

12675

ARMY DEPARTMENT
HEADQUARTERS ARMY AIR FORCE
WASHINGTON

MISSING AIR CREW REPORT

NOTE: This Report will be compiled in triplicate by each Army Air Force organization within 48 hours of the time an air crew member is officially reported missing.

1. ORGANIZATION: Location, by Base AAF 123; Command or Air Force VIII
Group 45th; Squadron 75th; Detachment ---
2. IDENTITY: Place of Departure AAF 123 - APO 558 Course ---
Target or Intended Destination FRANCE, GERMANY Type of Mission Combat
3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF LOSS OR WHEN LAST REPORTED:
Clear
4. CREW: (a) Day 21 Month FEB Year 45; Time 12:45; and Location Approx. 50°N-30°W
of last known whereabouts of missing aircraft.
(b) Specify whether aircraft was last sighted (X); last contacted by radio (); forced down (); seen to crash (); or information not available ().
5. AIRCRAFT WAS LOST, OR IS BELIEVED TO HAVE BEEN LOST, AS A RESULT OF:
(Check only one) Enemy Aircraft (); Enemy anti-aircraft (); Other:
Circumstances as follows: Unknown
6. AIRCRAFT: Type, Model and Series B-24 J; A/C Serial Number 42-104914
7. HIGHPOINT OF MOUNTAIN, If any: Iron Duke
8. ENGINE: Type, Model and Series R 1820-55; A/C Serial Number
(a) HP 141185; (b) HP 142252; (c) HP 141185; (d) HP 141642
9. INSTALLED EQUIPMENT (Paraphrase below: Name, Type and Serial Number):
(a) HP 127159; (b) HP 121202; (c) HP 126500; (d) HP 126979
(e) HP 126486; (f) HP 127258; (g) HP 124834; (h) HP 126519
(i) HP 126549; (j) HP 126978; (k) _____; (l) _____
(m) _____; (n) _____; (o) _____; (p) _____
10. THE PERSONS LISTED BELOW WERE REPORTED: (a) Battle Casualty Yes
OR (b) Not Battle Casualty _____
11. NUMBER OF PERSONS ABOARD AIRCRAFT: Crew: _____; Passengers: 0 (Total 10)
(Inserting with pilot, furnish the following particulars: If more than 11 persons were aboard aircraft, list similar particulars on separate sheet and attach original to this form.)

	Name in Full	Serial Number	Current Status
1. Pilot	WILLIAM A. WILSON	2 12 117 0-22602	W.A.
2. Co-Pilot	WILLIAM R. WILSON	2 12 117 0-22602	"
3. Navigator	WILSON, WILLIAM R.	2 12 117 0-22602	"
4. Bombardier	WILSON, WILSON	2 12 117 0-22602	"
5. Radio Op.	WILSON, WILSON	2 12 117 0-22602	"
6. Eng. (T/O)	WILSON, WILSON	2 12 117 0-22602	"
7. Tail Gun	WILSON, WILSON	2 12 117 0-22602	"
8. Nose Gun	WILSON, WILSON	2 12 117 0-22602	"
9. Tail Gun	WILSON, WILSON	2 12 117 0-22602	"
10. Tail Gun	WILSON, WILSON	2 12 117 0-22602	"

12. IDENTITY FROM LOSS: FURNISH THE NEAREST TO LAST KNOWN LOCATION OF CREW, AND CHECK APPROPRIATE COLUMNS TO INDICATE WHETHER CONTACTED. Check only one column.

Name in Full	Serial Number	Contacted	By	Last Contacted	Remarks
1. WILLIAM WILSON	2 12 117 0-22602				
2. WILLIAM WILSON	2 12 117 0-22602				
3. WILLIAM WILSON	2 12 117 0-22602				

(Over)

Incl 7

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13. IF PERSONS ARE BELIEVED TO HAVE SURVIVED, INSERT YES TO ONE OF THE FOLLOWING STATEMENTS: (a) Parachutes were used _____; (b) Persons were seen walking away from scene of crash _____; or (c) Any other reason (Specify) Unknown.
14. ATTACH AERIAL PHOTOGRAPHY, MAP, CHART, OR SKETCH, SHOWING AP PROXIMATE LOCATION WHERE AIRCRAFT WAS LAST SEEN OR HEARD FROM.
15. ATTACH EXTENSIVE DESCRIPTION OF CRAFT, POWER PLANTS, OR OTHER CIRCUMSTANCES PERTAINING TO MISSING AIRCRAFT.
16. GIVE MAKE, MAKE, AND SERIAL NUMBER OF ENGINE IN CHARGE OF AIRCRAFT, IF ANY INCLUDING DESCRIPTION AND TO, BY _____ None.

