

10648

[REDACTED]

Classification changed

to [REDACTED]  
by E. A. BRADY, Lt. Col., AC  
by F. M. MURPHY, Capt., AC  
Date: JUL 1 8 1954

~~CONFIDENTIAL~~  
MISSING AIR CREW REPORT

10648

1. ORGANIZATION: Location APO 520, U.S. Army Command or Air Force 15th Air Force  
 Group 464th Bombardment Group (H) Squadron 77th Bombardment sq (H)
2. SPECIFY: Place of departure AAE, Pantanella, Italy Course N. - N.E.  
 Target O/R at Odertal, Germany Type of mission Bombing
3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:  
10/10 Stratocumulus, tops 6,000 feet, 40/50 miles N.E.
4. GIVE: (a) Date 25 Dec Time 12:00 Last known position NE of Kringsdorf, Czechoslovakia  
 (b) Specify whether:  Last sighted,  Forced down,  Seen to crash,  
 Last contacted by radio,  No information
5. AIRCRAFT (LOST) (BELIEVED LOST) AS A RESULT OF: [Check one only]  
 Enemy aircraft,  Enemy anti aircraft,  Other Mechanical failure
6. AIRCRAFT: Type, model & series B-24 J AAF Serial Number 42-51953
7. NICKNAME OF AIRCRAFT None
8. ENGINES: Type, model & series B-1830-65A AAF Serial Number (a) CP-327845  
 (b) CP-327874 (c) EP-454634 (d) CP-327845
9. INSTALLED WEAPONS: [Make, type and serial number]
- |                          |                          |                          |
|--------------------------|--------------------------|--------------------------|
| (a) MG M2 <u>1758940</u> | (b) MG M2 <u>1037988</u> | (c) MG M2 <u>1535024</u> |
| (d) MG M2 <u>1758877</u> | (e) MG M2 <u>1037963</u> | (f) MG M2 <u>1427663</u> |
| (g) MG M2 <u>1316690</u> | (h) MG M2 <u>1316086</u> | (i)                      |
| (j) MG M2 <u>1316357</u> | (k) MG M2 <u>1316777</u> | (l)                      |
10. PERSONNEL LISTED BELOW REPORTED AS:  Battle Casualty,  Non Battle Casualty.
11. NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 10; Passengers 0; Total 10  
 (If more than 12 persons aboard aircraft, use separate sheet)

CREW POSITION	FULL NAME (Last, first, initial) RANK, SERIAL NUMBER	CURRENT NEXT OF KIN, RELATIONSHIP STATUS AND ADDRESS	
1) Pilot	Grange, Jesse L. 1st Lt., O-705683	Vertice W. Grange (wife) 3419 1st Str., Des Moines, Iowa	RTD
2) Co-pilot	Bardina, Walter (NMI) 1st Lt., O-767537	Andrew Bardina (father) 422 S. 7th Str., Newark, N.J.	
3) Navigator	Davis, Simon I. 2nd Lt., O-2063378	Mary Davis (mother) 299 E. 25th Str., Brooklyn, N.Y.	RTD
4) Bombardier	Kish, Howard (NMI) 1st Lt., O-717073	Demeter Kish (father) 733 High Street, Aurora, Ill.	RTD
5) Bombardier	Brooks, Alfred A. T/Sgt., 13098547	Maria Brooks (mother) 5237 Pennway Str., Philadelphia	RTD
6) Bombardier	Strong, Edward J. T/Sgt., 35463215	Muriel Harvey (mother) Clarksville, Michigan	RTD
7) Bombardier	Woodrow, William C. S/Sgt., 15068964	Jennings E. Woodrow (father) RFD #1, Bushel, Kentucky	
8) Bombardier	Criswell, Harold W. S/Sgt., 6660563	John D. Criswell (father) 2361 Wood Str., Wheeling, W. Va.	RTD
9) Bombardier	Merrish, Kenneth G. S/Sgt., 36122265	Kate A. Merrish (mother) 604 E. 8th Str., Flint, Mich.	RTD
10) Bombardier	Reighard, Elmer N., Jr. Sgt., 35601720	Christine Reighard (mother) 777 Bellevue Ave., Akron, Ohio	RTD


