

Classified ~~Secret~~  
by E. A. BRADSHAW, Lt. Col., AO  
by F. M. MURPHY, Capt., AO  
Date ~~MAR 1-5-1945~~

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WAR DEPARTMENT  
HEADQUARTERS ARMY AIR FORCES  
WASHINGTON

MISSING AIR CREW REPORT

**IMPORTANT:** This report will be compiled in triplicate by each Army Air Forces organization within 48 hours of the time an aircraft is officially reported missing.

1. ORGANIZATION: Location AFG 716; Command or Air Force XXII Bomber  
Group 507th; Squadron 571st; Detachment
2. SPECIFY: Point of Departure Holbrook, AZ; Course 1400 (20)  
Intended Destination       ; Type of Mission Combat
3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:  
Good - Scattered Cumulus
4. GIVE: (a) Date 7-15-44 Time 1816Z; and Location 50N-124W 16N  
or last known whereabouts of missing aircraft.  
(b) Specify whether ( ) Last Sighted; ( ) Last Contacted by Radio;  
( ) Forced Down ( ) Seen to Crash, or ( ) Information Not Available
5. AIRCRAFT WAS LOST, OR IS BELIEVED TO HAVE BEEN LOST, AS A RESULT OF: (Check  
only one) ( ) Enemy aircraft ( ) Enemy Anti-aircraft ( ) Other Circum-  
stances as Follows Apparent loss of fuel due to too early a transfer.
6. AIRCRAFT: Type, Model and Series B-24D; A.A.F. Serial No. 42-40857
7. ENGINES: Type, Model and Series 1830-43; A.A.F. Serial No. (a) 42-36360  
(b) 42-36342; (c) 42-36361; (d) 42-36340
8. INSTALLED WEAPONS (Furnish Below Make, Type and Serial Number)  
(a) 6 fixed & 4 flexible (b) Browning Cal 50 (c) 12 Machine Guns (d) See Note  
(e) 2 flexible Browning (f) Cal 50 12 (g) Machine Guns (h) Not available
9. THE PERSONS LISTED BELOW WERE REPORTED AS: (a) Survive Casualty  
or (b) Non-Battle Casualty
10. NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 11; Passengers 0; Total 11  
(Starting with pilot, furnish the following particulars: If more than 10  
persons were aboard aircraft, list similar particulars on separate sheet  
and attach original to this form.)

Crew Position	Name in Full (Last Name First)	Rank	Serial Number
1. Pilot	Kizer, Gayle W.	2nd Lt.	0-700441
2. Co-Pilot	Galloway, Jack H. Jr.	2nd Lt.	0-700442
3. Navigator	Wiley, Richard H.	2nd Lt.	0-700443
4. Bombardier	Ellenbogen, Leslie R.	2nd Lt.	0-700444
5. Engineer	Spalding, Harold A. Jr.	1st Lt.	100400
6. Tech. Rep.	Adler, Robert G.	1st Lt.	10100000
7. Radio Op.	McWhorter, Sherlock E. Jr.	Sgt.	14101004
8. Asst. Radio Op.	Bauer, Stephen	1st Lt.	14101004
9. Gunner	Wells, Joseph H.	1st Lt.	14101004
10. Asst. Gunner	Wichman, James H.	1st Lt.	14101004

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

all Photo APD Gilbert, Harry Jr. Sgt. 55525525  
Rescued.

AUG 29 1943



RECEIVED

## MISSING AIR CREW REPORT - (continued).

Check only One Column

		Contacted				
	Name in Full (Last Name First)	Rank	Serial Number	By Radio	Last Sighted	Saw Crash
1.	Blair, William H.	2nd Lt.	O-760538			
2.	Kiser, Gayle W.	2nd Lt.	O-700404	(Rescued - Pilot).		
3.	Wiloy, Richard D.	2nd Lt.	O-703500	(Rescued - Nav.).		

12. IF PERSONNEL ARE BELIEVED TO HAVE SURVIVED, ANSWER YES TO ONE OF THE FOLLOWING STATEMENTS: (a) Parachutes were used No. (b) Persons were seen walking away from scene of crash No. ; or (c) Any other reason (Specify) In Water.
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 Major John R. Pennington, O-25134

Date of Report 18 July 1944.

Eugene J. Crahen  
(Signature of Preparing Officer)REPRODUCED BY: 307TH BOMBARDMENT GROUP (H) B-3  
JULY 1, 1943EUGENE J. CRAHEN,  
Captain, Air Corps,  
Operations Officer.

## 5 Incls:

- Incl 1 - Sketch of Crash Location.  
Incl 2 - Description of Crash.  
Incl 3 - Pilots Statement of Crash.  
Incl 4 - Navigators Statement of Crash.  
Incl 5 - Extent of Search.

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4160-2

NAACP-1180

Yap Is.  
Yap Is.

20 Sorol Is.  
Sorol Is.

+

Approx. Location of Ditching  
1°50'N - 144°18'E  
Loc. of Ditching, Approx.

Uadke Is.  
Is.

Admiralty Is.

