

CONFIDENTIAL

THE FOLLOWING IS A STATEMENT BY 2ND LT. RALPH J. VRANA, O-777547, 546TH BOMB-
ARDMENT SQUADRON, WHO WAS DISPATCHED AS CO-PILOT OF THE NUMBER SEVEN AIRCRAFT,
HIGH SECTION, HIGH SQUADRON, 41ST "B" GROUP ON MISSION OF 3 FEBRUARY 1945. THIS
AIRCRAFT DITCHED IN THE NORTH SEA AT 5302N - 0300E.

ABOUT A MINUTE AND A HALF BEFORE BOMBS AWAY THE NUMBER THREE AND FOUR
ENGINES WERE HIT BY FLAK. THE MANIFOLD PRESSURE IN NUMBER THREE WENT DOWN TO
ABOUT TWELVE AND THE OIL PRESSURE RAPIDLY DROPPED AND WE WERE FORCED TO FEATHER
IT. THE MANIFOLD PRESSURE OF NUMBER FOUR FELL AT THE SAME TIME BUT WE KEPT IT
RUNNING. THERE WERE ALSO FLAK HOLES THROUGHOUT THE RIGHT WING, THE LEFT TOKYO
TANK HIT AND DRAINED, PLEXIGLASS IN THE NOSE BROKEN AND SEVERAL HOLES IN THE
NOSE SECTION OF THE AIRCRAFT. THERE WERE NO MEN WOUNDED BY THIS ENEMY ACTION.
WE HAD ENOUGH POWER TO STICK WITH THE FORMATION ON INTO THE TARGET AND WE
DROPPED OUR BOMBS WITH THE FORMATION. WE FOLLOWED THE GROUP OFF THE TARGET BUT
WERE DROPPING BEHIND AND I ASKED THE PILOT IF HE WANTED TO GO TO RUSSIA BUT HE
SAID HE WOULD TRY AND MAKE IT BACK TO ENGLAND. WE BEGAN LOSING ABOUT FIFTY TO
SEVENTY-FIVE FEET PER MINUTE AND OUR AIRSPEED WAS 135 TO 140 SO WE LOST THE GROUP
BUT FOLLOWED THE BOMBER STREAM ON TO THE COAST. THE GEE-BOX WAS NOT OPERATING AT
OUR POSITION WHEN WE NEARED THE COAST BUT WE WERE STILL FOLLOWING THE BOMBER
STREAM. WE WERE APPROXIMATELY AT 17,000 FEET WHEN WE CROSSED THE COAST, WHERE
WE RECEIVED MORE FLAK BUT IT WAS LOW AND NO FURTHER DAMAGE WAS INFLICTED ON OUR
AIRCRAFT. AT THIS TIME WE STARTED LOSING ALTITUDE MORE RAPIDLY. WE JETTISONED
THE FLAK SUITS, AMMUNITION, GUNS, HEAVY EQUIPMENT AND THEY WERE WORKING WITH THE
BALL TURRET BUT I DON'T THINK THEY WERE ABLE TO GET IT CLEAR OFF. THE ENGINEER
TRIED TO CHANGE THE AMPLIFIERS TO GET MORE MANIFOLD PRESSURE ON THE NUMBER FOUR
ENGINE. WHEN WE REACHED 5,000 FEET WE GAVE ORDERS TO PREPARE FOR DITCHING AND
THREW OUT THE REST OF THE EQUIPMENT THAT WE COULD. AB-17 ON OUR RIGHT WAS
FLYING ALONG WATCHING US AND I THINK THEY RADIOED IN OUR POSITION. OUR INTERPHONE
WENT OUT WHEN WE GOT DOWN TO LOWER ALTITUDE SO WE WERE HAVING TO TALK BY PASSING
THE WORK ALONG BY MOUTH. THE RADIO OPERATOR SENT OUT S.O.S.'S UNTIL AT ABOUT
500 FEET WHEN HE LOCKED HIS KEY AND THEY ALL ASSUMED THEIR DITCHING POSITION IN
THE RADIO ROOM EXCEPT THE PILOT AND MYSELF WHO WERE IN THE COCKPIT.

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WE HIT THE WATER AT 1315 HOURS. THE SHIP BENT IN THE MIDDLE SLIGHTLY. THE ONLY MAN WE KNEW THAT WAS INJURED TO ANY EXTENT IN THE DITCHING WAS THE TOGGILIER WHO HAD SOME BROKEN RIBS AND AN INJURED LEG. THE NAVIGATOR HAD A SPRAINED ANKLE AND THE TAIL GUNNER WAS BRUISED SOME. AS SOON AS WE HIT THE WATER WE GOT OUT BUT THE LIFE RAFT HANDLES WOULDN'T COME OUT. WHEN WE GOT OUT ON THE WING WE PULLED THE EXTRA HANDLE AND THE RAFTS CAME OUT. ONLY ONE OF THEM WOULD INFLATE PROPERLY. THE OTHER ONE ABOUT HALF INFLATED. SOME OF THE MAE WESTS WOULD ONLY INFLATE PARTIALLY ALSO. A BIG WAVE CAME ALONG AND CARRIED THEM BOTH OFF SO WE WERE FORCED TO SWIM FOR THEM. THE PILOT SWAM THIRTY-FIVE TO FORTY YARDS TO REACH THE FARTHEREST RAFT, WHICH WAS PARTIALLY INFLATED. THE REST OF US SWAM FOR THE OTHER RAFT AND SGT. COOK, WHO ARRIVED AT IT FIRST, HELPED THE REST OF US IN. THE RADIO OPERATOR NEVER DID MAKE IT TO THE RAFT. WE ~~SAW~~ SAW HIM AND TRIED TO ROW OVER BUT THE WAVES WERE TOO HIGH AND WE FINALLY LOST TRACK OF HIM AS HE DRIFTED BACK TOWARDS THE SHIP. FIVE OF US WERE IN OUR RAFT AND THE OTHER TWO HANGING ON THE SIDES. WE ROWED OVER TOWARDS THE PILOT ON THE OTHER RAFT. HE HAD LAYED DOWN AS SOON AS HE GOT ON THE RAFT AND WE HADN'T EVEN SAW HIM MOVE SINCE. WHILE ROWING OVER THERE THE NAVIGATOR, WHO HAD BEEN OUTSIDE OF THE BOAT FOR AT LEAST THIRTY MINUTES, GOT THE CRAMPS AND SGT. COOK GOT OUT OF THE BOAT AND GOT THE NAVIGATOR BACK UP TO THE RAFT AND WE PULLED HIM IN. SGT. COOK WOULDN'T GET BACK IN THE RAFT BUT STAYED OUTSIDE AND HELPED PUSH THE RAFT ALONG BY KICKING HIS FEET IN THE WATER. HE WAS IN THE WATER ABOUT FORTY-FIVE MINUTES BEFORE WE REACHED THE OTHER RAFT. SGTS. COOK AND DUNCAN GOT INTO THE RAFT WITH THE PILOT WHEN WE REACHED THERE. WE BAILED SOME OF THE WATER OUT OF OUR RAFT AND TRIED TO BAIL IT OUT OF THE OTHER BUT IT SEEMED TO FILL UP FASTER THAN WE COULD BAIL IT OUT. WE TRIED TO PUMP THE OTHER RAFT UP MORE BUT WEREN'T ABLE TO DO SO.

