6382

CONFIDENTIAL

Classification Changed
to RESTRICTED
By E. A. BRAIDWAS, Lt. Col., AC
By F. M. HEDRICK, Capt., AC
Date MAR 15 1946

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RESTRICTED

CONFIDENTIAL

| | | |
|---|---|---|
| 2nd Lt William L. Reilly, Jr. | | Mr. and Mrs. William L. Reilly,Sr.,(Parents)<br>8-255 General Motors Building<br>Detroit, Michigan. |
| 2nd Lt Louis G. Mansburg | | Mr. Ray L. Mansburg,(Father)<br>Box Number 326,<br>Warren, Indiana. |
| 2nd Lt Stanley D. Christiansen | | Mr. Albert H. Christiansen, (Father)<br>Chief Attorney's Office,<br>U. S. Veterans Administration,<br>Des Moines, Iowa. |
| 2nd Lt William M. Dolbin | | Mr. Ralph V. Dolbin, (Father)<br>Liberty Center, Indiana. |
| S/Sgt Norbert Digby | | Mrs. Mary Digby, (Mother)<br>1439 South St. Johns Avenue,<br>Highland Park, Illinois. |
| S/Sgt Earl F. Jones | | Mrs. Virginia Jones, (Wife)<br>5565 Valentine Avenue,<br>Los Angeles, California. |
| Sgt Hyman Lerner | | Mrs. Clara Lerner, (Mother)<br>2076 East 21st Street,<br>Brooklyn, New York. |
| Sgt Herbert C. Barrow | | Mrs. Mary E. Barrow, (Mother)<br>Moultrie, Georgia. |
| Sgt James W. Trotter | | Mrs. Alma F. Trotter (Mother)<br>412 Murrlak Street,<br>Shreveport, Louisiana. |
| Sgt Luther S. Satterfield | | Mr. Clyde Thomas Satterfield, (Father)<br>Route One,<br>Timberlake, North Carolina. |

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FEXC 360.33 (24 Jun 44) 5th Ind.

HQ UNITED STATES ARMY FORCES IN THE FAR EAST, A.P.O. 501, 17 July, 1944.
TO: Commanding General, Army Air Forces, Washington 25, D. C.
(ATTENTION: Statistical Control Division)

Forwarded in compliance with War Department letter dated 23 May, 1943, file AG 360.33 (5-21-43) OB-S-AF-M, subject: "Missing Air Crew Report".

For the Commanding General:

B. B. Russell
B. B. RUSSELL
Lieut Col AGD
Ass't Adj Gen

9 Incls: n/c.

~~SECRET~~



MC1944

ACF BP-23774

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Classified ~~RESTRICTED~~
to _____
by E. A. ERADUNAS, Lt. Col., AC
by F. M. MUENCH, Capt., AC
Date _____

