

CONFIDENTIAL

RESTRICTED

Classification changed  
to RESTRICTED  
by E. A. Brandunas, Lt. Col., AC  
by F. M. Muench, Capt., AC  
Date OCT 15 1945

CONFIDENTIAL

1 <sup>st</sup> Lt. Waslaw J. Chilmonczyk	Mr. Walerian Zurowski, (Uncle) 2 North Pine Street, Salem, Massachusetts
2 <sup>nd</sup> Lt. Belton B. Williams, Jr.	Mrs. Madie N. Williams, (Mother) 1614 Creswell Street, Shreveport, Louisiana.
T/Sgt. Tony A. Aliseo	Mrs. Mary Aliseo, (Mother) 1311 Richmond Avenue New York, New York.
Lt. Col. Sylvan D. Hand	Mrs. Annie May H. Hand, (Wife) 524 Graymont, Columbia, South Carolina.

1 <sup>st</sup> Lt. Waslaw J. Chilmonczyk	Mr. Walerian Zurowski, (Uncle) 2 North Pine Street, Salem, Massachusetts
2 <sup>nd</sup> Lt. Belton B. Williams, Jr.	Mrs. Madie N. Williams, (Mother) 1614 Creswell Street, Shreveport, Louisiana.
T/Sgt. Tony A. Aliseo	Mrs. Mary Aliseo, (Mother) 1311 Richmond Avenue New York, New York.
Lt. Col. Sylvan D. Hand	Mrs. Annie May H. Hand, (Wife) 524 Graymont, Columbia, South Carolina.

A/C S/N 41-29453

CONFIDENTIAL

779<sup>th</sup> BOMBARDMENT SQUADRON (H)  
464<sup>th</sup> BOMBARDMENT GROUP (H)  
APO 520 U.S.ARMY

MISSING AIR CREW REPORT

1. ORGANIZATION: Location PANTANELLA Command or Air Force: 15th AF, Group 464<sup>th</sup> B GRP: Squadron 779<sup>th</sup> BOMB SQ.: Detachment NONE
2. SPECIFY: Point of Departure GIOIA AIR BASE, Course PARMA, ITALY, Intended Destination PARMA, ITALY, Type of Mission BOMBING,
3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF \*\*\*\*\* WHEN LAST REPORTED. CLEAR.
4. GIVE: (a) Date 2 MAY 1944; Time 1220; and Location 44°18'N-9°58'E of last known whereabouts of missing \*\*\*\*\*. CREW MEMBERS  
(B) Specify whether ( ) Last Sighted: ( ) Last contacted By radio: ( ) Forced down: (X) Seen to XXXXX: COLLIDE ( ) Information not available. AND 3 CREW MEMBERS BAILED OUT.
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: NOT APPLICABLE
6. AIRCRAFT: Type, Model and Series NOT APPLICABLE No. -
7. ENGINES: Type Model and Series NOT APPLICABLE No. (a) -  
(b) NOT APPLICABLE (c) NOT APPLICABLE (d) NOT APPLICABLE
8. INSTALLED WEAPONS: (Furnish below Make, Type and Serial Number)  
(a) NOT APPLICABLE; (b) NOT APPLICABLE; (c) NOT APPLICABLE  
(e) NOT APPLICABLE; (f) NOT APPLICABLE; (g) NOT APPLICABLE
9. THE PERSONS LISTED BELOW WERE REPORTED AS: (A) Battle Casualty, BATTLE CASUALTIES or (b) Non-Battle Casualty
10. 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 aircraft list similar particulars on separate sheet and attach original to this form).