IN THE MEANTIME THE B-17 CIRCLED AROUND AND I GUESS HE REPORTED OUR POSITION BY RADIO. THEY ALSO DROPPED A RED FLARE. THREE (3) PBY AMPHIBIOUS AIRCRAFT CAME OVER AND A LITTLE WHILE LATER SOME P-51's WENT OVER. WE FIRED FLARES ON BOTH OCCASIONS BUT THEY WENT ON. A SHORT TIME LATER LT. LONG STARTED FROTHING AT THE MOUTH AND TALKING OUT OF HIS HEAD. WE TRIED ALL THE HARDER TO GET THE WATER BAILED OUT OF THE RAFT BUT WEREN'T VERY SUCCESSFUL. IT WAS OVER FORTY-FIVE MINUTES FROM THE TIME HE GOT ON THE RAFT BEFORE WE REACHED HIM. ABOUT

CONFIDENTIAL

1715 WE SPOTTED TWO P-47's AND FIRED A FLARE. THEY CAME DOWN AND DROPPED SMOKE FLARES AND THEN FLEW ON EAST TO PICK UP AN AIR-SEA RESCUE CUTTER, NO. RML-523, WHICH WAS ABOUT FOUR MILES FROM US. THE PILOT OF THE P-47 AIRCRAFT WAS LT. PAINTER, TEAMWORK 31 SAFFRON WALDON, ESSEX, ENGLAND. BY THE TIME THE CUTTER GOT TO US AND PICKED US UP SGT. COOK STARTED TALKING OUT OF HIS HEAD AND LT. LONG WAS LYING PERFECTLY STILL. THEY TOOK US ABOARD AND WORKED ON LT. LONG UNTIL WE DOCKED AROUND FOUR HOURS LATER. THERE WAS NO LIFE IN HIM AT ALL. THERE WAS STILL A FAINT BUT OF LIFE IN SGT. COOK AND THEY GAVE HIM OXYGEN AND ARTIFICIAL RESPIRATION BUT HE DIED ON THE BOAT. THEY BROUGHT US INTO MILTON LODGE.

KIA ----- 2nd Lt. ROBERT C. LONG, PILOT, O-778518 (DIED IN RAFT)

KIA ----- Sgt. JACK C. COOK, BALL TURRET, 38601019 (DIED AFTER RESCUE)

MIA ----- Sgt. FRED A. MAKI, RADIO OPERATOR, 37567325 (WASHED AWAY)

THE FOLLOWING CREW MEMBERS WERE RESCUED:

LT. R. J. VRANA, CO-PILOT ----- NARRATOR

LT. E. FIELD, NAVIGATOR

SGT. H. J. OGLESET, ENGINEER

SGT. M. J. RUDOLPH, TOGGILIER

SGT. D. DUNCAN, TAIL GUNNER

SGT. T. DAVIS, WAIST GUNNER

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So much of eyewitness account to aircraft #42-102501 as reads, "The only man we knew that was injured to any extent in the ditching was the Toggilier who had some broken ribs and an injured leg. The Navigator had a sprained ankle and the tail gunner was bruised some," is misleading as the personnel referred to in par 2, 1st W/Ind with the exception of Sgt. Cook were never sent to an SOS hospital. Sgt. Jack C. Cook, 33601019, was reported KIA on initial BCR, dated 5 February 1945. 2nd Lt. Edward (NMI) Field, O-2065887, was never hospitalized, however he was grounded for three days, and has since returned to flying status. Sgt. Marvin I. Rudolph, 39298823, was LIA but was only hospitalized in station sick quarters three days and was grounded three days upon his release from station sick quarters and has now returned to flying status. The Tail Gunner, Sgt. Thomas A. Davis 39417764, was in station sick quarters and released after two days.

CONFIDENTIAL

319.1

1st W/Ind.

G-C-8

HEADQUARTERS EIGHTH AIR FORCE, AAF STATION 101, APO 634, US Army.

TO: Commanding General, 1st Air Division, APO 557, US Army.
(Attn: Casualty Section)

1. Missing air crew reports returned for clarification or correction to battle casualty reports.

2. Eyewitness account to aircraft #42-102501, indicates 2d Lt. Edward (NMI) Field, O-2065887, Sgts Marvin I. Rudolph, 39298823 and Jack C. Cook, 38601019, were injured whereas paragraph 11, Missing Air Crew Report indicates personnel on duty status.

