

6320

Serial Number: 41-29361

Nickname: MISSMYSAKTIME

Call Letter: Black "A"

Incorrect serial number 42-29361 is shown on the "MACR", Missing
Air Crew Report #5320

DECLASSIFIED BY AUTHORITY OF NND DECLASSIFICATION PROJECT 785072,
H.D. MAYER, NARS, SEPTEMBER 10, 1982.

6320

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~
by E. A. [redacted]
by F. M. [redacted]
[redacted]

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

6320

Classification changes

by E. A. BRADONAS, Lt. Col., AC
by F. M. MUENCH, Capt., AC
Date MAR 15 1946

WAR DEPARTMENT
HEADQUARTERS, U.S. AIR FORCES
WASHINGTON

6320

IMPORTANT: This report will be compiled by each Army Air Forces organization within 48 hours of the time personnel are officially reported missing.

ORGANIZATION. Location PANTANELLA AIR BASE Command or 15TH AF
Group 464TH BOMB GROUP (H) Squadron 779TH BOMB SQ (H)

SPECIFY: Point of Report PANTANELLA AIR BASE Course CLUJ, RUMANIA
Target CLUJ Type of Mission BOMBING.
RUMANIA

WEATHER CONDITIONS AND VISIBILITY AT TIME OF LOSS OR WHEN LAST REPORTED:
4-5/10 CUMULUS.

GIVE: (a) Date 2 JUNE 1944 Time 1100 Location 43°45'N 20°49'E.
of last known whereabouts of missing aircraft.
(b) Specify Method: (X) Last Sighted () Last Contacted by Radio
() Found Down () Seen to Crash; or
() Information not available.

AIRCRAFT AS 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: THERE WAS NO INDICATION OF MECHANICAL FAILURE AS THE FOUR MOTORS WERE FUNCTIONING PROPERLY WHEN THE PLANE WAS LAST SEEN. NO FIGHTER AIRCRAFT: Type, Model & Series B/24 H AAF Serial No 42-29361 OR FLAK.

ENGINES: Type, Model & Series R-1830-65 AAF Serial No (a) BP-430394
(b) BP-429863 (c) BP-427560 (d) BP-430288

INSTALLED WEAPONS: (Furnish below Make, Type, and Serial Number)

(a) <u>BROWNING 50 CAL M2</u>	<u>973225</u>	(b) <u>633998</u>	<u>974411</u>
(c) <u>973596</u>	(d) <u>973620</u>	<u>974276</u>	
(e) <u>633945</u>	(f) <u>973270</u>		
(g) <u>965646</u>	(h) <u>973230</u>		

PERSONNEL LISTED BELOW REPORTED AS: (X) Battle Casualty () Non-Battle Cas.

NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 10 Passengers 0 Total 10
(Starting with "Pilot" furnish the following particulars; if more than 12 persons were aboard list similar particulars on separate sheet and attach to this form)

CREW POSITION	(Last Name First)	NAME IN FULL	GRADE	SERIAL NO	NEAREST OF KIN, RELATION- SHIP, AND ADDRESS
Pilot	LATHAM, ERNIE D.	LATHAM, ERNIE D.	2D LT	068748	WIFE MRS GLADYS L. RTD LATHAM, 1613 LINCOLN AVE, FT. WORTH, TEXAS.
CO-PILOT	HOGAN, WILLIAM V JR	HOGAN, WILLIAM V JR	2D LT	0751552	WIFE MRS ORA M. HOGAN & 1436 OAK ST, LOS ANGELES, CALIF.
BOMBARDIER	KORNICH, HAROLD (NMI)	KORNICH, HAROLD (NMI)	F/O	1122859	WIFE MRS M. KORNICH RTD 1229 SIMPSON ST, NEW YORK, NEW YORK.
NAVIGATOR	LUCKENBACH, WILLIAM A JR	LUCKENBACH SR, WILLIAM A.	2D LT	0698308	FATHER WILLIAM A. LUCKENBACH SR, 1638 N. CHAPMAN, SEGUIN, TEXAS
ENG GNR	KYRMAS, ANGELO (NMI)	KYRMAS, ANGELO (NMI)	S/SGT	13031254	MOTHER MRS MARGARET KYRMAS, 349 CEDAR ST. READING, PA.
ENG GNR	EAST, WAYNE F.	EAST, WAYNE F.	S/SGT	18119287	MOTHER SALLY G. EAST 602 MONTGOMERY ST, PORT NECHES, TEXAS.
ENG GNR	RANDOLPH, RICHARD BY	RANDOLPH, RICHARD BY	S/SGT	14064057	MOTHER MRS. GLADYS B. RANDOLPH, 501 ALEXANDER PL, ORLANDO, FLA.
RO GNR	FICKLIN, RABY D.	FICKLIN, RABY D.	T/SGT	18151973	MOTHER MRS MARY FICKLIN GONZALES, LA.