<u>CREW POSITION</u>	<u>Name in Full (LAST NAME FIRST)</u>	<u>RANK</u>	<u>Serial Number</u>	
1. <u>NAVIGATOR</u>	<u>CHILMONCZYK, WACLAW J</u>	<u>1<sup>st</sup> LT</u>	<u>0732629</u>	<u>RTD</u>
2. <u>BOMBARDIER</u>	<u>WILLIAMS, BELTON B.</u>	<u>2<sup>nd</sup> LT</u>	<u>0744563</u>	<u>RTD</u>
3. <u>ENGINEER GNR</u>	<u>ALISEO, TONY A.</u>	<u>T/SGT.</u>	<u>12050393</u>	
*4. <u>CO-PILOT</u>	<u>HAND, SYLVAN D. (HQ DET)</u>	<u>LT COL</u>	<u>0-22807</u>	<u>RTD</u>
5. <u>THE FOLLOWING OFFICER AND EM LANDED THEIR SHIP AT CORSICA</u>				
6. <u>AND RETURNED TO THEIR HOME BASE THE SAME DATE:</u>				

\* HQ. DET & NOT 779<sup>TH</sup>

7.	<u>PILOT</u>	<u>WINGFIELD, ROBERT L.</u>	<u>CAPT.</u>	<u>0789225</u>
8.	<u>ASST. ENG GNR</u>	<u>GARVER, ALBERT M.</u>	<u>T/SGT.</u>	<u>35118639</u>
9.	<u>ENG GNR</u>	<u>JUNKINS, GERALD W.</u>	<u>S/SGT.</u>	<u>16030168</u>
10.	<u>RO GNR</u>	<u>GEBADLO, THOMAS E.</u>	<u>T/SGT.</u>	<u>13061013</u>
11.	<u>ARMORER GNR</u>	<u>BORODAJIEWICZ, MICHAEL B</u>	<u>S/SGT.</u>	<u>12066849</u>
12.	<u>ENG GNR</u>	<u>MOLDENHAUER, THEODORE G.</u>	<u>T/SGT.</u>	<u>18001470</u>

CONFIDENTIAL

Incl #1

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11. IDENTIFY BELOW THOSE PERSONS WHO ARE BELIEVED TO HAVE LAST KNOWLEDGE OF AIRCRAFT, AND CHECK APPROPRIATE COLUMN TO INDICATE BASIS FOR SAME:

Name in Full (Last Name First)	RANK	Serial Number	Check only one column.	
			Contacted by/Last Radio	Sighted
1. HENDERSON, HAROLD W.	2D LT	0698710	SAW NOTHING BUT 3 CHUTES	
2. FELDT, ALBERT J.	2D LT	0687572		
3. JUNKINS, GERALD W.	S/SGT	16030168		
4. AYLESWORTH, RICHARD B	S/SGT	37550515	SAW NOTHING BUT 3 CHUTES	
5. BORODAJKIEWCZ, MICHAEL	S/SGT	12066849		
6. GEBADLO, THOMAS E.	T/SGT	13061013	SAW NOTHING	
7. BAKER, ROBERT L.	S/SGT	14125372	SAW NOTHING	
			SAW <del>XXXXX</del> COLLISION	
			SAW NOTHING BUT 3 CHUTES	
			X	
			X	
			SAW NOTHING BUT 3 CHUTES	
			X	
			SAW NOTHING	
			SAW NOTHING	

12. IF PERSONNEL ARE BELIEVED TO HAVE SURVIVED, ANSWER YES TO ONE OF THE FOLLOWING STATEMENTS: (a) Parachutes were used YES 3 ; (b) Persons were seen walking away from scene of crash \_\_\_\_\_; or (c) Any other reason (Specify) \_\_\_\_\_
13. ATTACH AERIAL PHOTOGRAPH, MAP CHART, OR SKETCH, SHOWING APPROXIMATE LOCATION WHERE AIRCRAFT WAS LAST SEEN.
14. ATTACH EYEWITNESS DESCRIPTION OF CRASH, FORCED LANDING, OR OTHER CIRCUMSTANCES PERTAINING TO MISSING AIRCRAFT.
15. ATTACH A DESCRIPTION OF THE EXTENT OF SEARCH, IF ANY, AND GIVE NAME, RANK, AND SERIAL NUMBER OF OFFICER IN CHARGE HERE  
NO SEARCH MADE. PLANE LANDED AT CORSICA

Date of report 7 MAY 1944

/s/ Arthur E. Chambers /s/  
ARTHUR E. CHAMBERS,  
CAPT., AIR CORPS,  
UNIT COMMANDER