Date of Report 1 March 1945

Rolland E. King
 ROLLAND E. KING,
 Major, Air Corps,
 Air Inspector.

(Signature of Preparing Officer)

17. SUMMARY OF WITNESS STATEMENTS:

A/C 491 peeled off from formation before the I.F. at approximately 5056-0547. He jettisoned his bombs, made 180 degree turn, headed back for France. All engines working and in no apparent trouble.

APR 5 1945



RECEIVED

MACR 12675
R-51 13-247

WAF 44-10451
17-11-41
Duke, Wm. A. 0825602

to which plane
do the other 27
men belong?

22 Febr. 1945 1394

REMARKS BY/TO

Type: Liberator

154 Spt.

1st Group

Target: Airbase

Kell-Weese

7/0

6 March

KILLER

Albert Edward

EX 5720

T-7099

capt

7/0

WITNESS

Richard Martin

T-13098

capt

2nd Lt. DUKE W.M. A 0825602

2nd Lt. MORTON ARCHIBALD B. 0625552 - KIA

Sgt. JOHNSON Carl Lewis 16174596 capt

Sgt. SMITH Charles Eugene 13190224 capt

Sgt. FAYLOR Alejandro Dominic 11122931 capt

Sgt. LINDS Albert Marcus 39700645 capt

Sgt. GARCIA

(P) Sgt. FRASER

1 dead

UNIT AND TYPE AIRCRAFT
 WAS BEING flown

22 February 1945 T-28A

CASUALTY NO. 88 3781

PLACE OF ORIGIN

Chickamauga Army Depot

TYPE OF AIRCRAFT

biplane

REPORTING OFFICER

Sir Hans Hellhansen

NAME	RANK	SERIAL NO	CAPT'D		PLACE OF INTERMENT
			DEAD	WOUNDED	
MILLER 1922 Albert Edward USA	F/O	T-7059	captured		Dalag Luft West
SHLAGROTH 1921 Richard Martin N.C.	F/O	T-130896	captured		Dalag Luft West
GEFFI 19 January 1926 Charles Eugene	Sgt.	11200224	captured		Dalag Luft West
JOHNSON Carl Lewis	Sgt.	16174596	captured		Dalag Luft West
LECAF 1 October 1910 South Carol. Albert Marcus	Sgt.	39700845	captured		Dalag Luft West
PARANESI 26 November 1925 Alessandro Perinias	Sgt.	11122931	captured		Dalag Luft West

MACR 12675

REMARKS:

Dalag Luft, 12 March 1945 No.

2025010100000000

Type of plane: EU - 3720
Date of crash: ~~22 Feb. 45~~
Place of crash: ~~Corrientech / R.~~

MACR 12675 ✓
DUFFY, William Lt. Good
O-825602

✓
MORRIS, Archibald B. Lt. Good - KIA
B 324281 08348-2

MACR 12675

Report Concerning Captured Air Forces Personnel

Unit: Airbase Command 2 (v) 221/III
Place: Hainhausen
Date: 22 Feb 1945 at 1204 hours
Subject: Crash of a Liberator, 1 km west of Hainhausen, 7½ km west of
Saligenstadt/Bessen, on 22 Feb 45, at 1204 hours
Name: Greig, Clarence E. Jr., 15190304 Sgt
Disposition: Transferred to Computing Station West, Oberursel
Place and Date of Capture: Near Hainhausen, 7½ km west of Saligenstadt
Name: Cox, Albert M., 39703045 Sgt
Disposition: Transferred to Computing Station West Oberursel
Name: Miller, Albert, 2 7055 P/O
Disposition: Transferred to Computing Station West Oberursel
Name: Keelgroth, Richard K., 2 12095 P/O
Disposition: Transferred to Computing Station West, Oberursel
Place and Date of Capture: Near Hainhausen, 7½ km west of Saligenstadt

