

4812

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Classification changed
to
by E. S. OELANDSEN, Col., AC
by F. B. MURPHY, Capt., AC
Date 8 FEB 1966

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✓ 2nd Lt. James V. Brown, Jr.

Mrs. Effie L. Brown, (mother)
410 South Kansas,
Roswell, New Mexico.

✓ 2nd Lt. Donald V. Chubb

Mrs. Anna E. Chubb, (mother)
Doylstown, Pennsylvania.

✓ 2nd Lt. Kenneth M. Jones

Mrs. Wilma E. Jones, (wife)
1416 Liverpool,
Sturgis, South Dakota.

✓ T/Sgt. Joseph J. Kour

Mrs. Julia Kour, (mother)
2048 Geckring,
Pittsburgh, Pennsylvania.

✓ T/Sgt. Marie Ernest Ingnire

Mrs. Lena V. Ingnire, (mother)
R. F. D. # 4,
Coffeyville, Kansas.

✓ C/Sgt. James Augustine Matten

Mrs. Della A. Matten, (mother)
18 Lohan Fruit Road,
Boston, Massachusetts.

✓ S/Sgt. Julius Eugene McClintick

Mr. Harry J. McClintick, (father)
Cedar, Minnesota.

Classification changed to RESTRICTED by E. A. BRADUNAS, Lt. Col., AC by F. M. MUENCH, Capt., AC Date 8-0-FFB-1946

WAR DEPARTMENT HEADQUARTERS ARMY AIR FORCES WASHINGTON

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 aircraft is officially reported missing.

- 1. ORGANIZATION: Location AAF Station 106; Command or Air Force VIII Group 384th; Squadron 547th; Detachment
2. SPECIFY: POINT of departure AAF Station 106; Course As Briefed; Intended Destination Sottevast, France; Type of Mission combat
3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED: 3/10 cumulus
4. GIVE: (a) Date 8 May 44 Time 1905; and Location 50°00'N, 01°00'E of last known whereabouts of missing aircraft.
5. AIRCRAFT WAS LOST, OR IS BELIEVED TO HAVE BEEN LOST, AS A RESULT OF: (Check only one) Enemy Aircraft; (X) Enemy Anti-Aircraft; () Other circumstances as follows A/C was struck by flak immediately after the bomb run peeled out of formation and headed for England but had to ditch A/C 13 miles off french coast
6. AIRCRAFT: Type, Model and Series B-17-C; A.A.F. Serial Number 42-97081
7. ENGINES: Type, Model and Series; A.A.F. Serial Number (a) SW-006600 (b) SW-006672; (c) SW-006814; (d) SW-001321
8. INSTALLED WEAPONS (Furnish below Make, Type and Serial Number)
9. THE PERSONS LISTED BELOW WERE REPORTED AS: (a) Battle Casualty X or (b) Non-Battle Casualty
10. NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 10; Passengers 0; Total 10 (Starting with pilot, furnish the following particulars: If more than 10 persons were aboard aircraft, list similar particulars on Separate sheet and attach original to this form).

Table with columns: Status, Crew Position, Name in Full (Last Name First), Rank, Serial Number. Includes entries for Pilot (Brown, James Wesley, Jr.), Co-pilot (Chubb, Donald Vernon), Navigator (Jones, Kenneth Myron), Radio operator (Kosar, Joseph John), Top Turret (Maguire, Merle Ernest), Ball Turret (Hatton, James Augustine), Left Waist Gunner (McClintick, Julius Eugene), and Bomb (Yeager, George H., Jr.).

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

Table with columns: Name in Full (Last Name First), Rank, Serial Number, Contacted by (Radio, Last Signed), Check Only (Crash, Landing), Column (Saw, Saw Forced Landing). Includes entries for Kuba, Carl William and Yeager, George Hallow, Jr.

- 12. IF PERSONNEL ARE BELIEVED TO HAVE SURVIVED, ANSWER YES TO ONE OF THE FOLLOWING STATEMENTS: (a) Parachutes were used; Persons were seen walking away from scene of crash; or (c) Any other reason (Specify) 1 killed, 2 returned.
13. ATTACH AERIAL PHOTOGRAPH, MAP, CHART, OR SKETCH, SHOWING APPROXIMATE LOCATION WHERE AIRCRAFT WAS LAST SEEN.
14. ATTACH EYEWITNESS DESCRIPTION OF CRASH, FORCED LANDING, OR OTHER CIRCUMSTANCES PERTAINING TO MISSING AIRCRAFT.
15. ATTACH A DESCRIPTION OF THE EXTENT OF SEARCH, IF ANY, AND GIVE NAME, RANK AND SERIAL NUMBER OF OFFICER IN CHARGE HERE

Date of Report 18 May 1944

J. R. Wyatt (Signature of Preparing Officer) 1st Lt., Air Corps, Asst. Adjutant.

Inc 5'

STATEMENT BY S/SGT. G. H. YEAGER, JR., TAIL GUNNER, A/C 081, MISSION TO
SCOTTEVAST, FRANCE, 8 MAY 1944.

