

1st LT Jack Edward Daniel

by
Mark Daniel Hicks

Jack Edward Daniel was born on August 16, 1923 to Ruth Chaney Daniel and Dewey Bobo Daniel in the small South Carolina town of Gaffney. Jack enjoyed stamp collecting, was involved with the Boy Scouts with Troop 50 in 1937. On Friday, May 24, 1940, Jack graduated from Gaffney High School. After high school, Jack worked at a grocery store Graham Cash Company as a member of the store's sales force.

Jack enlisted on March 17, 1942 in Croft, South Carolina. In May of 1942 Jack was an Aviation Cadet, serial number 14058568, with the Special Area Corps, Air Corps Detachment at Fort Jackson, South Carolina.

On Wednesday, May 6, 1942 at 2:05 pm, Jack wrote:

Dearest Mother, Dad and all,

This Army stuff is not so bad. I had to get up at 5:45 this morning. Somebody hit me in the head with a blanket. I was so sleepy I couldn't see straight. We haven't done anything yet. We might get paid off again today.

The Sgt. said we would probably get orders to move us today or tomorrow. If I'm still here tomorrow we will have to drill some. This Army grub ought to put a little fat on me, if they don't march it off.

I think I'm going to like it tho.

You can't write me while I'm here. I'll let you know my address as soon I get stationed.

Did Dad and them get back O.K. yesterday? I hated like the dickins for them to leave.

I might be gone when you get this. I want them to hurry up and send me where ever I'm going.

I think we will go to Maxwell Field. We will either go to Ala., Texas, or California.

Well I've got to close. I'll write you again the first chance I get. Tell everybody hello. Don't you all worry about me, cause I'll be O.K. There's nothing to worry about.

Mother, you keep that money till I get stationed.

All my Love to all of you,

Jack

On Monday, May 18, 1942, Jack arrived at Maxwell Field in Montgomery, Alabama where he was assigned to Squadron M, Group 13 in barracks 846.

At Maxwell Field, Jack was under the Commanding Officer Major Graham Kirkpatrick. Jack's typical routine was to reveille at 5:45 am, have formation at 6:00 am and eat breakfast between 6:15 or 6:30 am. After breakfast, they would drill and attend classes. Most of the classes he took were the equivalent to college courses.

On Tuesday, May 19, 1942, Jack wrote:

Dearest Mother and everybody,

Well, I'm here at Maxwell Field. I don't have much time to write. We don't have much time to do anything. They issued us clothing yesterday. I like my uniform. They keep us pretty busy. I like it tho. All we will do for the next 2 or 3 weeks, will be drill. This Alabama sun is pretty hot too. It will be a couple of weeks before I can go to town. I'll send my clothes home as soon as I can. It will be a good while before I can tho. What's everybody doing at home. You can write me now. These uniforms are kinda hot. But, I guess I'll get used to them. I like it just fine tho. The sooner I get started on my course, the better I will like it. Airplanes pass overhead constantly. I sure hope I'll soon be in one. Well, I had better close for now, 'cause I'm expecting to be called out at any minute.

All my Love to all of you,

Jack

*My address is: A.C. Jack E. Daniel
Sqd. M - Group 13
Maxwell Field, Ala.*

Love Jack

On Tuesday, June 2, 1942 at 6:45 pm, Jack wrote:

Dearest Mother and all,

Well, I've been classified. I'm a Bombardier! That's what I wanted! I can get my commission about 5 months sooner - that way. We got our classifications this afternoon. I'll most likely be sent to Santa Anna, Calif. That's where most of them go. I'm going to try and come home before I go tho. Mother, I miss all of you so darn much! I wish I could see that little Mike!! Can he talk much? Tell everybody hello for me and tell them not to be mad cause I don't write, 'cause my letters are to all of you. Mother, I honestly don't have time to go to the toilet sometimes. They are putting us in shape pretty fast now. I just got back from a 3-mile run and am I tired. They won't let you walk, unless you fall out. Some of them do fall out. I said I'd stick with them 'til I dropped! Well I've got to close. Write me as often as you can and remember - I love all of you. I'm a good boy too! You don't how good I can be when I try!

All my Love to all of you,

Jack

Tell Short to keep in shape this summer and write me.



Jack with his dad and mother, Dewey and Ruth. Pop, Jack's grandfather is in the background sitting on the porch.

On Monday, June 22, 1942, Jack left for Santa Ana Army Air Base in Santa Ana, California. The Santa Ana Army Air Base was established in Orange County, California on 412 acres south of Santa Ana. Santa Ana is located about 35 miles southeast of Los Angeles. From February 1942 to March 1946, 220,000 pilots, navigators and bombardiers were taught, rubbing shoulders with the likes of Joe DiMaggio, Gene Autry and Tennessee Williams. More than 800 buildings - mostly cadet barracks, officers' quarters, hospital quarters - sat on the base.

Jack assigned to Squadron 97. On Monday, June 29, 1942, Jack started his classes there at Santa Ana. His typical routine was to attend classes, drill, have rifle and pistol drill, machine gun practice and exercise. The courses that Jack took were algebra, trigonometry, Morse code, physics, naval identification, meteorology, aircraft identification, ground forces, maps and charts, aerial photography, air forces, military hygiene, chemical warfare, military courtesy, calisthenics, and jujitsu. While at Santa Ana, Jack was required to take a series of shots including small pox, tetanus, yellow fever and typhoid. Jack was asked if he was interested in becoming a pilot; he declined, stating that he was there to be a bombardier and that was what he wanted. Jack ended up having a little trouble with graphs and logarithms in trigonometry and decided to retake the class, which would extend his stay in Santa Ana by three weeks. He was glad that he did. As a result of staying the extra three weeks, Jack was reassigned to Squadron 181.

Saturday, June 27, 1942 at 12:00 noon:

Dearest Mother and all,

Well I'm in California! The weather isn't anything like I thought it would be. It's cold as the dickens at night. The guards wear those big mackinaws at night. And when we go to town we wear those wool pants and coat. I like it tho.

Mother, can you pack my camera up in cotton or something and send it to me. Also those khaki jackets. Get the smallest and best one and send it to me.

I can use my camera out here. Send me those pictures too. What's Mike been doing. I miss that little dickens.

Mother, don't you worry about me, 'cause I like it out here and I'm getting fed better here than at Maxwell.

We have blackouts here every nite. Sara's brother is just 130 miles off. I don't think I'll get to go over there but he can come to see me.

Well mother, I've got to go eat. Tell everybody hello for me and don't any of you worry about me.

*My address is
A/C -----
SQD. 97 - SAAAB
SANTA ANA, CAL.*

All my Love to all of you,

Jack



On Tuesday, September 22, 1942 at 12:00 noon, Jack wrote:

I'm going to Midland Texas! Will write more later. I have to pack.

Love,

Jack

P.S. I'm a happy guy!!!

On Friday, September 25, 1942, Jack arrived at Midland Army Flying School in Midland, Texas. Midland Army Air Field was a World War II United States Army Air Forces bombardier-training base on U.S. Highway 80 halfway between Midland and Odessa in Midland County. Midland is located halfway between Fort Worth and El Paso. It was originally named Sloan Field for Samuel A. Sloan, who leased 240 acres of pastureland in October 1927 to establish a privately owned landing field and flying school. Sloan was killed in a plane crash on January 1, 1929, and his brother and sister continued the operation. Sloan Field was designated an Army Airways Station in May 1930. In July 1939 the field was sold to the city of Midland. Using both WPA and municipal funds, runways were improved and landing lights were installed in 1940. After the outbreak of war in Europe and the fall of France in 1940, local officials successfully campaigned to have the field made a training base for the expanding army flying-training program. On July 1, 1941, the municipal airport was leased to the United States government for a dollar a year and construction began on July 17.

Midland Army Flying School, popularly called the "Bombardier College," was initially designated an Air Corps Advanced Twin Engine and Bombardier Training Center as part of the Gulf Coast Training Command. On September 26, 1942, the base was formally redesignated Midland Army Air Field, and the school was named the Army Air Forces Bombardier School, one of a dozen bombardier-training schools. The first group of cadets, Class 42-6, arrived for training in Ellington, Texas, on February 6, 1942. Midland reached a peak base population of more than 4,000 and graduated a total of 6,627 bombardier officers before all training ceased on January 1, 1946. In August 1943 the AAF Central Bombardier Instructor School was transferred from Carlsbad, New Mexico, to Midland. The base pioneered the use of the highly secret Norden bombsight and at one time operated twenty-three bombing ranges across West Texas. Personnel from Midland AAF helped establish the "West Texas Bombardier Triangle" of bases at Big Spring (1942), San Angelo (1942) and Childress (1943), and were instrumental in developing photographic and sonic methods of scoring bomb hits and analyzing bombing proficiency. The airfield was deactivated as a military installation on June 15, 1946, and returned to the city of Midland on July 1, 1947. Since that date, it has been improved and modernized and has become an increasingly busy commercial air terminal and transportation-distribution center.

Jack was assigned to Squadron 4, Flight A. His bombardier class number was 42-17. During Jack's training, he flew in an AT-11, twin-engine bomber. At the beginning of their training, bombing missions were flown at the altitude of 6000 feet, then 9600 feet, and finally 1000 feet. He indicated that at this altitude, it wasn't quite as easy as dropping bombs at higher altitudes. The physics that Jack took played a vital role in dropping bombs at these various altitudes. At Midland, Jack indicated that they were referred to as "Bombardier - Hell from Heaven Men".

On Saturday, September 26, 1942 at 12:00 noon, Jack wrote:

Dearest Mother and all,

Well I'm in Texas now! I got in yesterday evening, and I haven't had time to do anything yet. I like this place. They treat us swell. I get my commission on Dec. 24th. They are not giving anymore furloughs, so all I can do is hope to get stationed closer home. The last class, that graduated last week, were sent to Columbia, S.C.!! If only I get to go there! What has everybody been doing? It seems like a month since I've heard from any of you. I hope they have a pretty good mail system out here. These pilots out here are pretty swell. One of them is going to take me up to nite. They take you up most anytime they go up. We are treated just like officers, and the enlisted men say 'sir' and all that stuff. My barracks are right on the edge of the field. I won't get out for a couple of weeks, but theres no place to go. Midland is a little town about the size of Gaffney. Mother, are the brats in pretty good shape? As soon as I get paid I won't you to send them out to me. I want to get me a leather jacket one of these days. They measure us for our officers uniforms next week! I've got to close now. I'll write again the first chance I get. Tell Dad and Grandmother to take care of their self.

*My address is - SQD. 4 - Flight A
MAFS
Midland, Texas*

All my love to all of you,

Jack



On Wednesday, November 18, 1942 at 11:00 am, Jack wrote:

Dearest Dad, Mother and all,

I'm so sleepy, I can't hold my eyes open! I'm flying at nite now, and I didn't get in bed 'til 20 minutes 'til 5 this morning! Then I have to get up and go to school. I got a letter from you yesterday, and it made me feel good. I don't hear from any of you very often now. Dad, I wish I was making more money, I would send you some to come out here on. Richard K. wants to come too. After this week, I have 4 more to go. I got some pictures in my uniform yesterday, so if Sara didn't write and send one today, I'll send one with this; I'll have some more for you pretty soon. Dad, I rather you wouldn't give us anything for Xmas, and tell the rest of them not to; 'cause we will have to be pretty tight about that time. If I get to see all of you, that will be enough Xmas present for me. Write me about 10 pages and tell me what Bur head does. I could read about him all day. If I get work out something, I might be able to get you out here Dec. 17th; I sho do hope so. Maybe if Richard K. wants to come, you can get together, and drive his car out. It wouldn't cost as much then. I'm writing this in class, so I had better be signing off. Thanks a lot for the letter, Dad, and write me every chance you get. If you take any pictures, send me some. Tell Pud and Bob to be good, and tell Pris and Short to write me. Has Short forgotten me? I'll write again the first chance I get.

All my Love to all of you,

Jack

P.S. If Wallace would come, it would cost that much less.



