



**B-29 CREWS
794TH-795TH BOMBARDMENT SQUADRONS
468TH BOMBARDMENT GROUP**

STAUFFER CREW

Capt.	Ornell Stauffer +		Pilot
1st. Lt.	James Wine +		Co-Pilot
2nd Lt.	A. Charles Shott	POW	Flight Engineer
2nd Lt.	Irving Newman *	POW	Navigator-Bombardier
2nd Lt.	Ben Bloom +		Bombardier-Navigator
Staff Sgt.	Walter Dansby	POW	Radio Operator
Sgt.	Clinton Martin +		Central Fire Control
Sgt.	Mike Karlovich +		Right Gunner
Sgt.	James O'Brien +		Left Gunner
Sgt.	Robert Bonner +		Tail Gunner
Sgt.	Ray Keelan +		Radar Operator

+ Deceased

Date of last change: May 7th 2007

* Supplied Information

Squadron Command Duties

The Yawata mission on August 20, 1944 was the first B-29 daylight mission flown over Japan. Stouffer's plane, Calamity Sue, was in the slot position behind Col. Clinkscales, who was leading the formation. Lt. Col. Robert Clinkscales' plane, the Gertrude C., was rammed by a Jap fighter plane (Nick). The Gertrude C. was named for Col Clinkscales' Mother. Col. Clinkscales' plane disintegrated, and parts of his plane hit the Calamity Sue, also causing it to go down. Calamity Sue was named for Stouffer's baby who was born just before the crew left Kansas. The only survivors of the Calamity Sue were Newman, Shott, and Dansby who bailed out. The three were captured and became prisoners of war. The remainder of the crew went down with the Calamity Sue.

The three survivors were still alive as of 7/1/97, but still carry the scars. The Secretary of the Veterans Administration sent letters to the survivors declaring them Prisoners Of War. They had been declared War Criminals by the Japanese. They stood trial, were found guilty, and sentenced to be executed. They were saved by the declaration of peace.

Irving Newman described Capt. Stouffer as the hardest drinking Mennonite, and Jimmy Wine as a soft spoken gentleman. Mike Karlovich married the weekend before the crew left the States. Bob Bonner, the tail gunner, whose sister was a Catholic nun, has been in contact with Irving Newman.

This information and crew photo was supplied by:

Irving Newman at the 1991 Oshkosh reunion, and the 1997 reunion at Portland, OR.
Irving Newman, 82 Stanley Road, Waban, MA 02168-2314)

More Stauffer Crew Notes



Aug. 20, 1944, B-29 (#42-6368, 58BW, 468BG) crashed in a forest in Tonoma, Einumaru, Orio-cho, Yahata-shi (present Einumaru Primary school ground in Kita-Kyushu-shi), Fukuoka-ken.

This plane collided with a section of 42-6334 (Clinkscale’s plane, Gertrude C), descended as though swinging its nose left and right, exploded when crashed on the ground and continued to burn for 3 days.

6 crewmembers including Stauffer (Air Commander) were killed in the crash (Although one bailed out, his chute did not open). Pieces of their bodies were gathered by the Japanese civil defense guards and buried in a grave near the crash site. In Oct. 1946, the US forces recovered their bodies. They are buried at Zachary Taylor National Cemetery.

2/Lt. Irving S. NEWMAN and M/Sgt. Walter A. DANSBY bailed out and landed in the mountains behind Sakakihime Shrine in Einumaru and were taken prisoners

They were sent to Seibu A/D HQ in Fukuoka, and then transferred to General Defense HQ in Tokyo and interned in Omori POW Camp. 2/Lt. Austin C. SHOTT was captured in the mountains near the crash site on the following day, and sent to Navy Ofuna POW Camp, and then transferred to Omori POW Camp in Dec. Those 3 returned to the US after the war.

The copilot, 1/Lt. Jimmy WINE landed in the mountains by chute and was hiding. On the early morning of Aug. 31, he appeared near Ashiya Airfield and attempted to steal a plane to escape, but was found by the Japanese soldiers. He killed or wounded 3 Japanese with his pistol, then was shot by the Japanese. His body was buried in Kiritaka cemetery in Ashiya-shi, and a grave marker was erected.

M/Sgt. Jack MOORE was seriously wounded when he landed and was captured. He was sent to Kokura Army Hospital, where he died on Aug. 24.

The Story of The "Billy Mitchell Group"
468 H-Bomb Group – From the C.B.I. to the Marianas



(Yates C. Smith collection)
(A photo from Irving Newman)

Stauffer Crew in Salina, KS standing in front of the B-17 Eager Beaver.

Back Row L-R

**Ornell Stauffer
James Wine
Irving Newman
Ben Bloom
Charles Schott**

**Pilot
Co-Pilot
Navigator-Bombardier
Bombardier-Navigator
Flight Engineer**

Kneeling L-R

**James O'Brien
Walter Dansby
Clinton Martin
Ray Keelan
Michael Karlovich
Robert Bonner**

**Left Gunner
Radio Operator
Central Fire Control
Radar Operator
Right Gunner
Tail Gunner**



(National Archives photo)

From Missing Air Crew Report 9685:

A/C 42-6368 was flying in #4 position of a 4-ship diamond formation. Lead ship 42-6334 was struck head-on by enemy fighter and exploded. A piece of the flying wreckage struck tail of 42-6368, carrying it away. 42-6368 was last observed in a spin over target.

Personnel reported as battle casualties on BC Report #B-6, transmitted to XX BC 22 August 1944.

From the written statement of Walter Dansby contained within Missing Air Crew Report 9685:

"I will tell the story as far as I know it, however, I don't know much. We were flying at 20,000 feet and suddenly something hit us. I was knocked out of my seat on my back. I met Captain Dexter Dean, a pilot out of my squadron in Memphis, TN while on TDY. He tells me the following. We were in the no. 4 spot in a four plane formation and a Jap fighter approached us. He misjudged our speed and before he could pull away he rammed our formation leader, Lt. Col. Clinkscales. The wreckage from this plane hit the plane I was in and knocked off our tail assembly. That was the Capt's story. After having been hit we went into a spin. The Co-Pilot let the landing gear down, and he and the engineer opened the nose wheel door. The engineer bailed out at once at I would guess 20,000 feet. The Navigator who was squatting between the Pilot and Co-Pilot with his maps had to run back and put his chute on. He bailed out about 14,000 feet and after I got back on my feet I bailed out at about 3,000 feet. Although I was last out I saw the Navigator coming down after I hit the ground. I finally met up with him and they captured us about ten

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minutes later. After staying in solitary confinement for 4 months, I was sent to a prison camp. Later I met up with the rest of the men who were shot down the same day. Col. Carmichael Richard was among the men who were brought in later, but except for the three of my crew who I knew bailed out I never saw any of the remaining eight of the crew. I heard a report after the war was over that six parachutes were seen to come from my plane but none of them ever showed up at the prison, which was named Omari Prison between Tokyo and Yokohama Camp where I was. It seems that this camp was the staging area for B-29 airmen. Except for a few scattered around in China and other parts of Japan, B-29 prisoners were brought to this camp. At war's end there were almost 150 B029 men in this camp, but none of our missing crewmen ever showed up.”