

14351

CPXRC 704/2610 1st Ind.
HEADQUARTERS CPBC, APO 958, 29 May 1945.

To: Commanding General, Army Air Forces, Washington, D.C.
(Attention: Statistical Control Division).

//s//
PAUL E. BAKER,
1st Lt, AGD
Asst Adjutant General

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 air crew member is officially reported missing.

1. ORGANIZATION: Location, by name Angaur Isl.; Command or Air Force 7th AF
Group 494th BG; Squadron 867th BS; Detachment None
2. SPECIFY: Place of Departure Angaur Isl.; Course 52 degrees true
Target of Intended Destination Koror Type of Mission Bombing
3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:
Clear to undercast
4. GIVE: (a) Day 04 Month 05 Year 1945; Time 1037; and Location 07-20N 134-29-85E
of last known whereabouts of missing aircraft.
(b) Specify whether aircraft was last sighted (); Last contacted by radio ();
Forced down (); Seen to Crash (XX); 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:

6. AIRCRAFT: Type, Model and Serial B-24 M; AAF Serial Number 44-42058
7. NICKNAME OF AIRCRAFT, if any BRIEF
8. ENGINES: Type, Model and Series R-1830-65; AAF SERIAL 44-42058
Number (a) -455...; (b) 455448; (c) 455918; (d) 455304
9. INSTALLED WEAPONS: (Furnish below Make, Type and Serial Number);
(a) BT R 1665019; (b) NT R 1540482; (c) WG R 1266613; (d) cont'd on
(e) BT L 1415253; (f) NT L 1052918; (g) WG L 1221313; (h) other side
10. THE PERSONS LISTED BELOW WERE REPORTED AS: (a) Battle Casualty XX
or (b) Nonbattle Casualty _____
11. NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 10; Passengers 1; Total 11
(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	Name in Full (Last Name First)	Rank	Serial Number	Current Status
1. Pilot	Custer, Glen R.	2nd Lt	O-2058730	MIA
2. Co-Pilot	Brown, Irving R.	2nd Lt	O-778710	MIA
3. Navigator	Kaufman, Wallace F.	2nd Lt	O-931082	MIA
4. Bombardier	Giese, Norbert J.	2nd Lt	O-929814	MIA
5. Engineer	Grimes, Richard E.	Cpl	32974352	MIA
6. Radio Operator	Tenney, James R.	T/Sgt	32677148	MIA
7. N/Turret G.	Eilson, Victor B.	Cpl	13195222	MIA
8. T/Turret G.	Topp, Irving, (NMI)	Cpl	12177268	MIA
9. B/Turret G.	Shillenn, Robert N.	Cpl	33576063	MIA
10. Tail G.	Rynkiewicz, Albin D.	Cpl	42058667	MIA
11. Passenger (Cook)	Bennett, Floyd C.	Sgt	14185619	MIA

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

(Last Name First)	Rank	Serial Number	Contacted by Radio	Last Sighted	Saw Crash	Saw Forced Landing
1. Rubens, David S.	1st Lt	O-1579045			XX	
2. Fowler, Keith D.	1st Lt	O-709324			XX	
3. Bond, Will (NMI)	T/Sgt	34766182			XX	

13. IF PERSONNEL ARE BELIEVED TO HAVE SURVIVED, ANSWER YES TO ONE OF THE FOLLOWING STATEMENTS: (a) Parachutes were used XX; (b) Persons were seen walking away from scene of crash _____; (c) Any other reason (Specify) _____

14. ATTACH AERIAL PHOTOGRAPH, MAP, CHART, OR SKETCH, SHOWING APPROXIMATE LOCATION WHERE AIRCRAFT WAS LAST SEEN OR HEARD 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 Attempted search made by Navy Dumbo

17. REMARKS OR EYEWITNESS STATEMENTS:

See attached statements by men listed in item 12.

One chute reported seen opening and descending into water approximately 400 yards from the crash.

Date of Report 5 May 1945

//s//

(Signature of Preparing Officer)
WILLIAM C. MOORE
Captain, Air Corps
Sq. Operations Officer

9. Cont'd

- i. TT R 1266567 j. Tail R 1220912
- m. TT L 1266886 n. Tail L 1220827

867th Bombardment Squadron (H)
494th Bombardment Group (H)
APO #264
c/o Postmaster, San Francisco, Cal.