Report Concerning Air Forces Personnel

Unit: Airbase Command 2 (w) 201/III
Place: Heinhansen
Time: 1334 hours, 22 Feb 45
Subject: Crash of a Liberator, 20 mi west of Heinhansen, 7 1/2 mi west of Seligenstadt/Heusen, on 22 Feb 45, at 1334 hours
Name: Johnson Carl E., 16174098 Sgt (forgot his identification tag)
Disposition: Transferred to Computing Station West, Oberursel

Name: Penares, Alexandro, 11122951 P 44, Sgt
Disposition: Transferred to Computing Station West, Oberursel
Place and Time of Capture: Near Heinhansen, 7 1/2 mi west of Seligenstadt

Name: Unknown
Disposition: Was blinded and died on 22 Feb 45 in Heintz-Florenzstr.
Heinhelm/Widr. A doctor of the hospital Offenbach took the identification tags and papers with him.

Local Quarters, 22 Feb 45

Airbase Command 2 (v) 281/XII

Lillebrøen

Subject: Transfers of POW

To: Computing Station Wes. Oberursel/Es

Officer Bahberg transferred 5 POW (Americans) who were shot down with a Liberator on 22 Feb 45, at 1804 hours near Hainhausen, 7 1/2 km west of Seligenstadt/Esx.

The crew was as follows:

2 Flight Officers Albert E. Miller and
Richard M. Weelgroth

Sgt Carl Johnson

Sgt Charles S. Grebs Jr

Sgt Alejandro Panatese

Sgt Albert M. Lucas

1 crewmember was wounded and died on 22 Feb 45 in Belmont-Pi-Park Muhlheim/V.L.

Also the inventory of effects of the POW was sent at the same time.

7 form pages are attached.

EU 3720

Identification Page

Gretz, Charles E. Jr., 12190204

Albert E. Miller, C 7009

A.D. Panzese, 11120921

Iselgroth E. M. F 123006 also Identification Card and Officer's Pay Data Card

To RSD Computing Station West Overland

Report concerning aircraft crash

A) Unknown

B) 20 Feb 45, at 1618 hours

C) 1 Liberator

D) Westerdale H 1 69 L

E) 4 men captured by military police, sent to Lang, airport Soesterberg.

6 other crewmembers are being searched by the Jvg Command. The aircraft is being guarded by Scherpenliden.

G) Unknown

Identification Tags

Harry B. Carlson, 19012658

Lindé, John A. M., 34771265

Harold W. Shea, 37063391 also Soldier's Individual Pay Record, Enlisted
Man's Identification Card, Pilot and Crew Member Physical Record Card

Earle, Francis J., 11130949

AMC-40 704 (24 Jul 45)

3 September 1945

SUBJECT: Casualty Information No. 4019

TO : 1st Lt. Charles E. Clancy, Jr., Casualty Branch, AIG,
Dunfries Building No 4603, Washington 25 D.C.

1. The following is a true account of the action in which the four aircrew members of the crew of the B-24 7491 Liberator, of the 794 Squadron, AIG Group, 70th Flac, 8th Division, 9th Air Corps took part on 12 February 1945.

2. The mission in question was a low altitude mission against a rail center at Schleswig. The original briefing was for 2-17A, Germany but in a last minute navigation briefing, it was changed to Schleswig. We were briefed to bomb in two groups. There were approximately 20 planes in each group using the same I.F., 14 going to one target and 6 to another. On the way to the I.F. at approximately Homburg, Germany, we were hit by enemy flak. The ship was crippled and we left formation. As soon as I was informed from statements by members of the crew, our right aileron and left rudder had been shot away. The pilot gave the order to enter the woods, which was done immediately. I gave the pilot a heading to the nearest allied lines. He expressed difficulty in keeping the plane headed in the desired direction. The plane was flying in about a 20° list to the right and we were banking approximately 210° magnetic. In view of the fact that the ship was crippled, the bombardier attempted to open the nose wheel emergency door. The door would not open. I let the nose-gunner out of his turret, and he, the bombardier and I went up on to the flight deck. The bombays were still open after achieving the bomb and we figured it would be safer to stay on the flight deck in case we had to abandon ship.