3. Request appropriate explanation and casualty report be submitted without delay.

4. Explanation clarifying status of personnel will be attached as a supplement to missing air crew report in triplicate.

5. Further request a statement as to the presumption of survival of Sgt. Fred A. Maki, 37567325, If a presumption of survival cannot be given, request supplementary casualty report be forwarded without delay.

6. Missing air crew report for A/C #43-38898, indicates Stuart R. Mitchell, 37483700, as Staff Sergeant, whereas Battle Casualty Report, indicates Sergeant.

By command of Lieutenant General DOOLITTLE:

H.S. WILSON, JR.,
Major, A.G.D.,
Asst. Adj. Gen.

2 Incls:

Incl 1 - MACR - A/C #42-102501.

Incl 2 - MACR - A/C #43-38898.

704.

2nd W/Ind.

(G/D/14)

HEADQUARTERS, 1ST AIR DIVISION, APO 557, 22 February 1945.

TO : Commanding Officer, AAF Station 106, APO 557.

For compliance with 1st Wrapper Indorsement.

By Command of Brigadier General TURNER:

CHARLES E. GARVIN,
1st Lt., Air Corps,
Actg. Asst. Adj. Gen.

2 Incls
N/c

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CONFIDENTIAL

CONFIDENTIAL

704.

3rd W/Ind.

(C-A-17)

HEADQUARTERS, AAF STATION 106, APO 557, 23 February 1945.

TO: Commanding General, 1st Air Division, APO 557.

1. In Compliance with 1st W/Ind the following information is submitted.
2. So much of eyewitness account to aircraft 42-102501 as reads, "The only man we knew that was injured to any extent in the ditching was the Toggilier who had some broken ribs and an injured leg. The Navigator had a sprained ankle and the tail gunner was bruised some", is misleading as the personnel referred to in par 2, 1st W/Ind with the exception of Sgt. Cook were never sent to an SOS hospital. Sgt. Jack C. Cook, 38601019, was reported KIA on initial BCR, dated 5 February 1945. 2nd Lt. Edward (NMI) Field, O-2065887, was never hospitalized, however, he was grounded for three days, and has since returned to flying status. Sgt. Marvin I. Rudolph, 39298823, was LIA but was only hospitalized in station sick quarters three days and was grounded three days upon his release from station sick quarters and has now returned to flying status. The Tail Gunner, Sgt. Thomas A. Davis 39417764, was in station sick quarters and released after two days.
3. In compliance with Par 5, 1st W/Ind the following information is submitted.
4. In as much as this headquarters has received no additional information other than the information included in Missing Air Crew Report dated, 8 February 1945, it is the opinion of this headquarters that enough time has elapsed since Sgt. Maki was reported Missing in Action to now reasonably assume him to be dead.
5. Missing Air Crew Report for A/C 43-38898 was not submitted by this headquarters.

For the Station Commander:

/s/ J. R. Wyatt
/t/ J. R. WYATT
Captain, Air Corps,
Asst. Adjutant.

3 Incls:

- 1 - MACR - A/C 42-102501
- 2 - MACR - A/C 43-38898
- 3 - BCR - Sgt. Maki

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Basic, Missing Air Crew Reports, A/C 42-102501 and A/C 43-38898

704

4th W/Ind.

(G/F/14)

HEADQUARTERS, 1ST AIR DIVISION, APO 557, 26 February 1945.

TO : Commanding General, Eighth Air Force, AAF Station 101, APO 634.

1. Attention is invited to 3rd W/Indorsement and attached Supplementary Battle Casualty Report.

2. The Correct rank of Stuart R. Mitchell, 37483700, is Sergeant.

For the Commanding General:

3 Incls
n/c

/s/ Charles E. Garvin
/t/ CHARLES E. GARVIN
1st Lt., Air Corps,
Actg. Asst. Adj. Gen.

CONFIDENTIAL

CONFIDENTIAL

ADDRESS REPLY TO
COMMANDING GENERAL, ARMY AIR FORCES
WASHINGTON 25, D. C.

ATTENTION: **AFPPA-8**

HEADQUARTERS, ARMY AIR FORCES
WASHINGTON

5 March 1945

SUBJECT: Request for Missing Air Crew Report

TO: Commanding General, Eighth Air Force
A.P.O. 634, c/o Postmaster
New York, New York

Request Missing Air Crew Report, as required by AGO letter, 7 July 1944 (AG 704 (5 Jul 44)OB-S-AAF-M), be forwarded with least practicable delay in the case of Sergeant Jack C. Cock 38601019
(Grade) (Name) (ASN)
546 Bomb Sq., 384 Bomb Gr.
(Organisation)
reported missing, ~~missing~~ Killed in action, 3 February 1945, which report
(Date)
has not been received to date.

For the Commanding General, Army Air Forces:



John D. Marsh
JOHN D. MARSH
Lt Colonel, Air Corps
Chief, Personal Affairs Division
Assistant Chief of Air Staff, Personnel

CONFIDENTIAL

5-5799, AF

~~CONFIDENTIAL~~

(Ltr Hq AAF, subject: "Request for Missing Air Crew Report" dtd 5 Mar 45)

319.1

1st Ind.

SCU-D-17

HEADQUARTERS EIGHTH AIR FORCE, APO 634, U. S. Army. 18 MAR 1945

TO: Commanding General, 1st Air Division, APO 557, U. S. Army.

For compliance with basic communication and return through this headquarters.

By command of Lieutenant General DOOLITTLE:



H. S. WILSON, Jr.
Major, A.G.D.,
Asst. Adjutant General.

319.1

2nd Ind.

