

5632

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Classification changed
on RESTRICTED
by E. A. SHADOMAS, Lt. Col., AD
by F. M. WENICH, Capt., AD
Date 15 MAY 1958

RESTRICTED

RESTRICTED

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WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCE
WASHINGTON

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AC Not Cost 5632

Classification changed to SECRET
by E. A. BRADMAN, Lt. Col. US Army Air Corps
by F. M. MURPHY, Capt., AC
US Army Air Corps Location AAF 123, Command or Air Force 8th AF (AF 7554)

2. SPECIFY: Point of departure AAF 123, Course A5, Destination Germany,
Type of Mission Germany.
3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:
4. GIVE: (a) Date 27 May 1944, Time 0942, and Location 5 Miles N. GROMB, ENGLAND,
of last known whereabouts of missing aircraft.

(b) Specify whether () last sighted; () last contacted by Radio; ()
forced down; () seen to crash; () 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 circum-
stances as follows:

6. AIRCRAFT: Type, Model & Series B 24 E, "A.", SERIAL NO 42-96189 X

7. ENGINES: Type, Model & Series _____, IAP SERIAL NO (a) _____
(b) _____ (c) _____ (d) _____

8. INSTALLED WEAPONS (Furnish below Make, Type & Serial NO)
(a) _____ (b) _____ (c) _____ (d) _____
(e) _____ (f) _____ (g) _____ (h) _____
(i) _____

9. THE PERSONS LISTED BELOW WERE STRUCK BY: (a) Battle Casualty _____
(b) Non-Battle Casualty _____

10. MEMBERS OF CREW AND PASSENGERS ABOARD AIRCRAFT: Crew _____ Passengers _____ Total _____

Crew Position	Name in Full	Rank	SERIAL NO
1. Pilot	MARTIN, LESTER G. ✓	2d Lt	0-813927
2. Co-Pilot	THOMPSON, FRANCIS S. ✓	2d Lt	0-700867
3. Navigator	CRAIG, ROBERT T. ✓	2d Lt	0-71772
4. Bombardier	GRUEN, CHARLES L. ✓	2d Lt	0-698008
5. Radio Operator	MEDOWS, GARLAND C. ✓	7/Sgt	34500982
DE15. Top Turret	CARLTON, CHRISTOPHER W. ✓	S/Sgt	19186936 MIA
DE16. Ball Turret	ROUSSEL, GEORGE E. ✓	S/Sgt	16155865
8. Right Waist	CONLEY, WARREN S. ✓	S/Sgt	17159867
9. Left Waist	CASADY, ROY L. ✓	S/Sgt	3551363
DE10. Tail Gunner	ASHKINE, WILBERT (NMI) ✓	S/Sgt	18171009 MIA

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

Name in Full	Rank	Serial No.	Radio	Last Sighted	Crash	Landing
1.						
2.						
3.						

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

13. ATTACH AERIAL PHOTOGRAPH, MAP, OR SKETCH OF CRASH APPROXIMATE SPOT

14. ATTACH SYNOPSIS DESCRIPTION.

15. EXTENT OF SEARCH IF ANY _____

Date of Report 12 June 1944

John A. Hensler
(Signature of Preparing Office)
JOHN A. HENSLER,
Major, AC.

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Sub 9

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STATEMENT
of

ROBERT T. CRAIG, 2d Lt, AC, O-712772, 755th Bombardment Squadron, 458th Bombardment Group (H), AAF Station 123, APO 558. Navigator on A/C 183.

At 0941 on a heading of about 60 degrees, I saw a silver B-24 H skidding dangerously close to our aircraft. He had skidded below us off the right and seemed headed right into us so as to hit us abreast. I immediately hit the nose wheel door release and stood by to bail out as I heard the smack of the collision and felt but a slight jar. I already had my chute on and didn't immediately jump since the plane still seemed under control and I knew we were over water.

I retained the opinion that the mid-section of the adjacent aircraft sheared off the last 5-6 feet of our right wing and he then went on under us to nudge our nose turret with his nose and fall off forward and down. The collision occurred at 0942 while the plane was engaged in a formation right turn. The collision occurred 5 miles north of Cromer above Splash 3. After the crash I stood by to bail out if any unusual maneuver at all was detected. I then called the pilot and being unable to make a contact turned Buncher 13 on the radio compass and told him to do a 180 since we were headed out into the north sea.

After making our way back over the field and talking to the pilot I was convinced that a safe landing could be made and hence proceeded to a station in the waist.

// Robert T. Craig
A/ ROBERT T. CRAIG
2d Lt, AC

I CERTIFY THAT THIS IS A TRUE AND EXACT COPY .

Ellsworth T. Claggett
ELLWOOD T. CLAGGETT,
Captain, Air Corps.

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STATEMENT
of

LESTER C. MARTIN, 2d Lt, AG, O-813327, Pilot, A/C 183, 755th Bombardment Squadron, 458th Bombardment Group (H), AAF Station 129, 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 skidding 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 a 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, AG.

I HEREBY CERTIFY THIS IS A TRUE AND EXACT COPY.

Elwood T. Claggett
ELWOOD T. CLAGGETT
Captain, Air Corps.

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STATEMENT
of

RAYMOND F. HENRICH, 2d Lt, AC, O-750385, AC, 755th Bombardment Squadron,
450th Bombardment Group (H), AAF Station 123, 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.

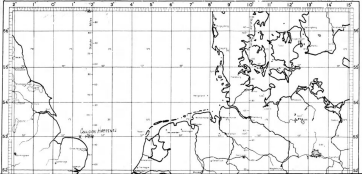
I seen two ships hit but only got a glance as I was busy. It seemed the wing of one ship hit the other on the tail section or that he drag his tail across the wing. I seen the tail section start to bend to one side and come completely off. The ship started a slow spiral dive to the left and passed to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

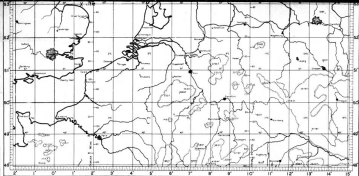
rs/
h/ Raymond F. Henrich
RAYMOND F. HENRICH
2d Lt, AC.

I HEREBY CERTIFY THIS IS A TRUE AND EXACT COPY.

Ellwood F. Claggett
ELLWOOD F. CLAGGETT
Captain, AC.

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HEIGHTS IN FEET

W. DENTON