S T A T E M E N T

The following is a statement by 1st Lt. David S. Rubens, O-1579045, Asst. Intelligence Officer, 867th Bomb Sq (H), who was flying as an observer in A/C 0759 on mission of 4 May 1945, concerning crash of A/C 44-42058:

A/C #058, flying #4 position, received two direct hits on the bomb run, just as bombs were away; one burst hitting under the left wing between #2 engine and fuselage and the other bursting into the approximate center of the left bomb-bay. A thick sheet of flame spouted from the entire left in approximately 70 degree bank, similar to a peel-off; maintaining this altitude until it lost an altitude of approximately 4,000 feet, when it suddenly flattened out in a level position again for approximately three seconds. At that moment, the left wing snapped completely off, spiraling away to the left and the plane instantaneously veered off to the left again, rapidly losing altitude. The entire tail assembly disintegrated during the ensuing few seconds as the fuselage plummeted in a lazy flat spiral to the ground, crashing just off the shore line and south of the target area. The left wing fell in the water south of Koror Town. The plane was not observed to blow up or burn when it struck the ground.

I realize that the above mentioned incident took place in a very short period of time. However, I have endeavored to relate it as I saw it from my position in the plane in the plane in which I was flying as an Observer.

//s//
DAVID S. RUBENS,
1st Lt., Air Corps,
Asst. Intelligence Officer.
867th Bomb Sq. (H).

867th Bombardment Squadron (H)
494th Bombardment Group (H)
APO #264
c/o Postmaster, San Francisco, Cal.

S T A T E M E N T

I was flying in the number three position (left wing) with Lt. Sutton as Pilot in the first element of the 867th Squadron. During the bomb-run I was at the right waist window.

A few seconds after our bombs were away, I started making motion pictures of the right wing plane in the second element (Number three in formation) as its bombs were released. Without stopping the camera, I turned it towards the lead plane in the second element. During the time I was swinging the camera I heard an explosion. Realization that fire was coming from this plane (later identified as A/C 44-42058) between the number 1 and number two engines, caused me to disregard it's bombs, but I believe that the bombs were away.

A moment later the left wing folded up as the plane lost speed and exploded. Our formation broke away to the left.

I rewound the camera and went to the left waist window to photograph the falling wreckage. The only part I was able to identify was a wing which landed in the water between Koror Island and some of the small islands northeast of Koror. I did not see any parachutes open.

I rewound my camera again and made pictures of the target area.

Most of what I have described above was seen through the small opening of my camera viewfinder and does not of course give a general impression of the scene.

//s//
T/Sgt. Will Bond,
7th Combat Camera Unit
867th Bomb Sq 494th Bomb Gp (H)

867th Bombardment Squadron (H)
494th Bombardment Group (H)
APO #264
c/o Postmaster, San Francisco, Cal.

S T A T E M E N T

Statement by 1st Lt. Keith D. Fowler, O-709324. concerning
A/C 44-42058, lost on mission of 4 May 1945.

I, Keith D. Fowler, O-709324, 1st Lt., A.C. was Navigator on Airplane 0740, piloted by Lt. Sutton in number three (3) position. As the formation was about to reach the D.P., I started to get in the well of the bombay. When the Bombardiers asked for a level, I checked the bombays. The above being accomplished, I noticed that evasive action, i.e., loss of altitude and change of course, had begun.

The formation leveled out for a very short bomb-run, and immediately after the bombs in 0740 were released, I looked at the second element of the Squadron for a fraction of a second to ascertain if their bombs were also away. It seems to me that the second element's bombs were away, so I leaned out of the bomb-bays to watch the bomb fall. Although looking at approximately a 45 degree angle, I observed a flash, and upon looking back, saw that airplane #058 had been hit by an anti-aircraft fire between the number one and number two engines. I saw flame encover the whole left wing of the aircraft. The aircraft seemed to slide off on its left wing, and during the descent, the left wing was torn off and fell into the water. The fuselage of the aircraft started a slow, wide spiral to the ground. While the fuselage of the A/C was falling, I noticed objects falling off or from the plane, but was unable to identify these objects.

One of the men in A/C 0790 called the Pilot to tell him that one of our A/C had been shot down. After closing the bomb-bays, I answered the question of the Pilot as to whether some crewman had said that an aircraft had been shot down, by affirming the statement. I then returned to my station as Navigator.

I realize that the above mentioned incident took place in a very short period of time, perhaps even a fraction of a second; however, I have tried to do my utmost in relating the incident as I saw it..

//s//
Keith D. Fowler,
1st Lieutenant, Air Corps