8 INCLS:

- INCL 1 - STATEMENT OF LE. HAROLD W. HENDERSON
- INCL 2 - STATEMENT OF LT. ALBERT J. FELDT
- INCL 3 - STATEMENT OF S/SGT. GERALD W. JUNKINS
- INCL 4 - STATEMENT OF S/SGT. RICHARD B. AYLESWORTH
- INCL 5 - STATEMENT OF S/SGT. MICHAEL BORODAJKIEWCZ
- INCL 6 - STATEMENT OF T/SGT. THOMAS E. GEBADLO
- INCL 7 - STATEMENT OF S/SGT. ROBERT L. BAKER
- INCL 8 - MAP OF AREA WHERE PLANE FELL.

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

779<sup>TH</sup> BOMBARDMENT SQUADRON (H)  
APO 520 U. S. Army

28 May 1944

SUBJECT: Transmittal of Missing Air Crew Report.

TO : Commanding General, 15<sup>th</sup> Air Force, APO 520,  
U. S. Army.

1. Transmitted herewith is the Missing Air Crew Report on crew assigned to this Squadron reported missing in action as of 2 May 1944, on a mission bound for Parma, Italy.

1 <sup>st</sup> Lt.	CHILMONCZYK, Waclaw J.	0732620
2d Lt.	WILLIAMS, Belton B.	0744563
T/Sgt.	ALISEO, Tony A.	12050393
Lt. Col.	HAND, Sylvan D. (Hq Det 464 <sup>th</sup> )	022807

THE FOLLOWING NAMED OFFICER AND EM LANDED PLANE  
AT CORSICA AND RETURNED TO BASE:

Capt.	WINGFIELD, Robert L.	0789225
T/Sgt.	GARVER, Albert M.	35118639
S/Sgt.	JUNKINS, Gerald W.	16030168
T/Sgt.	GEBADLO, Thomas E.	13061013
S/Sgt.	BORODAJIEWICZ, Michael B.	12066849
T/Sgt.	MOLDENHAUER, Theodore G.	18001470

2. Subject personnel, with the exception of EM and officers who landed plane at Corsica, are Battle Casualties as defined by paragraph 2, Section II, Circular 10, NATOUSA, dated 24 January 1944.

3. Battle Casualty report forwarded to your Headquarters 5 May 1944.

For the Commanding Officer:

/s/ Arthur E. Chambers /s/  
ARTHUR E CHAMBERS,  
Capt., Air Corps,  
Executive Officer

1 incl:

Incl 1 - MAC Rpt, Lts. Chilmonczyk, Williams  
Lt. Col. Hand, T/Sgt. Aliseo,  
7 May 1944, w/ 8 incls (sent)

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



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

Classification changed  
to RESTRICTED  
by E. A. Brandunas, Lt. Col., AC  
by F. M. Muench, Capt., AC  
Date OCT 15 1945

704 1st Ind. C-wdc-14  
Hq 55<sup>th</sup> Bomb Wing (H), APO 520, U. S. Army, 30 May 1944

TO: CG, 15<sup>th</sup> AF, APO 520, U. S. Army.

Battle Casualty report forwarded 7 May 1944.

For the Wing Commander:

/s/ E. M. O'Reilly /s/  
E. M. O'Reilly,  
Capt, Air Corps,  
Actg Adj

1 Incl: (quint)

AG 704 2<sup>nd</sup> Ind. GP-hm/gow  
HQ, FIFTEENTH AIR FORCE, APO 520, 10 June 1944

TO: CG, NATOUSA, APO 534. Attn: Casualty Branch, AGD

Personnel included in attached MAC Report were processed on consolidated BCR L-74, dated 10 May 1944, which was forwarded to the 30<sup>th</sup> MRU, 10 May 1944.

For the Commanding General:

/s/ Harold B. Neely /s/  
HAROLD B. NEELY,  
Major, AGD,  
Assistant AG.