Gotty remembers
with all my love
Jack



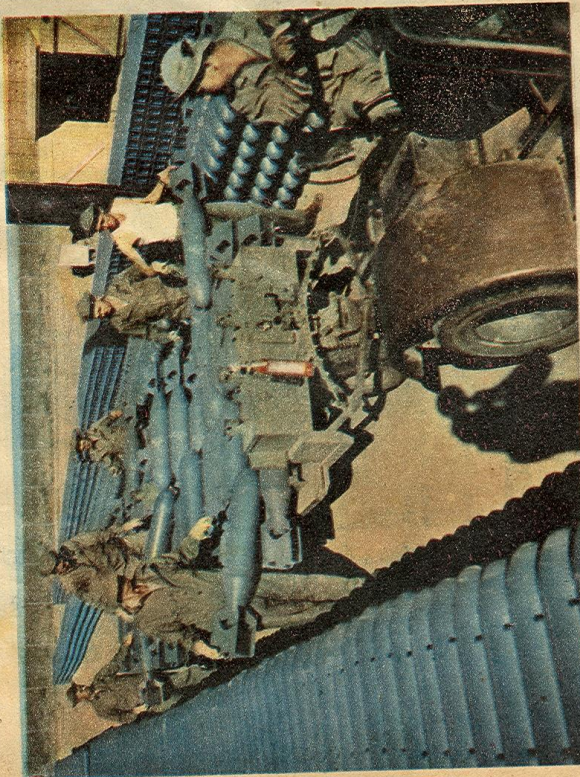
To Mother +
Daddy, with all my love
Jack

"Hell From Heaven Men" at Biggest Bombarrier School

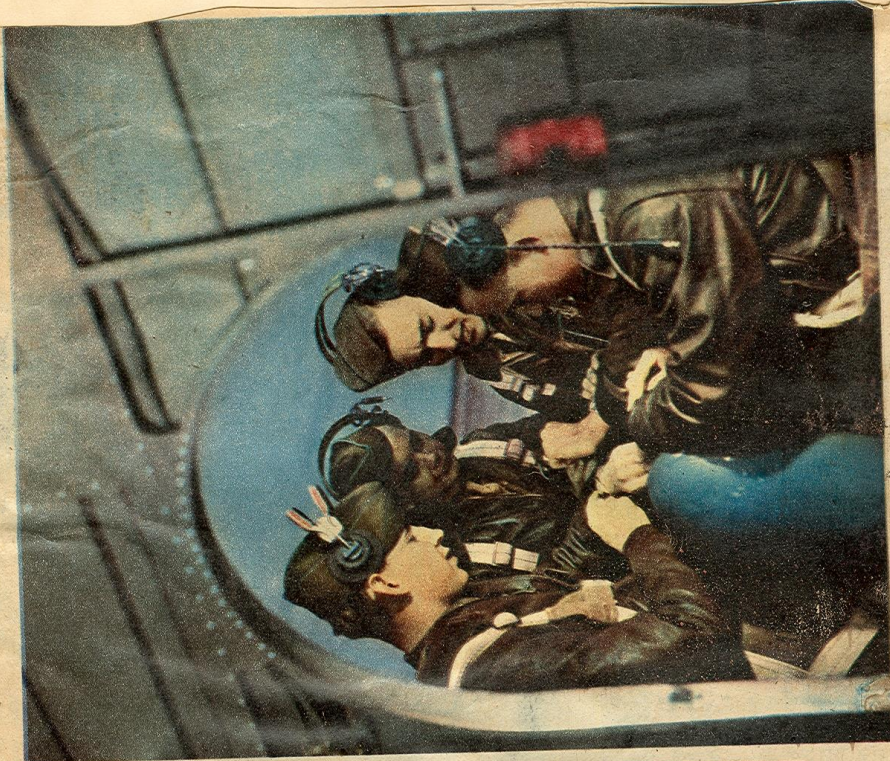
THE world's largest bombardier center is the Midland AAF School in Texas, where these natural color photos were made. They show as much as the Army will permit of photographing the doings at this highly specialized college where thousands of American boys, most of them in their 'teens, go in as cadets and come out commissioned "Hell from Heaven men."

It is calculated that each class of cadets at Midland drops more bombs during training than all of Goering's planes dropped on Britain last year.

—U. S. Army Air Force Photos



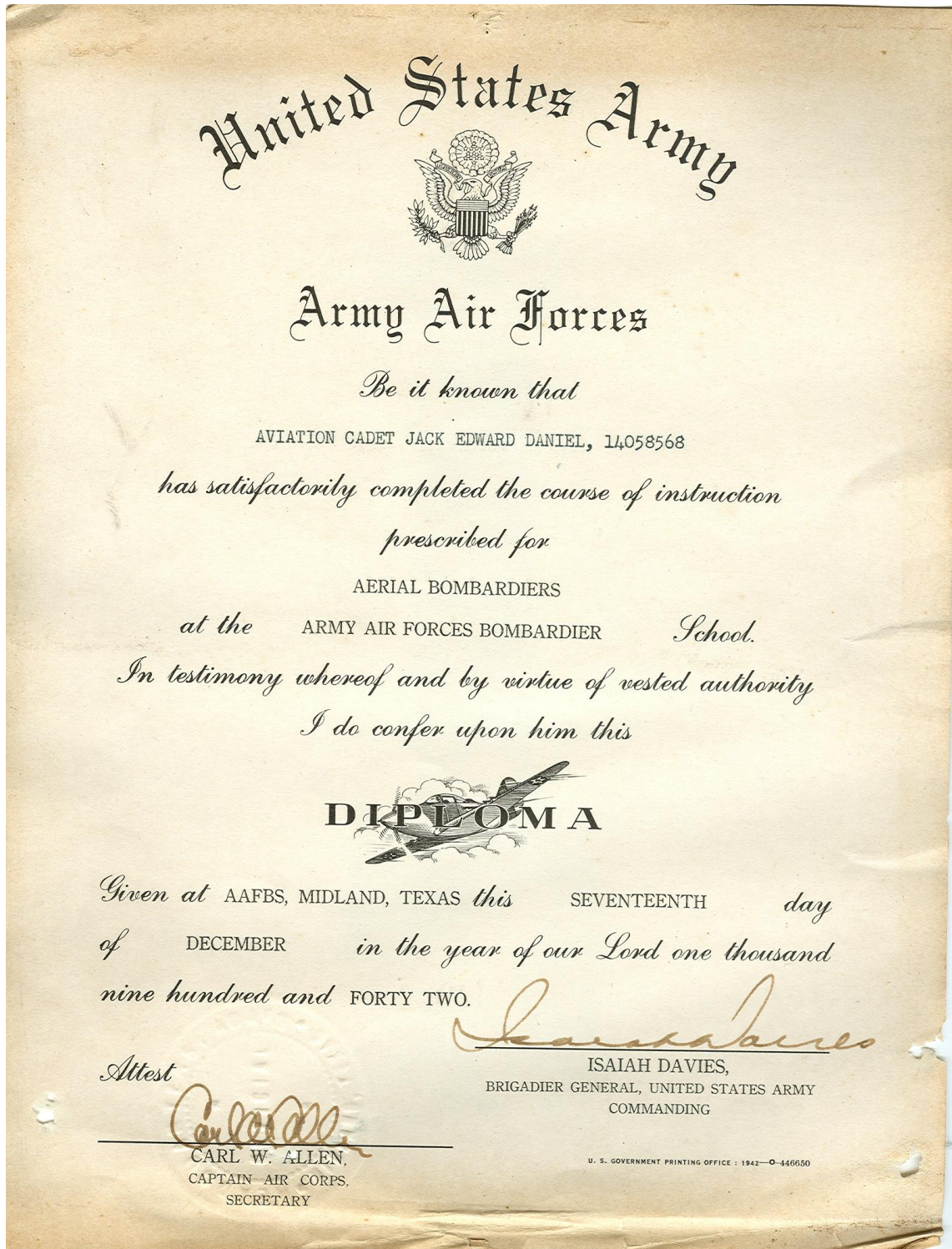
Midland Ordnance Dept. moves bombs (above) to planes in fast time. Four bombardier fliers (right) checking raid takeoff are (l. to r.) Cadets John H. Pressley, Jack Daniel, Walter H. Mitchell and Ralph J. Smithling, all 19. Timing precision is first law at Midland.





Bombardier Sgt. Thelston Stafford hauls up a heavy "direct-Hitler" for his bombing racks at Midland AAF Bombardier School, Texas, world's latest.

On Thursday, December 17, 1942 at 9:00 am, Jack graduated from Bombardier School from the Midland Army Flying School, which is the world's largest, under the command of Brigadier General Isaiah Davies, received his wings and was commissioned as a 2nd Lieutenant. Upon graduation, Jack was assigned an Army Serial Number, ASN O-668706. After graduation, Jack was assigned as an instructor. There was hope that he would remain in this position, but fate would not allow it.





On Thursday, February 25, 1943, Jack wrote:

Dearest Mother and Dad and all,

I sent you a wire this morning, so you will get it way before you do this. This is the prettiest country I have ever seen! I'd like to live here when the war is over. Hows everything in Gaffney? I'd so like to see all of you. I miss Sara so much! I don't know what I'll do. I'm just as safe as I can be. It's too safe to suit me. What has Bur-head been doing? All of you write me, 'cause your letters help out a lot over here. I can't tell you exactly where I am, but I'm in the Islands. There's nothing to do except fly and try to learn something. I like it. After a couple of pay days, I might call all of you. It costs' about \$20 for about 4 min! Dad, write me every chance you get. I wish I had brought my camera and rifle now. They told us in Midland that we couldn't, but I could have. All of you be good, and write me as often as you can. Take care of Sara for me. If you don't hear from me very often, don't worry - 'cause I'm as safe as I could be.

Remember I love all of you and I'll soon be back.

All my Love to all of you,

Jack

This is my address

*LT. JACK E. DANIEL
A.S.N. 0-668706
372nd BOMBARDMENT (H) SQD.
A.P.O. 953
% POST MASTER
SAN FRANCISCO, CAL.*

Jack was stationed at Hickam Field, Honolulu, Hawaii, where he was assigned to the 13th Army Air Force, XIII Bomber Command, 307th Bomb Group, 372nd Bombardment (H) Squadron.

Hickam Air Force Base now consists of 2,850 acres of land and facilities valued at more than \$444 million. Sharing its runways with adjacent Honolulu International Airport, Hickam and the Honolulu International Airport constitute a single airport complex operated under a joint-use agreement.

Jack indicated in one of his letters that his arm was black from shooting skeet; the Army trained the men to shoot skeet for training to shoot at enemy planes. The men learned to lead their flying target to make the shot. In many cases, the best gunners were once very good bird hunters. Jack began as a bombardier in a B-17 Flying Fortress during his assignment at Hickam Field. The Commander of the 13th Army Air Force was Major General Nathan F. Twining. The Commander of the XIII Bomber Command was Colonel Harlan T. McCormick. The Commander of the 307th Bomb Group was Colonel William A. Matheny.

Dearest Mother, Dad, and all,

I'm ashamed of myself for not writing you more often, but I've been flying every day, and these missions aren't short ones like I had at Midland. I got a letter from you tonite mother. It's the first letter I've had in a week! I'm sitting here trying to write and the mosquitoes are eating me up! What has my little Bur-head been doing? Tell him to be good and not to forget me. In about a week from now, I might have something to write you. I won't be able to write you for about a week after tonite. How is Gaffney getting along? So Pop is having his teeth pull, huh? Pretty soon there won't be anybody in the family with any teeth. Mine are still O.K. I'm gaining weight every day, but I'm lonesome as the dickens!

What is Short doing? I got two letters from Pris about a week ago. Sho was glad to hear from her! Tell her thanks a lot and to write me every chance she gets. I haven't heard from Grandmother, Pud, or Bob lately! Or Dad either for that matter. I don't blame them for not writing me tho. I never write them. But, I honestly don't have time. You see what time of nite I'm writing this. I ought to be asleep right now! All of you be good. Tell Pud to be good, and to remember what I told her. Tell Short and Dad to write. Tell Mike to be a good boy and not to worry you. I love all of you more than you will ever know.

All my Love to all of you,

Jack

Jack's next assignment was in Funafuti. He flew there on Saturday, April 17, 1943. As of April 6, 1943, the Commander of the XIII Bomber Command was Colonel James M. Fitzmaurice.