[Redacted]

Please turn over.

~~CONFIDENTIAL~~

- ARMORER GNR GIVANS, FREEMAN W. S/SGT 35095755 MOTHER MRS. MARLE SEEMAN, RR #1, MILAN, IND.
- J. ARMORER GNR SULLIVAN, THOMAS P. S/SGT 32720262 MOTHER CATHERINE SULLIVAN, 218 E. 128TH ST, NEW YORK, N. (NY)

1. IDENTIFY BELOW THOSE PERSONS WHO ARE BELIEVED TO HAVE LAST KNOWLEDGE OF AIRCRAFT AND CHECK APPROPRIATE (only one) COLUMN TO INDICATE BASIS FOR SAME:

NAME IN FULL	RANK	SERIAL NO	Contacted Last Saw		
			by Radio	Sighted	Crash Forced Landing
RECTOR, ROBERT B.	2D LT	0699305			X
HARTTER, WILLIAM J.	F/O	T 122995			X

IF PERSONNEL ARE BELIEVED TO HAVE SURVIVED, CHECK ONE OF THE FOLLOWING:
 () Parachutes were used () Persons seen walking away from scene of crash
 (X) Any other reason (specify) **NO PARACHUTES WERE USED AS AIRCRAFT WASN'T HIT BY FLAK OR FIGHTERS AND ALL ENGINES WERE SEEN TO FUNCTION PROPERLY.**

- 3. ATTACH AS AN INCLOSURE TO THIS REPORT, EITHER AERIAL PHOTOGRAPH, MAP, CHART, OR SKETCH, SHOWING APPROXIMATE LOCATION WHERE AIRCRAFT WAS LAST SEEN.
- 4. ATTACH, AS INCLOSURES TO THIS REPORT, EYEWITNESS DESCRIPTIONS OF CRASH, FORCED LANDING, OR OTHER CIRCUMSTANCES PERTAINING TO MISSING AIRCRAFT.
- 5. ATTACH, AS AN INCLOSURE TO THIS REPORT, A DESCRIPTION OF THE EXTENT OF SEARCH, IF ANY, AND GIVE NAME, RANK, AND SERIAL NUMBER OF OFFICER IN CHARGE HERE: (if no search, so state giving reason) **NO SEARCH MADE AS AIRCRAFT WAS STILL FLYING BUT LOSING ALTITUDE, AND ALL ENGINES WERE FUNCTIONING PROPERLY.**

Date of this Report: 5 JUNE 1944

Signature of Officer: *Arthur E. Chambers*
 ARTHUR E. CHAMBERS,
 CAPT., AIR CORPS,
 EXECUTIVE OFFICER

