

5631

~~CONFIDENTIAL~~

Classification changed
on ~~RESTRICTED~~
by C. A. BRADYMAN, Lt. Col., AC
by F. M. HENNING, Capt., AC
Date 15 MAR 1946

*21
W. H. H.*

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WAR DEPARTMENT

Classification changed HEADQUARTERS ARMY AIR FORCE

To RESTRICTED WASHINGTON
by E. A. BRADY, Lt. Colonel, AF 123
by F. M. WILSON, Capt., AD AF 123

5631

1. SPECIFY: Point of Departure AF 123 Course A5 Destination GERMANY
Type of Mission normal

3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:
clear

4. GIVE: (a) Det 27 May 1944 Time 0642 and Location 5 miles No. GROWER, NEGL AND
of last known whereabouts of missing aircraft.

(b) Specify whether (X) 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; () Enemy Anti-Aircraft; (X) Other circum-stances as follows: Aerial collision with A/C 42-95189. 42-95189 went into spin.

one was seen attempting to exit waist window as it went into descent.

6. AIRCRAFT: Type, Model & Serial No. 42-95159 SERIAL NO. 42-95159

7. KNOWN: Type, Model & Serial No. 42-95159 SERIAL NO. 42-95159

(b) 42-95159 (c) 42-95159 (d) 42-95159

8. INSTALLED WEAPONS (Paraphrase below Make, Type & Serial No)

(a) 42-95159 (b) 42-95159 (c) 42-95159 (d) 42-95159

(e) 42-95159 (f) 42-95159 (g) 42-95159 (h) 42-95159

(i) 42-95159 (j) 42-95159

9. THE PERSONS LISTED BELOW WERE REPORTED AS: (a) Battle Casualty YES

(b) Non-Battle Casualty

10. NUMBERS OF PERSONS ABOARD AIRCRAFT: Crew 10 Passengers None Total 10

Low Position	Name in Full	Rank	SERIAL NO.	STATUS
1. Pilot	LOBO, HOWARD J.	2d Lt.	0-815719	MIA - <u>YD</u>
2. Co-Pilot	SACKENSON, STANLEY G.	2d Lt.	0-820071	MIA - <u>YD</u>
3. Navigator	NEK, TOYO J.	2d Lt.	0-711451	MIA (*)
4. Bombardier	FRENCHMANN, WILLIAM M.	2d Lt.	0-698879	MIA (*)
5. Radio Operator	Pappas, Mike R. <u>by name</u>	S/Sgt	39694042	MIA - <u>YD</u>
6. Top Turret	Bingham, Robert G.	S/Sgt	13098759	MIA - <u>YD</u>
7. Ball Turret	Habe, Edgar G. <u>by name</u>	Sgt	38800828	MIA - <u>YD</u>
8. Right Waist	Tripp, Max C. <u>by name</u>	Sgt	39911825	MIA - <u>YD</u>
9. Left Waist	Lunsford, Lewis W.	Sgt	35797794	MIA - <u>YD</u>
10. Tail Gunner	Pleard, Norman J.	Sgt	32206410	MIA - <u>YD</u>

11. IDENTIFY BELOW THOSE PERSONS WHO ARE BELIEVED TO HAVE LAST KNOWLEDGE OF AIRCRAFT
AND CHECK APPROPRIATE COLUMN TO INDICATE BASIS FOR SAID: Check only one column

Name in Full Rank Serial No. Radio Sighted Crash Landing

Name in Full	Rank	Serial No.	Radio	Sighted	Crash	Landing
1. RAYMOND J. HENRICH, 2d Lt	0-750385	X	/X/			
2. LESTER C. MARTIN, 2d Lt	0-813927	X	/X/			
3. ROBERT T. CRAIG, 2d Lt	0-711772	X	/X/			

12. (a) Parachutes were used () Persons were seen walking away from scene of
crash (c) Any other reason (Specify):

13. ATTACH AERIAL PHOTOGRAPH, MAP, CHART, OR SKETCH APPROX LAST SEEN

14. ATTACH EYEWITNESS DESCRIPTION. SEE ATTACHED SHEETS

15. EXTENT OF SEARCH IF ANY None

Date of Report 12 June 1944

Wm. L. ...
WILLIAM L. ...
(Signature of Preparing Office)

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Serial 18'

2nd Lt. Teivo J. Maki

Mrs. Clara J. Maki, (wife)
1594 Fairfield apt. 18,
Detroit, Michigan.