Admiralty Is.

135°

140°

145°

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7780-4

~~SECRET~~  
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STATEMENT

APO # 719.  
18 July 1944.

On the return flight from our mission against Yap Island 15 July 1944, I was forced to make a water landing. I was flying Airplane # 42-40857 (B24D). The target was bombed at approximately 1210 and at that time no trouble was encountered. One of the planes in our squadron had one propeller feathered and the formation slowed up to give him cover. At approximately 1340 on the return flight No. 4 engine was lost and the propeller feathered. About 1500 No. 1 engine was lost and the propeller feathered. We threw all loose equipment out to lighten the load. No. 2 engine was giving me trouble and I knew we would have to ditch the plane. A water landing was made at approximately 1616. Besides myself only the co-pilot, Lt. Callaway and the Radio Operator, Sgt. McNab were in the forward part of the plane. All others were in the tail section. The front section of the plane had just started to submerge and wasn't more than three or four feet under when I got out. The Co-Pilot, Lt. Callaway, and Radio Operator, Sgt. McNab were already out by the time I got out. I know Sgt. McNab got hurt pretty badly in the landing as his face was bleeding. After getting out I saw others swimming around but was unable to identify them. I soon reached a life raft and tried to get to those that were swimming around in the water but the swells were large and I drifted away. I didn't see any other rafts. On the afternoon of 17 July 1944 I heard a plane overhead. I threw sea marker around my raft and shot up some flares. The plane spotted me, however in circling overhead it also spotted the other raft with Lt. Wiley, Sgt. Gilbert, Cpl. Ashby and Cpl. Erickson and picked them up before taxiing over to pick me up. We were picked up about 1530 by a Navy PBY.

Inasmuch as I did not see other life rafts and could not identify those swimming around after the crash, I cannot make a statement as to the status of those of my crew that were not picked up.

*Gayle W. Kizer*  
GAYLE W. KIZER,  
2nd Lt., Air Corps,  
Pilot.

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7170-3

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371st BOMBARDMENT SQUADRON (H)  
Office of the Operations Officer

APO # 719  
17 July 1944

EYE WITNESS STATEMENT

We were flying at about 7000 ft. approximately two and one half (2½) hours from the target when we found out that Lt. Kizer was having trouble with an engine. He was 5 or 6 miles behind us and about 2000 ft. below. He feathered the prop. Shortly afterwards he had trouble with another engine and feathered it also. No. 1 and 4 props. were feathered. About a half hour later he reported that he was at 4000 ft and No. 2 prop was running away. We were still ahead of him so we made a circle and came in behind him at about 6000 ft. He was losing altitude pretty fast and reported that he would have to ditch. When he was at about 2000 ft he said he was losing 500 ft per minute. We followed him down to the water and saw him ditch. As soon as the plane had stopped we were about a 1000 ft to the right and 500 ft above the plane, we could see men leaving thru the right waist window. The fuselage was twisted and part of the right wing might have been broken off. We made a sharp turn to the left and in front of the plane we flew about a minute away from the plane and made another sharp turn to the left in order to come back over the plane. Before we were over the plane we could see about five (5) men in a group on the right of the plane in the water and two (2) or three (3) others scattered in the water. One of the men waved at us as we approached. We dropped a raft from 150 ft as we went over. One of the men in the waist reported that the raft hit near them, I also saw what looked like a raft coming out of the right wing. We were getting low on fuel so were afraid to stay around longer to make more observations. I would judge that the plane stayed afloat between four (4) and five (5) minutes. The sea was pretty calm.

*William N. Blair*

WILLIAM N. BLAIR,  
2nd Lt., Air Corps,  
Pilot.

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STATEMENT

71825  
APO # 719,  
18 July 1944.

On the return flight from the mission to Yap Island on 15 July 1944 we lost the power of two engines. After the second prop had been feathered Lt. Kizer, the pilot, instructed us to start throwing guns and equipment out in order to lighten the plane. Later he told us that we were going to make a water landing. All except the pilot, co-pilot and radio operator (Lt. Kizer, Lt. Callaway and Sgt. McNab respectively), were in the tail section of the plane. The plane twisted and broke in two just in back of the ball turret almost immediately upon making the landing. The forward section sank quickly, but the tail section floated for about three or four minutes. After I had gotten into the water after the crash I took count and was able to account for everyone but the Engineer, S/Sgt. Smethhurst. After this I was busy trying to find a life raft and I finally got into a raft with Sgt. Gilbert, Cpl. Erickson and Cpl. Ashby. Just before dawn on the first night we heard calls from others in another raft. We called back and tried to make them understand to stay close to us, but by dawn we had drifted apart, and we never did see the raft. I believe I recognized the voices of two men and believe them to be Lt. Klenefelter, the bombardier, and Cpl. Patla, a gunner. We were picked up on our second day in the raft at about 1530 by a Navy PBV.

I believe it is possible that everyone got out of the plane and are on life rafts.

*Richard D. Wiley*  
RICHARD D. WILEY,  
2nd Lt., Air Corps,  
Navigator.

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