

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

7295

~~RESTRICTED~~

Classification changed
to ~~RESTRICTED~~
by E. A. BRADY, Lt. Col., AO
by F. H. HENSON, Capt., AO
Date MAR 15 1948

~~RESTRICTED~~

Classification changed

by E. A. BRADUNAS, Lt. Col., AO

by F. M. NURDICH, Capt., AO

Date 15 1948

WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
WASHINGTON

7295
7295

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 AP0 520, U. S. ARMY Command or AF 15th Air Force
Group 464th Bombardment Group (H) Squadron 776th Bombardment Sq (H).

SPECIFY: Point of Departure AAB, Pantanella, Italy Course ME
Target Elechhammer Type of Mission Bombing
Synthetic Oil Plant, Germany

WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:
Weather - Fair. Visibility - Unlimited.

GIVE: (a) Date 7 August 1944 Time 1407 Location 43° 28' N - 16° 8' 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 () Other circumstances as follows: Unknown

AIRCRAFT: Type, Model & Series B-24 G AAF Serial No 42-78317

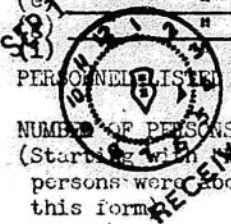
ENGINES: Type, Model & Series R-1830-65 AAF Serial No (a) EP-432194
(b) EP-432333 (c) EP-432481 (d) EP-432125

INSTALLED WEAPONS: (Furnish below Make, Type, and Serial Number)
(a) Browning MG-M2-Cal .50 967569 (b) Browning MG-M2-Cal .50 374769
(c) " " " 968020 (d) " " " 972495
(e) " " " 1248699 (f) " " " 978989
(g) " " " 985205 (h) " " " 985393
(i) " " " 968033 (j) " " " 985282

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

NUMBER OF PERSONS ON BOARD 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	NEXT OF KIN, RELATIONSHIP, AND ADDRESS
Pilot	<u>Roode, Richard L.</u>	<u>1st Lt.</u>	<u>[REDACTED]</u>	<u>Mrs. Lois Alta Roode (Mother)</u> RTD <u>Liberty Street, Middleton, Mississippi.</u>
Co-Pilot	<u>Marshall, McCord</u>	<u>1st Lt.</u>	<u>[REDACTED]</u>	<u>Mrs. Marvena H. Marshall (Wife)</u> RTD <u>802 East 2nd North, Logan, Utah.</u>
Navigator	<u>McMunigle, Francis M.</u>	<u>1st Lt.</u>	<u>[REDACTED]</u>	<u>Mr. R. Wead McMunigle (Father)</u> RTD <u>Jamestown, Pennsylvania.</u>
Bombardier	<u>Roberts, William M.</u>	<u>1st Lt.</u>	<u>[REDACTED]</u>	<u>Mr. William Roberts (Father)</u> RTD <u>Mullett Lake, Michigan.</u>
Rad-Oper-Gun.	<u>Lukes, Henry J.</u>	<u>T/Sgt.</u>	<u>[REDACTED]</u>	<u>Mr. Anton Lukes, (Father)</u> RTD <u>Bridge Street, New Lisbon, Wisconsin.</u>
Engineer Gun.	<u>Bennett, Lee R.</u>	<u>T/Sgt.</u>	<u>[REDACTED]</u>	<u>Mrs. Nonie J. Bennett (Mother)</u> RTD <u>Route #1, Burlington, North Carolina.</u>
Ball Gunner	<u>Mazur, Rudolph J.</u>	<u>S/Sgt.</u>	<u>[REDACTED]</u>	<u>Mrs. Emma Mazur (Mother)</u> RTD <u>2205 Penn Avenue, Pittsburgh, Pennsylvania.</u>
Tail Gunner	<u>Weinhard, Gerald A.</u>	<u>S/Sgt.</u>	<u>[REDACTED]</u>	<u>Mrs. Clara M. Weinhard (Wife)</u> RTD <u>168 Wallington Avenue, Rochester, New York.</u>



333

CONFIDENTIAL

147274

FORM 1 244 1 10 2752

Waist Gunner Mitchell, Russell G. S/Sgt. 24622062 Mrs. Doris C. Mitchell (Wife) RAT
1412 Washington Avenue, Greenville, Mississippi.
 Nose Gunner Petty, William C. S/Sgt. 24622062 Mrs. Ollie M. Petty (Mother) RTD
1646 Easton Street, Tulsa, Oklahoma.