P-L-5

HEADQUARTERS 1ST AIR DIVISION, APO 557, U.S. ARMY, 21 March 1945.

TO: Commanding General, Eighth Air Force, AAF Station 101, APO 634, U.S. Army.
(Att: 21st Statistical Control Unit).

Sgt Cook was a member of the crew of A/C # 42-102501. Since one crew member was MIA a Missing Air Crew Report on this aircraft, giving all information available as to crew, was transmitted on 10 February 1945, and was signed for at your Headquarters by G. D. Clinkinbeard, WO, J.G., 1600 hours, 10 February 1945.

For the Commanding General:



ROBERTS P. JOHNSON, Jr.
Lieut. Colonel, AGD,
Adjutant General

- 2 -

~~CONFIDENTIAL~~

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(Ltr Hq AAF, subject: "Request for Missing Air Crew Report" dtd 5 Mar 45)

319.1

3rd Ind.

SCU-D-17

HEADQUARTERS EIGHTH AIR FORCE, APO 634, U. S. ARMY. **23 APR 1945**

TO: Commanding General, European Theater of Operations, APO 887, U. S. Army.

Basic communication complied with, transmitted herewith Report of Personnel Killed in Action as requested and correspondence pertaining to report.

FOR THE COMMANDING GENERAL:



BURNIS ARCHER,

Major, A.G.D.,

Asst. Adjutant General.

1 Incl:

Incl 1. Report of Personnel KIA, 384th Bomb Gp
B-17G, 42-102501, 3 Feb 45 (in dup)

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CONFIDENTIAL

C O N F I D E N T I A L

WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
WASHINGTON

Report of PERSONNEL Killed in Action
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 air crew member is officially reported missing.

1. ORGANIZATION: Location, by Name Grafton-Underwood, England; Command or Air Force VIII; Group 384th; Squadron 546th; Detachment _____
2. SPECIFY: Place of Departure Grafton-Underwood, England; Course As Briefed
Target or Intended Destination Berlin, Germany Type of Mission Combat
3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED: _____
C.A.V.U.
4. GIVE: (a) Day 3 Month FEB Year 1945; Time 1315; and Location 5302N, 0300E
of last known whereabouts of missing aircraft.
(b) Specify whether aircraft was last sighted (); Last contacted by
radio (); Forced down (); Seen to Crash (x); or Information not Avail-
able ()
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 Circumstances
as Follows: _____
6. AIRCRAFT: Type, Model and Series B-17G; AAF Serial Number 42-102501
7. NICKNAME OF AIRCRAFT, if any Challenger
8. ENGINES: Type, Model and Series _____; AAF Serial
Number (a) SW-017352; (b) 43-62580; (c) 41-41190; (d) SW-021044
9. INSTALLED WEAPONS (Furnish below Make, Type and Serial Number);
(a) 9818165 Frig; (b) 73604 Frig; (c) 952565 Frig; (d) 651348 Frig;
(e) 981663 Frig; (f) 648997 Frig; (g) 6068635 H.S.; (h) 6612235 H.S.;
(i) 649063 Frig; (j) 655834 Frig; (k) 982031 Frig; (l) 652751 Frig;
(m) _____; (n) _____; (o) _____; (p) _____
10. THE PERSONS LISTED BELOW WERE REPORTED AS: (a) Battle Casualty x
or (b) Non Battle Casualty _____
11. NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 9; Passengers 0; Total 9
(Starting 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.)

Crew Position	Full Name (Last Name First)	Rank	ASN	Current Status
1. Pilot	Long, Robert Clax	2nd Lt.	0-778518	KIA
2. Co-Pilot	Vrana, Ralph John	2nd Lt.	0-777547	Duty
3. Navigator	Field, Edward (NMT)	2nd Lt.	0-2065887	Duty
4. Togglier	Rudolph, Marvin Irving	Sgt.	39298823	Duty
5. Radio Oper.	Maki, Fred Arnold	Sgt.	37567325	KIA
6. Top Turret	Oglosby, Howard Jasper	Sgt.	14078370	Duty
7. Ball Turret	Cook, Jack Coleman	Sgt.	38601019	KIA
8. Tail Gunner	Davis, Thomas Arnold	Sgt.	39417764	Duty
9. Waist Gunner	Duncan, Donald Ramsey	Sgt.	31364902	Duty
10.				
11.				

C O N F I D E N T I A L

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C O N F I D E N T I A L

12. IDENTIFY BELOW THOSE PERSONS WHO ARE BELIEVED TO HAVE LAST KNOWLEDGE OF AIRCRAFT, AND CHECK APPROPRIATE COLUMN TO INDICATE BASIS FOR SAME

Check Only One Column

- | Name in Full
(Last Name First) | Rank | Serial
Number | Contacted
by
Radio | Last
Sighted | Saw
Crash | Saw
Forced
Landing |
|-----------------------------------|---------|------------------|--------------------------|-----------------|--------------|--------------------------|
| 1. Vrana, Ralph John | 2nd Lt. | O-777547 | | | X | |
| 2. Field, Edward (NMT) | 2nd Lt. | O-2065887 | | | X | |
| 3. Oglesby, Howard Jasper | Sgt. | 14074370 | | | X | |
13. 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 (c) Any other reason (Specify) See attached narrative
14. ATTACH AERIAL PHOTOGRAPH, MAP, CHART, OR SKETCH, SHOWING APPROXIMATE LOCATION WHERE AIRCRAFT WAS LAST SEEN OR HEAR FROM.
15. ATTACH EYEWITNESS DESCRIPTION OF CRASH, FORCED LANDING, OR OTHER CIRCUMSTANCES PERTAINING TO MISSING AIRCRAFT.
16. GIVE NAME, RANK AND SERIAL NUMBER OF OFFICER IN CHARGE OF SEARCH, IF ANY, INCLUDING DESCRIPTION AND EXTENT _____

Date of Report 8 February 1945

17. REMARKS OR EYEWITNESS STATEMENTS:

(Signature of Preparing Office)

J. R. Watt
 J. R. WATT,
 Captain, Air Corps,
 Ass't. Adjutant.

Incl 5

C O N F I D E N T I A L

C O N F I D E N T I A LS-2 SUMMARY OF EYE-WITNESS ACCOUNTS

Instructions: 1. If aircraft returned, only questions 6 and 7 are applicable. 2. Question number 5 not applicable to Fighter Groups. 3. Summary will be prepared in five copies, four of which will be forwarded. 4. Interrogating Officer will sign original and second copy.