We saw flak before we crossed the enemy coast. The first ship I noticed in trouble was the one ahead of us. It had been struck by flak which blew off the tail plane. The aircraft immediately went into a spin and I don't believe anyone got out of it because I saw no chutes. Shortly after the bomb run flak struck our No. 4 engine and then No. 1 engine. Both engines cut out. The Bombardier told us that Nos. 2 and 3 engines were working all right. No. 4 engine caught fire but the fire went out in a short time. The next burst of flak which struck us hit the tail wheel, knocking it off. We were on the point of bailing out after the No. 4 engine caught fire, but it went out we decided to try to make it back to the coast. Then the left wing was struck and almost torn from the aircraft. It was held on only by about 1- $\frac{1}{2}$ ft. of the leading edge and about 1 ft. of the trailing edge. The Engineer then called and told us that there was fire between Nos. 1 and 2 engines in the main gas tank. The interphone had been partially shot out, although some of us could hear. When we got down to 13,000 feet the Pilot gave the order to bail out. We bailed out about 1905 hours. I was the seventh man to leave the ship, the Bombardier being the last man. Neither the Pilot nor Co-Pilot bailed out. When I got into the water I had some difficulty in getting rid of my chute, as one side of it stuck. However, I finally got it off. I pulled the cords on my Mae West and it inflated and then deflated. I began swimming about. The first explosion in the aircraft came when it was about 5/600 feet above the water. It went into a dive and then hit the water and sank. It came back up and another explosion occurred and it began burning, staying afloat for about 4 to 5 minutes. About 2045 hours I was picked up by Air/Sea Rescue. I had seen none of the others after I landed in the water.

George H. Yeager, Jr.
GEORGE H. YEAGER, JR.
S/Sgt., Air Corps,
Tail Gunner.

Incl 3

STATEMENT BY LT. CARL W. KUBA, BOMBARDIER, A/C No. 081, MISSION TO SOTTIEVAST, FRANCE, 8 MAY 1944.

Although briefed to fly No. 5 in the Low Squadron, High Group, we were actually flying on the bomb run in No. 3 position of the Low Squadron. No. 3 position had been left vacant, no one had shown up to fill it. On the bomb run No. 1 aircraft of the Group had apparently been struck by flak. One engine was feathered and the other was windmilling and went down in a spiral. Whether it was under control or not I couldn't say. I watched him until he came around us on the side and disappeared from view. I don't know whether he was able to jettison his bombs or not. During the time I saw the aircraft I saw no chutes emerge. However, some may have come out later, since they had plenty of time. Shortly afterward, perhaps one or two minutes later, No. 4 ship in the Group formation was struck by a direct flak burst. The main tail plane of the aircraft disintegrated. No chutes emerged and the aircraft went into a steep dive.

Shortly after the bomb run our aircraft was struck by flak. The oxygen system was knocked out and another burst blew off the tail wheel. No. 4 engine was struck and set afire. No one had been wounded by the flak, for I called on the interphone and everyone answered. Another burst struck the left wing and almost tore it from the aircraft. The wing was struck between Nos. 1 and 2 engine and was left attached to the aircraft by only about 1-1/2 ft. of the leading edge and about 1 ft. of the trailing edge. I then jettisoned the bombs to reduce the weight of the aircraft. We peeled out of formation to the left and headed for the Channel. The fire in No. 4 engine was extinguished and we believed that we could make it back. We were forced to let down to 13,000 feet because of lack of oxygen. However, flames continued to shoot out of the left wing and it became clear that we would not be able to make it back. The interphone had become inoperative by the time we reached the Channel, and shortly afterward the signal

for bailing out was given by the Pilot. I waited until the Navigator had gone out and I followed him out. Mine was the eighth chute out. I delayed opening my chute to prevent my drifting too far away from the rest of the crew. I pulled one side of my "MaeWest" and when I hit the water I got rid of my chute. I saw about 10/15 P-47s circling us, together with a few Spits. One of the Spits dropped me a dinghy, but I could not reach it, as it was about 4/500 yards away. My clothing kept me warm and dry for a while, but as the water successibely penetrated each garment I discarded it. My fingers became numb, and I was unable to remove my coveralls. I was in the water about 1-1/2 hours and was then picked up by Air/Sea Rescue. I was informed by Air/Sea Rescue that all of the crew except two of us had died of exposure.

C. W. Kuba
C. W. KUBA,
2nd Lt., Air Corps,
Bombardier

Incl 2

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STATEMENT

1. S/Sgt REIS, DONALD EDWARD, 35540624, right waist gunner died of exposure, Bombardier and tail gunners are listed as eye-witnesses.

2. Attention is directed to last sentence of Lt. KUBA'S Statement. For telephone conversation with preparing Officer, 19 May 1944, this statement should be interpreted to mean Air/Sea Rescue presumed seven members of crew unaccounted for had "died of exposure". Actually, official status of seven unaccounted for crew members remains as missing in action, since to this date, if dead, bodies have not been recovered.

"A TRUE COPY"

Vasco E. Gulino
VASCO E. GULINO,
Capt, Air Corps.

~~STATEMENT~~

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