12. IDENTIFY BELOW THOSE PERSONS WHO ARE BELIEVED TO HAVE LAST KNOWLEDGE OF AIRCRAFT AND CHECK APPROPRIATE (one only) C. BELOW TO INDICATE BASIS FOR SAYE:  SAW  CONTACTED LAST  SAW FORCED  FORCED LANDING

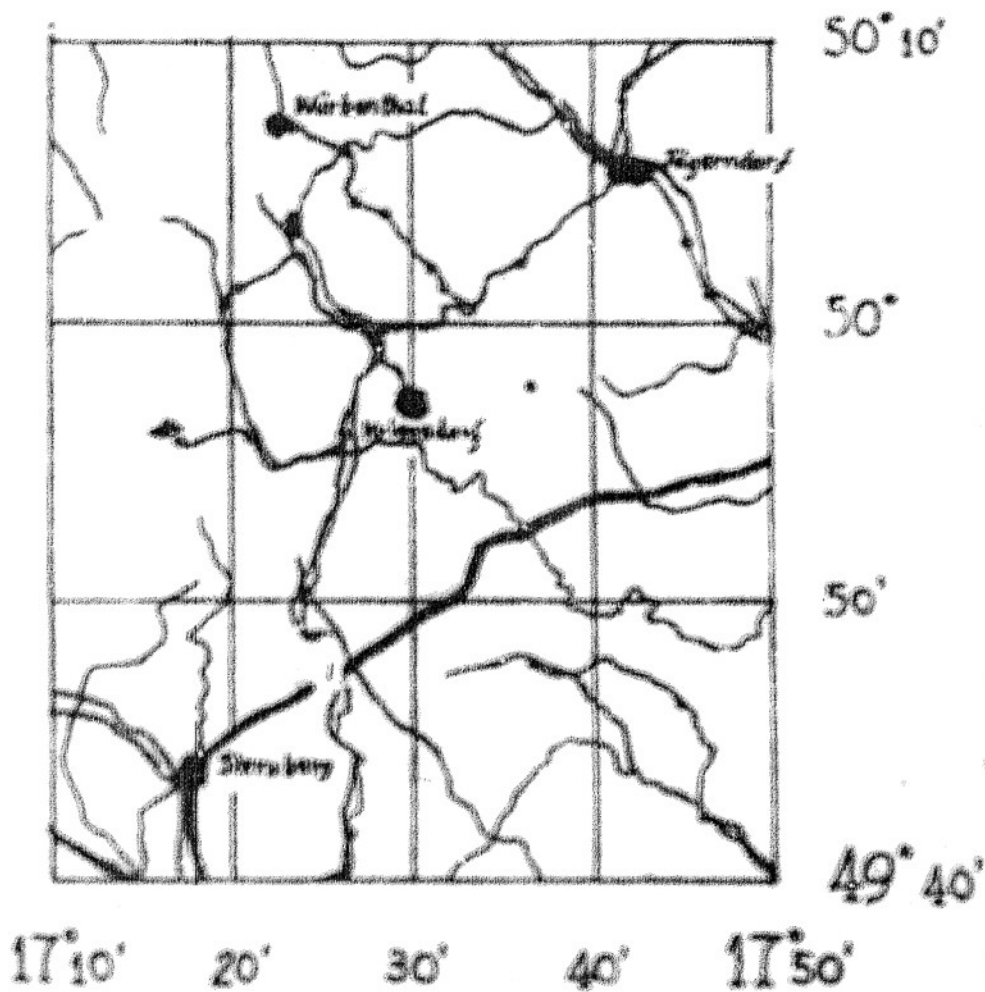
NAME OR FULL	RANK	SERIAL NO.	BY WHOM CONTACTED LAST	SAW	FORCED LANDING
Braziel, Kenneth R.	2nd Lt.	O-556155	X	X	
Dr. Coy, Joseph P.	S/Sgt.	31308876	X		

13. IF PER-SONNEL ARE BELIEVED TO HAVE SURVIVED, CHECK ONE OF THE FOLLOWING:  
 Parachutes were used,  seen walking away from the scene of the crash  
 Other reason (specify) Unknown

14. ATTACH PHOTO, MAP OR SKETCH SHOWING LAST KNOWN LOCATION OF AIRCRAFT
15. ATTACH EVIDENTIARY DESCRIPTIONS OF CRASH, (FORced LANDING), OR OTHER CIRCUMSTANCES
16. ATTACH A DESCRIPTION OF EXTENT OF SEARCH, IF ANY, AND GIVE NAME, RANK AND SERIAL NUMBER OF OFFICER IN CHARGE OF SEARCH HERE: None

3. Enclosures:  
 Incl 1-Sketch of Date 29 December 1944  
 approx. position.  
 Incl 2-Statement of 2nd Lt. Braziel.  
 Incl 3-Statement of S/Sgt. Neary.