Funafuti is the capital of Tuvalu. Tuvalu, formerly known as the Ellice Islands, is an independent state in the Commonwealth of Nations. Tuvalu is located in the west-central Pacific Ocean just south of Kiribati, formerly known as the Gilbert Islands and north of Fiji. Funafuti is near the intersection of the equator and the International Date Line with latitude of 8.31°S and a longitude of 179.12°E. Tuvalu is also located east of the Solomon Islands. In 1943, a U.S. military base was established.

As a result of Jack's accomplishments while stationed at Funafuti, Jack was awarded the Air Medal. The following pictures are present-day Funafuti. The airstrip is now Funafuti's International Airport.



Island of Funafuti

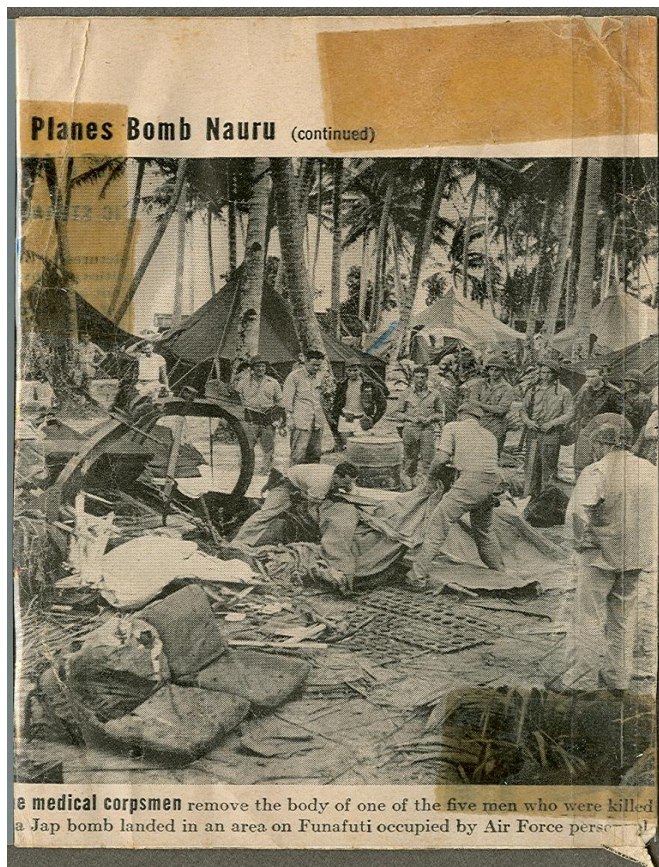


Airstrip on Funafuti. This would be the same view that Jack would have had.

During the April 29, 1943 bombing mission over Nauru, Jack stated in his June 2, 1943 letter that after dropping his last bomb, a Zero shot up his plane's rudder cutting the cable in two. Jack received the Air Medal as a result of this mission.

After the April 29, 1943 mission over Nauru, the Japanese counterattacked by bombing Funafuti on April 30, 1943.

The following is a Life Magazine article that my grandmother cut out showing the aftermath of the Japanese counterattack. Jack is wearing white shorts with no shirt on.



Planes Bomb Nauru (continued)

The medical corpsmen remove the body of one of the five men who were killed by a Jap bomb landed in an area on Funafuti occupied by Air Force personnel.

On Wednesday, May 19, 1942 at 2:45 pm, Jack wrote:

Dearest Mother, Dad, and all,

Well here I is again. Your little ole son got the Air Medal last week. We went on a raid (2 of them) about two weeks ago, and really had a time. I'm sending Sara some clippings. She will show them to you. I'm on Jacobs crew, so you can read about it. Thanks a lot for the pictures. I've got a little album I'm putting them in. Send me all the pictures you take and take some at least once a week - please! That little Bur-head is a mess. I'd sho like to see him. Don't cut his hair right yet. If you do - leave it long on top. Don't cut it like Charles Babbs! I got Dad's, little Oscars, and Pris's letters. Tell them thanks a lot. I don't have time to write all of you, but these letters are to all of you. Tell Grandmother, Pop, Pud, and Bob to write me. That grass must be pretty in front of the house. I'd like to see it, but I'm afraid it will be a long time! How is everything in Gaffney? Got a letter from Rev. Boggs, or did I tell you about that. Tell him thanks a lot. Mother, you take care of yourself, and let the kids do the work. You know what I mean. Be good, all of you and write me as often as you can. Get Jr. Crawleys address, or is he still over here. Remember, I love all of you with all my heart.

Jack

Jack and the 372nd then moved operations to Espiritu Santo on Sunday, June 13, 1943. As of Wednesday, June 16, 1943, the Commander of the XIII Bomber Command was Brigadier General Glen C. Jamison. As of Tuesday, July 27, 1943, the Commander of the 13th Army Air Force was Brigadier General Ray L. Owens.

After a short live in Espiritu Santo, the 372nd moved operations to Guadalcanal on Thursday, August 5, 1943. During this time, Colonel William A. Matheny had been promoted to the rank of Brigadier General. In turn, as of August 10, 1943, the Commander of the XIII Bomber Command was Brigadier General William A. Matheny. For nine days, Brigadier General William A. Matheny was the Commander over the XIII Bomber Command and 307th Bomb Group.

Guadalcanal is largest island of the Solomon Islands. In 1942, the Japanese occupied Guadalcanal. Guadalcanal became the site of the first major Allied offensive in the Pacific between August 1942 to February 1943. After several months of fierce fighting, the Japanese were forced to evacuate, and the Allies made Guadalcanal a major base. The base which Jack was stationed was Henderson Field. Near Henderson Field, Fighter Strip Number 2 was the airstrip where fighter planes were based. It was Fighter Strip Number 2 that the P-38 Lightning flown by Rex Barber from the 13th AAF was based who shot down Admiral Yamamoto in April 1943.

On Monday, October 25, 1943, Jack wrote:

Dearest Mother, Dad, and all,

I guess you are wondering whats happen to me, but they have been flying us to death lately. I'll bet we'll be even busier pretty soon. I got a letter from Jessie Palmer today, and he sent me Wallace's address. I haven't heard from him in a long time. What is Bur-head doing? Tell him if isn't good I'll kick his butt when I get home. In my last few letters Dad has been writing me too. Tell him to keep it up, 'cause I like to hear from him. Thanks for the stamped envelopes you have been sending, mother. Did Dad get his Dollar bill yet! Tell him to look on it. It has Little Jack Little's autograph on it. Dad used to like him. I'll try and write soon next time, but they keep us pretty busy. All of you be good and keep praying. Tell every body hello for me.

All my Love to all of you,

Jack

P.S. Where is Daniel Field?

On December 21, 1943, Jack was awarded an Oak Leaf Cluster in lieu of an additional Air Medal as a result of his accomplishments during bombing missions from August 24, 1943 to September 3, 1943 by order of President Roosevelt.

On Saturday, December 25, 1943, Christmas Day, Jack wrote from the 39th General Hospital:

Dear Mother, Dad, Grandmother, Pop, Pris, Richard, Ramona, Bob, Mike, and Judy - Whew!!

Its Xmas, and I'm still in the hospital, and so lonesome I think I'll die. I can picture the whole bunch of you around the tree this morning, and it don't make me feel good - believe me! I guess I'll have to go back up in the Islands for another trip. This will be my last one I hope. I should be home about the middle or last of March. Pray like you have never prayed before for this last trip. I wish I could get some mail, but unless somebody sends it to me down here, I'll have to wait til I get back up. I hope I can get on a good crew when I go back. Jacobs (my pilot) was about the best one up there. I don't want to get on some green crew. I guess Mike and Bob are having them a time right now. Tell all of them Merry Xmas for me, and I love everyone of you with all my heart. I won't be down here next Xmas I'll bet you. All of you be good, and keep praying, and pretty soon I'll see you. Just remember I love everyone of you and miss all of you.

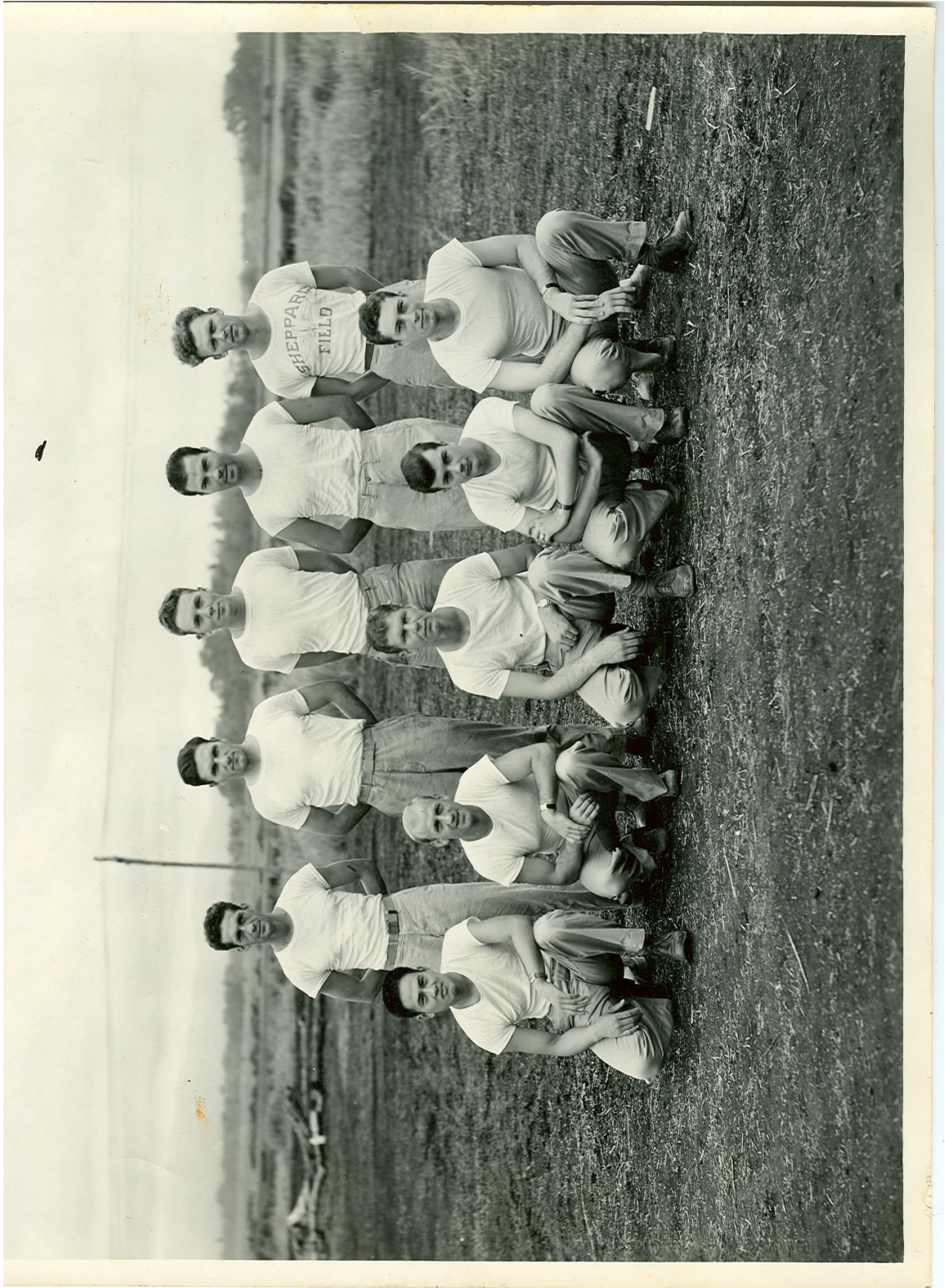
Merry Xmas and all my love to all of you,

Jack

Jack's original crew was as follows. The name of their plane was "Little Hiawatha".