GROUP 384th SQ 546th A/C # 42-102501 14-2501 MISSION DATE Feb. 1945
FIRST PILOT LONG, ROBERT C. 2nd Lt. 0-778518 DESTINATION Berlin, Germany
NAME RANK ASN

1. Position of missing aircraft when last sighted or contacted:

SEE ATTACHED

(a) By coordinates _____

NARRATIVE

(b) Approximate altitude _____

(c) Last noted heading _____

(d) If out of formation, approximate distance from formation

2. Describe enemy opposition (intensity of flak, intensity and method of enemy fighter attack, etc., with particular reference to missing aircraft):

SEE ATTACHED NARRATIVE

3. Description of extent of damage to missing aircraft (including fires, explosions, etc):

SEE ATTACHED NARRATIVE

4. If aircraft was out of control describe appearance:

SEE ATTACHED NARRATIVE

5. If distressed aircraft was out of formation was it last seen with escort?
If, so, give distinguishing markings of Fighter Group if noted (Group number, color and or fighter aircraft numbers, nicknames, etc.). _____

C O N F I D E N T I A L

C O N F I D E N T I A L

6. Number of parachutes seen and description of jumps (approximate altitude, time between jumps, etc.):

NONE

7. Any other remarks not covered by above:

SEE ATTACHED NARRATIVE

8. Date of report 6 February, 1945

EYE-WITNESSES: NAME RANK ASN A/C #

1. SEE ATTACHED NARRATIVE

2. _____

3. _____

4. _____

INTERROGATING OFFICER (Sign Original and one copy):

W. J. McNeill

W. J. McNeill

Captain
RANK

0-569254
ASN

S-2 Officer.
DUTY

NOTE: Supplemental information developing subsequent to this account will be forwarded in manner prescribed in par 6, letter WD, AG, 704 (5 July 44) OB-S-AAF-M, subject "Missing Air Crew Report", 7 July 1944.

C O N F I D E N T I A L

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ADDRESS REPLY TO
COMMANDING GENERAL, ARMY AIR FORCES
WASHINGTON 25, D. C.



ATTENTION:

**HEADQUARTERS, ARMY AIR FORCES
WASHINGTON**

28 March 1945

SUBJECT: Sergeant Fred A. Maki, 37567325
546th Bomb Squadron, 334th Bomb Group
1st report MIA 3 Feb 45, later KIA 3 Feb 45

TO : Commanding General, Eighth Air Force
A.P.O. 634, c/o Postmaster
New York, New York

1. This headquarters is in receipt of a request for details of the death of Sergeant Fred A. Maki, 37567325, 546th Bomb Squadron, 334th Bomb Group, first reported missing in action 3 February 1945, and subsequently reported killed on that date.

2. Request report similar to that called for in Missing Air Crew Report including names and positions in aircraft of crew members serving with Sergeant Maki, and details of death.

3. Request also, number of missions in which Sergeant Maki participated.

FOR THE COMMANDING GENERAL:

*E. A. Bradunas*

E. A. BRADUNAS
Major, Air Corps
Chief, Notification Branch
Personal Affairs Division
Assistant Chief of Air Staff, Personnel

319.1/D2

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CONFIDENTIAL.319.1 *D/S*

1st Ind.

G-G-8

HEADQUARTERS EIGHTH AIR FORCE, AAF STATION 101, APO 634, US Army.

F3 APR 1945TO: Commanding General, 1st Air Division, APO 557, US Army.
(Attn: Casualty Section)

For compliance with basic communication and return thru this headquarters.

BY COMMAND OF LIEUTENANT GENERAL DOOLITTLE:

BURNIS ARCHER,
Major, A.G.D.,
Asst. Adj. Gen.BASIC: Ltr, Hq. AAF, Wash, DC, 28 Mar 45, subj: Sgt Fred A. Maki, 37567325,
546 BS, 384 BG, 1st reported MIA 3 Feb 45, later KIA 3 Feb 45.

312.1

2nd Ind.

(G/D/19)

HEADQUARTERS, 1ST AIR DIVISION, APO 557, 3 April 1945.

TO: Commanding Officer, AAF Station 106, APO 557.

For compliance with basic communication and return through this headquarters.

By command of Brigadier General TURNER:

CHARLES E. GARVIN,
1st Lt., Air Corps,
Actg. Asst. Adj. Gen.**CONFIDENTIAL.**

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3rd Ind.

(C-A-18)

HEADQUARTERS, AAF STATION NO. 106, APO 557, 5 April 1945.

TO: Commanding General, 1st Air Division, APO 557.

1. Sgt. Fred A. Maki, 37567325, was Killed in Action near Great Yarmouth, England on 3 February 1945 while serving as Radio Operator on B-17 aircraft #42-102501 returning from operational mission to Berlin, Germany.

2. A/C #42-102501 was badly damaged by flak over the target area and it was necessary to ditch before reaching the English coast. The crew members had to swim for the rafts and Sgt. Maki never did reach a raft. Other crew members saw him and tried to row over but the waves were too high and they finally lost track of him as he drifted back toward the aircraft. The Pilot and Ball Turret Gunner also died but their bodies were recovered.

