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HEADQUARTERS 307TH BOMBARDMENT GROUP (HV) JCS/jjh
APO # 719

2 August 1945.

STANDARD MISSION REPORTS

- A. MISSION NO. : 307 - 615 C.
DATE : 1 August 1945.
PLANES : 14 aircraft, 7 each from the 372nd and 424th Squadrons. - All aircraft dropped on primary targets.
- B. TARGETS : Two barracks and personnel areas at south end of Makassar Town, Celebes, hit by 12 A/C.
AA positions at Makassar Town hit by 2 A/C.
- C. TIME AND ALTI- : 1128 - 1135/I from 13,250 to 15,700 feet true.
TIME OF ATTACK
- D. RESULTS : On W. barracks area: EXCELLENT.
All bombs landed within 1000 ft. of the assigned target with the pattern starting at the water's edge due West of the target and walking NE through the northwestern corner of the target. Three small fires were started.
- On E. barracks area: UNSATISFACTORY.
Approximately 15% of the bombs dropped landed within 1000 feet of the target with the general pattern running NE-SW about 1500 feet West of the target. No results were observed other than bomb smoke.
- On AA positions: EXCELLENT.
50% of the bombs dropped fell through the assigned target completely blanketing the guns and according to one observer, effectively muzzling the fire from those guns.
- Three A/C let down along the South coast of the Celebes and at 05032'S - 120015'E strafed and probably sank a two masted schooner.
Attack was delivered at 1210/I from 100 feet.
- Enemy Losses: One two-masted schooner probably sunk.
Friendly Losses: One B-24 ditched, causes unknown.
- E. INTERPRETATION : Nil.
- F. OPERAT PROCS : Nil.
- G. AA FIRE : Heavy, slight to moderate and inaccurate from positions at Makassar Town.
- H. PHOTOGRAPHS : Were taken over the target, preliminary interpretation of which reveals:
MAKASSAR TOWN.
Bomb Patterns:
1 frag pattern 1750' x 300' oriented SW-NE is visible along the shore and W of the 424th target. 95% of the pattern is within 1000' of the assigned target and approx. 3% of pattern in the NE corner of the target area.

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- 1 frag pattern 4500' x 450' oriented SE-NW is visible 1800' E of the 372nd target, with approx 5% of pattern within 1000' of the assigned target.
- 1 phosphorus pattern covered the three gun heavy AA position. 4 single bursts are visible 5% of target.

Bomb Damage:
None visible.

I. ROUTE

- : By individual A/C forming en route to A.P. of 05°37'S - 120°27'E to T.P. of 05°25'S - 119°25'E to I.P. of 05°10'S - 119°22'E to target which was bombed in elements of three. One element let down over the southern Celebes, the rest of the A/C proceeded direct to base with the exception of A/C #749 (See Remarks)

OBSERVATIONS

- : The following observations were made:
 1. 30 warehouses were reported at 05°30'S-119°50'E by one A/C.
 2. Numerous two-masted schooners and lugger at Molaka Harbor (04°10'S - 121°40'E) and off Ponelac (04°15'S - 121°35'E) at 1110/I from 9,000 feet.
 3. Two power boats docked at Cape Baja (03°15'S - 122°35'E) at about 1100/I from 8500 feet.

J. WEATHER

- : Base to target: .3 to .5 cumulus bases at 6500 feet.
Over target: .1 cumulus based at 5,000 feet.
Return route: Weather unchanged.

K. REMARKS

- : A/C #377 feathered #2 engine due to loss in oil pressure before reaching the target. This A/C continued with the formation and bombed the primary.

A/C #316 salvaged 16 bombs safe in the Gulf of Bone when unable to release them over the target due to bomb bay doors jamming.

A/C #749, pilot Lt. Traendly, was last heard from as reporting his position 60 miles South of Sidate and that the crew was bailing out. A supplementary report will be written when more information becomes available. His bombs are included in this report.

A/C #621 and A/C #363 returned to base safely on 3 engines due to mechanical reasons.

No fighter cover was scheduled.

L. BOMBS DROPPED

- : Over Barracks: 286 x 260# frag bombs
jettisoned: 16 x 260# " "
Over AA positions: 30 x 100# W.P. bombs.
Total carried: 302 x 260# frag bombs
30 x 100# W. P. bombs
8000 rounds of caliber .50 ammunition was expended in strafe

Joseph C. Standart
JOSEPH C. STANDART,
Major, Air Corps,
Intelligence Officer

DISTRIBUTION: Same as 307-615A.