Zuing L. Ligh	1311 5 th Ave., Sacramento, California
Sgt. Joseph P. Bastarache	16 Whitman St., New Bedford, Massachusetts
John L. Jacobs, Jr. (Pilot)	2935 Bufia Ave., San Francisco, California
1 st Lt. Jack E. Daniel (Bombardier)	Gaffney, South Carolina
Robert F. Schmidt	6217 Manual St., Cincinnati, Ohio
Sgt. Jim J. Brusy	Canton, Ohio
T/Sgt. Van G. Crain	Caldwell, Texas
S/Sgt. Robert E. Stultz	Salt Lake City, Utah
Sgt. Leon Roberson	Searcy, Arkansas
Chuck Deren	1188 N. Main St., Waterbury, Connecticut

Sgt. Leon Roberson was the only crewmember that was on Jack's original and last crew.



Front Row (left to right): Zuing L. Ligh, Sgt. Joseph P. Bastarache, John L. Jacobs, Jr., Jack E. Daniel, Robert F. Schmidt

Back Row (left to right): Sgt. Jim J. Brusy, T/Sgt. Van G. Crain, S/Sgt. Robert E. Stultz, Sgt. Leon Roberson, Chuck Deren





Jack's original plane, "Little Hiawatha"



Jack replaced a bombardier by the name of Arnold E. Mote. The following photograph includes all of the crewmembers that Jack was shot down with. The name of the plane #42-72818 was "The Wicked Wench". Jack's second crew was as follows.

1st Lt. Fred H. Carter, Jr.
 2nd Lt. Arthur E. Cole, Jr.
 1st Lt. Frank B. Mitchell
 1st Lt. Jack E. Daniel
 T/Sgt. Claude L. Locke
 S/Sgt. Leon Roberson
 T/Sgt. Leo E. Fontaine
 S/Sgt. Russell J. Picard
 Sgt. Charlie C. Plott
 S/Sgt. Edward J. Shahan

Pilot
 Co-Pilot
 Navigator
 Bombardier
 Engineer
 Assistant Engineer
 Radio Operator
 Assistant Radio Operator
 Gunner
 Armorer Gunner



Front Row (left to right): 1st Lt. Arnold E. Mote (Bombardier), *this is the boy that Jack replaced*, 1st Lt. Frank B. Mitchell (Navigator), 2nd Lt. Arthur E. Cole, Jr. (Co-Pilot), 1st Lt. Fred H. Carter (Pilot)

Back Row (left to right): S/Sgt. Russell J. Picard (Assistant Radio Operator), Sgt. Charlie C. Plot (Gunner), S/Sgt. Edward J. Shahan (Armorer Gunner), T/Sgt. Leo E. Fontaine (Radio Operator), S/Sgt. Leon Roberson (Assistant Engineer), T/Sgt. Claude L. Locke (Engineer)

The following photos are of the "The Wicked Wench".



On Sunday, January 9, 1944, Jack and the 372nd moved to and started operations out of Munda, New Georgia. Munda is a province of New Georgia of the South Solomon Islands. Munda is located north of Rendova Island. The latitude is 8° 19'0S and the longitude is 157° 15'0E. The Japanese occupied Munda, New Georgia in April 1942. The Japanese were determined to build a forward strategic base at this location for operations against Guadalcanal. On July 9, 1943, United States Army forces invaded the island. After the American assault, the Americans built a control tower at Kokendola Hill, and improved and expanded it for their own operations. The first of the two following pictures was taken during the war. This actual airstrip was the one that Jack flew out of prior to his death. The second of the two following pictures is present day. Note the position of the cameras between the two pictures. The camera positions and angles are exact.



On January 10, 1944, Jack was awarded a second Oak Leaf Cluster as a result of his accomplishments during bombing missions from September 6, 1943 to September 15, 1943.

On Sunday, January 16, 1944, Jack wrote what is to be known as his last letter home:

Dearest Mother, Dad, and all,

A boy brought me 3 letters from you and was I glad to get them. They were all written before Xmas tho. I sent Sara some pictures and she can get you copies of them. I'll send some more as soon as I can get them done. Boy, I've been pretty lonesome lately! Mother, when do you think they will call Richard? I want him to finish school before he goes into the Army! And if I have my way – after the war he's going to college! What's 'ole Pud and Pris doing? Tell Bob that I'll bring her something if she doesn't weigh over 200 when I get back. Tell Mike to be a good boy and not to worry you or I'll tear his little fanny up!

Be good all of you and keep praying. I love every one of you more than you will ever know.

All my Love to all of you,

Jack

On Friday, January 28, 1944, the 424th Bomb Squadron joined the 372nd in Munda.

On Thursday, February 10, 1944, while on a mission over the airfield at Tobera, the formation encountered twenty-five to thirty Zeros over the target plus moderately heavy anti-aircraft fire. Jack's plane was hit in four places on the right wing and once on the right stabilizer with the only damage being a number of holes.

On Saturday, February 12, 1944, the mission was set for the 372nd and 424th Bomb Squadrons to attack Vunakanau airdrome runway at Rabaul, New Britain.

On Saturday, February 12, 1944 at 12:04 pm, Jack's plane was hit by anti-aircraft fire in the vicinity of the flight deck and shot down. The shell seemed to have burst inside the ship and soon afterwards, the plane fell out of formation and crashed. Two men were observed bailing out and were fired upon by Japanese anti-aircraft. Lt. Gene B. Snyder's plane was hit by a piece from Jack's plane but was not significant enough to down the plane.

On Tuesday, February 15, 1944, the airdromes at Rabaul including Lakunai, Vunakanau, Tobera, Rapopo and Keravat were to be cut to pieces and struck again and again from shorter ranges until there would be no planes for the Jap's airfields. American troops would land on Green Islands, thus isolating Bougainville and the Solomons from supplies to the north and from Rabaul and giving air control in the area to the Allies.

HEADQUARTERS 307TH BOMBARDMENT GROUP (H)
Office of the Intelligence Officer

GAP/ej1

APO 717,
12 February 1944.

CONSOLIDATED MISSION REPORT NO. 307-212

DATE : 12 February 1944.

MISSION : This Group with two Squadrons to attack VUNAKANAU Airdrome runway. Alternate targets - best available targets in Rabaul area.

TARGET ATTACKED : VUNAKANAU Runway.

AIRPLANES EMPLOYED : All of 21 scheduled Liberators - 10 from the 424th Squadron leading 11 from the 372nd Squadron. All planes reached the target and all but two bombed. Lt. Carter's plane was shot down before bomb release and Lt. McConnel could not open bomb bay doors on bomb run and salvoed 2 miles East of the target.

ESCORT : 16 P-38'S and 8 F4U's from Torokina provided a good cover.

TAKE OFF : 0820 - 0900/L from Munda Field.

BOMB LOAD : Each plane carried 8 x 1000 lb GP bombs - 1/10 sec delay nose and tail fuse.

ROUTE AND ATTACK : Munda to Torokina to a point 04°41'S - 151°47'E to a point 04°26'S - 151°47'E to IP at the mouth of the Keravat River to target. Bombing formation a "V" of "V"'s. Target was approached on the heading of approximately 90° Mag. The 372nd Squadron had a clear run and bombed. The 424th Squadron made a second run on a heading of approximately 350° Mag. Because their portion of the target was obscured on the first run. Route home was direct.

WEATHER : Scattered cumulus 2/10 to 3/10 en-route. Weather over target good except for 4/10 low cumulus which obscured part of target on first run. Visibility good when bombs were released.

TIME AND ALTITUDE OF ATTACK : 372nd Squadron 1204 - 1205/L from 19,000 feet to 20,500 feet true.
424th Squadron 1210 - 1211/L from 18,800 feet to 20,800 feet true.

BOMBS DROPPED : 152 x 1000# were dropped on the target.
8 x 1000# were salvoed 2 miles East of VUNAKANAU.
8 X 1000# went down with Lt. Carter's plane.

BOMB HITS
OBSERVED

: 372nd Squadron:
A good pattern of bombs fell along the south edge of the runway and dispersal area with a concentration of hits at the west end of the runway at the junction of the end taxi strips with the runway. From 4 to 6 hits were noted on the west end of the concrete strip. 4 to 5 hits were noted along the taxiway and revetments in the extreme SW revetment area.

424th Squadron:

A good pattern of bomb hits started on the south edge of the runway at the east end walking across the entire runway and extending into the northern and north eastern revetment area. 12 to 15 hits were reported on the runway with an undetermined number on the concrete strip.

RESULTS

: Two fires were observed with white smoke in the revetment area about 1000 feet north of the east end. A third fire was seen about 1000 yards west of this point.

The entire area where bombs hit was covered with dust and smoke. The eastern third of the r/w is believed to have been knocked out and substantial damage inflicted on revetments and taxiways along the south edge of the r/w and western most dispersal area.

AA FIRE

: Heavy intense accurate AA fire was reported by both Squadrons. One plane was shot down by a direct hit and seven others suffered slight damage from AA hits. Fire came from charted positions and from a new position in the large supply and personnel area directly north of the center of the r/w. Heavy intense AA was shot up by two DD's in Keravia Bay.

INTERCEPTION

: None of the eight to ten Zekes sighted over the target pressed their attacks home. This lack of eagerness on the part of the Nip pursuit pilots was probably due to our gunners opening fire on the Zekes while they were still about 1000 yards out.

The Zekes made the following attempted passes:

- a. Two passes from 2 o'clock low, broken off at 1000 yards.
- b. Two passes from 3 o'clock and level, broken off at 800 yards.
- c. Three passes were attempted on one of our planes, but the nose gunner drove them off at 1000 yards.
- d. One Zeke made a pass from one o'clock low but broke off at 1000 yards.

Four phosphorus bombs were dropped, but did not explode anywhere near our formation so consequently they did no damage.

The 372nd Squadron, the first one over the target, reported no interception.

The 424th Squadron, which made a second run on the target, reported all the attempted passes.

RADIO SILENCE : Silence was broken to send flash report by leader - "Bombs away 0111 GCT. Results good. Weather good. ETA 0340 GCT". Rogered for by 00B1 at 1337 LCT. Leader also rogered for forecast of winds over target from 00B1 at 1035/L. (Forecasted winds were from the south at 18 knots at 20,000 feet. Our crews after returning reported wind from 300° at 12 knots).

Contact reports on shipping seen were sent in and silence was broken to report Lt. Carter's crash. Otherwise silence was maintained until after leaving the target.

OBSERVATIONS : Simpson Harbor was reported to be lacking in its usual amount of shipping. The following ship sightings were made. The map references are for the N.A.C.I. COMSOPAC S1 chart.

Simpson Harbor:

- a. A small ship alongside a larger one sighted at point P-20.
- b. Ten barges were seen between point P-3 and point W-7.
- c. Two probable AK's at point T-2 which seemed to be anchored.
- d. One unidentified ship at point P-9.
- e. One large AK at point O-34, one at point U-25.

Heavy barge traffic seen in NE Simpson Harbor.

Greet Harbor:

- a. Two unidentified ships together at point II-26.
- b. Four long unidentified ships seen at points JJ-23, PP-24, PP-30 and JJ-28.

Keravia Bay:

- a. One DD at point O-66. This ship was firing heavy AA (contact report sent in by 7B27).
- b. Three AK's sighted at points J-63, K-60 and M-61.
- c. One DD seen at point GG-78 firing heavy AA vigorously.
- D. Many small AK's seen at points I-63 to N-73.

One AK seen at point AG-23. (Blanche Bay)

Many barges were seen on the South shore of Keravia Bay.

A large quantity of oil was observed to pour from the side of a tanker at point II-26 (Greet Harbor). Two bomb circles were seen in the water alongside.

Twenty-seven Bettys were sighted in the NE revetment area of VUNAKANAU. Many wrecked planes, some of them silver colored, were seen in the NW revetment area.

The Duke of York runway is still under construction.

Twenty-five unidentified AP were seen in the revetment areas of Rapopo. Lakunai was observed by several crews to be "burning beautifully".

One crew reported seeing an explosion in the middle of St. Georges Channel at approximately 152°E, 4°50'S at 1215/L. The same crew reported seeing a Dumbo with 8 P-39's circling at 1,000' at approximately 153°10'E, 05°20'S at 1236/L.