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 APO 324 ; Command or Air Force 13th A.F. ;
   Group 5th Bomb Group (H) ; Squadron 23rd Bomb SQ ; Detachment _____
2. SPECIFY: Point of Departure Los Negros Is. ; Course 321° ;
   Intended Destination Bomb YAP Is. Shipping ; Type of Mission Combat Strike
3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED
   3/10 Low cumulus with a wind of 10 Knots from 80° (T)
4. GIVE: (a) Date 6-23-44 ; Time 1225K ; and location 08° 34' N, 138° 55' E. of last known whereabouts of missing aircraft.
   (b) Specify whether ( ) Last Sighted; ( ) Last Contacted by Radio; ( ) Forced Down; (X) 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) (X) Enemy Aircraft; ( ) Enemy Anti-Aircraft; ( ) Other circumstances as Follows See incl. #4.
6. AIRCRAFT: Type, Model and Series B-24J ; A.A.F. Serial Number 42-110139
7. ENGINES: Type, Model and Series R1830-65A ; A.A.F. Serial Number (a) BP-436254 ; (b) BP-436263 ; (c) BP-435950 ; (d) BP-436536
8. INSTALLED WEAPONS (Furnish below Make, Type and Serial Number) Browning M-2
   (a) 2-50 Cal. Nose T. ; (b) 2-50 Cal. Top T. ; (c) 2-50 Cal. Tail T. ; (d) 2-50 Cal. Ball T. ; (e) 2-50 Cal. Waist ; (f) 2-30 Cal. Nose ; (g) _____ ; (h) _____
9. THE PERSONS LISTED BELOW WERE REPORTED AS: (a) Battle Casualty 2
   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 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 |
|---|---|---|---|---|
| DED 1. Pilot | 3 | BOLTIN, WILLIAM M. | 2nd Lt. | 0-750934 |
| DED 2. Co-Pilot | 4 | CHRISTIANSEN, WESLEY D. | 2nd Lt. | 0-760784 |
| DED 3. Navigator | 7 | MOSSBURG, LOUIS G. | 2nd Lt. | 0-701266 |
| DED 4. Bombardier | 8 | REILLY, WILLIAM L. JR. | 2nd Lt. | 0-701646 |
| DED 5. Engineer | 5 | Jones, Earl F. | S/Sgt | 6945349 |
| DED 6. Asst Engineer | 10 | Trotter, James W. | Sgt | 18139039 |
| DED 7. Radio Operator | 2 | Bigley, Norbert (NMI) | S/Sgt | 36645810 |
| DED 8. Asst Radio Operator | 6 | Lerner, Hyman (NMI) | Sgt | 12184873 |
| DED 9. Armorer Gunner | 9 | Satterfield, Luther S. | Sgt | 34607882 |
| DED 10. Tail Gunner | 1 | Barrow, Herbert T. | Sgt | 34765871 |

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 Radio | Last Sighted | Saw Crash | Saw Forced Landing |
|---|---|---|---|---|---|---|
| 1. Kraabel, Sidney M. | 2nd Lt. | 0-761127 | | | X | |
| 2. Johnson, William M. | 2nd Lt. | 0-768573 | | | X | |
| 3. Maxwell, James R. | F/O | T-124951 | | | X | |

(For further statement, see reverse.)

12. IF PERSONNEL ARE BELIEVED TO HAVE SURVIVED ANSWER YES TO ONE OF THE FOLLOWING STATEMENTS: (a) Parachutes were used _____ ; (b) Persons were seen walking away from Scene of crash _____ ; or (c) Any other reason (Specify) See incl. #5.
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 See incl. #6.

008583

See Reverse

Date of Report 24 June 1944

Arthur J. Finnell
(Signature of Preparing Officer)
ARTHUR J. FINNELL, 1st Lt., AC, Oper. Offic

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11. Cont'd.

| Name | Rank | Serial Number | Saw Crash |
|---|---|---|---|
| Graf, Donald | S/Sgt. | 12076134 | X |
| Hamilton, Robert W. | 2nd Lt. | O-806260 | X |
| Kisser, John G. | 2nd Lt. | O-766280 | X |

RECEIVED
JUL 28 1944

5509 Ref Co.
1430 6-29

~~SECRET~~

BASIC: Missing Air Crew Report, 23rd Bomb Sq (H) re BOLTIN, WILLIAM M., 2nd Lt and 9 crew members w/allied papers.

1st Ind. H-12

HEADQUARTERS 5TH BOMBARDMENT GROUP (H), APO #324, 28 June 1944.

TO: Commanding General, Army Air Forces, Washington, D.C.

THRU: Commanding General, XIII Bomber Command, APO #719.

Attached hereto Missing Air Crew Report for 2nd Lt. WILLIAM M. BOLTIN and 9 crew members who were listed as Missing In Action on 23 June 1944.

For the Group Commander:

H. J. GARBRECHT,
Captain, Air Corps,
Adjutant.

1 Incl:
Missing Air Crew Report, 23rd Bomb Sq (H)
w/allied papers.

360.33 2nd Ind. A-3/GLH/ans

HEADQUARTERS XIII BOMBER COMMAND, APO #719, 30 June 1944.

TO: Commanding General, Thirteenth Air Force, APO #719.

1. Searches for survivors of this accident not carried out because of nature of crash and distance from any friendly base.

