

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

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6589

~~REDACTED~~

~~RESTRICTED~~

Classification changed
to ~~RESTRICTED~~
by ~~_____~~ Lt. Col., AC
by P. M. BUNNAGE, Capt., AC
Date SEP 15 1946

~~REDACTED~~

~~REDACTED~~

~~CONFIDENTIAL~~

WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
WASHINGTON

6589

Classification changed
to RESTRICTED
by E. M. MUENCH Lt. Col., AC
by F. M. MUENCH Capt., AC
Date MAR 15 1948

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 AF 15TH AF
Group 464TH BOMB GP (H) Squadron 779TH BOMB SQ (H)

SPECIFY: Point of Departure PANTANELLA AIR BASE Course NIMES, FRANCE
Target NIMES, FRANCE Type of Mission BOMBING

WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:
GENERALLY CLEAR TO SCATTERED.

GIVE: (a) Date 12 JULY 1944 Time 1155 Location 43°N 04°20'E
of last known whereabouts of missing aircraft.
(b) Specify whether: (X) Last Sighted () Last Contacted by Radio
() Forced 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: ONE ENGINE WAS FEATHERED AND THE AIRCRAFT LEFT THE FORMATION. FROM ALL EXTERNAL APPEARANCES THE AIRCRAFT WAS ALRIGHT.

AIRCRAFT: Type, Model & Series R 1830-43 AAF Serial No 41-28999

ENGINES: Type, Model & Series R 1830-43 AAF Serial No (a) CP-311948
(b) SP-400208 (c) P-134539 (d) P-134524

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

(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)
<u>BROWNING 50 CAL M1</u>	<u>979825</u>	<u>979263</u>	<u>979436</u>	<u>979195</u>	<u>123673</u>	<u>979909</u>	<u>979947</u>
	<u>966449</u>		<u>980503</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	NAME IN FULL (Last Name First)	RANK	SERIAL NO	NEAREST OF KIN, RELATION- SHIP, AND ADDRESS
Pilot	<u>STROUD, HARRY A JR</u>	<u>1ST LT</u>	<u>0725371</u>	<u>SISTER MRS ELIZABETH HENSON, 3915 NO. GEORGIA ST., OKLAHOMA CITY, OKLA.</u>
CO-PILOT	<u>RAUSCH, CHARLES A. V</u>	<u>2D LT</u>	<u>0463899</u>	<u>WIFE MRS JOSEPHINE E. RAUSCH, 2909 RIDGEWOOD AVE., BALTIMORE, MD.</u>
NAVIGATOR	<u>MOREY, ROBERT D.</u>	<u>2D LT</u>	<u>0685995</u>	<u>FATHER MR HARRY F. MOREY, 717 S. LOMBARD AVE., OAK PARK, ILLINOIS.</u>
BOMBARDIER	<u>KORNICH, HAROLD (NM1) F/O</u>	<u>F/O</u>	<u>T122859</u>	<u>WIFE MRS M. KORNICH, 1229 SIMPSON ST., NEW YORK, NEW YORK.</u>
ENGINEER	<u>FAYLE, WILLIAM R.</u>	<u>T/SGT</u>	<u>18009865</u>	<u>WIFE MRS EUSEBIA FAYLE, 7020 CAPITOL AVE., HOUSTON, TEXAS.</u>
ARMORER GNR	<u>KNOWLES, GORDON W.</u>	<u>S/SGT</u>	<u>39104716</u>	<u>FATHER MR CHARLES W. KNOWLES, 6608 PALM AVE., RIVERSIDE, CALIF.</u>
ENGINEER	<u>KNOWLTON, HARRY L JR</u>	<u>S/SGT</u>	<u>11023549</u>	<u>WIFE MRS A. KNOWLTON, 3312 AVE. J., GALVESTON, TEXAS.</u>
ENGINEER	<u>LINNEMANN, RAYMOND P.</u>	<u>S/SGT</u>	<u>36475462</u>	<u>MOTHE S. LINNEMANN, 2621 MARGARET AVE., MAPLEWOOD,</u>

- ARMORER GNR HOLLINGER, DUNLOP G. S/SGT 18103973 MOTHER MRS PAULINE D. HOLLINGER, 3 NORTH BISHOP ST., SAN ANGELO, TEX.
- ARMORER GNR FAIN, GEORGE T. S/SGT 34684118 MOTHER MRS RUBY FAIN, RFD, EDISON, GEORGIA.