3. Subject Enlisted Man was originally reported Missing in Action and subject Missing Air Crew Report was forwarded on 8 February 1945. Sgt. Maki's status was later changed to Killed in Action on Supplementary Battle Casualty Report dated 23 February 1945.

4. Subject Enlisted Man participated in three operational missions, including mission of 3 February 1945.

For the Station Commander:



J. R. Wyatt
J. R. WYATT,
Captain, Air Corps,
Ass't. Adjutant.

BASIC: Ltr, Hq. 1st Air Div, Wash, DC, 28 Mar 45, subj: Sgt Fred A. Maki, 37567325, 546 BS, 384 BG, 1st reported MIA 3 Feb 45, later KIA 3 Feb 45.

312.1

4th Ind.

(G/D/19)

HEADQUARTERS, 1ST AIR DIVISION, APO 557, 7 April 1945.

TO: Commanding Officer, AAF Station 106, APO 557.

For strict compliance with Paragraph 2, basic communication.

By command of Brigadier General TURNER: General

Charles E. Garvin
CHARLES E. GARVIN,
1st Lt., Air Corps,
Actg. Asst. Adj. Gen.

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5th Ind.

(C-A-18)

HEADQUARTERS, AAF STATION NO. 106, APO 557, 9 April 1945.

TC: Commanding General, 1st Air Division, APO 557.

In compliance with paragraph 2, basic communication and 4th indorsement, the following information is submitted:

			<u>Current Status</u>
Pilot	2nd Lt. Robert C. Long	0-778518	KIA
Co-Pilot	2nd Lt. Ralph J. Vrana	0-777547	Duty
Navigator	2nd Lt. Edward Field	0-2065887	Duty
Toggler	Sgt. Marvin I. Rudolph	39298823	Duty
Radio Operator	Sgt. Fred A. Maki	37567325	KIA
Top Turret	Sgt. Howard J. Oglesby	14078370	Duty
Ball Turret	Sgt. Jack C. Cook	38601019	KIA
Tail Gunner	Sgt. Thomas A. Davis	39417764	Duty
Waist Gunner	Sgt. Donald R. Duncan	31364902	Duty

For the Station Commander:

*J. R. Wyatt*

J. R. WYATT,
Captain, Air Corps,
Ass't. Adjutant.

BASIC: Ltr, Hq. AAF, Wash, DC, 28 Mar 45, subj: Sgt Fred A. Maki, 37567325, 546 BS, 384 BG, 1st reported MIA 3 Feb 45, later KIA 3 Feb 45.

312.1

6th Ind.

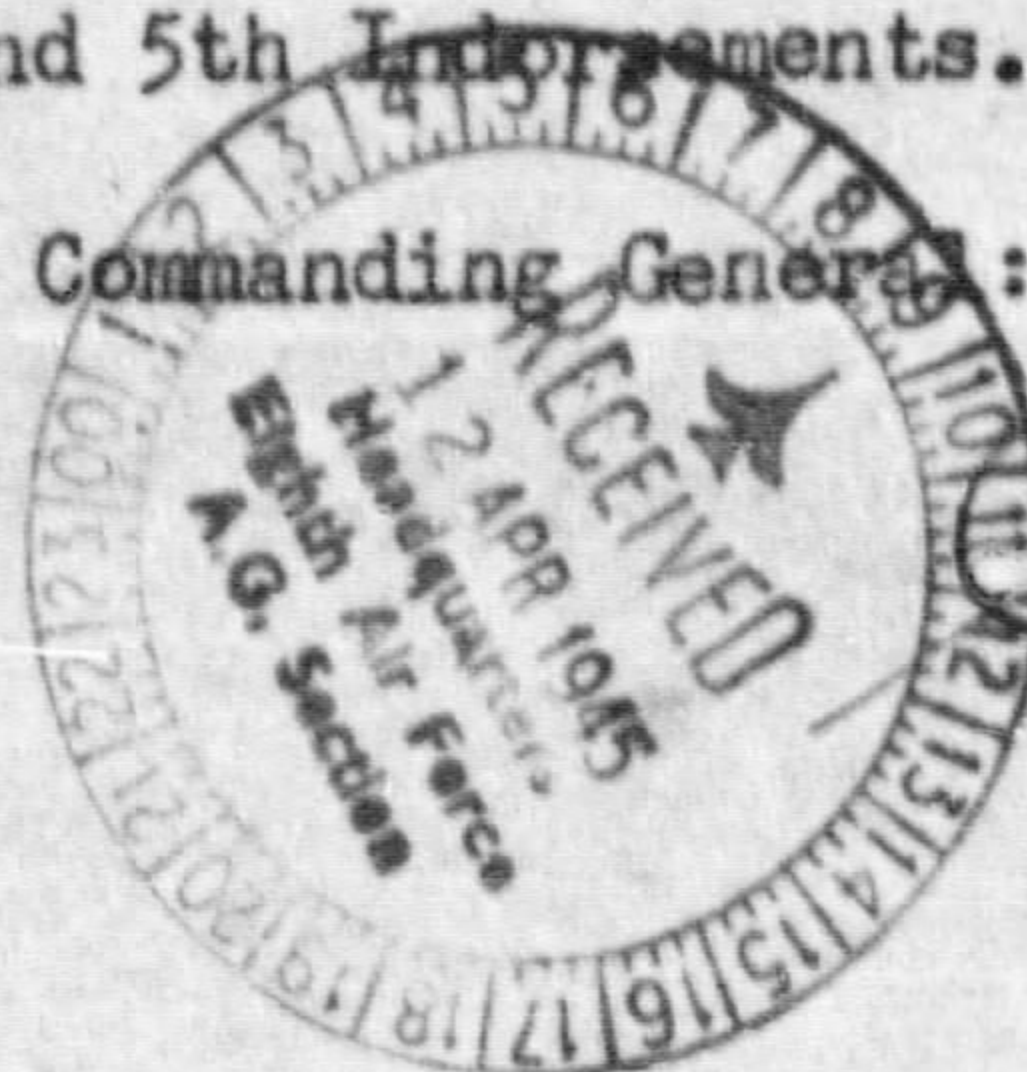
(G/D/19)

HEADQUARTERS, 1ST AIR DIVISION, APO 557, 11 April 1945.