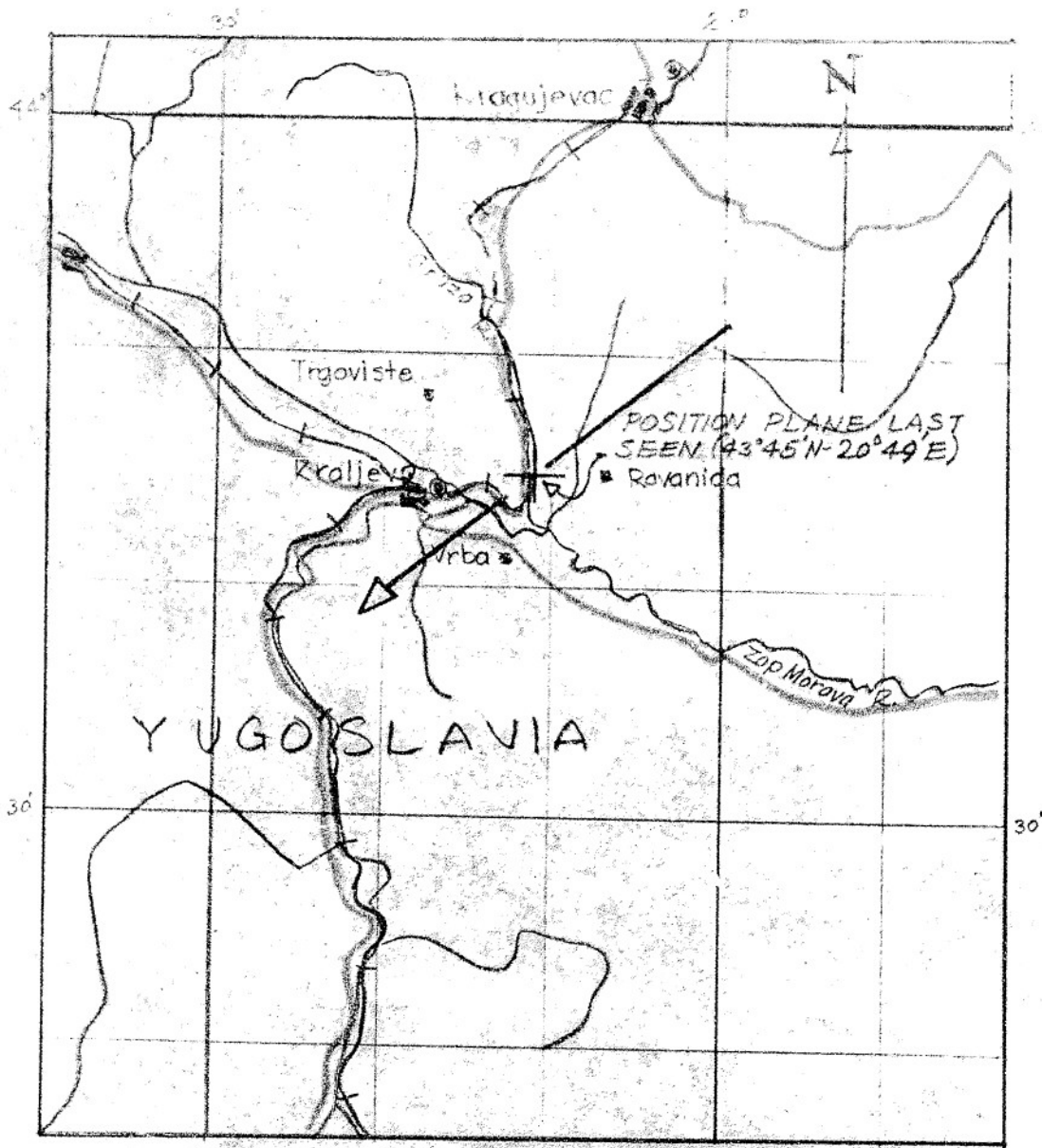
- 3 Incls:
- INCL 1 STATEMENT OF LT. ROBERT B. RECTOR (SEPTUP)
- INCL 2 STATEMENT OF F/O WILLIAM J. HARTTER (SEPTUP)
- INCL 3 MAP OF AREA WHERE PLANE WAS SEEN TO LEAVE FORMATION.



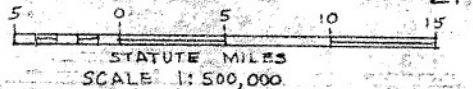
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7781 50 11

