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H.D. MAYER, NARS, SEPTEMBER 10, 1982.

14846

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RESTRICTED

Classification changed

By EM. L. THOMAS, 1st Lt. AC

Classification changed  
to RESTRICTED

By E. A. BRADONAS, Lt. Col., AC

By EM. L. THOMAS, 1st Lt. AC

Date MAR 1 1946

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WAR DEPARTMENT  
HEADQUARTERS ARMY AIR FORCES  
WASHINGTON

Classification changed  
to ~~RESTRICTED~~

by E. A. BRADUNAS, Lt. Col., AG  
By WM. L. THOMAS, 1st Lt., AC

MISSING AIR CREW REPORT

Date: MAR 1 1945  
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 b. Name AFG 719; Command or Air Force Thirteenth A.F.  
Group 307th Bomb (M) Squadron 372nd Bomb; Detachment \_\_\_\_\_
2. SPECIFY: Place of Departure AFG 719; Course 40  
Target or Intended Destination Manassas; Type of Mission Combat
3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:  
.5 to .4 cumulus, tops 6000' to 8000'; 2.5 alto-stratus, based at 15,000'. Visibility 10 miles.
4. GIVE: (a) Day 1 Month Aug Year 1944; Time 5:50; and Location Cape Flecke, Delos, N.S.I.  
of last known whereabouts of missing aircraft.  
(b) Specify whether aircraft was last sighted ( ); Last contacted by radio ( ); Forced down ( ); 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 Air craft ( ); Enemy Anti Aircraft ( ); Other circumstances as follows: Engine failure
6. AIRCRAFT: Type, Model and Series B-24-2; AAF Serial Number 44-49749
7. NICKNAME OF AIRCRAFT if any The Jeannie-V
8. ENGINES: Type, Model and Series R-1830-43; AAF Serial Number:  
(a) BP462285 (b) BP462231 (c) 42-38696 (d) BP433598
9. INSTALLED WEAPONS (Furnish below Make, Type and Serial Number):  
(a) Ten .50 Cal (b) Browning (c) 4-2 Machine guns (d) Serial numbers unknown  
(e) \_\_\_\_\_ (f) \_\_\_\_\_ (g) \_\_\_\_\_ (h) \_\_\_\_\_  
(i) \_\_\_\_\_ (j) \_\_\_\_\_ (k) \_\_\_\_\_ (l) \_\_\_\_\_  
(m) \_\_\_\_\_ (n) \_\_\_\_\_ (o) \_\_\_\_\_ (p) \_\_\_\_\_
10. THE PERSONS LISTED BELOW WERE REPORTED AS: (a) Battle Casualty X  
or (b) non Battle Casualty \_\_\_\_\_
11. NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 11; Passengers None Total Eleven (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)	Grade	Serial Number	Current Status
RMC 1. Pilot	TRAENDLY, Eugene W.	1st Lt.	9 0-1301716	Hospital
RTD 2. Co-Pilot	EURSTEIN, Edwin J.	2nd Lt.	5 0-2027706	Hospital
KIA 3. Navigator	WAMLEN, Sterling H.	2nd Lt.	0 0-1348217	KIA
RMC 4. Bombardier	TAUGHER, Frederick F.	2nd Lt.	0 0-757360	Hospital
RMC 5. Engineer	BIGAN, Harry J.	S/Sgt	4 3373341	Hospital
RTD 6. Asst Engineer	BANKS, Dempsey D.	S/Sgt	1 37450231	Hospital
KIA 7. Radio Operator	BATTEN, Eugene V.	S/Sgt	2 32047601	KIA
RTD 8. Asst Radio Operator	DAILY, Joe	S/Sgt	3 33500975	Hospital
RTD 9. Armorer-Gunner	ZIMMERMAN, Warren D.	S/Sgt	11 33707929	Hospital
KIA 10. Gunner	MONTANA, Jay V.	S/Sgt	6 33327006	KIA
RTD 11. Photographer	STANHOPE, Chester E.	S/Sgt	7 33563321	Hospital

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AUG 28 1945



12. IDENTIFY BELOW THOSE PERSONS WHO ARE BELIEVED TO HAVE LAST KNOWN LOCATION OF AIRCRAFT, AND CHECK APPROPRIATE COLUMN TO INDICATE BASIS FOR SEARCH.