- PHOTOGRAPHS : 98 photographs were taken. 47 hits were shown on the runway, 3 revetments were destroyed and several buildings demolished. 117 out of 152 bombs were accounted for.
- BOMB RATING : Excellent.
- OUR LOSSES : Lt. Carter's plane (AP#818) was shot down by a direct AA hit while approaching the target on the bomb run. The Liberator was hit in the wing on or near #3 engine and a large hole reported as being 3' x 5' large was blown in the fuselage near the wing root. Pieces of the planes skin could be seen flapping along-side the top turret. Two observers in other planes reported that 2 men bailed out but four other observers in different planes reported only one man bailed out. After being hit the plane seemed to drop in flight position straight down. It then fell off on the left wing slide slipping but seemed to gain partial control by turning to the left. While in this turn a parachute blossomed out. Two observers then saw the plane make another turn and a second chute open. Immediately thereafter the plane either exploded or disintergrated and crashed on the ground.

Opinions of observers differ on this score. Lt. Snyder reporting that a large explosion with an orange flash occurred, Lt. Link that the plane fell in flames then exploded about 3000' above ground while other observers reported that it exploded on the ground. At any rate it is certain that the plane was destroyed completely and should be of little Intelligence value to the enemy. The place of the crash was placed at WUNAWATANG plantation north east of VUNAKANAU.

One parachutist was shot at by automatic AA but it could not be determined if he was hit. He was last seen

floating down north of Rabaul Town. The other members of the crew were undoubtedly killed in the crash.

LANDINGS : 20 planes landed safely at Munda 1433 - 1500/L.

REMARKS : 1. Lt. McConnell could not open his bomb bay doors either from the nose or the flight deck until he was directly over the target. Bombs were then salvoed, landing in the jungle two miles east of VUNAKANAU r/w.

2. Very successful mission.

David B. Sharp

Jr

DAVID B. SHARP JR.,
Major, Air Corps,
Intelligence Officer.

Distribution:

Group Commander
All Squadrons
XIII Bomber Command (3 copies)
File

HEADQUARTERS 307TH BOMBARDMENT GROUP (H) AAF
Office of the Intelligence Officer

APO 717,
12 February 1944.

CONSOLIDATED MISSION REPORT NO. 307-211

424th Bombardment Squadron:

Capt Hansen (Col. Birchard)	819
Capt Ratti	137
Lt. Vidmar	461
Lt. Col. Burnham	809
Lt. Marshall	262
Lt. Pueppke	285
Lt. William Francis	466
Lt. Binder	144
Lt. Scott	273
Lt. McConnell	215

372nd Bombardment Squadron:

Lt. Faucett	096
Lt. Turner	212
Lt. Link	788
Lt. Mathers	277
Lt. Carter	818
Lt. Sawyer	323
Lt. Peters	783
Lt. Rifkin	134
Lt. Carson	792
Lt. Snyder	822
Lt. Novak	119

PIU - XIII BOMBER COMMAND
APO 717

CONFIDENTIAL

12 February 1944

First Phase Report #11B

LOCALITY: VUNAKANAU AIRDROME - NEW BRITAIN.
SOETIE: 307th Bomb Group - Mission 212 - 372 and 424 Bomb Sq.
DATE TAKEN: 12 February 1944.
MEAN TIME: 1205 1205 1205 1205 1210 1210
FOCAL LENGTH: 12" 24" 12" 24" 12" 12"
ALTITUDE: 19,400' 17,100' 19,500' 19,600' 20,200' 20,000
CONTACT SCALE: 1:19,400' 1:8,550' 1:19,500 1:9,800' 1:20,200 1:20,000
LAST STRIKE COVERAGE: 9 February 1944, PIU - XIII B.C., First Phase Report #9B.
MAP REFERENCE: H.O. Chart #10,840-2.
QUALITY OF PHOTOS: Good.
PHOTO REFERENCE: M-212, 307 B.G., 372 B.S., #10, 19, 21 - 424 B.S. #5.
BOMB LOAD: 19 B-24's dropped 152 x 1,000#.
ENCLOSURE: Bomb Plot Chart.

NOTE: Both squadrons crossed the target at 1205. The 372nd Squadron released its bombs, then the 424th Squadron made a circle and crossed the target at 1210 releasing its bombs.

AIRCRAFT: 15 fighter planes and 5 D/B in NW and SW dispersal areas. 25 M/B all in NE revetment area.

BOMB DAMAGE: 115 bomb hits visible on the airdrome.

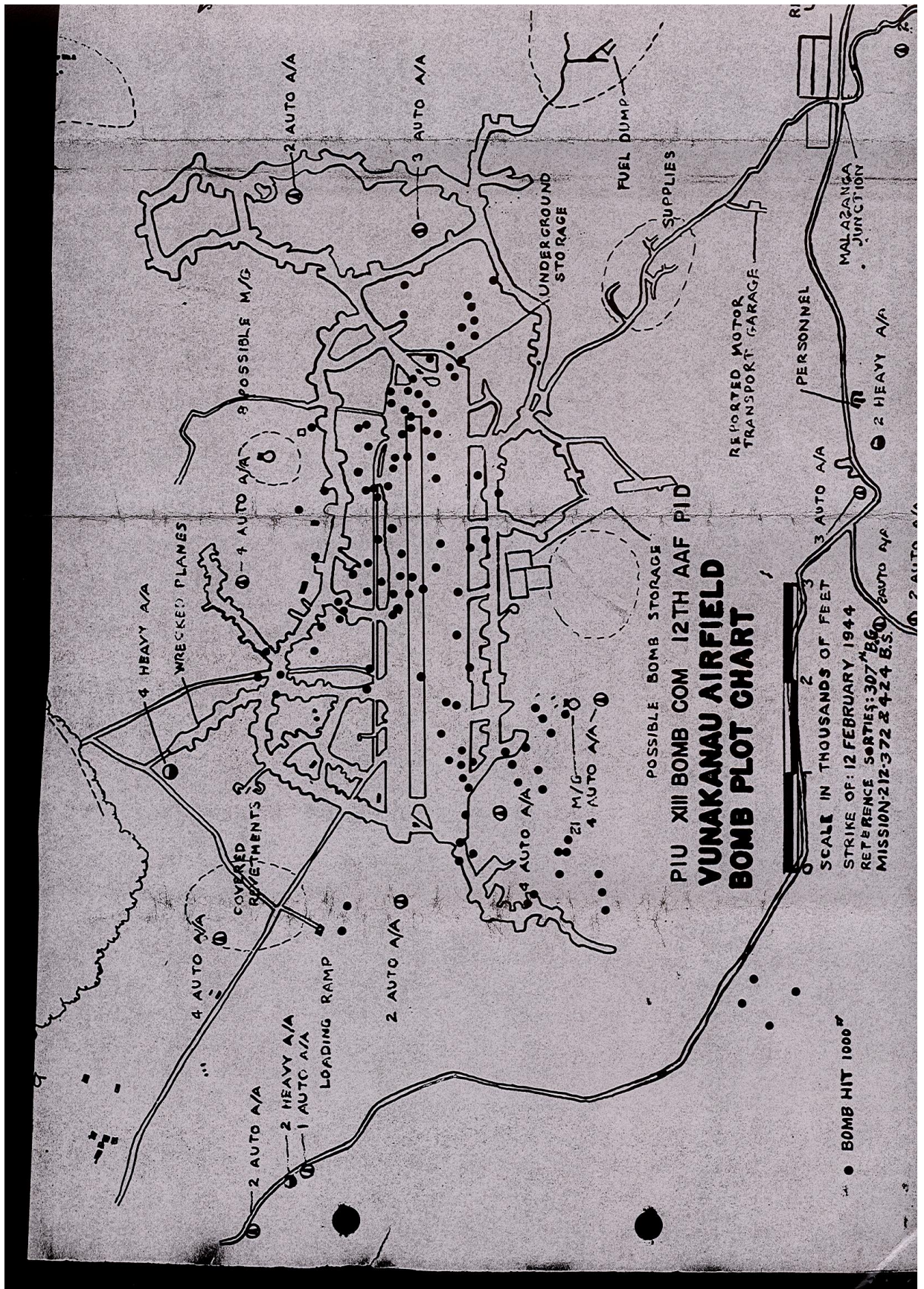
NO. OF BOMB BURSTS	AREA	PHOTO REFERENCE
47	Hits on the runway. Seven of these hits were on the paved strip. Two fighters on SW strip probably damaged. (Runway unserviceable).	#5 - 424 B.S. #19, 21 - 372 B.S.
28	Hits in N central dispersal areas. Two buildings destroyed, 1 revetment destroyed, 2 fighters in revetment damaged.	#5 - 424 B.S.
9	Hits on taxiway leading off the E end of runway.	#5 - 424 B.S.
4	Hits on revetment area adjacent to the S side of runway.	#21 - 372 B.S.
3	Hits among M/G positions S of W end of runway.	#19 - 372 B.S.
17	Hits from SW taxiway to SW side of runway. Two revetments and taxiway damaged.	#19 - 372 B.S.

4 Hits 3500' SW of runway #10 - 372 B.S.

NOTE: The bomb patterns laid down by the two squadrons render unserviceable all but 2,000' of the NW end of the runway.

RLH

Henry W. Dill Jr.
HENRY W. DILL, JR.,
Captain, A.C.,
Officer-in-Charge.



Missing Air Crew Report (MACR)

CONFIDENTIAL
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 aircraft is officially reported missing.

1. ORGANIZATION: Location APO 717 ; Command or Air Force 13th ;
Group 307th ; Squadron 372nd ; Detachment _____ ;
2. SPECIFY: Point of Departure APO 717 ; Course Rabaul ;
Intended Destination Return to APO 717 ; Type of Mission Combat ;
3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED: _____
Good
4. GIVE: (a) Date 2/12/44 ; Time 12:04 L ; and Location Over Vunakanau
of last known whereabouts of missing aircraft.
(b) Specify whether () Last Sighted; () Last Contacted by Radio;
() Forced Down; (x) 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 Aircraft; (x) Enemy Anti-Aircraft; () Other Circumstance
as follows _____

6. AIRCRAFT: Type, Model and Series B-24D ; A.A.F. Serial Number 42-72818
7. Engines: Type, Model and Series R-1830-65 ; A.A.F. Serial Number (a) 42-902B
(b) 42-89961 ; I 42-90012 (d) 42-90462
8. INSTALLED WEAPONS (Furnish below Make, Type and Serial Number)
(a) 11 Browning ; (b) Machine guns ; I M-2 A.C. Flexible ; (d) _____ ;
I _____ ; (f) _____ ; (g) _____ ; (h) _____
9. THE PERSON LISTED BELOW WERE REPORTED AS: (a) Battle Casualty _____ X
or (b) Non-Battle Casualty _____
10. NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 11 ; Passengers _____ ; Total 11
(Starting with pilot, furnish the following particulars: If more than 10
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
1.	Pilot	Carter, Fred H., Jr.	1 st Lt.	0-740056
2.	Co-Pilot	Cole, Arthur E., Jr.	2 nd Lt.	0-679715
3.	Navigator	Mitchell, Frank B.	1 st Lt.	0-670780
4.	Bombardier	Daniel, Jack E.	1 st Lt.	0-668706
5.	Engineer	Locke, Claude L.	T/Sgt.	35209813
6.	Ass't Engineer	Roberson, Leon	S/Sgt.	37102692
7.	Radio Operator	Fontaine, Leo E.	T/Sgt.	11033879
8.	Ass't Radio Oper.	Picard, Russell J.	S/Sgt.	18149304
9.	Gunner	Plott, Charlie C.	Sgt.	19018059
10.	Armorer Gunner	Shahan, Edward J.	S/Sgt.	38187482
11.	Navigator (OBS)	Baldwin, William D.	2 nd Lt.	0-743807

11. IDENTIFY BELOW THOSE PERSONS WHO ARE BELIEVED TO HAVE LAST KNOWLEDGE OF AIR-CRAFT, AND CHECK APPROPRIATE COLUMN TO INDICATE BASIS FOR SAME:

	Name in Full (Last Name First)	Rank	Serial Number	Check Only One Column			
				Contacted By	Last Sighted	Saw Crash	Saw Forced Landing
				Radio	Sighted	Crash	Landing
1.	Racicot, Edward J.	S/Sgt.	16044767			X	
2.	Cresswell, Geo. F.	Sgt.	13170624			X	
3.	Porter, John D., Jr.	1 st Lt.	0-802670			X	

#-See reverse side for a continuation of names.