Second Lieutenant William A. Luckenbach, Jr.	Mr. William A. Luckenbach/ ^{Sr.} (Father) 1638 North Chapman, Seguin, Texas.
Second Lieutenant Ernie D. Lathan	Mrs. Gladys L. Lathan (Wife) 1613 Lincoln, Fort Worth, Texas.
Second Lieutenant William V. Hogan, Jr.	Mrs. Ora Mae Hogan (Wife) 1436 Oak Street, Los Angeles, California.
Flight Officer Harold Kornich	Mrs. Kathleen M. Kornich (Wife) 1421 Robins Street, Santa Barbara, California.
Technical Sergeant Raby D. Ficklin	Mrs. Catherine Ficklin (Wife) Gonzales, Louisiana.
Staff Sergeant Angelo Kyrmas	Mr. Charles Kyrmas (Father) 349 Cedar Street, Reading, Pennsylvania.
277 Staff Sergeant Wayne F. East	Mrs. Sallie G. East (Mother) 602 Montgomery, Port Neches, Texas.
Staff Sergeant Richard E. Randolph	Mrs. Gladys B. Randolph (Mother) c/o Mrs. E. C. Toy, 113 East Lafayette, Tampa, Florida.
Staff Sergeant Freeman W. Givans	Mrs. Mable E. Seeman (Mother) Rural Route Number One, Milan, Indiana.
Staff Sergeant Thomas P. Sullivan	Mrs. Catherine E. Sullivan (Mother) 216 East 125th Street, New York, New York.



TARGET: CLUJ
 DATE: 2 JUNE 44



- RIVERS
- ROADS
- R.R.
- CITIES
- AIR FIELDS

Ind # 3

CASUALTY QUESTIONNAIRE

1. Your name Thomas Patrick Sullivan Rank S/Sgt. Serial No. 32720262.
464 B. Gr.
2. Organization 77th Sq. Gp Commander Col. Bonne Rank Col Sqn COE, Goodyear Rank Lt. Col.
(full name) (full name)
3. What year 1944 month June day 2 did you go down? Yes.
4. What was the mission, Cruz, Rumania, target, Oil Refinery, target
time, 1200., altitude, 22,000 route scheduled, Across Jugo-
Slavia, route flown Same
5. Where were you when you left formation? Over Jugoslavian Mountains
6. Did you bail out? NO. Ditched
7. Did other members of crew bail out? No.
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 Ditched together. Upon actual ditching, members got separated. See 'Individual Report' pertaining to M.I.A. members.
Kyrmas, Angelo; Eng.; - Lathan, B.D. Pilot - Freeman W. Givans SGT. - R.D. Picklin - H. Kornich, Bom. - all these men returned to duty within 20 days.
9. Where did your aircraft strike the ground? 20 miles off Jugo-Slavian Shore near Island of Lagosta.
10. What members of your crew were in the aircraft when it struck the ground? (Should cross check with 8 above and individual questionnaires) All members (10) were in the aircraft at time of ditching.
11. Where were they in aircraft? Bombardier & Radio Operator was in the back of the ship with other crewmen except Pilot, Co., Eng. & Navigator who were at the Flight Deck.
12. What was their condition? No one prior to ditching was hurt. After ditching, I found R. Operator seriously hurt as well as Eng. Rest of us were slightly injured.
13. When, where, and in what condition did you last see any members not already described above? Left Asst. Eng. ^{R. Randolph} in plane. Could not help him as plane was sinking and he pinned in by the wall of the plane structure. Eng. Kyrmas picked me up in life raft containing Pilot. Picked up Bom. & B. Sumner next & finally R. Operator. Latter claims Asst. Eng. Wayne F. East disappeared after a wave past over him (R. Op.) Co-Pilot died at controls (statement of ENG. & Pilot). Navigator died as result of Top Turret coming down upon him (ENG. Kyrmas reports).
14. Please give any similar information on personnel of any other crew of which you have knowledge. Indicate source of information. No definite knowledge.

(Any additional information may be written on the back)

OVER

Pilot: Ernest D. Latham (Texas)
Co-Pilot Wm. V. Hogan (Mass.) Missing §
Navigator: Wm. V. Luckenback (Texas) Missing §
Bombardier: Harold Kornich (N.Y.)
Engineer: Angelo Kyrmas (Pa.)
Asst. Eng. R.B. Randolph (ILL) Missing §
Asst. Eng. Wayne F. East Missing §
Rad. OP: Raby D. Ficklin (LA.)
Ball Turret OP. Freeman W. Givans (Ind)
Tail Turret OP Thom. Sullivan (N.Y.)