Name in Full (Last Name First)	Grade	Serial Number	Contacted by Radio	Last Sighted	Saw Crash	Forced Landing
1. TRAENDLY, Eugene W.	1st Lt.	O-1301716		X		
2. SCHTEIN, Erwin J.	2nd Lt.	O-2027706		X		
3. DUGAN, Harry J.	S/Sgt	33758441		X		

13. IF PERSONNEL ARE BELIEVED TO HAVE SURVIVED, ANSWER YES TO ONE OF THE FOLLOWING STATEMENTS: (a) Parachutes were used; (b) Persons were seen walking away from scene of crash; or (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 DESCRIPTIONS OF CRASH, FORCED LANDING, OR OTHER CIRCUMSTANCES PERTAINING TO MISSING AIRCRAFT.
16. THE NAME, GRADE AND SERIAL NUMBER OF OFFICER IN CHARGE OF SEARCH, IF ANY, INCLUDING DESCRIPTION AND EXTENT 2nd Lt. William J. Sweeney Jr., O-380075 lead a search on 2 August 1945 covering the Cape Plesko area. Results were negative, because search covered area too far north of actual place of accident.

Date of report 3 August 1945

*George W. Booker*  
 Signature of Preparing Officer  
 GEORGE W. BOOKER,  
 Captain, Air Corps,  
 Operations Officer.

17. REMARKS OR EYEWITNESS STATEMENTS:

Crew bailed out of airplane when three engines failed. Engine failure is believed by crew members to have been caused by lack of fuel. Eight crew members were picked up by Rescue Catalina twenty-four hours later. The three other crew members were seen to bail out, but searches have failed to locate them.

Reproduced by 307th Bomb Gp (H)  
 6 December 1944.

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372ND BOMBARDMENT SQUADRON (HV)  
307TH BOMBARDMENT GROUP (HV)

S T A T E M E N T

At about 1500, sight gauges #2 & 3 read empty. I transferred gas from 1 & 4, into 2 and 3, and informed the pilot that 2 & 3 were reading empty. After checking cruise control charts, pilot decided that approximately 400 gallons remained in the tanks. Gas gauges had been fluctuating since take-off. All enlisted crew members are reluctant to say whether or not anti-aircraft fire caused the failure of # 3 engine, which went out about 1515. It is the belief of all enlisted crew members that engine failure was caused by a shortage of fuel, cause unknown.

Sgt McManara, Martin turret gunner, got the signal from the engineer and left through the forward bomb-bay. Sgt Zimmerman, nose gunner, left immediately after. The co-pilot followed, engineer, radio operator and pilot, in that order. Navigator and bombardier left through the nose. Three engines had quit when the pilot left the ship.

*S/Sgt. Harry J. Dugan*

HARRY J. DUGAN,  
S/Sgt 33758441  
Engineer.

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372ND BOMBARDMENT SQUADRON (H)  
307th BOMBARDMENT GROUP (H)

S T A T E M E N T

About two hours after take-off, the engineer started transferring gas from wing-tip tanks. This transfer took approximately two hours. When I asked him why it took so long, he said the fuel system was different from ships in which you had a separate pump for transferring. The sight gauges apparently were very inaccurate, and I decided that since it was impossible for the engines to burn as much gas as the gauges indicated, to figure my gas consumption with an 'Average gallons per hour' chart. Over the target, we received heavy, light and inaccurate anti-aircraft fire. The closest burst that I saw was some hundred to hundred fifty feet off our left wing. I doubt very much that the flak hit the ship.