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372ND HOWARD FST BATTALION (FV)
Office of the Intelligence Officer

A.P. 1. 719

1 August 1945

NARRATIVE COMBAT REPORT OF MISSION 307-8150

LOADING LIST

AP. 638 A-1

Capt. MacDonald
Lt. Prescott
Capt. Austin
Lt. Otterman
T/Sgt. Wilkinson
S/Sgt. Murphy
T/Sgt. Gerber
Sgt. Johnson, J.E.
Sgt. Anderson, C.E.
Capt. Miller

AP. 641 A-2

Lt. Harrison
Lt. Ross
Lt. Vansen
Lt. Glogover
T/Sgt. Evans
S/Sgt. Crawford, L.B.
T/Sgt. Vinje
S/Sgt. Reese
S/Sgt. Shehane
S/Sgt. Carios

AP. 749 A-3

Lt. Traendly
P/O Hekstein
Lt. Muller
Lt. Taucher
S/Sgt. Dagan
S/Sgt. Banks
S/Sgt. Batten
S/Sgt. Daly
S/Sgt. McManis
S/Sgt. Zimmerman
S/Sgt. Stanhope

AP. 363 B-1

Lt. Drager
Lt. Valentino
Lt. Margosian
Lt. Earned
T/Sgt. Marshall
S/Sgt. Cobb, J.E.
T/Sgt. Byasa
S/Sgt. Turner
S/Sgt. May
S/Sgt. Lacerte

AP. 153 B-2

Lt. Heritage
Lt. Diehl
Lt. Wagner, W.C.
Lt. Gobel
Sgt. Ashley
Cpl. Lukowski
Cpl. Champney
Cpl. Ellerman
Cpl. Keenan
Cpl. Pierce
S/Sgt. Upperman

AP. 374 B-3

Lt. Tompkins
P/O McDonough
Lt. Arsit
Lt. Stanley
Sgt. Henry
Cpl. Grackel
Sgt. Pettis
Cpl. Long
Cpl. Thomas
Sgt. Harvey

AP. 700 C-1

Lt. Britt
P/O Gardner
P/O D'Amico
Lt. Wilson, H.S.
Sgt. Beer
Sgt. Graves
Sgt. Grab
Sgt. Lupton
Sgt. Mansley
Sgt. Tate

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372ND BOMBARDMENT SQUADRON (Hv)
Office of the Intelligence Officer

A.P.O. #719
1 August 1945

NARITIVE COMBART REPORT OF MISSION #307-615C
LOADING LIST

AP. 838 A-1

Cpt. MacDonald
Lt. Prescott
Cpt. Austin
Lt. Otterman
T/Sgt. Wilkinson
S/Sgt. Murphy
T/Sgt. Gerber
Sgt. Johnson, J.J.
Sgt. Anderson, C.E.
Capt. Hiller

AP. 621 A-2

Lt. Harrison
Lt. Ross
Lt. Jensen
Lt. Gluglover
T/Sgt. Evans
S/Sgt. Crawford, R.S.
T/Sgt. Vinje
S/Sgt. Keese
S/Sgt. Shehane
S/Sgt. Lorios

AP. 749 A-3

Lt. Traendly
F/O Eckstein
Lt. Wahlen
Lr. Taucher
S/Sgt. Dugan
S/Sgt. Bankus
S/Sgt. Batten
S/Sgt. Daly
S/Sgt. McNamara
S/Sgt. Zimmerman
S/Sgt. Stanhope

AP. 363 B-1

Lt. Drager
Lt. Valentino
Lt. Margosian
Lt. Harned
T/Sgt. Marshall
S/Sgt. Cobb, J.P.
T/Sgt. Buysse
S/Sgt. Turner
S/Sgt. Huey
S/Sgt. Lacerte

AP. 133 B-2

Lt. Heritage
Lt. Diehl
Lt. Wagner, W.G.
Lt. Gobiell
Sgt. Ashley
Cpl. Lukonski
Cpl. Champney
Cpl. Ellerman
Cpl. Keenan
Cpl. Pierce
S/Sgt. Upperman

AP. 374 B-3

Lt. Tompkins
F/O McDonough
Lt. Adsit
Lt. Stanley
Sgt. Henry
Cpl. Crackel
Sgt. Pettis
Cpl. Long
Cpl. Thomas
Sgt. Harvey

AP. 700 C-1

Lt. Britt
F/O Gardner
F/O D'Amico
Lt. Wilson, H.G.
Sgt. Beer
Sgt. Graves
Sgt. Grab
Sgt. Lupton
Sgt. Hensley
Sgt. White

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HEADQUARTERS 307TH BOMBARDMENT GOUP (Hv)
APO #719

WBD/fop

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/L, 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/L, #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 424th Squadron plane to whom he gave his position as 80 miles South of Sidate (other crews reported the figure as 60 miles).

At 1600/L #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 from 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 exausted 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 after 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.

WORTH B. DURHAM
Capt., Air Corps,
Ass't Intelligence Officer

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