  
 JOHN A. VANCE,  
 Major, Air Corps,  
 Commanding.



CZECHOSLOVAKIA

● INDICATES AREA IN WHICH  
 LT. GRANGE'S CREW WAS LAST  
 SIGHTED.

BEARING - 49° 57' N - 17° 30' E.

In. 10/1

~~CONFIDENTIAL~~

S T A T E M E N T

I was flying as Navigator in Red Z, in Baker 23 Position.

Red T was flying in position Baker 12, which was just above us. We approached the bomb run and Red T was with us all the way. Upon approaching the target, bomb bay doors were opened. I could see that Red T had their doors open also. On "Bombs Away" signal I was too busy to notice whether Red T had dropped their bombs or not, but shortly after on our rally out, our co-pilot called up over the interphone and asked the crew if they could see Red T; but there was no report of him after that.

When I had last seen him, he seemed to be under complete control.

*Kenneth R. Braziel*

KENNETH R. BRAZIEL,  
2nd Lt., O-556155,  
APO 520, U.S. Army.

Incl #2

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

S T A T E M E N T

I was flying as Ball Gunner in Red S, in Baker 13 position.

I was having mechanical trouble with my radio jack box in my turret and if I had stayed on interphone, I would have cut it out all over the ship; therefore, I had to switch to command.

While over the target, I heard the following message over command from Red T, "Our number one (1) engine is running away and we can't feather it, also, we have approximately four hundred and fifty (450) gallons of gasoline and I think our only chance is to try and make the Russian lines." That was all I heard from Red T, but five (5) minutes later, I heard another plane contact some fighters to act as escort.

Fifteen (15) minutes had passed when I heard the following message, "Mayday, Crossing Russian Lines!" knowing that "Mayday" is the fighter call signal, I can surmise that it was Red T that had sent it to let the fighters know of his whereabouts.

That was all the information that I had obtained over the radio.

JOSEPH P. NEARY,  
S/Sgt., 31308876,  
APO 500, U.S. Army.

*Joseph P. Neary*

Incl #3

~~CONFIDENTIAL~~

1st Lt. Jesse L. Grange

Mrs. Vertrice M. Grange (Wife) ✓  
3419 1st Street  
Des Moines, Iowa

1st Lt. Walter Hardina

Mr. Andrew Hardina (Father) ✓  
422 South 7th Street  
Newark, New Jersey

2nd Lt. Simon I. Davis

Mrs. Mary Davis (Mother) ✓  
239 East 25th Street  
Brooklyn, New York

1st Lt. Howard Kish

Mr. Demeter Kish (Father) ✓  
733 High Street  
Aurora, Illinois

T/Sgt. Alfred A. Brooks

Mrs. Marie Brooks (Mother) ✓  
5237 Pennway Street  
Philadelphia, Pennsylvania

T/Sgt. Derward J. Strong

Mrs. Martha Strong (Wife) ✓  
439 East Main Street  
Ionia, Michigan

S/Sgt. William C. Woodrow

Mrs. Victoria Woodrow (Mother) ✓  
Rural Free Delivery Number One  
Buechel, Kentucky

S/Sgt. Harold W. Criswell

Mrs. Catherine E. Criswell (Wife) ✓  
54-23rd Street  
Wheeling, West Virginia

S/Sgt. Kenneth G. Morrish

Mrs. Marion L. Morrish (Wife) ✓  
1117 Pingree Avenue  
Flint, Michigan

Sgt. Elmer M. Reighard Jr.