12. 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 I Any other reason (Specify) _____
13. ATTACH AERIAL PHOTOGRAPH, MAP, CHART, OR SKETCH, SHOWING APPROXIMATE LOCATION WHERE AIRCRAFT WAS LAST SEEN. _____
14. ATTACH EYEWITNESS DESCRIPTION OF CRASH, FORCED LANDING, OR OTHER CIRCUMSTANCES PERTAINING TO MISSING AIRCRAFT. _____
15. ATTACH A DESCRIPTION OF THE EXTENT OF SEARCH, IF ANY, AND GIVE NAME, RANK AND SERIAL NUMBER OF OFFICER IN CHARGE HERE _____

Date of Report 2-13-44

Lex K. Souter

(Signature of Preparing Officer)

LEX K. SOUTER,
Cpt., Air Corps,
372nd Intel. Officer

MISSING AIR CREW REPORT - (Cont'd)

#	Name in Full (Last Name First)	Rank	Serial Number	By Radio	Last Sighted	Saw Crash	Saw Forced Landing
4.	Coburn, Lloyd	T/Sgt.	32408751		X		
5.	Ake, Owen E.	T/Sgt.	15332228			X	
6.	Capasso, Alfred J.	S/Sgt.	37377873		X		

16. REMARKS:

There are several discrepancies in the eye witness reports. One of the men observing did not see any parachutes although he watched the plane until it exploded. Four men saw one parachute and one man saw two parachutes of men bailing out. Several of these men admit they did not see the plane at all times because of various reasons such as observing bomb hits, AA and watching for Zeros.

All of the men making eye-witness reports are reliable and reported exactly what they saw.

372ND BOMBARDMENT SQUADRON (H) AAF
Office of the Intelligence Officer
A.P.O. # 717

12 February 1944

Eye Witness Report on the Crash of Plane #818

On the bomb run I heard that a B-24 was hit by AA, from the nose gunner. Then the left waist gunner, T/Sgt. Thorner called me and said a B-24 was way below us at about 8 o'clock. I looked in that direction and saw the plane. In my estimation it was under partial control at this time. I continued watching it and saw it make a long, slow, left turn. Then I saw what I took to be a parachute blossom out and in approximately 5 seconds the plane exploded in one large, orange flash. After the flash I saw no more of the plane.

S/Sgt. EDWARD J. RACICOT
Tail Gunner

S/Sgt. Edward J. Racicot

372ND BOMBARDMENT SQUADRON (H) AAF
Office of the Intelligence Officer
A.P.O. # 717

12 February 1944

Eye Witness Report on the Crash of Plane #818

I saw the ship #818 go down. He dove down, and leveled off at about 2,000 feet. At about 1,000 feet one of the boys bailed out. After the ship had leveled out it looked as if the ship was coming back to the formation, and then it went into another dive, but did not get out of the second dive. It crashed, and burst into flames, and black smoke.

They also shot at the boy who bailed out. I could not see if they hit him. The ship crashed at about Wunawatang Plantation.

There was a large hole in the right side of the ship about half way back. The hole was about 5 or 6 feet long and about 1½ to 2 feet wide.

George Cresswell

Sgt. GEORGE CRESSWELL,
Ball Turret Gunner.

372ND BOMBARDMENT SQUADRON (H) AAF
Office of the Intelligence Officer
A.P.O. # 717

12 February 1944

Eye Witness Report on the Crash of Plane #818

I saw Lt. Carter's plane break away from formation at 1201 L.C.T., and go into a dive and white smoke appeared to be coming from #1 engine. After it had dived approximately 3000 feet the plane leveled out and made a slight turn to the left, it then rolled over on its belly and black smoke and flames were then coming from what appeared to be #1 and #2 engine, as it reached a cumulus cloud about 2,500 feet off the ground the plane exploded. This was about 151°55' East and 04°17' South. I watched the plane all the way down especially to see if anyone bailed out but I saw no one.

I believe that the fellows that were flying in the back of the formation could have seen them better than I, had they bailed out, because the plane was approximately 20 nautical miles from me when it exploded.

John D. Porter, Jr.
John D. Porter, Jr.
1st Lt., Air Corps,
Navigator.

372ND BOMBARDMENT SQUADRON (H) AAF
Office of the Intelligence Officer
A.P.O. # 717

12 February 1944

Eye Witness Report on the Crash of Plane #818

I first saw plane #818 about 1,000 feet under us going down in a dive. While in this dive and about a quarter of the way down I saw a parachute blossom out about 100 feet back of the tail. A few seconds later I glanced down at the target to spot bomb hits. When I looked up again the plane was still in a dive and the open parachute was floating seemingly westward or away from the direction our plane was traveling. The plane then seemed to level out and make a right turn. Thinking the plane was trying to return to the formation, I glanced upward for enemy planes. After scanning the sky for a second or two I again looked at the plane which was not approaching a cloud. I did not see the plane from there on.

The tail gunner, S/Sgt. Stults told me later that the plane, #818, went behind the cloud. Just before entering the cloud he saw a parachute open. He did not see the one I saw. After getting behind the cloud neither the tail gunner or I saw the plane again. The tail gunner saw a big flash.

The clouds seemed low over the mountain tops and I think that the plane might have crashed on a mountain top.

As the plane was going down I noted that all the propellers were revolving, that the tail surfaces and the outer ends of the wings were undamaged. I saw no smoke or fire at any time I had the plane in view.

Lloyd Coburn

T/Sgt. Loyd Cobeorn,
A.S.N. 32408751,
Left Waist Gunner.

372ND BOMBARDMENT SQUADRON (H) AAF
Office of the Intelligence Officer
A.P.O. # 717

12 February 1944

Eye Witness Report on the Crash of Plane #818

While I was looking out of the right waist window I first noticed #818 in trouble when it dropped back losing altitude and speed.

I then attempted to call the pilot, but the interphone was out. During this time I took my eyes off the plane and when I next saw it, it was in a steep dive.

The left waist gunner, S/Sgt. Capasso, called my attention to a parachute which opened immediately after the plane came out of the dive. Plane #818 then started a right turn and I saw a second parachute which came out of the left side of the ship, opening immediately. S/Sgt. Capasson didn't see this. I looked around to see if the other planes in the formation were dropping bombs and on looking back I saw #818 burst into flames. I am not certain the plane hit the ground before it burst into flames. I looked around to see where the parachutes were heading, but could not see them again.

T/Sgt. Owen E. Ake

T/Sgt. OWEN E. AKE
A.S.N. 15332228,
Right Waist Gunner.

372ND BOMBARDMENT SQUADRON (H) AAF
Office of the Intelligence Officer
A.P.O. # 717

12 February 1944

Eye Witness Report on the Crash of Plane #818

I glanced out of the right waist window and saw plane #818 falling back very fast and losing altitude. The plane dropped below, and behind, drifting to the left, and turned over on the left wing tip and stayed in this position for 4 or 5 seconds and then they went into a steep dive. This dive was held for 10 or 12 seconds and then they pulled out. Then I saw one chute open, and the plane made a sharp right turn and it appeared as if two engines were smoking, one on each wing. The plane made another right turn and it appeared headed straight for the ground. Some parts fell from the plane and it then immediately burst into flames. I then started to search the sky for Zeros and didn't look back again.

S/Sgt. Alfred J. Capasso

S/Sgt. ALFRED J. CAPASSO
A.S.N. 37377873,
Left Waist Gunner.

CASUALTY MESSAGE

3.77

TELEGRAM

OFFICIAL BUSINESS—GOVERNMENT RATES

FROM	WAR DEPARTMENT
BUREAU	AGO
CHG. APPROPRIATION	EMA 3682 ⁵⁴¹⁰⁶

AG 201 DANIEL, JACK E
ASN 0- 668 706

(16 FEB 44

SPXPC-N 046022 (5) 17 FEBRUARY 1944
MESSAGE NO. DATE

MRS SARAH V DANIEL

BOX 141

BLACKSBURG SOUTH CAROLINA

THE SECRETARY OF WAR DESIRES ME TO EXPRESS HIS DEEP REGRET THAT YOUR

HUSBAND

FIRST LIEUTENANT

JACK E DANIEL

(RELATIONSHIP)

(GRADE)

(NAME)

HAS BEEN REPORTED MISSING IN ACTION SINCE

TWELVE FEBRUARY

IN
XXXXX NEW BRITAIN

PERIOD IF FURTHER

(DATE)

(AREA)

DETAILS OR OTHER INFORMATION ARE RECEIVED YOU WILL BE PROMPTLY NOTIFIED PERIOD

ULIO

OFFICIAL:

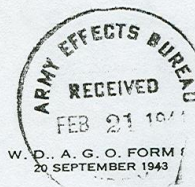
THE ADJUTANT GENERAL

BATTLE

TANT GENERAL

COPY FOR ARMY EFFECTS BUREAU

Delivered by phone except when authorized by the sender.
Delivered between the hours of 10 PM and 7 AM.



54106 *nt*
2216-A

FINDING OF DEATH OF MISSING PERSON

Pursuant to the provisions of Section 5 of the Act of 7 March 1942 (Public Law 490 77th Cong.) as amended, upon direction and delegation by The Secretary of War, The Chief, Casualty Branch, The Adjutant General's Office, finds First Lieutenant Jack E. Daniel, Army Serial Number 0668706, Air Corps, to be dead. He was officially reported as missing in action as of the 12th day of February 1944. For the purposes stated in said Act, death is presumed to have occurred on the 18th day of January, 1946.

BY ORDER OF THE SECRETARY OF WAR
George F. Heahent
ADJUTANT GENERAL
CHIEF, CASUALTY BRANCH

SUMMARY OF INFORMATION

AREA	FLYING STATUS	JUMP STATUS	LINE OF DUTY	OWN MIS-CONDUCT	ON DUTY STATUS	ABSENCE AUTH'D
Pacific	Yes	No	Yes	No	Yes	
PREVIOUS REVIEWS						
Continued in a missing in action status as of 13 February 1945						
DATE OF BIRTH	HOME ADDRESS	DATE OF ENTRY ON CURRENT ACTIVE SERVICE	LENGTH OF SERVICE (AS OF PRESUMED DATE OF DEATH)			
16 Aug 1923	Gaffney, South Carolina	17 Dec 1942	YEARS	MONTH	DAYS	

EMERGENCY ADDRESSEE		
NAME	RELATIONSHIP	ADDRESS
Mrs. Sarah V. Daniel	Wife	Box 141 Blacksburg, South Carolina

BENEFICIARIES		
NAME	RELATIONSHIP	ADDRESS
Mrs. Sarah V. Daniel	Wife	Box 141 Blacksburg, South Carolina

NAME	RELATIONSHIP	ADDRESS

REMARKS	
No record of alternate beneficiary.	Distribution <u>56</u>
Circumstances of disappearance: This officer was member of a crew of a B-24 bomber on a combat mission to Rabaul, New Britain. The plane crashed and exploded while over the target.	
ASN as Avn/C: 14,058,568	

26 April 1949

MEMORANDUM FOR RECORD:

SUBJECT: Review of Circumstances Surrounding the Disappearance of Personnel Presumed Dead.

1. The following-named Air Corps personnel were reported missing in action since 12 February 1944, while in flying pay status, by Casualty Message No. 046022, SWP, and were presumed dead as of 18 January 1946, under the provisions of Section 5, Missing Persons Act:

1st Lt	Fred H. Carter, Jr.	0740056
1st Lt	Jack E. Daniel	0668706
1st Lt	Frank B. Mitchell	0670780
2d Lt	William D. Baldwin	0743807
2d Lt	Arthur E. Cole, Jr.	0679715
T Sgt	Leo E. Fontaine	11033879
T Sgt	Claude L. Locke	35209813
S Sgt	Russell J. Picard	18149304
S Sgt	Leon Roberson	37102692
S Sgt	Edward J. Shahan	38187482
Sgt	Charlie C. Flott	19018059

2. Missing Air Crew Report No. 2282, dated 13 February 1944, shows that the missing personnel constituted the entire crew of a B-24D type aircraft, and that they were on a combat mission to Rabaul, New Britain, on 12 February 1944, when their plane crashed as a result of enemy antiaircraft fire over Vunakanau, New Britain. There were six eyewitnesses to the casualty. Each states practically the same facts except as to the number of parachutes observed and as to whether the plane exploded in the air or on the ground. The following statements are herein quoted:

Sergeant George Cresswell:

"I saw the ship #818 go down. Hedove down and leveled off at about 2,000 feet. At about 1,000 feet one of the boys bailed out. After the ship had leveled out it looked as if the ship was coming back to the formation, and then it went into another dive. It crashed, and burst into flames, and black smoke.

