner, co-pilot, radio operator, engineer and pilot went out the front of the bomb bay; the asst-engineer and cameraman went out the rear of the bomb bay and the tail gunner went out the camera hatch. Just before leaving the plane the co-pilot put the IFF on emergency position and the pilot set up the C-1. Although the crew only had 5 minutes to prepare themselves They left the plane well equipped. The plane and dropped Form 9,000 feet to 8,500 feet when #3 engine went out, and Everyone was out and had his chute open at 4,500 feet. The Pilot had three panels rip out of his parachute and while he descended much too fast he was not injured in the landing, but It did cause him to lose his life raft. The eight men that Were rescued hit the water within 400 yards of each other. Daly, Bankus and Eckstein got together in about 15 minutes And Zimmerman reached them 15 minutes later. They sighted Traendley and Stanhope 200 yards or so away and started toward them. It was almost dark when they got to them. At this juncture a cry for help was heard off to one side and Daly left the group and guided by the shouting located Dugan Who had lost his raft and had oly his mae west to support him. He was exhausted and by his own admission owes his life to S/Sgt. Daly. It was completely dark when they re-joined the other. During the night they spent a good bit of time in the water as the rafts could not be made to hold them all securely. They had food and water but sensibly refrained from consuming it. Meanwhile, Lt. Taucher had been

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having quite an experience on his own. He never sighted any of the others av\fter landing in the water so prepared to make himself as comfortable as possible as it grew dark. He had dozed off, and about midnight something clawed against His raft and overturned it. Taucher immediately thought of Sharks and got out a knife in case of another attack, but none came. His supposition was later proved correct, as teeth marks were visible in the rubber where a hole 12" in diameter had been bitten out. He spent the rest of the night and most of the next day trying to repair his raft and when the "Cat" picked him up at about 1600/I 2 August 1945 he was completely exhausted. His raft had sunk a few minutes beforehand and only one half of his mae west would keep inflated. The "Cat" next picked up the other 7 men and returned them all to base.

Of the eleven men aboard A/C #749, the following men have Been rescued and returned to base, uninjured:

Lt. Traendly, Pilot.  
F/O Eckstein, co-pilot.  
Lt. Taucher, bombardier.  
S/Sgt. Dugan, engineer.  
S/Sgt. Daly, tail gunner.  
S/Sgt. Bankus, asst. engineer.  
S/Sgt. Zimmerman, nose gunner.  
S/Sgt. Stanhope, cameraman.

The following three men have not been rescued and are still missing:

Lt. Wahlen, navigator.  
S/Sgt. Batten, radio operator.  
S/Sgt. McNamara, martin gunner.

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