Mrs. Christine Reighard ✓  
777 Bellevue Avenue  
Akron, Ohio

CASUALTY QUESTIONNAIRE

1. Your name Grange Jesse L. Rank 1st Lt. Serial No. 0-705683
2. Organization 464th Bsp Commander Schroeder Rank Col. Sqn CO J. V. Nance Rank Lt. Col.  
(full name) (full name)
3. What year 1944 month December day 26 did you go down?  
(Blechhammer~~er~~.)
4. What was the mission, Bombardment, target, Odertall refineries, target  
time, 12:10, altitude, 24,000 ft. route scheduled, Italy  
to target \_\_\_\_\_, route flown As briefed
5. Where were you when you left formation? 5 mi. S.W. of target.
6. Did you bail out? Yes
7. Did other members of crew bail out? Yes
8. Tell all you know about when, where, how each person in your aircraft for whom no individual questionnaire is attached bailed out. A crew list is attached. Please give facts. If you don't know, say: "No Knowledge". Navigator, & Nose gunner  
out nose wheel door; Pilot, Co-pilot, Bombardier, & Engineer out bombay  
doors; Radio Man, Tail gunner, Ball-turret gunner, Waist gunner, out camara hatch.
9. Where did your aircraft strike the ground? Beside ~~Vistula~~ <sup>VISTULA</sup> River 150 mi. S. Warsaw  
Poland.
10. What members of your crew were in the aircraft when it struck the ground? (Should cross check with 8 above and individual questionnaires) \_\_\_\_\_  
None
11. Where were they in aircraft? \_\_\_\_\_
12. What was their condition? \_\_\_\_\_
13. When, where, and in what condition did you last see any members not already described above? \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_
14. Please give any similar information on personnel of any other crew of which you have knowledge. Indicate source of information. \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

(Any additional information may be written on the back)

INDIVIDUAL CASUALTY QUESTIONNAIRE

File # 10648

Name of crew member:

ROBINSON, Walter (NMI)

Rank:

1st Lt.

Serial number:

O-787537

Position: Crew (Bomber) ~~or Flight (Fighter)~~

CO-pilot

Did he bail out? YesWhere? Beside ~~Vistula~~ <sup>VISTULA</sup> River about 150 miles South of Warsaw.

If not, why not? \_\_\_\_\_

Last contact or conversation just prior to or at time of loss of plane: Left planeat pilots orders to bail out.Was he injured? Yes, sprained leg.Where was he when last seen? Hospital Poltava, Russia.

Any hearsay information: \_\_\_\_\_

Source: \_\_\_\_\_

Any explanation of his fate based in part or wholly on supposition: \_\_\_\_\_

Total number of missions of above crew member: 19 (?)

Dates and destinations if possible: \_\_\_\_\_

## INDIVIDUAL CASUALTY QUESTIONNAIRE

File # 10648

Name of crew member: WOODROW, William G.  
 Rank: S/Sgt.  
 Serial number: 15068964  
 Position: Crew (Bomber) ~~or Pilot (Fighter)~~ Arm-Gunner

Did he bail out? Yes.

Where? Beside ~~Vistula~~ <sup>VISTULA</sup> River about 150 miles South of Warsaw.

If not, why not? \_\_\_\_\_

Last contact or conversation just prior to or at time of loss of plane: Left plane  
at pilots order to bail out.

Was he injured? Yes, Broken leg.

Where was he when last seen? 26th General Hospital, Bari, Italy

Any hearsay information: \_\_\_\_\_

Source: \_\_\_\_\_

Any explanation of his fate based in part or wholly on supposition: \_\_\_\_\_

Total number of missions of above crew member: 21 (?)