1 Incl:  
Incl 1 (dup)

Incl #6

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

779<sup>TH</sup> BOMBARDMENT SQUADRON (H)  
APO 520 U. S. ARMY

I WAS OPERATING THE NOSE TURRET AT THE TIME OF THE ACCIDENT WHICH I PLACED AT 1220. I DID NOT SEE THE ACCIDENT.

LATER AFTER RECOVERING FROM THE STALL, I SAW A CLUSTER OF 3 CHUTES OPEN AND DRIFT IN THE DIRECTION OF LA SPECIA. I PIN POINTED THE POSITION OF THE CHUTES AT 44° 09° 50' E.

POSITION IN FORMATION F #23 IN SHIP #458.

/s/ Harold W. Henderson /s/  
2d LT. HAROLD W. HENDERSON, O-698710  
779<sup>TH</sup> BOMB SQ (H) 464<sup>TH</sup> BOMB GP (H)

779<sup>TH</sup> BOMBARDMENT SQUADRON (H)  
APO 520 U. S. ARMY

ON 2 MAY 1944, I FLEW POSITION 21 IN ABLE BOX. WE WERE TO BOMB PARMAR, ITALY. JUST AFTER WE TURNED TOWARD THE IP, CAPT. WINGFIELD'S SHIP #543 SLID ACROSS ABLE 11 AND COLLIDED WITH LT. SAMSON'S #454 FLYING ABLE 13. HIS NOSE STRIKING THE TAIL SURFACE OF #454. THIS WAS THE LAST I SAW OF EITHER SHIP AND I CONTINUED IN THE FORMATION.

/s/ Lt. Albert J. Feldt /s/  
2D LT. ALBERT J. FELDT, O-687572  
779<sup>TH</sup> BOMB SQ. (H) 464<sup>TH</sup> BOMB GP (H)

779<sup>TH</sup> BOMBARDMENT SQUADRON (H)  
APO 520 U. S. ARMY

I WAS IN MY TURRET WHICH IS THE LOWER BALL. WE WERE ON THE WAY TO THE TARGET WHICH WAS AT PARMAR, ITALY. WE WERE APPROXIMATELY SEVEN MINUTES FROM THE TARGET. I HAD MY TURRET POINTED AT 12 O'CLOCK AND OVER THE EARPHONE I HEARD SOMEONE SAY, WHICH SOUNDED LIKE A FIGHT, AND ABOUT THAT TIME I NOTICED THIS PLANE #454 COMING UP ALONG SIDE ON THE LEFT AND WAS VERY CLOSE. HE WAS COMING UP ALONG SIDE AND I FIGURED WE WERE GOING TO HIT, SO I STARTED TO GET OUT OF THE TURRET. WHEN I WAS ABOUT HALF WAY OUT, THIS PLANE #454 AND OUR OWN HIT. SHORTLY AFTER THAT I HEARD THE ONE LONG BLAST ON THE ALARM BELL, SO I FINISHED GETTING OUT OF THE TURRET, GRABBED MY CHUTE PAKC, WHICH WAS LAYING ON THE COMMAND DECK. I PULLED OFF MY OXYGEN MASK AND QUICKLY SNAPPED THE PACK TO MY HARNESS AND HEADED FOR THE REAR ESCAPE HATCH. WHEN I GOT THERE I OPENED THE DOOR AND WAS ABOUT TO JUMP WHEN I FELT THE SHIP LEVEL OUT AND SO I HESITATED WHILE THE FLAK WAS BURSTING OUTSIDE, I NOTICED THREE FORMS PASS BENEATH THE PLANE WATCHING THRU THE BOTTOM HATCH.