After we left the target, I went down to strafe with the other two ships in the first element, Baker One, and Baker Two. Due to bad weather, I lost these ships, gave the squadron leader a radio call and informed him that I was climbing on course and proceeding to base. At this time the gauges read about 500 gallons, Baker Four informed me that he would probably lose an engine and I attempted to find him. Since I could not, I went back on course. Approximately 1545, the engineer informed me that the gauges were very low. I told him to recheck our auxiliary tanks, and he did so, attempting to pump fuel into #3 tank. I watched #3 fuel pump gauge on the pilots panel and got a definite drop of eight pounds, indicating vapor in the lines. By this means I was able to determine that the auxiliary tanks were empty, the gasoline was in the main cells.

At about 1555, fuel pressure on #3 dropped to zero, the engineer placed the valve from tank to engine to cross-feed, brought the engine back in. I also notified the crew to get their chutes on and stand by to bail out.

Approximately five minutes later, the crew had their equipment on, number 3 and 4 fuel pressures dropped to zero. I informed the men on the flight deck to open the bomb-bay doors. Approximately 30 seconds later #2 engine fuel pressure dropped to zero and quit.

I then bailed out the crew, and our air-speed was about 140, we were losing 1500 feet per minute on a heading of 45° mag. The ship was flying on automatic pilot, and was put in a gradual descent to maintain airspeed. All crew members on the flight deck and waist bailed out. When I reached the catwalk, the cameraman S/Sgt Stanhope, was standing on the after bomb-bay, I called to him and told him to get out. I bailed out immediately after he did. When I was clear of the ship, I pulled my rip-cord, when the chute opened, I noticed that the navigator had left the nose wheel door about five seconds after I left. All crew members were clear of the ship, their chutes open, at an altitude of about 4500'.

*Eugene W. Traendly*  
EUGENE W. TRAENDLY  
1st Lt., Air Corps,  
Pilot.

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372ND BOMBARDMENT SQUADRON (Hv)  
307TH BOMBARDMENT GROUP (Hv)

S T A T E M E N T

At about 1550 pilot told the crew to get ready to bail out. The warning bell gave three short rings to stand by for bail-out. Sgt's Daly, Stanhope, and Bankus were in the waist when the pilot signalled to bail out. Sgt Daly went out through the camera hatch, Stanhope and Bankus jumped through the after bomb-bay. Sgt Stanhope's parachute did not open at first, and only opened when he reached back and pulled it free.

The three missing men, navigator, radio operator, and martin turret gunner were seen to hit the water, and were not seen after that.

We were in the water about twenty-four hours.

*Dempsey D. Bankus*  
DEMPSEY D. BANKUS,  
S/Sgt 37730231  
Ass't engineer.

*Dempsey D. Bankus*

*Joe Daly*  
DALY, Joe,  
S/Sgt 39580975,  
Asst Radio.