2nd Lt. William M. Fitzgerald

Mrs. Winifred V. Fitzgerald, (mother)
1278 Westlake Avenue,
Lakewood, Ohio.

2nd Lt. Stanley G. Janssoren

Mrs. Ellen Janssoren, (mother)
115 Park Avenue,
Warren, Pennsylvania.

2nd Lt. Howard J. Lobe

Mr. Jack J. Lobe, (brother)
2217 Rugby Road,
Dayton, Ohio.

1/Sgt. Robert C. Ringman

Mrs. Mary H. Ringman, (mother)
326 W. Main Street,
Lyons, Pennsylvania.

2/Sgt. Mike E. Pappas

Mr. George Pappas, (father)
Post Office Box 24,
Castil, California.

Sgt. Norman J. Fieard

Mrs. Marion Fieard, (mother)
15 Lyman Avenue,
Southampton, Massachusetts.

Sgt. Louis W. Lunaford

Mrs. Mildred Lunaford, (wife)
Route Number Five,
Harrisburg, Kentucky.

Sgt. Max S. Tripp

Mrs. Max S. Tripp, (wife)
Route Number One,
Pined, Idaho.

Sgt. Edgar C. Nabe

Mrs. Abella V. Nabe, (mother)
424 1/2 West Pine Street,
Saint Louis, Missouri.



STATEMENT

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of

LESTER C. MARTIN, 2d Lt, AC, O-813927, Pilot A/G 183, 755th Bombardment Squadron, 458th Bombardment Group, AAF Station 123, APO 558.

I was flying ship #183 on the right wing of hole element in Section I. We were forming at 10,000 feet at the time of the collision and had just started a right turn immediately upon completing a left turn. About thirty seconds after starting the right turn I heard my co-pilot shout and looked up to see a ship ski ding into me from the right. I pulled my right wing up sharply and at about the same instant felt the collision. My ship started into a spin and I gave the order to bail out, the engineer and tail gunner leaving the ship immediately. The ship was brought under control within a few seconds after the crash and the rest of the crew was prevented from leaving the ship by my order over the interphone. After getting the ship under control I went into the waist, leaving the ship with my co-pilot and surveyed the damage. The only damage visible to me was about six feet of the right wing hanging in space. I decided then to bring the ship in and gave my men the choice of bailing out or staying with the ship for the landing and they did the latter. We circled the field, made a very wide pattern and successful landing with no further damage to the plane or injury to the crew. The landing was made with half flaps and at an air speed of approximately 170 miles per hour.

S/ LESTER C. MARTIN
T/ Lester C. Martin
2d Lt., AC.

I hereby certify this is a true and exact copy.

Ellwood T. Ulaggett

ELLWOOD T. ULAGGETT
Captain, AC.
Ass't., Air Inspector

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FORM

STATEMENT

~~CONFIDENTIAL~~

of

RAYMOND F. HENRICH, 2D LT, O-750385, AC, 755th Bombardment Squadron,
458th Bombardment Group (H), AAF Station 129, APO 558.

I was flying on the right wing of the lower left element. We were starting to turn to the right and we swung in toward the center of the formation.

I seen two ships hit but only got a glance as I was busy. It seemed the wing of one ship hit the other on the tail section or that he drag his tail across the wing. I seen the tail section start to bend to one side and come completely off. The ship started a slow spiral dive to the left and passed on our left side. The tail element seemed to fall apart and passed close over the top of our ship. My men watched the damaged ship until it disappeared thru the clouds and reported seeing no one bail out.

S/ RAYMOND F. HENRICH,
T/ RAYMOND F. HENRICH,
2d Lt. AC.

I HEREBY CERTIFY THIS IS A TRUE AND EXACT COPY.

Ellwood T. Claggett

ELLWOOD T. CLAGGETT
Cap't., AC.
Asst. Air Inspector.

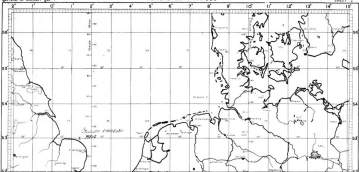
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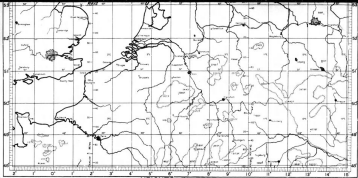
Method of surveying

NEWCASTLE TO PRAGUE

DRAWN BY

1881





HEIGHTS IN FEET

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