2. Full information transmitted to rescue submarine in vicinity of target. Results of submarine search negative to date.

For the Commanding Officer:

R. J. GOCHENOUR,
Captain, AGD.,
Actg. Adj. Gen.

1 Incl:
n/c



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~~SECRET~~ (33)

BASIC: Missing Air Crew Report, 23rd Bomb Sq (H) re BOLTIN, WILLIAM M., 2nd Lt and 9 crew members w/allied papers.

AG 704 3rd Ind. G/3/wc)
HEADQUARTERS THIRTEENTH AIR FORCE, APO 719, 3 July 1944.

TO: Commanding General, Headquarters FEAF, APO 925.

For the Commanding General:

C. C. HAVEN,
1st Lt, AUS,
Asst. Adj. Gen.

9 Incls.
Incl 1 - Statement of Lt. Kraabil.
Incl 2 - Statement of Lt. Johnson.
Incl 3 - Map of Caroline Is.
Incl 4 - Mission Report (102-175-B-13)
Incl 5 - Statement of Lt Hamilton.
Incl 6 - Statement of Lt. Finnell.
Incl 7 - Statement of S/Sgt Graf.
Incl 8 - Statement of F/O Maxwell.
Incl 9 - Statement of Lt. Kiser.

AG 360.33 4th Ind.
(24 June 44)

HEADQUARTERS, FAR EAST AIR FORCES (P), A.P.O. 925, 15 July 1944.

TO: Commanding General, USAFFE, A.P.O. 501.

For the Commanding General:

HERBERT C. WOOD,
Captain, A.G.D.,
Asst.Adj.Gen.

9 Incls: n/c.



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23RD BOMBARDMENT SQUADRON (H)
APO # 324

24 June 1944

S-T-A-T-E-M-E-N-T

Shortly after turning off our Bombing Run Airplane # 139 was forced to drop out of our Formation with # 4 engine smoking. A few minutes later he began losing altitude and was unable to stay on our wing at 140 MPH (I).

At approximately 1220K he appeared off our right wing very low. At least two (2) Zekes were making repeated passes at him. We were at about 6,800'. The plane appeared to level off slightly above the water when his right wing dropped and hit the water, with the nose hitting next, and then the entire airplane was blocked from view by the spray of water. After the crash there appeared a large yellow blotch on the water. The Zekes made several passes on the spot where the airplane went down. At about this time, two (2) to three (3) minutes after the crash, the scene was blocked from my view by our right wing and I was unable to observe if there were any survivors.

William M. Johnson

WILLIAM M. JOHNSON,
2nd Lt., Air Corps,
Co-Pilot.

Incl. # 2

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23RD BOMBARDMENT SQUADRON (H)
APO # 324

24 June 1944

S-T-A-T-E-M-E-N-T

Airpiane # 139 , Purple 2B, was flying slightly above and forward of us on our right. I noticed a burst of flak forward of their right wing as we started our bombing run. On the peel off his # 4 engine was smoking very bradly, but he was flying good formation. About two or three minutes from the target he veered to the right. We dropped back to cover him, dropping 10° of flaps and flying at 140 I.A.S. but he was unable to gain on us and was losing altitude fast. I could only see him myself by turning to the right.

I saw at least two Zekes making passes on him. We could hear him on VHF saying he was going to ditch. We were to his left and at 6,500' when he hit the water. I had to stand up and lean over to see him. I didn't see the ship at the instant of impact, but I did see the water splash and the path of the ship thru the water. It seemed to curve to the right in the water. I could see n o part of the ship after it hit. Another Sqaadron of five or six ships had called Purple 2B on VHF saying they would cover t..em. Being nearly out of ammunition we continued to catch our formation.

Sydney M. Kraabel

SYDNEY M. KRAABEL,
2nd Lt., Air Corps,
Pilot.

Incl. # 4 /

~~SECRET~~

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23RD BOMBARDMENT SQUADRON (H)
Office of the Intelligence Officer
APO # 324

23 June 1944

MISSION NUMBER: 102-175-B-13.