"They also shot at the boy who bailed out. I could not see if they hit him. The ship crashed at about Wunawatang Plantation.

"There was a large hole in the right side of the ship about half way back. The hole was about 5 or 6 feet long and about 1½ to 2 feet wide."

First Lieutenant John D. Porter, Jr.:

"I saw Lt. Carter's plane break away from the formation at 1201 L.C.T., and go into a dive and white smoke appeared to be coming from #1 engine. After it had dived approximately 3000 feet the plane leveled out and made a slight turn to the left, it then rolled

FILE
JUN 16 1949
Capt. G. W. B. B. A.
Identification Branch

over on its belly and black smoke and flames were then coming from what appeared to be #1 and #2 engine, as it reached a cumulus cloud about 2,500 feet off the ground and plane exploded. This was about 151° 55' East and 04° 17' South. I watched the plane all the way down especially to see if anyone bailed out but I saw no one.

"I believe that the fellows that were flying in the back of the formation could have seen them better than I, had they bailed out, because the plane was approximately 20 nautical miles from me when it exploded."

Technical Sergeant Owen E. Ake's statement:

"While I was looking out of the right waist window I first noticed #818 in trouble when it dropped back losing altitude and speed.

"I then attempted to call the pilot, but the interphone was out. During this time I took my eyes off the plane and when I first saw it, it was in a steep dive.

"The left waist gunner, S/Sgt. Capasso, called my attention to a parachute which opened immediately after the plane came out of the dive. Plane #818 then started a right turn and I saw a second parachute which came out of the left side of the ship, opening immediately. S/Sgt. Capasso didn't see this. I looked around to see if the other planes in the formation were dropping bombs and on looking back I saw #818 burst into flames. I am not certain the planes hit the ground before it burst into flames. I looked around to see where the parachutes were heading, but could not see them again."

3. A negative report has been received from the Office of The Quartermaster General, Memorial Division (Mr. Fryncko).

Information received from the mother of Lieutenant Daniel, dated 13 February 1948, was transmitted to the Commanding General, American Graves Registration Command, Pacific Zone, under date of 18 August 1948 (AGPO-CR 704 (18 Aug 48)), requesting that an investigation be instigated to determine the status of the above mentioned crew. Under date of 29 November 1948 a progress report was received in this office from Headquarters, American Graves Registration Service, Pacific Zone. Under date of 31 March 1949, Headquarters, American Graves Registration, forwarded to this office, a complete report from the 604th Graves Registration Company, which investigated the case. The report reads as follows:

"1. The following team personnel of the Rabaul detachment of Search and Recovery Expedition Number Two

1st Lt W E. Downing
Sgt C L Gelvern
Sgt H Din
Cpl J D. Lesko
Pfc J R. Benaszak
Pfc J H Pinson
Pfc N R Settle
Pfc E J Unczur

visited the wreckage of a B-24D, AAF serial number 42-72818 on the 11th, 13th, and 23d of December 1948. No aircraft number identification was available but the aircraft was identified by the identification tags of two members of the crew which were found in the wreckage. Police boy Unoral (Unabarra) and native Dogan of Lalawan village accompanied the team.

"2. To reach the wreckage of the aircraft the team proceeded south from Rabaul on Malaguna road to Four Ways. At Four Ways the center road was followed one and four tenths miles to the first turn off on the left, which was then followed for eight tenths of a mile to a turn off road to the right. This road is probably Wunawutang Road which leads to the plantation of the same name on the north coast. The road is now overgrown with jungle vegetation and is washed out in many places. It is no longer passible to the north coast. About two miles up this road which runs in a northerly direction, the team turned off the road to the northwest thru a native garden down a hill and about three quarters of a mile into the jungle where the wreckage was found.

"3. The aircraft was blown into many small pieces and scattered over a hundred yards in all directions from the one large piece of wreckage. This large section included a part of the fuselage, part of one wing, and one landing gear. Most of this wreckage was in a valley and part way up the hill on either side.

"4. On the 11th of December 1948 remains were located scattered from the outboard end of the wing section to about five yards away. Among these remains were found two identification tags with the following:

Charlie C. Plott
19018059 T43
Mrs Junita Plott
628 N Tyler
Dallas, Tex

The remains were not buried but were covered with decayed jungle growth and rain washings from the hill. The area was thick with mosquitoes and night was approaching so the team departed for Rabaul, New Britain.

"5. On 13 December 1948 the team returned to the wreckage to continue digging and scrapping the large wreckage area. A second remains was located under the wing starting a few feet from where the first remains were found. These remains were scattered around the wing over about a nine square yard area. The remains had never been buried.

"6. Over a five yard wide area running parallel with the wing section several bones were located. They were widely scattered and were covered only with jungle growth and rain washings. They had not been buried. In this area a wrist identification bracelet with 'Leon Roberson' inscribed was recovered.

"7. About thirty yards from the wing section near one of the engines one shoulder bone was recovered.

"8. About five yards from the fuselage end of the wing section under portions of a machine gun turret wreckage a small number of bones were located. The identification tag of Russell J. Picard, 18149304, was also recovered here.

"9. All remains were connected by sparsely scattered bones found between each heavy concentration of bones except the one shoulder bone found near the engine. The remains were placed in three separate wrapped bundles in one casket on board LST 711. The casket was labeled New Britain 13-3 (Group Burial) AGRS (PAZ) Case 7835.

"10. On the 23d of December 1948 a final visit was made to the wreckage. Several fragments of bones were located. They were well scattered over the crash area. The whole crash area was scraped and dug over wherever the absence of large jungle growth would permit.

"11. Four depressions in the ground in the wreckage area were viewed. It is possible that these may have been excavated graves as each was the approximate size of a grave. Digging in the depression failed to unearth any remains.

"12. On the 13th of December Lieutenant Downing went up the road about a half mile to the nearest group of natives. A native school teacher and six natives were located at a native rest house near the remnants of Wunawutung Road. After pooling the information of the group of natives, the native school teacher stated that after the Japs had left New Britain an Australian Sergeant and an Australian civilian had visited the crash and dug up and took away four remains. He also stated that the two Australians were the only white men to visit the crash.

"13. One of the natives had witnessed the crash. He said (through the native school teacher) that one man had parachuted down some distance from the crash and had been taken by the Japs. He saw the man in the parachute floating down but the capture of the airman was heresay from other natives. A second man was seen hanging in a tree near the wreckage. He appeared lifeless but the Japs, who arrived soon after the crash, carried him away with them. The native said he saw the Japs bury four other bodies before they chased him away. He didn't see any other bodies or live men.

"14. A further investigation of remains recovered by Australian War Graves and turned over to Far East Zone as unknowns; and remains still held by Australian War Graves as unknowns, is recommended before this case is closed."

4. In the absence of any definite information as to which two crew members parachuted from the airplane, and of their fate, if taken prisoners by the Japanese, it is concluded that official reports of death, under the provisions of Section 9, Missing Persons Act, be not issued for any of the crew members, at this time, but will await their identification by The Quartermaster General.

A. L. O'Brien

A. L. O'Brien
Investigator

CONCURS

F. J. COLLUM
F. J. COLLUM
Major, AGD
OIC, Determination Unit
Casualty Section
PA Branch, AGO

COPY FOR: Central Files

AG 201 and 293 (OQMG) file of each individual named in par. 1.

Source material obtained as a result of this investigation is filed in the AG 201 file of 1st Lt Fred H. Carter, Jr., 0740056, unless otherwise indicated.



DEPARTMENT OF THE ARMY
OFFICE OF THE ADJUTANT GENERAL
WASHINGTON 25, D. C.

IN REPLY REFER TO
AGPO-CR 201 Daniel, Jack E.
0668706 (26 May 49)

26 May 1949

Mrs. D. B. Daniel
1008 N. Limestone Street
Gaffney, South Carolina

Dear Mrs. Daniel:

I am writing you relative to my previous letter concerning your son, First Lieutenant Jack E. Daniel, 0668706, Air Corps.

A report of the investigation by the American Graves Registration Service in the Southwest Pacific has now been received in this office. The Report shows that the Search and Recovery Expedition team, accompanied by a Police boy and a native of Lalawa village, found the wreckage of a B-24D aircraft, which has been identified as the aircraft of which your son was a crew member. The wreckage of the aircraft was found in the jungle off Wunawutung Road. A member of the Team questioned some of the natives located near Wunawutung Road and were told that two parachutes were seen some distance from the crash; that the Japanese arrived soon after the crash and the natives were chased away. The identity of the two men who parachuted has not been determined. If any additional information is received in this office you will be promptly advised.

My continued sympathy is with you in the great loss you have sustained.

Sincerely yours,

Edward F. Witsell
EDWARD F. WITSELL
Major General
The Adjutant General

*Major General Ed F. Witsell, adj. Gen.
Office of the Adjutant General
Wash. 25, D.C.*

215
AGRS-DC-S ~~201~~ Daniel, Jack E.
O 668 706

17 November 1949

Mrs. Sarah V. Daniel
Box 141
Blacksburg, South Carolina

Dear Mrs. Daniel:

Reference is made to the previous letter from The Adjutant General in which you were regretfully informed that a Finding of Death had been made in the case of your husband, 1st Lieutenant Jack E. Daniel, Service number O 668 706, and that the presumed date of his death had been established as 18 January 1946.

Since the cessation of hostilities extensive investigations have been made by our military authorities overseas in an attempt to obtain definite information regarding our personnel whose deaths occurred in enemy-occupied territory. These investigations include the identification of heretofore unidentified remains which have been recovered. In view of the investigation which has now been completed in the case of your son, the records of the Department of the Army are being amended to show that he was killed in action 12 February 1944 near Rabaul, New Britain Island as the result of an airplane crash. Information received in this office shows that his body was recovered from an isolated grave in that vicinity and interred in a group burial at the United States Army Mausoleum, Schofield Barracks, Territory of Hawaii, where positive identification was made by the Army Graves Registration Service. This information was taken from a Report of Burial and it is regretted that it contained no further information as to the circumstances of his death. You will, however, receive a letter from the Quartermaster General concerning the final disposition of your husband's remains.

Pursuant to the provisions of Public Law 490, 77th Congress, official reports will now be issued by the Department of the Army which will indicate the actual date of his death as that shown above. This action will not affect any payment or settlement of accounts which have been made on the basis of the Finding of Death.

Permit me to extend my sympathy.

Sincerely yours,

COPY FOR:
Special Clearance Sub-Unit
Memorial Division, OQMG
Rm 2617 Tempo B Bldg
Washington 25, D.C.
ATTN: Miss Thomas

JOHN J. DONOVAN
Colonel, AGD
Commanding

File
21 Nov 49
mmf



DEPARTMENT OF THE ARMY
OFFICE OF THE QUARTERMASTER GENERAL
WASHINGTON 25, D. C.

IN REPLY REFER TO

28 November 1949

Mrs. Ruth E. Daniel
1008 North Limestone Street
Gaffney, South Carolina

1st Lt Jack E. Daniel, O 668 706
Group Burial
United States Army Mausoleum
Schofield Barracks, Territory of Hawaii

Dear Mrs. Daniel:

The Department of the Army desires that you be given the most recent information concerning your son, the late First Lieutenant Jack E. Daniel, ASN O 668 706.

The American Graves Registration Service in their search for deceased American personnel recovered certain remains from the area in which your son and others of his comrades met their death. As identifications could not be established at the time of the recovery, unknown designations were assigned pending further investigation, and temporary interments were made in a United States Military Cemetery overseas.