3. We were flying at 7000 ft. with an indicated speed of 125 mph with our flaps down to assist in the altitude; we could not contact our friendly fighters; Co-pilot Lopez made consistent attempts to contact our airplanes, but was unsuccessful. Two-thirds of the way back to our lines, we were hit again by railroad flak batteries at the town of Gellhausen, Germany. The first burst struck the ship and because of our slow speed and low altitude, the enemy got in approximately seven or eight hits, further damaging the plane. The radio operator in the waist at the time, said the 50 mill. ammunition was exploding; there were several large holes in the waist. I observed the auxiliary power unit severely damaged by flak

and large plane in the belly in front of the forward bombay. One bomb hit in the vicinity of 30 eagles, very close, causing the pilot to throw his left hand over his head, at which time he gave the order to bail out. I heard the flak hit the side of the ship. The bombardier was first in line to go out the canopy, the engineer second, nose-gunner third and myself fourth. As of this time, none of the members of the crew forward of the bombay had been wounded. Later, on the ground, I was told that Sgt. Panzera was hit by flak as he went through the escape hatch in the waist. He was hit in the left shoulder and was treated by German nurses on the ground.

4. I landed in the backyard of a house some 500 yards from the flak zone that had shot us down. I was immediately taken into custody by a German Sergeant of the Flak unit, who took me to the railroad station where the flak guns were located. On the way we were attacked by civilians and severely beaten. Arriving at the railroad station, I was told by the Germans that one of my comrades had died and that one chute had not opened. Because of my lack of knowledge of the language, I could not determine whether they were talking of the same member of the crew or two different members of the crew. Looking around the station, I observed Sgt. Panzera, Sgt. Lucas, Sgt. Johnson, Sgt. Greer and Flight Officer Miller, who were also in the vicinity.

5. We left our formation at approximately 1200 hours, and bailed out at about 1230 hours. At the time we were at the railroad station it was 1250 hours. At approximately 1700 hours, a German Army truck came and took us to a neighboring town, which I believe was Wattersbach where we were imprisoned in the local jail, over night. While riding in the truck, I was informed by T/O Miller that he had seen Sgt. Garcia in the German First Aid Station. He said Sgt. Garcia's right arm was slung over from his body and he looked sickly pale from loss of blood. I was later informed by Sgt. Panzera that he had gone to a German cemetery with the body of Sgt. Garcia and was asked to identify it by the Germans, which he did.

6. No word from any source was heard by me or the other crew members of the crew. We assured they had avoided capture and were on their way back to our lines.

7. The next morning we were taken from the jail at Natzweiser and put on a train via Frankfurt to Oberursel. During my entire period of imprisonment in Germany, whenever I came in contact with other prisoners shot down in the same vicinity, I inquired about the three missing members of my crew, but at no time did I receive information regarding them. While a prisoner of war, I was with the other five surviving members of the crew, and at no time did they receive any information. In view of the fact that we were all very much concerned as to the fate of the three other members, we were constantly inquiring of fellow prisoners for information, but up to this time of writing, I have received no word concerning the members of the crew mentioned in your letter of 24 July 1945.