/s/ S/Sgt. Gerald W. Junkins /s/  
S/SGT. GERALD W. JUNKINS, 16030168  
779<sup>TH</sup> BOMB SQ. (H) 464<sup>TH</sup> BOMB GP (H)

779<sup>TH</sup> BOMBARDMENT SQUADRON (H)  
APO 520 U. S. ARMY

ON MAY 2, 1944, OUR TARGET WAS PALMAR ITALY. I WAS FLYING BEHIND THE LEAD SHIP. THE LEAD SHIP TURNED SHARPLY TO THE RIGHT AND THE RIGHT SHIP MOVED OVER TO THE LEAD SHIP. HE FLEW OVER-HEAD OF OUR SHIP, AND THE COMPLETE FORMATION TRIED TO FOLLOW THE LEAD SHIP. LT. SAMSON'S SHIP, WAS FLYING TO THE LEFT REAR OF US, AND WAS TRYING TO FOLLOW FORMATION. CAPT WINGFIELD'S SHIP CAME OVER US TO TAKE THE LEAD BUT ALL SHIPS WERE BEARING TO THE RIGHT. ISAW THREE CHUTES OPEN FROM CAPT. WINGFIELD'S SHIP. IN MY OPINION, NO ONE COULD HAVE BAILED OUT OF LT. SAMSON'S SHIP. THE CHUTES DRIFTED INLAND.

/s/ Richard Aylesworth /s/  
S/SGT. RICHARD AYLESWORTH, 37550515  
779<sup>TH</sup> BOMB SQ. (H) 464<sup>TH</sup> BOMB GP (H)

779<sup>TH</sup> BOMBARDMENT SQUADRON (H)  
APO 520 U. S. ARMY

I, S/SGT, MICHAEL BORODAJIEWICZ, WAS THE NOSE GUNNER ON ONE OF THE SHIPS THAT COLLIDED IN MID-AIR SEVEN MINUTES FROM THE TARGET. AFTER THE COLLISION HAPPENED I FORCED MYSELF OUT OF THE TURRET WITH THE HELPOF LT. B. B. WILLIAMS, MY BOMBARDIER. THEN WHEN I WAS AT THE BOMBARDIER'S POSITION LT. W. J. CHILMONCZYK, NAVIGATOR OF OUR SHIP, PULLED THE RELEASE HATCH OPEN AND BAILED OUT. I SAW HIS CHUTE OPEN. THEN LT. B. B. WILLIAMS SEEING I WAS OUT OF THE TURRET BAILED OUT AND HIS CHUTE OPENED. I THEN GOT READY TO BAIL OUT WHEN THE SIP BEGAN TO STRAIGHTEN OUT, ALSO SAW SOMEONE'S FEET OUT OF THE FLIGHT DECK; SO I DECIDED THAT I WOULD GO OUT THE BOMB BAY, AND SEE WHO WAS STILL ON THE FLIGHT DECK. I FOUND OUR RADIO OPERATOR AND PILOT ON DECK. PILOT WAS FIGHTING THE SHIP TO BRING IT IN TO CONTROL WHICH HE DID. IT HAPPENED ALL SO QUICK, THAT I DIDN'T HAVE TIME FOR ANY OBSERVATION. ALL I HEARD WAS SOMEONE SAY "THERE IS A SHIP SLIDING IN", OVER THE INTERPHONE, AND I SAW THIS RUDDER COMING AT ME. I GOT A GOOD JOLT; THEN AFTER THE RIGHT RUDDER BROKE AWAY FROM THE SHIP, THE LEFT RUDDER HIT US AGAIN AND THEN THAT SHIP WENT DOWN RIGHT UNDER OURS. THE RIGHT RUDDER WAS HOOKED ON TO MY LEFT GUN, WHICH CAPT. WINGFIELD LANDED WITH. AT THE SAME MOMENT THE COLLISION HAPPENED SOMEONE CALLED OVER THE INTERPHONE, "ENEMY FIGHTER COMING". AFTER THE COLLISION HAPPENED AND BOTH SHIPS WERE IN A DIVE, THE ENEMY STARTED TO SEND UP FLAK WHICH WAS BAD BUT AFTER MY PILOT GOT THE SHIP UNDER CONTROL, HE MANEUVERED HER BEAUTIFULLY OUT OF THE FLAK. THAT'S ABOUT ALL I OBSERVED.