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
<u>WILLIAM W. LEE</u>	<u>2d Lt.</u>	<u>[REDACTED]</u>		<u>X</u>	
<u>RAYMOND J. FARQUHAR JR.</u>	<u>2d Lt.</u>	<u>[REDACTED]</u>		<u>X</u>	

2. 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) Plane was under very good control at time last being sighted.
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 could be made due to group formation being over enemy territory.

Date of this Report: 8 August 1944.

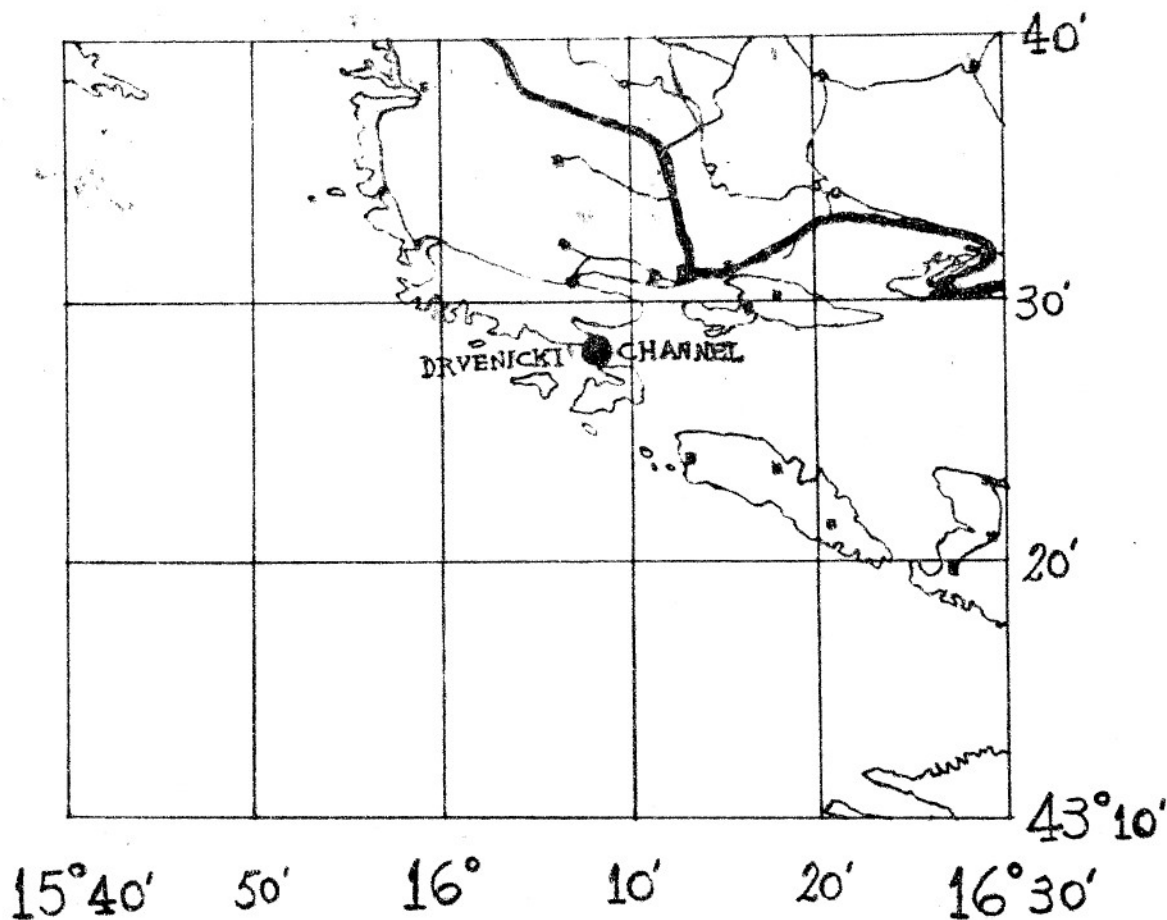
Signature of Officer: William H. Reddell
WILLIAM H. REDDELL,
 Major, Air Corps,
 Commanding.