TO: Commanding General, Eighth Air Force, AAF Station 101, APO 634.

Attention is invited to 3rd and 5th Indorsements.

For the Commanding General:

*Charles E. Garvin*

CHARLES E. GARVIN,
1st Lt., Air Corps,
Actg. Asst. Adj. Gen.

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UNCLASSIFIED

R-389

PAB
22

AG 319.1 Cas

8th Ind.

JWP/JFR.

HEADQUARTERS EUROPEAN THEATER OF OPERATIONS, APO 887, U. S. Army, 17 April 1945.

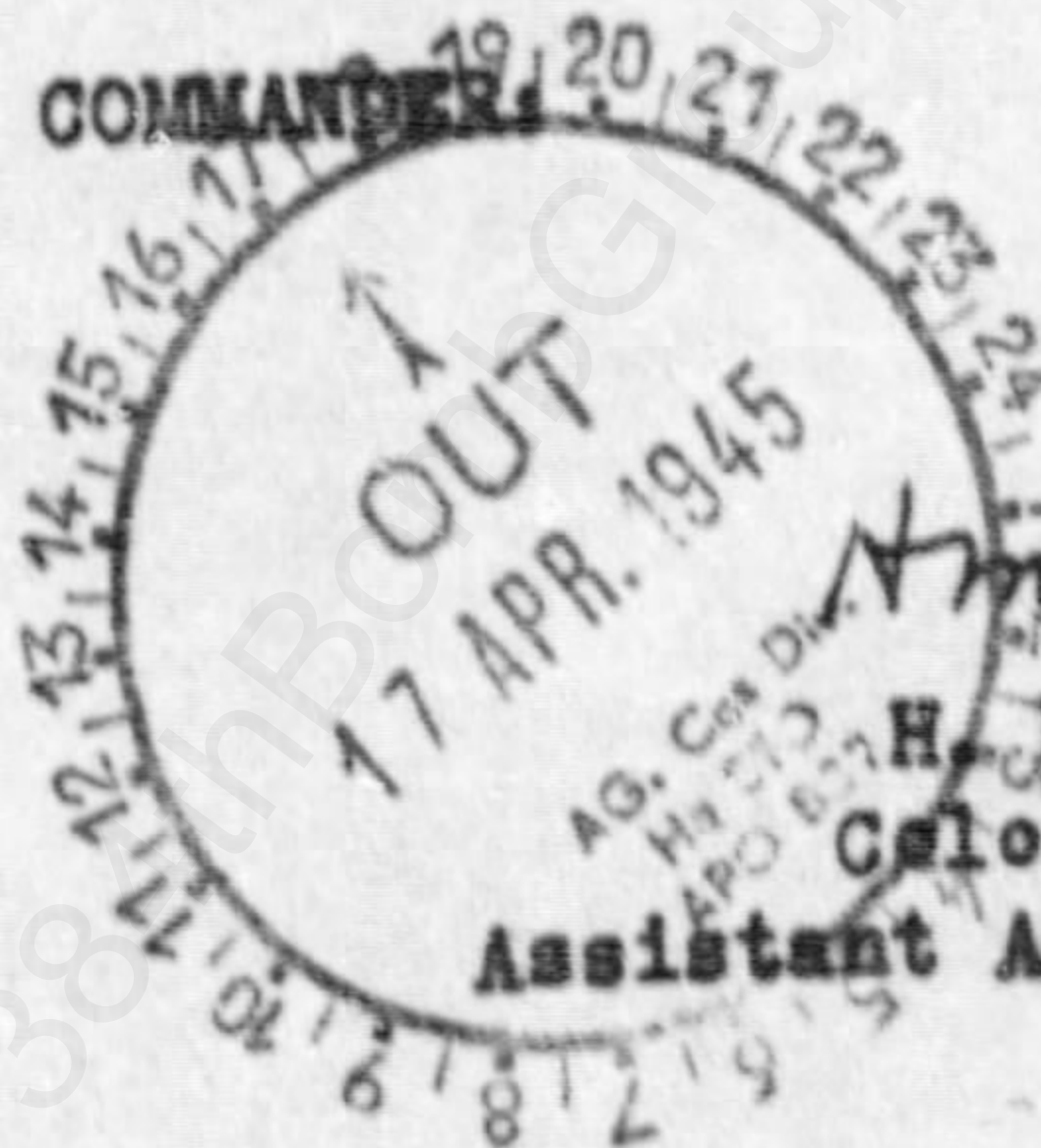
TO: Commanding General, Army Air Forces, Washington, 25, D.C.
Attention: Statistical Control Division.

1. Records of this headquarters indicate the present status of all crew members listed in 5th indorsement to be as shown below:

✓ 2nd Lt.	Robert C. Long,	O-778518	KIA	3 February 1945
2nd Lt.	Ralph J. Vrana,	O-777547	Not reported	Casualty
2nd Lt.	Edward Field,	O-2065887	Not reported	Casualty
Sgt.	Marvin I. Rudolph	39298823	Not reported	Casualty
✓ Sgt.	Fred A. Maki.	37567325	KIA	3 February 1945
Sgt.	Howard J. Oglesby	14078370	Not reported	Casualty
Sgt.	Jack C. Cook,	38601019	KIA	3 February 1945
Sgt.	Thomas A. Davis	39417764	Not reported	Casualty
Sgt.	Donald R. Duncan,	31364902	Not reported	Casualty

2. No additional information is available at this headquarters.

FOR THE THEATER COMMANDER:



H. M. RUND, W
 Colonel, AGD,
 Assistant Adjutant General.

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UNCLASSIFIED

~~CONFIDENTIAL~~

Cook, Jack

file in
R-389 AFPA (22)

AG 360.33 Cas

4th Ind.