/s/ S/Sgt. Michael Borodajewicz /s/  
S/SGT. MICHAEL BORODAJIEWCZ, 12066849  
779<sup>TH</sup> BOMB SQ. (H) 464<sup>TH</sup> BOMB GRP (H)

779<sup>TH</sup> BOMBARDMENT SQUADRON (H)  
APO 520 U. S. ARMY

ON 2 MAY 1944 ON A BOMBING MISSION TO WEST PARMA. I, T/SGT THOMAS E. GEBADLO, WAS IN A PLANE IN THE MID-AIR COLLISION. BEING THE RADIO OPERATOR I WAS ON THE FLIGHT DECK BEHIND THE CO-PILOT. I FELT AN AWFUL JAR AND THE UPPER TURRET GUNNER T/SGT. TONY ALISEO, DROPPED DOWN ON THE FLIGHT DECK, PUT HIS PACK ON, OPENED UP THE BOMB BAY DOORS AND JUMPED. I DID NOT SEE THE CHUTE OPEN. I HAD MY PACK ON AND LOOKED BACK TO SEE IF THE CO-PILOT WAS COMING. I SAW THE CO-PILOT GO OUT THRU THE ESCAPE DOOR IN THE UPPER HATCH. I WAS READY TO GO BUT THE PILOT WAS NOT MOVING SO I THOUGHT HE WAS INJURED. I WENT BACK TO SEE WHAT WAS THE MATTER AND SEE IF I COULD BE OF ANY ASSISTANCE. I FIND PILOT, CAPT WINGFIELD, HIS SHIP UNDER CONTROL. AND HE TELLS ME WE WILL BE ALRIGHT. AN HOUR LATER WE LANDED AT AN ARMY AIR BASE.

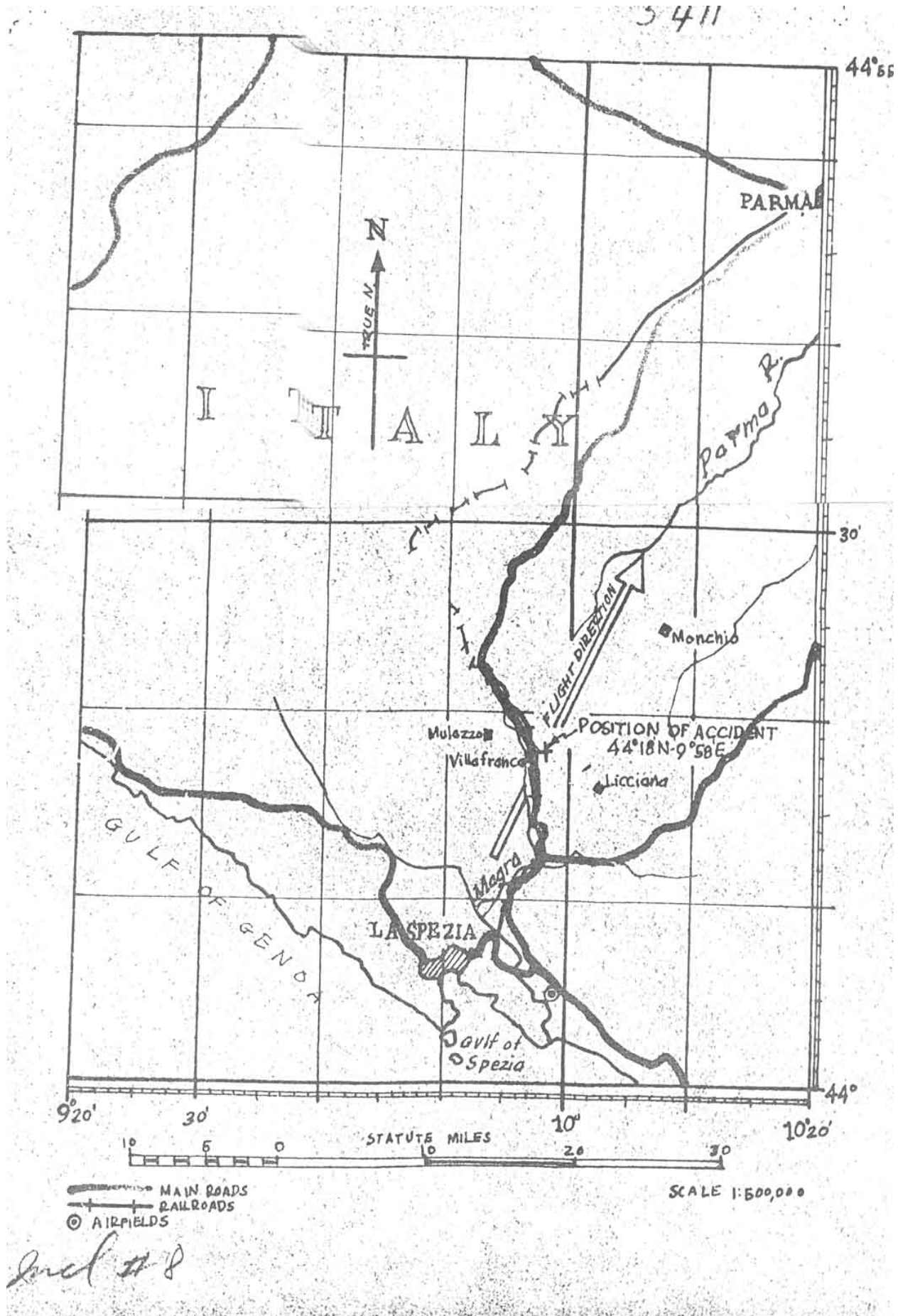
/s/ T/Sgt Thomas Gebadlo /s/  
T/SGT. THOMAS GEBADLO, 13061013  
779<sup>TH</sup> BOMB SQ (H) 464<sup>TH</sup> BOMB GP (H)