Dates and destinations if possible: \_\_\_\_\_

## CASUALTY QUESTIONNAIRE

1. Your name KISH, Howard (NMI) Rank 1st Lt. Serial No. O-717073
2. Organization 464th Cg Commander A. J. Bird Rank Col. Sqn CO J. W. Nance Rank Lt. Col.  
776 Sq. (full name) (full name)
3. What year 1944 month December day 26 did you go down?
4. What was the mission, Odertal, Germany target, Oil Refinery, target time, 1230A, altitude, 26,000 route scheduled, \_\_\_\_\_, route flown \_\_\_\_\_
5. Where were you when you left formation? Approx. 20 miles SW of Moravska Ostrava, Czechoslovakia; hdg. 85°
6. Did you bail out? Yes
7. Did other members of crew bail out? Yes, everyone succeeded in leaving the disabled aircraft.
8. Tell all you know about when, where, how each person in your aircraft for whom no individual questionnaire is attached bailed out. A crew list is attached. Please give facts. If you don't know, say: "No Knowledge". The crew members in the waist including T/Sgt. Derward J. Strong, S/Sgt. Harold E. Criswell, and Sgt. Elmer W. Reighard Jr., all bailed out of that section safely when the order to do so was given. The location is given in Ques. #9.  
 (continued on reverse side of page)
9. Where did your aircraft strike the ground? Exploded in the air & crashed in vicinity of Rzeszow, Poland, East of Vistula River, 5 miles.
10. What members of your crew were in the aircraft when it struck the ground? (Should cross check with 8 above and individual questionnaires) None
11. Where were they in aircraft? -----
12. What was their condition? -----
13. When, where, and in what condition did you last see any members not already described above? \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_
14. Please give any similar information on personnel of any other crew of which you have knowledge. Indicate source of information. \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

(see reverse Side)

(Any additional information may be written on the back)

#8-continued--

2nd Lt. Simon I. Davis and S/Sgt. Kenneth G. Morrish left the nose compartment safely about the same time, over the same area. Shortly after, I left the ship, followed by the engineer T/Sgt. Alfred A. Brooks and the pilot 1st Lt. Jesse L. Grange, who was the last one to leave, through the bomb bay compartment. The altitude was approx. 9,000 feet, the wind velocity 5-10 miles per hour decreasing to a breeze at ground level. Wind direction was Westerly. The time of day was 1515 according to memory.

All the crew members were taken into custody by the Russians, treated for injuries if necessary and evacuated to the American Base in Russia. From that point, they were returned by air to their base or hospital near it.

Further detailed information may be found in questionnaires compiled by the intelligence officer, 15th AF Hdqs., from each individual crew member as he returned.

## INDIVIDUAL CASUALTY QUESTIONNAIRE

File # 10648

Name of crew member: HARDINA, Walter (NMI)  
 Rank: 1st Lt.  
 Serial number: 0-767537  
 Position: Crew (Bomber) ~~XXXXXXXXXXXXXXXXXXXX~~ CO-Pilot

Did he bail out? Yes

Where? East of Vistula river in the vicinity of Rzeszow, Poland.

If not, why not? \_\_\_\_\_

Last contact or conversation just prior to or at time of loss of plane: He said he was "going" and bailed out just before I did.

Was he injured? No, not to the best of my knowledge.

Where was he when last seen? In the U.S.

Any hearsay information: He remained at the American base in Russia for over three mont. before returning to his base, 464th B.Co., 778th B.Sq., where he ferried ships. He was transferred to another group for shipment back to the U.S. prior to my departure. Arrived here June 14, 1945 and is now Adjutant of Sq.A at Turner Field, Albany Georgia.

Source: Personal contact with him and letters from him.

Any explanation of his fate based in part or wholly on supposition: \_\_\_\_\_

See above paragraph.

Total number of missions of above crew member: 19 sorties (33 missions)

Dates and destinations if possible: ~~XXXXXXXXXXXXXXXXXXXX~~ 1-Supovac, Yugoslavia; 2-Sept. 1944  
2-Bronzole, Italy; 3-Nyiregyhaza, Hungary; 4-Oswiecim, Poland; 5-Munich, Germany; 6-Pinzano, Italy; 7-Munich, Germany; 8-Ersekuivar, Hungary;  
4 Sept. 6 Sept. 13 Sept. 22 Sept.  
23 Sept. 4 Oct. 7 Oct.  
 (over)

Dates and destinations: (continued)

9-Bologna, Italy-12 Oct.; 10-Elechhammer, Germany-13 Oct.; 11-St. Valentin, Austria-15 Oct.; 12-Rosenheim, Germany-20 Oct.; 13-Munich, Germany-16 Nov.; 14-Udine, Italy-10 Nov.; 15-Elechhammer, Germany-20 Nov.; 16-Elechhammer, Germany- 2 Dec.; 17-Vienna So.Ord. Depot, Austria- 11 Dec.; 18-Pilsen and Villach, Czechoslovakia and Austria-16 Dec.; 19-Odertal, Germany- 26 Dec., 1944.