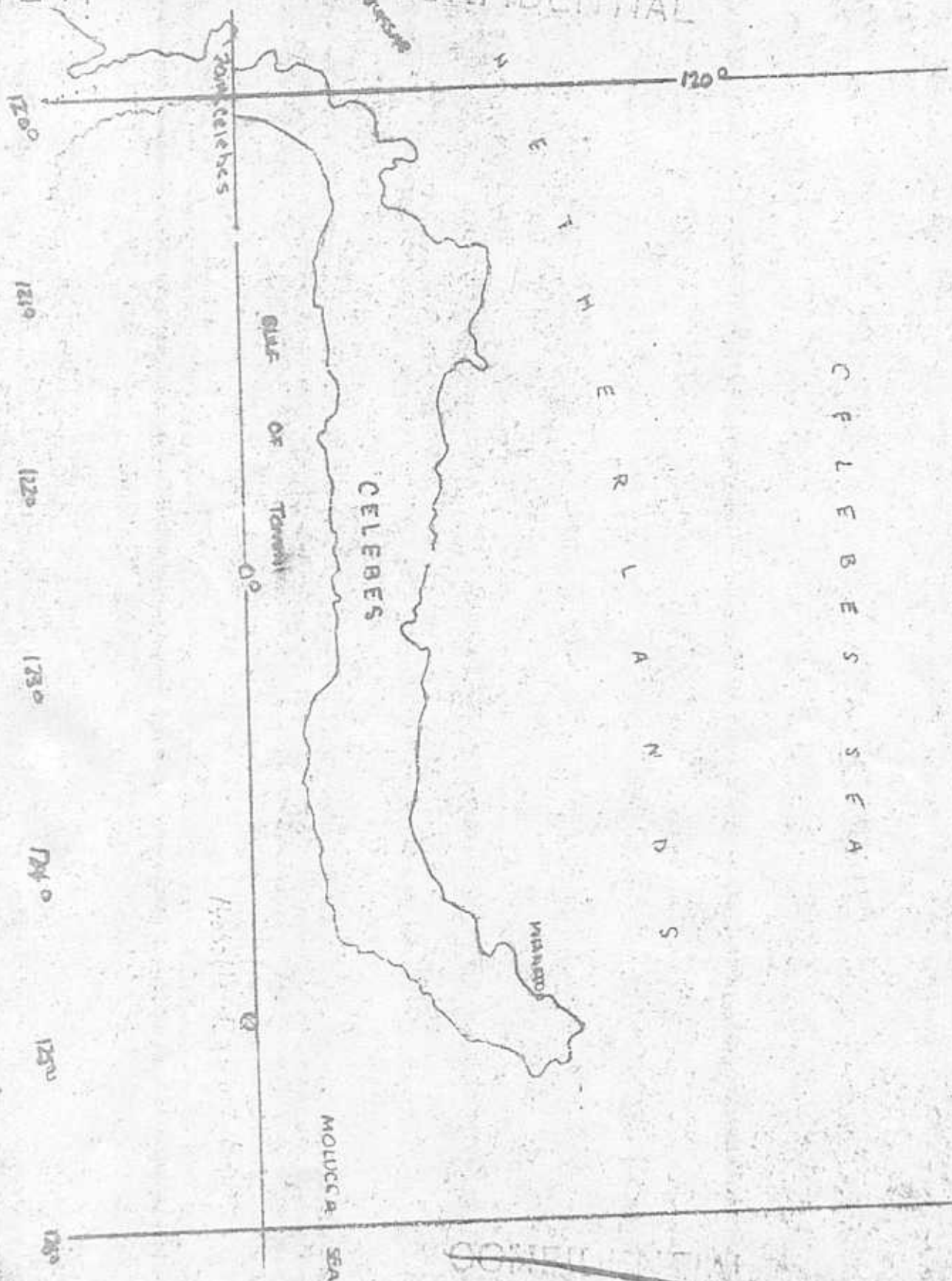
*Warren D. Zimmerman*  
ZIMMERMAN, Warren D.,  
S/Sgt 33707929  
Armorer gunner.

*Chester M. Stanhope*  
CHESTER M. STANHOPE,  
S/Sgt 6936821,  
Photo gunner.

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2nd Lt. Stehling H. Wahlen

Mr. Nicholas C. Wahlen (Father) ✓  
2135 North 40th Street  
Milwaukee, Wisconsin

S/Sgt. Eugene V. Batten

Mrs. Anne Plutchak (Mother) ✓  
2346 Bancroft Way  
Berkeley, California

S/Sgt. Jay V. Mc Namara

Mr. Delbert Mc Namara (Father) ✓  
245 Downingtown Avenue  
Salt Lake City, Utah

14846

HEADQUARTERS 507TH BOMBARDMENT GROUP (HV)  
Office of the Commanding Officer

APO #719,  
4 August 1945

SUBJECT: Transmittal of Missing Air Crew Report.

TO : Commanding General, Far East Air Forces, APO #925

1. Transmitted herewith is Missing Air Crew Report of Lt Traendly and crew, 372d Bombardment Squadron (HV), aircraft number 44-49759.

For the Commanding Officer:

*Clark R. Nesbitt*

CLARK R. NESBITT,  
Captain, Air Corps,  
Assistant Adjutant.

1 Incl:

Incl 1 - Missing Air Crew Rpt

re: Lt Traendly and crew w/4 Incls

AG 319.1

1st Ind

HEADQUARTERS, FAR EAST AIR FORCES, APO 925,

15 AUG 1945

TO: Commanding General, AAF, Washington, 25, D. C.  
(ATT: AFPPA-8)

*Wm*

1 Incl: n/c

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