779<sup>TH</sup> BOMBARDMENT SQUADRON (H)  
APO 520 U. S. ARMY

ON MAY 2, 1944 OUR TARGET WAS PARMAR, ITALY. I WAS FLYING BEHIND THE LEAD SHIP. THE LEAD SHIP TURNED SHARPLY TO THE RIGHT AND THE RIGHT SHIP MOVED OVER TO THE LEAD SHIP. HE FLEW OVERHEAD OF OUR SHIP, AND THE COMPLETE FORMATION TRIED TO FOLLOW THE LEAD SHIP. LT SAMSON'S SHIP WAS FLYING TO THE LEFT REAR OF US AND WAS TRYING TO FOLLOW FORMATION. CAPT WINGFIELD'S SHIP CAME OVER TO TAKE THE LEAD BUT ALL SHIPS WERE BEARING TO THE RIGHT. IN MY OPINION NO MEMBER OF THE CREW WOULD SURVIVE BECAUSE OF THE TERRIFIC RATE OF SPEED THE PLANE WENT DOWNWARD.

/s/ S/Sgt Robert L. Baker /s/  
S/SGT. ROBERT L. BAKER, 14125372  
779<sup>TH</sup> BOMB SQ (H) 464<sup>TH</sup> BOMB GRP (H)





**HEADQUARTERS ARMY AIR BASE  
OFFICE OF THE BASE COMMANDER**

MacDill Field, Florida

4 March 1946.

SUBJECT: Casualty Information of Crews.

TO: Commanding General, Army Air Forces, Washington 25, D.C.  
ATTN: AFPPA-8

1. Reference AFPPA-8 and receipt of Individual Casualty Questionnaire concerning Aliseo, Tony A., Tech Sergeant, ASN 12050393, file number 5411. The undersigned has previously filled out two (2) or three (3) Casualty Questionnaires and believes that the following additional information may throw some light on the fate of Sergeant Aliseo.

2. On 6 November 1944, the wife of the undersigned received a letter from Lt. Walt J. Chilmanczyk, a portion of which is quoted here: "So Sergeant Aliseo and I started moving south and finally, after 4½ months, we made it".

3. It was at the end of the 4½ months' period referred to by Lt. Chilmanczyk that he made it back to Allied territory. I assume from his reference that Sgt. Aliseo was with him at that time.

4. Lt. Chilmanczyk has been requested this date to further clarify the statement he made in his original letter at which time the information will be forwarded to your office.