## INDIVIDUAL CASUALTY QUESTIONNAIRE

File # 10648

Name of crew member: Woodrow, William C.  
 Rank: S/Sgt.  
 Serial number: 15068964  
 Position: Crew (Bomber) ~~Arm-Gunner~~ Arm-Gunner

Did he bail out? Yes

Where? East of Vistula River in the vicinity of Rzeszow, Poland.

If not, why not? \_\_\_\_\_

Last contact or conversation just prior to or at time of loss of plane: Reported 2  
Me-109's attacking second time before ordered to bail out by pilot.

Was he injured? Yes; sprained right leg.

Where was he when last seen? Going down in his parachute. See below.

Any hearsay information: He was returned to his base, 464th E.Gp., 776th E.Sc.,  
after treatment at the 20th Gen. Hospital, and continued his combat  
missions until the end of the war in Europe. He then returned to the  
U.S. by plane, was sent home on furlough and eventually honorably  
discharged from the service.

Source: My personal contact with him both overseas and here in the U.S.

Any explanation of his fate based in part or wholly on supposition: \_\_\_\_\_

See the above paragraph.

Total number of missions of above crew member: 22 sorties (Estimated)

Dates and destinations if possible: 1-Szajol, Hungary-1 Sept., 1944

2-Supovac, Yugoslavia- 2 Sept.; 3-Bronzola, Italy- 4 Sept.;

4-Nyiregyhaza, Hungary- 6 Sept.; 5-Oswiecim, Poland- 13 Sept.;

6-Munich, Germany- 23 Sept.; 7-Pinzano, Italy- 23 Sept.; 8-Munich,  
Germany- 4 Oct.; 9-Ersekujvar, Hungary- 7 Oct.

(over)

6-3861, AF

Dates and destinations: (continued)

10-Bologna, Italy- 12 Oct.; 11-Elechhammer, Germany- 13 Oct.;  
12-St. Valentin, Austria- 16 Oct.; 13-Rosenheim, Germany- 20 Oct.;  
14-Munich, Germany-16 Nov.; 15-Udine, Italy- 18 Nov.; 16-Elechhammer,  
Germany- 20 Nov.; 17-Elechhammer, Germany- 2 Dec.;  
18-Vienna So.Ord. Depot, Austria- 11 Dec.; 19-Pilsen and Villach,  
Czechoslovakia and Austria- 15 Dec.; 20-Odertal, Germany- 26 Dec., 1944.

(No record of the balance of his sorties which he flew until the end  
of the war in Europe.)

## CASUALTY QUESTIONNAIRE

1. Your name STRONG, VERWARD J, Rank 1/SGT, Serial No. 3646218
2. Organization 469 Gp Commander SCHRODER, Rank COL, Sqn CO NANCE, Rank Lt. Col.  
(full name) (full name)
3. What year 1944 month DEC. day 26 did you go down?
4. What was the mission, ODONTAL, target, OIL REF., target time, 1205 PM., altitude, 24000 route scheduled, \_\_\_\_\_, route flown \_\_\_\_\_
5. Where were you when you left formation? AFTER TARGET.
6. Did you bail out? YES.
7. Did other members of crew bail out? YES.
8. Tell all you know about when, where, how each person in your aircraft for whom no individual questionnaire is attached bailed out. A crew list is attached. Please give facts. If you don't know, say: "No Knowledge". EVERYONE GOT OUT OF THE PLANE.
9. Where did your aircraft strike the ground? POLAND.
10. What members of your crew were in the aircraft when it struck the ground? (Should cross check with 8 above and individual questionnaires) NONE.
11. Where were they in aircraft? \_\_\_\_\_
12. What was their condition? \_\_\_\_\_
13. When, where, and in what condition did you last see any members not already described above? ALL MEMBERS GOT INTO SAFE TERRITORY, THREE WITH BROKEN LEGS. I SAW ALL OF THE CREW MEMBERS "EXCEPT HARDINA" BACK IN ITALY.
14. Please give any similar information on personnel of any other crew of which you have knowledge. Indicate source of information. \_\_\_\_\_

(Any additional information may be written on the back)

INDIVIDUAL CASUALTY QUESTIONNAIRE

File # 10648

Name of crew member: HARRIS, Walter (W.T.)  
 Rank: 1st Lt.  
 Serial number: O-767537  
 Position: Crew (Bomber) ~~or Flight (Fighter)~~ Co-Pilot

Did he bail out? yes.