- 3 Incls:
- Incl 1 - Sketch of approx position ship was last sighted
 - Incl 2 - Eye Witness report of 2d Lt. LEE
 - Incl 3 - Eye Witness report of 2d Lt. FARQUHAR

CONFIDENTIAL

1st Lt. Francis M. McMunigle	Mr. Robert M. McMunigle (father) Jamestown, Pennsylvania.
1st Lt. McCord Marshall	Mrs. Marvona H. Marshall (wife) 806 East 2nd Street, Logan, Utah.
1st Lt. Richard L. Hoode	Mrs. Lois A. Hoode (mother) Liberty Street, Middleton, Massachusetts.
1st Lt. William M. Roberts	Mr. William Roberts (father) Mullett Lake, Michigan.
T/Sgt. Lee R. Bennett	Mrs. Neale J. Bennett (mother) Route Number One, Burlington, North Carolina.
T/Sgt. Henry J. Lakes	Mrs. Louise Kallies (sister) New Lisbon, Wisconsin.
S/Sgt. William C. Petty	Mrs. Ollie M. Petty (mother) 1846 East Easton Street, Tulsa, Oklahoma.
S/Sgt. Rudolph J. Marur	Mrs. Emma Marur (mother) 3200 Penn Avenue, Pittsburgh, Pennsylvania.
S/Sgt. Gerald A. Meinhard	Mrs. Clara M. Meinhard (wife) 188 Wallington Avenue, Rochester, New York.
S/Sgt. Russell G. Mitchell	Mrs. Doris C. Mitchell (wife) 1412 Washington Avenue, Greenville, Mississippi.

~~CONFIDENTIAL~~



● INDICATES AREA WHERE LT. ROODE'S CREW WAS LAST SIGHTED).

BEARING = 43°28' N. 16°08' E.

YUGOSLAVIA

~~CONFIDENTIAL~~

Sub 1

~~CONFIDENTIAL~~

C E R T I F I C A T E

I was flying as Pilot on Ship #479, in Baker 23 Position. We were straggling behind the group formation before reaching the target.

We dropped our bombs on the target and then returned to the formation about 10 minutes after leaving the target. At the time we caught up with our formation I noticed Lt. Roode's ship flying unsteadily. He was then flying in Baker 21 position. His ship was in front of ours and still trying to keep in the formation.

I noticed at the time that he retracted his Sperry Ball. A few moments later I noticed his crew throwing flak suits, ammunition belts and personal equipment out of the ship.

About an hour and a half from the target, Lt. Roode's ship began to fall behind the formation and was gradually losing altitude, though he still was flying unsteadily he apparently had the ship under control.

When Lt. Roode's ship started to fall behind the formation, I also slowed up slightly in order to keep him under observation. I thought after awhile that Lt. Roode's ship would not be able to make the formation again so I pulled away from him and took his place in the formation. I directed other members of my crew to try and keep his ship under observation and they reported seeing him still losing altitude and finally disappearing into the clouds below.

All during my observation of Lt. Roode's ship I could not observe any chutes blossom from his ship.

William W. Lee
WILLIAM W. LEE,
2d Lt., Air Corps,
[REDACTED], Pilot, B-24 Plane #479,
776th Bomb Sq-464th Bomb Gp (H),
APO 520, U. S. ARMY.

Lee

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

C E R T I F I C A T E

I was flying as Navigator on Ship #417 in Baker box 23 Position. The first time I noticed anything wrong with Lt. Roode's ship was when he retracted the Sperry Ball. I expected some sort of trouble from him so I kept my eyes on him.

At about 1310, approximately an hour and a half from the target I noticed his crew throwing out from both waist windows, flak suits, ammunition and bits of other removable equipment. About the same time he started to fall back out of group formation.

We started to slow down also in order to keep him in our sight as long as possible but after a few moments we realized he would not be able to regain his position in the formation so we pulled away from him and went back into his position in the formation.

All during my observation of his ship I could plainly see that all his engines were turning, none being feathered. We were not with Lt. Roode's ship while over the target so I could not determine just what had caused Lt. Roode's ship to drop behind the formation.

At 1322, an hour and 55 minutes from the target, Lt. Roode's ship passed underneath the clouds and out of my line of vision.

I ascertain his altitude at that time to be about 13,000 feet.

Raymond J. Farquhar Jr.
RAYMOND J. FARQUHAR JR.,
2d Lt., Air Corps, ~~000000~~,
Navigator, B-24 Plane #417,
776th Bomb Sq-464th Bomb Gp (H),
APO 520, U. S. ARMY.

4

~~CONFIDENTIAL~~