/s/ Sylvan D. Hand /s/  
SYLVAN D. HAND  
Lt. Colonel, Air Corps  
Base Executive Officer

**HEADQUARTERS ARMY AIR BASE  
OFFICE OF THE BASE COMMANDER**

MacDill Field, Florida

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TO: Commanding General, Army Air Forces, Washington 25, D.C.  
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4. Lt. Chilmanczyk has been requested this date to further clarify the statement he made in his original letter at which time the information will be forwarded to your office.

SYLVAN D. HAND  
Lt. Colonel, Air Corps  
Base Executive Officer

INDIVIDUAL CASUALTY QUESTIONNAIRE

Name of crew member: Aliseo, Tony A.  
Rank: T/Sgt.  
Serial number: 12050393  
Position: Crew (Bomber) ~~or Flight (Fighter)~~ : Engineer-Gunner

Did he bail out? Yes.-

Where? Over a small town, named Vallafrance, Italy (north of Genoa

If not, why not? \*\*\*\*\*

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

Was he injured? No.-

Where was he when last seen? After return to US, at Atlantic City, N  
\*\*\*

Any ~~hearsay~~ information? T/Sgt Aliseo made his way back to US lines and  
crossed the front line with me 9 Sept. 1944 in the vicinity of Lucca, Italy.

We reported to Hdqs 15<sup>th</sup> Air Force in Bari on 12 Sept. 1944. T/Sgt Aliseo  
returned with me aboard the same transport to the US on 22 October 1944. I  
him 2 mo. Later at Atlantic City N.  
Source: -the undersigned.-

Any explanation of his fate based in part or wholly on supposition: T/Sgt  
Tony Aliseo was no casualty after bailing out in Northern Italy. He returned  
to the United States with me and was last seen by the undersigned in December  
1944 at the AAF Redistribution Station #1, Atlantic City, N. J. At that time  
he told me that he had a chance of getting discharged from the service

Total number of missions of above crew member: One (1).

Dates and destinations if possible: May 2, 1944

Target - Parma, Northern Italy.

Signed; /s/ Waclaw Chilmonszyk  
WACLAW CHILMONCZYK  
(FORM Capt. Air Corps)

AFPPA-12

CASUALTY QUESTIONNAIRE

1. Your name Waclaw J. Chilmonczyk Rank Capt. Serial No. O-732620
2. Organization 464BG Gp Commander Bonner Rank Col Sqn CO Goodyear Rank Major  
(full name) Marshall (fullname) Elvin
3. What year 1945 Month January Day 31 did you go down?
4. What was the mission, High Alt. Bombing, target, Parma N. Italy, target  
Time, 1240, altitude, 24,000 ft. route scheduled, enter coast  
Of Italy near Spezia, route flown -same-
5. Where were you when you left formation? over Villafranca
6. Did you bail out? Yes.-
7. Did other members of crew bail out? Yes - three others bailed out upon  
Receiving orders from the pilot. Plane was out of control temporarily;  
After pilot got control of it he made an emergency landing in Corsica.
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".     
Lt. Col. Sylvan D. Hand - bailed out at 1220 over Villafranca (pris.)  
Lt. Belton B. Williams - " " " " " " (Pris.)  
Both above-named persons have returned to United States
9. Where did your aircraft strike the ground? Did not; was controlled and  
made an emergency landing in Corsica or Sicily, returning to base later.
10. What members of your crew were in the aircraft when it struck the ground?  
(Should cross check with 8 above and individual questionnaires)     
Not applicable
11. Where were they in aircraft? Not applicable
12. What was their condition? Not applicable
13. When, where, and in what condition did you last see any members not  
already described above? I have had contact with all members of the  
crew after that bombing mission and with most of them after return to  
the United States. That mission did not cause any casualties in our  
Crew; two men that bailed out were captured by the enemy, two of us  
(T/Sgt. Tony Aliseo and myself) made our way back to American lines and  
Crossed the front on 9 Sept. 1944.
14. Please give any similar information on personnel of any other crew of  
which you have knowledge. Indicate source of information.     
No information in my possession.

/s/ Waclaw J. Chilmonczyk /s/  
(Formerly Capt. AC)

(Any additional information may be written on the back)