Richard E. Burgey
RICHARD E. BURGEY
P/O 45, T-10000

- | | |
|----------------------------------|---|
| 2nd Lt. William A. Duke | Mr. Homer C. Duke (Father)
818 Jackson Avenue
Oxford, Mississippi |
| 2nd Lt. Archibald H. Knapton Jr. | Mr. Archibald B. Knapton (Father)
Pascala Avenue
Natchez, Mississippi |
| Pt. C. Richard M. Ealgroth | Mrs. Wynne Doris Ealgroth (Wife)
650 Lehigh Avenue
Oradell, New Jersey |
| Pt. Albert E. Miller | Mr. Jerome F. Miller (Father)
315 N. West Street
Glenwood Valley, Iowa |
| Sgt. Albert M. Lucas | Mr. Thomas A. Lucas (Father)
8127 Green Street
Columbia, South Carolina |
| Sgt. Baldomero Garcia | Mrs. Sarah F. Garcia (Mother)
Box 2, Box 644
San Marcos, California |
| Sgt. Charles Fraser Jr. | Mrs. Maria Prosser (Mother)
509 Leigh Street
San Antonio, Texas |
| Sgt. Carl L. Johnson | Mr. Arthur G. Johnson (Father)
1631 Johnson Avenue
Rockford, Illinois |
| Sgt. Charles W. Greig Jr. | Mrs. Mary Greig (Mother)
1925 Beaver Street
McKeesport, Pennsylvania |
| Sgt. Alessandro C. Pomares | Mr. Don Pomares (Father)
170 Newbury Street
Portland, Maine |

Mrs. Catherine

CASUALTY QUESTIONNAIRE

12675

1. Your name Richard W. Eschrich Rank E/O Serial No. T/132592
2. Organization AC Op Commander Isbell Rank Cpl Sq CO Brewster Rank Major
(full name)
3. What year 1945 month Feb day 28 did you go down?
4. What was the mission, Rainbow, target, Paris, target
time, 1230, altitude, 10000 route scheduled,
route flown as briefed
5. Where were you when you left formation? Essex
6. Did you bail out? Yes
7. Did other members of crew bail out? Yes
8. Tell all you know about when, where, how each person in your aircraft for whom no individual questionnaire is attached bailed out. A crew list is attached. Please give facts. If you don't know, say "No Knowledge". All but 3 crew members accounted for. I have no knowledge of the fate as I bailed out before they got near the ground. The date, the where and off the air was not for
9. Where did your aircraft strike the ground? No knowledge.
10. What members of your crew were in the aircraft when it struck the ground? (Should cross check with 9 above and individual questionnaires) No knowledge.
11. Where were they in aircraft? No knowledge.
12. What was their condition? No knowledge.
13. When, where, and in what condition did you last see any members not already described above? No knowledge.
14. Please give any similar information on personnel of any other crew of which you have knowledge. Indicate source of information. No knowledge.

(Any additional information may be written on the back)

CASUALTY QUESTIONNAIRE

12675

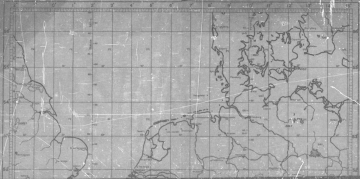
1. Your name ALBERT E. MILLER Rank F/O Serial No. T 7059
2. Organization 458 Gp Commander (SABIN) Rank COL Sqn COBRAVACAS Rank MAJ
(full name) (full name)
3. What year 1945 month FEB day 2 did you go down?
4. What was the mission PIENE, target, RR, target
time, Approx 11:00, altitude, 10,000 route scheduled, Wormer
route flown, SAC
5. Where were you when you left formation? INSBRACH
6. Did you bail out? YES
7. Did other members of crew bail out? YES
8. Tell all you know about when, where, how each person in your aircraft for whom no individual questionnaire is attached bailed out. A crew list is attached. Please give facts. If you don't know, say: "No Knowledge". No Knowledge
9. Where did your aircraft strike the ground? No Knowledge
10. What members of your crew were in the aircraft when it struck the ground? (Should cross check with 6 above and individual questionnaires) No Knowledge
11. Where were they in aircraft? No Knowledge
12. What was their condition? No Knowledge
13. When, where, and in what condition did you last see any members not already described above? Wm Duke, ARTHUR RALD MURPHY in ship apparently ALRIGHT - - - RICHARD L. ALBERTA CHARLES FLETCHER CARL L. HANSON ALEXANDER THOMAS C. CHARLES LUCAS ALL IN STAIRS ALRIGHT. HALDAMORE GARDNER BLEED TO DEATH IN GUNSHAWEN GERMANY
14. Please give any similar information on personnel of any other crew of which you have knowledge. Indicate source of information. No Knowledge

(Any additional information may be written on the back)

NEWCASTLE

APPENDIX

PAGE 2





HEIGHTS IN FEET

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