§: can really be classified as Killed In Action!

As a result of the crash I sustained slight injuries and also a bit of knee-trouble. The Captain in charge of the "Island of Vie" where we eventually landed mentioned that he would put the Pilot - Lt. Latham, and myself in for the people's heart. I believe his name was Captain Houlihan. I remember it for 2 main reasons: strictly Irish and his home town in Detroit, Michigan.

Upon returning to the States, I was interested in getting into Cadets and so did not mention the knee trouble which I found out to be a "teck knee", to the physical examiners. When I was in Texas (Savoys Army Air Field) I spoke to the Captain Slesinger about it with no results. Since shortly after I received for a 2nd tour of combat, I didn't press the matter while at Fort Dix N.J. getting my discharge I mentioned, in case it would give me future trouble. I was told to see Schiantrist as it was "all in my mind" during cold weather I am troubled with the knee. Please inform definitely where I can obtain information pertaining to a

Sincerely
Thomas P. Sullivan

March 13, 1945

To: Headquarters Army Air Force,
Washington 25, D. C.

Dear Sir:

Enclosed you will find the questionnaire pertaining to the crew which I was assigned to while attached to the 15th Air Force.

(2) With a few of my classmates are displaying their miniature Air Force Ensignia Wings. I've been told they also received their Identification Cards with it. (1) I would be very pleased to find out where I could obtain the same.

One student also is in the same predicament as I, concerning "walking out of enemy territory". We were in the Islands of Japan but picked up by the Jugo-Slavian Underground. (2) Are we entitled to the "Boots"?

Another question has arisen recently when a former member of the 8th Air Force told us his outfit was sending out at a nominal fee a "Review" of the Bombardment Group from the time it was organized until it was "split up". Kindly (3) let me know whether or not the 15th Air Force or the groups are planning such a Book.

Thanking you for your anticipated cooperation in answering the above

I remain

Sincerely

Thomas P. Sullivan

INDIVIDUAL CASUALTY QUESTIONNAIRE

File 6330

Name of crew member: **HOGAN, William V. JR.**
 Rank: **2nd Lt.**
 Serial number: **0-721552**
 Position: Crew (Bomber) ~~main flight (Rightman)~~: **Co-Pilot**

Did he bail out? No. Ditched in the Adriatic Sea off the Island of Lagosta.

Where? Off the Island of Lagosta, Jugo-Slavia.

If not, why not? No Order given to Bail Out but to Prepare for Ditching.

Last contact or conversation just prior to or at time of loss of plane: Last Contacted
Lt. Hogan shortly after target time. Had to leave all phone conversations at a minimum
due to electrical failure.

Was he injured? Reported by Eng. to have been killed in the actualx crashing on the water
Not injured prior to Ditching.

Where was he when last seen? At his controls by both Pilot & Eng.

Any hearsay information: None.

Source: My source of Information comes directly from the Engineer, A. Kyrmas & Pilot: LT. I
Latham

Any explanation of his fate based in part or wholly on supposition: NO.

Total number of missions of above crew member: Thirteen or 9

Dates and destinations if possible: See Laskentack, Wm A. report

INDIVIDUAL CASUALTY QUESTIONNAIRE

File 6330 . . .

Name of crew member: **LUCKENBACH, William A. JR.**
 Rank: **2nd Lt.**
 Serial number: **0-698308**
 Position: Crew (Bomber) ~~and Navigator~~: **Navigator**

Did he bail out? NO.

Where? Ditched in the Adriatic off the Island of Lagosta, Jugoslavia

If not, why not? No order given to Bail Out but to Prepare for Ditching by the Pilot;

Last contact or conversation just prior to or at time of loss of plane Didn't contact Lt. Luckenbach after target time due to electrical failure.

Was he injured? Prior to Ditching, NO. Upon crash of plane in the water, the top turret came down upon him (Report of the Eng.)

Where was he when last seen? In ditching position near the Radio Table on the flight deck.

Any hearsay information: None.

Source: Information obtained directly from the Eng. & the Pilot.

Any explanation of his fate based in part or wholly on supposition: NO.

