Ref. 75.- Str - AS - 880.33 . (8-21-48) 65 - 8 - AF - E (For instr. see A. Re. 85-48)

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WAR DEPARTMENT HEADQUARTERS ARMY AIR FORGES WASHINGTON

MISSING AIR CREW REPORT

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

	10	ORGANIZATION: Location APC	719 1	Command or !	dr Force	JULI Pomber	r B
		Group SO7151 1 Be	dacron 371st		g Dotach	E PILOCE	8
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		intended Destination	- 1/1) YAY 1	TE Type o	N Hission	Combot	3
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		(b) Specify whether (oen to Crash, or	e () Inform	sation not	. aveilabla)	Vi acres
	5.	AIRCRAFT WAS LOST, OR IS BEL	TEVED TO HAVE BE	EN CEON HEE	A RESULT	OF: (Chool	2
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100 W			The second second second	D			





MISSING AIR CERN REPORT - (continued),



Check only One Column

Contacted

Mamo in Full Serial Saw EJ Last Ferced (Lost Hame Pirat) Rank Number Radio Sighted Crash Landing Blair, William H. 2nd Lt. 0~760538 Kiser, Gaylo W. 2nd Lt. 0-700404 (Rencued - Pilot). 3. Willoy, Richard D. 2nd Lt. 0-703500 (Resaued - Nav.).

12. IF PERSONNEL ARE EELIEVED TO HAVE SURVIVED, ANSWER YES TO ONE OF THE FOLLOW-ING STATEMENTS: (a) Parachutes were used no s (b) Persons were seen walking away from seens of crash no s or (c) Any other reason (Specify) In Water.

13. ATTACH AERIAL PHOTOGRAPH, MAP, CHART, OR SHETCH, SHOWING APPROXIMALL LOCAL
TION WHERE ATECRAFY WAS LAST SEEN.

14. ATTACH EYEMITMESS DESCRIPTION OF CRASH, FORCED LANDING, OR OTHER CIRCUMSTANCES FERTANDING TO MISSING AIRCRAFT.

15. ATTACH A DESCRIPTION OF THE EXTEND OF SEARCH, IP ANY, AND GIVE NAME, RAWE AND SERIAL NUMBER OF OFFICER IN CHARGE HERE Major John R. Ponnington, 0-25134

Date of Report 18 July 1944

(Signature of Propering Officer)

REPRODUCED DY: SO7TH BOMBARDMENT GROUP (H) S-3 JULY 1, 1943 EUGENE J. CRAHEN, Captein, Air Corps, Operations Officer.

5 Inols:

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Inel 1 - Sketch of Grash Location.

Incl 2 - Description of Grash.

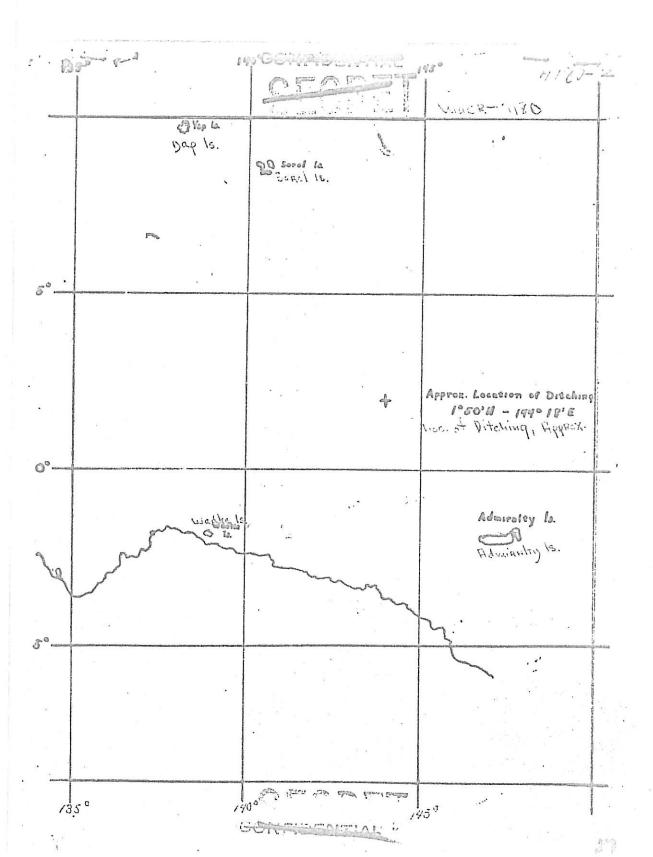
Inol 3 - Pilots Statement of Crash.

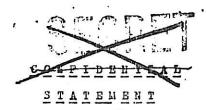
Inol 4 - Navigators Statement of Crash.

Inol 5 - Extent of Search.

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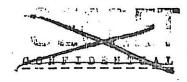


AFO # 719.

On the return flight from our mission against Yap Island 15 July 1944, I was forced to make a water landing. 1 was flying Airplane if 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 Lo. 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 know we would have to ditch the plane. A water landing was made at approximately 1616. Essidos myself only the co-pilet, Lt. Callaway and the Radio Operator, Sgt. Meliab 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 fee; under when I got out. The Co-Pilot, Lt. Callaway, and Radio Operator, Sgt. McHab were already out by the time I . got cut. I know Sit. 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 indireling everhead 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 Newy Pray.

Incomuch as I did not see other life rafts and could not identify those swirming 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, 2nd Lt., Air Corps, Pilot.



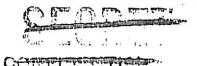
371st BOADARDLENT SQUADRON (H)
Office of the Operations Officer

APO # 719 17 July 1944

EYE WITHESS STATE TENT

We were flying at about 7000 ft. approximately two and one half (2g) hours from the target when we found out that Lt. Kizer was having trouble with an engine. We was 5 or 6 miles behind us and about 2000 ft. below. We 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 ho. 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. Then he wan 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 fusilage was twisted and part of the right wing might have been broken off. So made a sharp turn to the left and in front of the plane we flow about a minute away from the plane end 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 sew 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, 2nd Lt., Air Corps, Pilot.



7172-3



APO # 719, 18 July 1944.

On the return flight from the mission to Yap Island on 16 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 (Mt. Kizer, Lt. Callaway and Sgt. NcNab respectively), were in the tail section of the plane. The plane twisted and broke in two just in back of the ball turrett 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. Klinefelter, the bombardier, and Cpl. Patla, a gunner. We were picked up on our second day in the raft at about 1530 by a Navy PBY.

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

RICHARD D. WILEY, 2nd Lt., Air Coprs, Navigator.