The investigation has now been completed, and although the circumstances rendered individual identifications impossible, sufficient evidence was present to determine that they were those of your son and ten comrades and to warrant a group identification of the remains. The remains are now casketed, and being held overseas, pending return to the United States for interment in Jefferson Barracks National Cemetery, located at Saint Louis 23, Missouri.

This plan for the burial in one of our country's shrines of all the known groups of men for whom individual identity cannot be established, is based upon the provisions of Public Law 383, 79th Congress, as amended by Section 3, Public Law 368, 80th Congress. Final interment in a national cemetery in the United States where perpetual care will be given the graves, is fitting and proper. This particular national cemetery was selected in order that no undue burden of travel might be placed on any one family wishing to attend the services.

You and the next of kin of the other men will be informed of the date and time of final interment sufficiently in advance to permit you and any interested persons to attend the ceremonies. In order that you may receive information concerning these final rites, it is essential, in case you change your address, that you promptly inform the Commanding General, San Francisco Port of Embarkation, Attention AGRD, Fort Mason, California.

Sincerely yours,

E. V. FREEMAN
Colonel, QMC
Chief, Memorial Division

DEPARTMENT OF THE ARMY
OFFICE OF THE ADJUTANT GENERAL
RECORDS ADMINISTRATION CENTER
ST. LOUIS 20, MISSOURI

IN REPLY
REFER TO:
AGRS-DA 201 Daniel, Jack E.
O 668 706

6 December 1949

Mrs. D. B. Daniel
1008 North Limestone Street
Gaffney, South Carolina

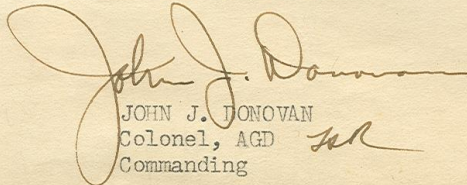
Dear Mrs. Daniel:

Some time ago, this office forwarded to you a Presidential Accolade and a Purple Heart Certificate in memory of your son, First Lieutenant Jack E. Daniel, Army serial number O 668 706. These certificates were prepared from information available at that time.

Now that hostilities have ceased, a more thorough investigation reveals that your son's death occurred 12 February 1944. No doubt you will understand that due to the tremendous size and complexity of the task of reporting casualties under conditions that existed in combat areas, occasional errors of this nature were bound to occur.

In the belief that you would desire to have a correct Presidential Accolade and Purple Heart Certificate, I am taking the liberty of inclosing them. It is requested that you destroy the accolade and certificate you previously received.

Sincerely yours,


JOHN J. DONOVAN
Colonel, AGD *JLD*
Commanding

- 2 Incls
1. Accolade
2. Certificate

QMGMF 293
Daniel, Jack E.
SN O 668 706

14 December 1949

Mr. and Mrs. D. B. Daniel
1008 North Limestone Street
Gaffney, South Carolina

Dear Mr. and Mrs. Daniel:

Your letter dated 30 November 1949 concerning the remains of your son, the late First Lieutenant Jack E. Daniel, has come to my attention.

The records of this office disclose that no personal effects of your son were recovered with the remains.

The identification tags of two other members of your son's crew were found in the wreckage, which established the identity of the aircraft and its crew. However, individual identity of the remains could not be established.

I can readily understand your feelings in this matter and sincerely regret that I cannot furnish you a more favorable reply.

Sincerely yours,

J. F. VOGL
Captain, QMC
Memorial Division

EC 14 4-5-1949
MAIL & RECORDS BRANCH

M

WEX



DEPARTMENT OF THE ARMY
OFFICE OF THE ADJUTANT GENERAL
RECORDS ADMINISTRATION CENTER
ST. LOUIS 20, MISSOURI

IN REPLY
REFER TO:

AGRS-DC-S 201 Daniel, Jack E.
(20 Jan 50)

3 February 1950

Mrs. D. B. Daniel
1003 North Limestone Street
Gaffney, South Carolina

Dear Mrs. Daniel:


Reference is made to your letter in which you request information concerning the death of your son, Jack E. Daniel.

I regret that no information other than that previously furnished you regarding the death of your son has been received. The records show that First Lieutenant Jack E. Daniel, service number O 668 706 was reported missing in action 12 February 1944 while serving as a member of the 372nd Bombardment Squadron. He was a crew member of a B-24 bomber which participated in a combat mission to Rabaul, New Britain 12 February 1944. While over the target your son's plane encountered enemy antiaircraft fire and was seen to go into a dive; explode and crash to the ground. Pursuant to the provisions of Section 5, Public Law 490, 77th Congress as amended, death was presumed to have occurred on 18 January 1946. A later report was received that shows Lieutenant Daniel was killed in action 12 February 1944 the date he was previously reported as missing in action. I am sure you will understand how extremely difficult it was under actual battle conditions to record complete details concerning casualties.

Inasmuch as the Quartermaster General, Washington, D. C. has jurisdiction over matters pertaining to recovery of bodies and burial of military personnel who die overseas, a copy of your letter has been forwarded to that officer for direct reply to you.

Permit me to extend my sympathy.

Sincerely yours,


JOHN J. DONOVAN
Colonel, AG
Commanding

QMGOD 332.3, Kansas City

1st Ind

Department of the Army, OQMG, Washington 25, D. C., 6 February 1950

TO: Commanding Officer, QM Activities, Kansas City Records Center (AGO), Mo.

Remains of Isolated Burial 3-A through 3-E, formerly New Britain, now stored in USA Mausoleum, Schofield Barracks, T. H., have been identified as a Group Burial of the recoverable remains of the following named:

Baldwin, Wm. D., 2/Lt., ASN O-743807,	NOK: Mrs. Esther M. Baldwin, mother 523 East Ramona Ave. Bellflower, Calif.
Carter, Fred H., Jr. 1/Lt., ASN O-740056,	NOK: Mrs. Lucille M. Carter, mother P. O. Box 259 French Camp, Calif
Cole, Arthur E., Jr., 2/Lt., ASN O-679715,	NOK: Mr. Arthur E. Cole, Sr., father Box 756 North Bonneville, Washington
Daniel, Jack E., 1/Lt., ASN O-688706,	NOK: Mrs. Ruth E. Daniel, mother 1008 North Limestone St. Gaffney, S. Carolina
Fontaine, Leo E., T/SGT., ASN 11033879,	NOK: Mrs. Irene Fontaine, widow 606 Zion Street Hartford 6, Conn.
Locke, Claude L., T/Sgt., ASN 35209813,	NOK: Mr. Leslie Locke, father Route 35 St. Mary's, West Virginia
Mitchell, Frank B., 1/Lt., ASN O-670780,	NOK: Mr. Dale Mitchell, father Fruita, Colorado
Picard, Russell, J., S/Sgt., ASN 18149304,	NOK: Mr. Geo. Pickard, father Route #1, Moelin St. Lake Charles, Louisiana
Plott, Charlie C., Sgt., ASN 19018059,	NOK: Mrs. Vera Martin, sister General Delivery Allen, Oklahoma
Roberson, Leon, S/Sgt., ASN 37102692,	NOK: Mr. John W. Roberson, father 800 East Park Searcy, Arkansas
Shahan, Edward J., S/Sgt., ASN 38187482	NOK: Mrs. Bessie A. Shahan, mother 1425 Snow Street Shreveport, Louisiana

BY COMMAND OF MAJOR GENERAL FELDMAN:

/s/ William F. Conlon
WILLIAM F. CONLON
Major, QMC
Field Service Division



DEPARTMENT OF THE ARMY
OFFICE OF THE QUARTERMASTER GENERAL
WASHINGTON 25, D. C.

IN REPLY REFER TO

QUIGIF 293
Daniel, Jack E.
SN O 668 706

17 February 1950

Mrs. D. B. Daniel
1008 North Limestone Street
Gaffney, South Carolina

Dear Mrs. Daniel:

Your letter to the Office of the Adjutant General concerning your son, the late First Lieutenant Jack E. Daniel, has been referred to me for reply, in view of the fact that all matters pertaining to the recovery and identification of deceased service personnel are under the jurisdiction of the Office of the Quartermaster General.

I sympathize deeply with your natural desire to have the remains of your son returned to you for final interment; however, I must regretfully inform you that this is quite impossible, and I shall attempt to clarify this for you, although it will necessitate furnishing information which we prefer to spare you.

Your son's plane, Aircraft #72818, crashed and exploded with great force near Wunawatang Plantation, Rabaul, New Britain. An American Graves Registration Service Search and Recovery Team located the wreckage, which had been blown into small pieces and scattered over an area of approximately 200 square yards. The entire area was carefully searched for the remains of the crew; extremely fragmentary, unburied and widely scattered remains were recovered. Due to the condition of these remains as a result of the explosion, as well as the fact that they had lain unburied in dense jungle for so long a period of time, the actual number of deceased represented could not be determined until the remains were processed by an anthropologist in one of our overseas laboratories. During the examinations, it was determined that these consisted of the partial remains of five deceased, but represented all that could be recovered at the crash site.

With reference to the crew members who were reported to have parachuted from the plane: Exhaustive, but futile investigations were conducted by our Graves Registration Personnel in their efforts to obtain information relative to the fate of these men. These investigations also included a review of the records of Unknown deceased in order to

ORGLF 293
Daniel, Jack E.
SN O 668 706

17 February 1950

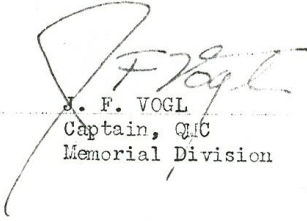
ascertain whether any of these Unknowns could be associated in any way with these men. Their efforts were fruitless.

In view of the fact that it was not known which crew members had bailed out, together with the fact that the five partial remains were all that could be recovered at the crash site, the group identification of these, representing the only recoverable remains of the crew was concluded. The collective identity was based upon the following evidence:

- (a) Aircraft #72318 was seen to crash near the Wunawatang Plantation, and was the only aircraft which crashed in this location.
- (b) The identification tags of two crew members who were known to be manifested aboard this plane were recovered at the crash site: the two identification tags were those of Staff Sergeant Russell J. Picard and Sergeant Charlie C. Plott.

Please accept my sincere sympathy in the great loss that you have sustained.

Sincerely yours,


J. F. VOGL
Captain, QMC
Memorial Division



These are photographs of the crash site.

QMC 293

22 Daniel, Jack E.
O-668706

10 January 1952

Mrs. D. B. Daniel
1008 North Limestone Street
Gaffney, South Carolina

Dear Mrs. Daniel,

Reference is made to the interment of your son, the late First Lieutenant Jack E. Daniel, and his comrades, which was made in Graves 78, 79 and 80, Section 79, Jefferson Barracks National Cemetery, St. Louis, Missouri. It is regretted that because of the fact it was impossible to identify individually the remains of your son, you were deprived of the comfort and consolation which you might have been afforded by interring his remains at home.

It is felt that you might like to have the inclosed photographs of the stone which has been placed at the grave.

You are assured that the grave will always be cared for in a manner fully commensurate with the sacrifice your son has made for his country. Any desired information concerning the grave or the cemetery will be furnished upon request.

Sincerely yours,

JAS. F. WATT
Lt. Colonel, QMC
Memorial Division

1 Incl
Photographs

JMcDonald

GB #1164

JAN 11 9 45 AM '52
Q. C. WATT
MAIL & RECORDS BRANCH

MM
CE

TOD



WILLIAM D BALDWIN
2D LIEUTENANT
ARTHUR E COLE JR
2D LIEUTENANT
LEO E FONTAINE
TECHNICAL SERGEANT
FRANK B MITCHELL
1ST LIEUTENANT
CHARLIE C PLOTT
SERGEANT

FRED H CARTER JR
1ST LIEUTENANT
JACK E DANIEL
1ST LIEUTENANT
CLAUDE L LOCKE
TECHNICAL SERGEANT
RUSSELL J PICARD
STAFF SERGEANT
LEON ROBERSON
STAFF SERGEANT

EDWARD J SHAHAN
STAFF SERGEANT
AIR CORPS
FEBRUARY 12 1944

78