- 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 Day	
			by Radio	Signature
GEORGE N. CROFT	2D LT	0704418		X
JAMES E. JATHO	2D LT	0697129		X

- IF PERSONNEL ARE BELIEVED TO HAVE SURVIVED, CHECK ONE OF THE FOLLOWING:
 Parachutes were used Persons seen walking away from scene of crash
 Any other reason (specify) NO PARACHUTES WERE SEEN TO OPEN AS AIRCRAFT WAS STILL FLYING ON THREE MOTORS.
- ATTACH AS AN INCLOSURE TO THIS REPORT, EITHER AERIAL PHOTOGRAPH, MAP, CHART, OR SKETCH, SHOWING APPROXIMATE LOCATION WHERE AIRCRAFT WAS LAST SEEN.
- ATTACH, AS INCLOSURES TO THIS REPORT, EYEWITNESS DESCRIPTIONS OF CRASH, FORCED LANDING, OR OTHER CIRCUMSTANCES PERTAINING TO MISSING AIRCRAFT.
- 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 WAS MADE AS AIRCRAFT WAS STILL FLYING WHEN LAST SEEN.

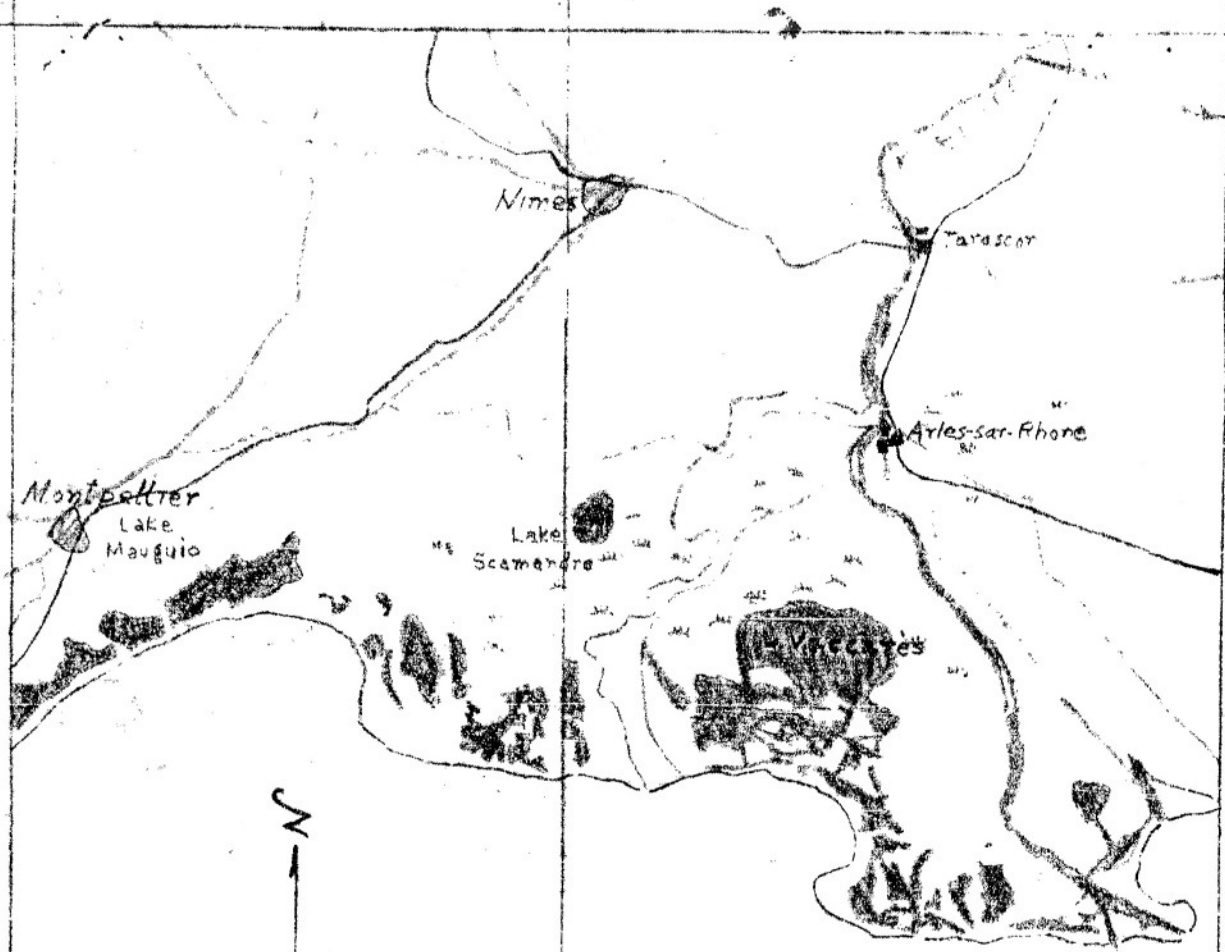
Date of this Report: 14 JULY 1944

Signature of Officer

Alderson Timmons
 ALDERSON TIMMONS,
 CAPT., AIR CORPS,
 ADJUTANT

3 Incls:

- INCL 1- STATEMENT OF LT. CROFT (OCTU).
 INCL 2- STATEMENT OF LT. JATHO (OCTU).
 INCL 3- MAP OF AREA WHERE PLANE WAS LAST SEEN (OCTU).



GULF OF LION

43° 00' N.

04° 20' E

LAST SEEN

12, JULY 1944
BOMBING OF NIMES

COORDINATES
43° 00' N. - 04° 20' E.

~~CONFIDENTIAL~~

779TH BOMBARDMENT SQUADRON (H)
APO 520 U. S. ARMY

14 JULY 1944

WE WERE RETURNING FROM THE TARGET WHEN I SAW A SHIP TURN IN THE DIRECTION OF SPAIN APPROXIMATELY 10 MINUTES AFTER LEAVING THE TARGET. THE AIRCRAFT WAS BLACK "N", FLOWN BY LT. STROUD, AND ONE ENGINE WAS FEATHERED. OUR RADIO OPERATOR WATCHED THE AIRCRAFT UNTIL IT WAS OUT OF SIGHT BUT NO MEN BAILED OUT. SHIP APPEARED TO BE UNDER CONTROL AT ALL TIMES WHILE WE COULD SEE IT.

George N. Croft