Where? Over Poland

If not, why not? \_\_\_\_\_

Last contact or conversation just prior to or at time of loss of plane: \_\_\_\_\_

Was he injured? \_\_\_\_\_

Where was he when last seen? AIRBASE AT POLTAVA, RUSSIA

Any hearsay information: \_\_\_\_\_

Source: \_\_\_\_\_

Any explanation of his fate based in part or wholly on supposition: \_\_\_\_\_

Total number of missions of above crew member: 16

Dates and destinations if possible: \_\_\_\_\_

INDIVIDUAL CASUALTY QUESTIONNAIRE

File # 10645

Name of crew member: MOONROE, William C.  
 Rank: S/Sgt.  
 Serial number: 15068964  
 Position: Crew (Bomber) ~~or Pilot (Fighter)~~ Arm Gunner

Did he bail out? YES

Where? OVER POLAND

If not, why not? \_\_\_\_\_

Last contact or conversation just prior to or at time of loss of plane: \_\_\_\_\_

Was he injured? YES

Where was he when last seen? BACK AT OUR BASE IN ITALY

Any hearsay information: HE IS DISCHARGED NOW

Source: LETTER FROM HIM.

Any explanation of his fate based in part or wholly on supposition: \_\_\_\_\_

Total number of missions of above crew member: \_\_\_\_\_

Dates and destinations if possible: \_\_\_\_\_

## CASUALTY QUESTIONNAIRE

1. Your name Harold W. Criswell Rank S/Sgt. Serial No. 6660563
2. Organization A.C. Gp Commander ? Rank ? Sqn CO ? Rank ?  
(full name) (full name)
3. What year 1945 month Dec day 26 did you go down?
4. What was the mission, Oil Refinery, target, Odessa-Sineia, target time, Afternoon, altitude, 25,500 route scheduled, ?  
route flown ?
5. Where were you when you left formation? Coming back from target
6. Did you bail out? Yes
7. Did other members of crew bail out? Yes
8. Tell all you know about when, where, how each person in your aircraft for whom no individual questionnaire is attached bailed out. A crew list is attached. Please give facts. If you don't know, say: "No knowledge".  
All crew bailed out. - All returned to Italy.  
3 men legs were broken.
9. Where did your aircraft strike the ground? Beyond where Pilot landed
10. What members of your crew were in the aircraft when it struck the ground? (Should cross check with 8 above and individual questionnaires) No member was left in plane.
- Where were they in aircraft? —
12. What was their condition? —
13. When, where, and in what condition did you last see any members not already described above?  
—  
—  
—
14. Please give any similar information on personnel of any other crew of which you have knowledge. Indicate source of information.  
—  
—  
—  
—

(Any additional information may be written on the back)

## INDIVIDUAL CASUALTY QUESTIONNAIRE

File # 10645

Name of crew member:

HARDINA, Walter (WMI)

Rank:

1st Lt.

Serial number:

O-767537

Position: Crew (Bomber) ~~XXXXXXXXXXXXXXXXXXXX~~

Co-Pilot

Did he bail out? YesWhere? Somewhere in Poland

If not, why not? \_\_\_\_\_

Last contact or conversation just prior to or at time of loss of plane: IN-PLANEBefore-jumpingWas he injured? Sprained ANKLE badWhere was he when last seen? was together - after Russians got us.

Any hearsay information: \_\_\_\_\_

CAME - to - POTAVO - RUSSIA - A-U.S.-AIR-BaseThen - Lt. Hardina - was - used - as - a - co-pilot - to  
get - planes - to - Russia.

Source: \_\_\_\_\_

Any explanation of his fate based in part or wholly on supposition: \_\_\_\_\_

Total number of missions of above crew member: 17 sorties ?Dates and destinations if possible: No - Knowledge

## INDIVIDUAL CASUALTY QUESTIONNAIRE

File # 10648

Name of crew member:

WICKROW, William C.

