

MACR 6589

Aircraft 41-28999

Nickname: "The Flying Phartsac"

Note: Data on the original page of the MACR is extremely difficult to read, and there is no map of the area where the plane was last seen.

Further, the lower right hand corner of the original page has been torn off prior to being scanned and put onto "Microfiche" thus some data is missing.

Some serial numbers, etc may not be exactly correct, but I have tried to be as accurate as possible in this Transcription.

Spellings were typed as on the document.

RNH

CONFIDENTIAL

Classification changed
to RESTRICTED
by E. A. Brandunas, Lt. Col., AC
by F. M. Muench, Capt., AC
Date MAR 13 1948

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4. BOMBARDIER KORNICH, HAROLD (NMI) F/O T122859 WIFE MRS M.
KORNICH, 1225 SIMPSON ST., NEW YORK, NEW YORK
5. ENGINEER FAYLE, WILLIAM R. T/SGT 18009866 WIFE MRS EUSEBIA
FAYLE, 7020 CAPITOL AVE., HOUSTON, TEXAS
6. ARMORER GNR KNOWLES, GORDON W. S/SGT 39104718 FATHER MR CHARLES
W. KNOWLES, 6608 PALM AVE., RIVERSIDE, CALIF.
7. ENGINEER KNOWLTON, HARRY L, JR S/SGT 11023549 WIFE M This
A. KNOWLTON, 3312 AVE J., GALVESTON, TEXAS portion of
8. ENGINEER LINNEMAN, RAYMOND P. S/SGT 36475462 MOTHE page is torn off
S. LINNEMAN, 2521 MARGARET AVE., MAPLEWOOD,
9. ARMORER GNR HOLLINGER, DUNLOP G. S/SGT 18103973 MOTHER MRS
PAULINE D. HOLLINGER, 3 NORTH BISHOP ST., SAN ANGELO, TEX
10. ARMORER GNR FAIN, GEORGE T. S/SGT 34684118 MOTHER MRS RUBY
FAIN, RFD, EDISON, GEORGIA
11. _____

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

<u>NAME IN FULL</u>	<u>RANK SERIAL NO</u>	<u>Contacted by Radio</u>	<u>Last Sighted</u>	<u>Crash</u>	<u>Saw Forced landing</u>
<u>GEORGE N. CROFT</u>	<u>2D LT O704418</u>		<u>X</u>		
<u>JAMES E. JATHO</u>	<u>2D LT O697129</u>		<u>X</u>		
_____	_____				

12. 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.

13. ATTACH AS AN ENCLOSURE TO THIS REPORT, EITHER AERIAL PHOTOGRAPH, MAP, CHART, OR SKETCH, SHOWING APPROPRIATE LOCATION WHERE AIRCRAFT WAS LAST SEEN.

14. ATTACH, AS INCLOSURES TO THIS REPORT, EYEWITNESS DESCRIPTIONS OF CRASH, FORCED LANDING, OR OTHER CIRCUMSTANCES PERTAINING TO MISSING AIRCRAFT.

15. 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 /s/ Alderson Timmons /s/
 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)

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

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

14 July 1944

WE WERE REUTNRING 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.

/s/ George N. Croft /s/
GEORGE N. CROFT, O704418
2D LT., AIR CORPS,
779TH BOMB SQ (H)
464TH BOMB GP (H)

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

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 31 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.

/s/ James E. Jatho /s/
JAMES E. JATHO, O697129
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~~

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 interees.

Five from their own crew:-

1st Lt., Stroud
1st Lt., Rausch
T/Sgt., Fayle
S/Sgt., Linneman
Sgt., Monk.

were left in Madrid instructing spanish aviators on the B24.

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

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

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