GEORGE N. CROFT, 070441B
2D LT., AIR CORPS,
779TH BOMB SQ (H)
464TH BOMB GP (H)

~~CONFIDENTIAL~~

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

779TH BOMBARDMENT SQUADRON (H)
APO 520 U. S. ARMY.

14 JULY 1944

ON THE MISSION TO SOUTHERN FRANCE, 12 JULY 1944, WE HAD JUST LEFT THE TARGET AREA FLYING IN ABLE 23 POSITION, ON THE LEFT WING OF LT. STROUD, FLYING BLACK NAN. AT THIS TIME LT. STROUD FEATHERED #1 ENGINE AND FELL BACK OF THE REST OF THE BOX AND WE ALONG WITH THE RIGHT WINGMAN FELL BACK WITH HIM AND STAYED WITH HIM APPROXIMATELY FIFTEEN MINUTES. HE WAGGLED HIS WINGS AS A SIGNAL HE WAS LEAVING FORMATION AND PEELED OFF TO THE RIGHT AND TOOK UP A HEADING THAT TO US APPEARED AS A COURSE TO SPAIN. THE WAIST GUNNER FOLLOWED HIM OUT OF SIGHT AND HE WAS STILL ON THE AFOREMENTIONED COURSE. THERE WAS NO APPARENT TROUBLE ASIDE FROM THE FEATHERED ENGINE. WE IMMEDIATELY TOOK UP OUR FORMER POSITION IN ABLE BOX.

THERE WERE NO CHUTES SEEN TO OPEN FROM LT STROUD'S PLANE.

James E. Jatho

JAMES E. JATHO, 0697129
1ST LT., AIR CORPS,
779TH BOMB SQ (H)
464TH BOMB GP (H)

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

~~SECRET~~

6589

ESCAPE STATEMENT, Morey, Robert D., 2nd Lt., (Ref: USA/SKP/75) Contd.

APPENDIX F

When Sources left ALHAMA Camp on 23 Sept. '44 there were no other American or Allied Internees.

Five from their own crew:-

1st Lt., Stroud
1st Lt., Hausch
T/Sgt., Feyle
S/Sgt., Linneman
Sgt., Monk.

were left in Madrid instructing Spanish aviators on the P-24.

S/Sgt., Knowlton
Lt., W. Yokum
S/Sgt., F. D. Chavez
Sgt., A. Moeborg (?)

Were left in Barcelona, to inspect damage to two P-24's.

All reported by American Consulate to be leaving the country for Italy on 29 Sept. '44.