Rank:

S/Lt.

Serial number:

1902511

Position: Crew (Bomber) ~~XXXXXXXXXXXXXXXXXXXX~~

Arm Gunner

Did he bail out? YesWhere? Somewhere - in Poland

If not, why not? \_\_\_\_\_

Last contact or conversation just prior to or at time of loss of plane: \_\_\_\_\_

In waist-position of plane. Before jumping.Was he injured? Broken - right ankle - Tibula Bone.Where was he when last seen? Came back to Italy together.

Any hearsay information: \_\_\_\_\_

Source: \_\_\_\_\_

Any explanation of his fate based in part or wholly on supposition: \_\_\_\_\_

Total number of missions of above crew member: 20 sortiesDates and destinations if possible: No knowledge.

CASUALTY QUESTIONNAIRE

- Civilian 6/2/45
1. Your name KENNETH G. MORRISH Rank S/Sgt Serial No. 36122265
  2. Organization 464th Gp Commander Schroeder Rank Col Sqn CO Ridell Rank Lt/Col  
(full name) (full name)
  3. What year 1944 month December day 26 did you go down?
  4. What was the mission, Odertal Germany, target, Oil Refinery, target time, About 1:00 P.M., altitude, 20,000 feet route scheduled, \_\_\_\_\_, route flown from Italy
  5. Where were you when you left formation? On the rally after the target
  6. Did you bail out? Yes
  7. Did other members of crew bail out? Yes, all ten of them.
  8. Tell all you know about when, where, how each person in your aircraft for whom no individual questionnaire is attached bailed out. A crew list is attached. Please give facts. If you don't know, say: "No Knowledge". We jumped at about 10,000 ft everybody got out, but no knowledge of just how or the circumstances of same.
  9. Where did your aircraft strike the ground? Near Meliec, Poland
  10. What members of your crew were in the aircraft when it struck the ground? (Should cross check with 8 above and individual questionnaires) None. Plane exploded.
  11. Where were they in aircraft? None
  12. What was their condition? -----
  13. When, where, and in what condition did you last see any members not already described above? Last seen Lt. Grange, S/Sgt. Criswell, S/Sgt Woodrow in a hospital in Teheran, Iran. They had broken legs, and returned to our base in Italy about a month after that, and were at the hospital in Bari, Italy.
  14. Please give any similar information on personnel of any other crew of which you have knowledge. Indicate source of information. None.

(Any additional information may be written on the back)

INDIVIDUAL CASUALTY QUESTIONNAIRE

File # 10648

Name of crew member:

HARDINA, Walter (M1)

Rank:

1st Lt.

Serial number:

O-787537

Position: Crew (Bomber) ~~XXXXXXXXXXXXXXXXXXXX~~

Co-Pilot

Did he bail out? YES.Where? Near Meliec, Poland Dec. 26th, 1944If not, why not? -----Last contact or conversation just prior to or at time of loss of plane: NoneWas he injured? Not to my knowledge.Where was he when last seen? In Poltava, Russian at the American baseAny hearsay information: None

Source: \_\_\_\_\_

Any explanation of his fate based in part or wholly on supposition: Stayed behind in Poltava, Russia to fly repaired B-24's to bases in Italy.Total number of missions of above crew member: About 20 at time of accident.Dates and destinations if possible: No exact knowledge.

## INDIVIDUAL CASUALTY QUESTIONNAIRE

File # 10643

Name of crew member: WOODROW, William G.  
 Rank: Sgt.  
 Serial number: 1508761  
 Position: Crew (Bomber) ~~XXXXXXXXXXXXXXXXXXXX~~ Arm Gunner

Did he bail out? Yes.

Where? Near Meliec, Poland

If not, why not? ----

Last contact or conversation just prior to or at time of loss of plane: None

Was he injured? He broke a leg in landing, and had his head gashed open by Russians with the butt of his .45. He was mistaken for a German paratrooper.

Where was he when last seen? Seen him in a hospital in Tehran, Iran, and about two months later, flying again from his old base. Leg still bothered him somewhat

Any hearsay information: None

Source: None

Any explanation of his fate based in part or wholly on supposition: None

Total number of missions of above crew member: About 30

Dates and destinations if possible: No exact knowledge.