JWP/JFR.

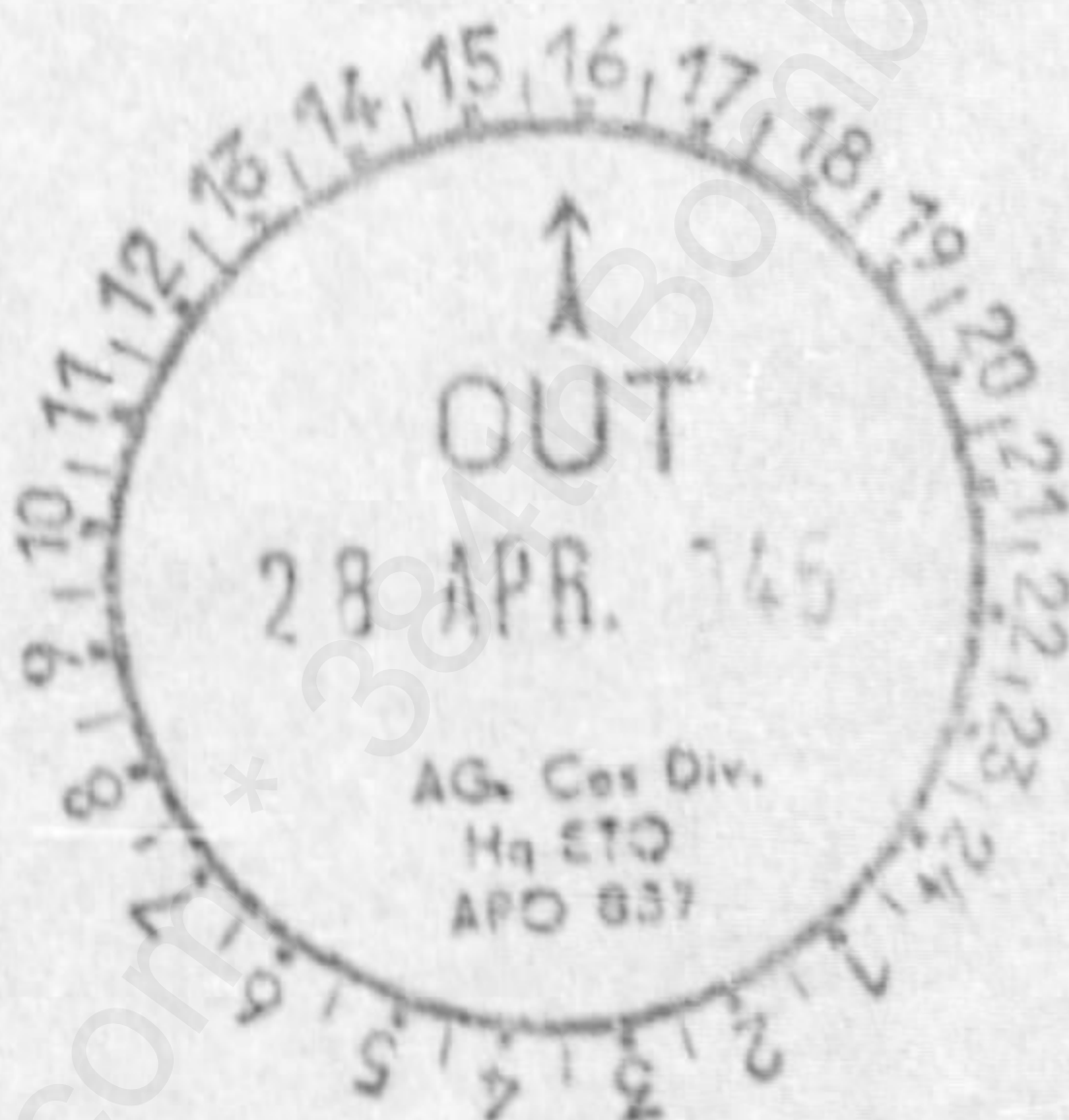
HEADQUARTERS EUROPEAN THEATER OF OPERATIONS, APO 887, U S ARMY, 28 April 1945.

TO: Commanding General, Army Air Forces, Washington, 25, D.C.
Attention: AFPPA-8.1. Forwarded in compliance with letter, War Department, AG 704 (5 Jul 44)
OB-S-AAF-M, dated 7 July 1944.2. Records of this headquarters indicate the present status of the crew
members of subject aircraft as killed in action, 3 February 1945, with the
exceptions shown below:

2nd Lt.	Ralph J. Vrana,	O-777547	Not reported casualty
2nd Lt.	Edward (NMI) Field,	O-2065887	Not reported casualty
Sgt.	Marvin I. Rudolph,	39298823	Not reported casualty
Sgt.	Howard J. Oglesby,	14078370	Not reported casualty
Sgt.	Thomas A. Davis,	39417764	Not reported casualty
Sgt.	Donald R. Duncan,	31364902	Not reported casualty

FOR THE THEATER COMMANDER:

R-389

Incl:
n/c (dup w/d)

H M Rund
H. M. RUND, w
Colonel, AGD,
Assistant Adjutant General.

Classification changed
to **RESTRICTED**
by E. A. BRADUNAS, Lt. Col., AC
by R. M. WENCH, Capt., AC
Date **FEB 13 1946**

~~CONFIDENTIAL~~