Total number of missions of above crew member: about 12 Missions

Dates and destinations if possible: Missions included: Castel Maggiore 4-30/44;

Parma 5/13/44; Pombino 5/17/44; Ploesti 5/18/44; Faenza 5/19/44; Wollersdorf 5/24/44;

Giron 5/25/44; Mines 5/27/44; Atzgersdorf (Austria) 5/28/44; Cluz (ROMANIA)

JUNE 2nd 1944 - Ditched as a result of electrical and gas failure!

MAR 25 1946

INDIVIDUAL CASUALTY QUESTIONNAIRE

File 6320

Name of crew member: **KYRMAS, Angelo (1001)**
 Rank: **S./Sgt.**
 Serial number: **13031254**
 Position: Crew (Bomber) ~~Engineer (Engineer)~~: **Eng. Officer**

Did he bail out? Kyrmas, Angelo was returned to his outfit around June 20th and continued flights with me. Returned to the States around November.

Where? _____

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? _____

Any hearsay information: _____

Source: _____

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: _____

INDIVIDUAL CASUALTY QUESTIONNAIRE

File 6320

Name of crew member: East, Wayne F.
 Rank: S./Sgt.
 Serial number: 18119287
 Position: Crew (Bomber) ~~Navigator~~: Eng. Officer

Did he bail out? No.

Where? Ditched in the Adriatic off the island of Lagosta, Jugoslavia.

If not, why not? No order to bail out given by the Pilot. Told to prepare for ditching.

Last contact or conversation just prior to or at time of loss of plane: Last spoke to him a few minutes prior to order to prepare positions. Helped him throw out ammunition. Did not see him in the plane after the crash.

Was he injured? Prior to ditching, No.

Where was he when last seen? Last seen by Rad. Operator IN the Water. not far from the plane.

Any hearsay information: Information obtained by radio operator who was himself injured due to crash. Radio operator claims he was not far from Sgt. East while in the water.

There was a wave due to the choppy waters and Sgt. East disappeared.

Source: Report based on what Radio Operator R.D.Ficklin saw.

Any explanation of his fate based in part or wholly on supposition: Fate based on report of Sgt. Ficklin. Very probable that his Life Vest was not in working condition as he always had trouble with it. Assumed that he was injured and in a weakened condition drowned.

Total number of missions of above crew member: Thirteen

Dates and destinations if possible: See Luckenbach's, Wm A., report.

INDIVIDUAL CASUALTY QUESTIONNAIRE

File 6330

Name of crew member: RANDOLPH, Richard B.
 Rank: S./Sgt.
 Serial number: 14054057
 Position: Crew (Bomber) ~~Engineer (Engineer)~~: Eng. Gunner

Did he bail out? NO.

Where? Ditched in the Adriatic off the Island of Lagosta, Yugoslavia.

If not, why not? Order given to Bail out but to Prepare for Ditching by Pilot.

Last contact or conversation just prior to or at time of loss of plane: Speaking with him up to the very last. Helped him to get rid of ammunition. Upon cessation of plane looked around and saw that he was pinned in by the wall of the plane. Tried to free him but was unable to do so. Left him in the plane alive but pinned in. Had to leave the plane as the section was carrying me down with it.
 Was he injured? Prior to Ditching, N.G. After Crash, his neck was pinned and I knew he was injured. Unable to do anything for him.

Where was he when last seen? Facing the wall of the plane with his necked in the crotch of the ribs of the structure.

Any hearsay information: None. All definite information as I was last to see him.

Source: Information based on actual presence at scene of crash.

Any explanation of his fate based in part or wholly on supposition: NO.

Total number of missions of above crew member: Thirteen

Dates and destinations if possible: See Luckenbach, Wm A., report.

INDIVIDUAL CASUALTY QUESTIONNAIRE

File 6320

Name of crew member: **GIVANS, Freeman W.**
 Rank: **S./Sgt.**
 Serial number: **33098786**
 Position: Crew (Bomber) ~~and Pilot (Bomber)~~: **ARMED GUARD**

Did he bail out? Givans, Freeman W. was returned to his outfit June 20th, 1944 and returned to the States sometime in November.

Where? _____

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? _____

Any hearsay information: _____

Source: _____

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: _____