DATE OF MISSION: 23 June 1944.

E-X-T-R-A-C-T

* * * * * * * * * * * * * *

ENEMY INTERCEPTION: 7-10 Zekes intercepted the formation on the bomb run. One painted silver, one green, the rest dark brown. 6 Phosphorus bombs were dropped on the formation; all missed formation from 300-1,000 yds. Two Zekes dove down through the formation. These Zekes were eager. Passes started from 800-1,000 yds and were in general pressed to 400 yds with 4 coming within 100 yds. From 10-15 passes were made on this Sq's formation. The majority of passes came from the front from 10-2 o'clock low or level. The rest of the passes were all around the clock still either level or low. Plane 139 was soon picked out for attack by 5 Zekes. They made passes at this plane from all directions. This plane was able to stay in formation for about four minutes. #3 engine smoking but not feathered. Plane #245 piloted by Lt. Kraabel, covered plane until he ran out of ammunition. The crippled plane now had #4 engine feathered and was about 1,000' altitude when the plane started losing altitude very rapidly. The plane appeared to attempt to level off for a water landing when the right wing hit and the plane dove into the water and never came up. There were no wreckage but five Zekes strafed the area that had followed him from target.

* * * * * * * * * * * * * *

For the Squadron Commander:

/s/ JACK GRAW,
/t/ JACK GRAW,
Capt., Air Corps,
Intelligence Officer.

A TRUE EXTRACT

Arthur J. Finnell

ARTHUR J. FINNELL,
1st Lt., Air Corps,
Operations Officer.

Incl. # 4

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23RD BOMBARDMENT SQUADRON (H)
APO # 324

24 June 1944

S-T-A-T-E-M-E-N-T

" Airplane # 453 of the 424th Bomb Sq (H), 307th Bomb Gp (H), Piloted by 2nd Lt. ROBERT W. HAMILTON, undersigned, observed wreckage of Airplane which went down near the Target. Wreckage consisted of parts of wing, fuselage and scattered debris. Crew members in rear of Airplane # 453 reported seeing a man swimming towards a life raft. Another raft was dropped to them from an altitude of 250'. "

Robert W. Hamilton
ROBERT W. HAMILTON,
2nd Lt., Air Corps,
Pilot, Ap. # 453.

Incl. # 5

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23RD BOMBARDMENT SQUADRON (H)
APO #324

24 June 1944

S-T-A-T-E-M-E-N-T

I first noticed Lt. Boltin's ship in difficulty coming off the bombing run when #4 engine was smoking badly. They were flying off our right wing a little ahead of our ship. They continued to maintain that position for two or three minutes with a greyish yellow smoke continuing to stream from #4 engine. Three or Four of the attacking Zeros noticing his difficulty, made continual passes from low 1 to 5 o'clock on the stricken ship. About that time, Lt. Boltin's ship fell back toward our tail, losing altitude all the while. We had throttled back to 140 M.P.H. in an attempt to cover him, but he dropped back in spite of our efforts. He appeared to take a new heading after moving about 2,000 yards away at 7 o'clock.

Number 3 engine then appeared to emit flames for an instant, and then began to smoke. Number 4 engine by this time was out, and the ship veered off to our right losing altitude rapidly. To the group of 3 or 4 Zeros attacking the crippled ship, two more were joined. They appeared to be attacking low and level between 3 and 9 o'clock. By this time the plane was around three miles away from us about 3 o'clock and very low over the water. Then the right wing dropped sharply and the plane hit the water at what appeared to be about a 10° angle. It spun over on the right wing and disappeared immediately after the nose went under. All I was able to observe was the turbulence of the water. The foam appeared yellowish and similar in color to the smoke of the burning engines. The Zeros continued to strafe the area where the plane hit. I was unable to observe any crew member leave the ship during the descent or after the crash. As we left the scene of the accident, a squadron of B-24's flew across our tail low in the direction of the stricken ship. "

S/Sgt Donald Graf.

DONALD GRAF,
S/Sgt, Radio Operator,
Ap # 245.

Incl. # 7

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23RD BOMBARDMENT SQUADRON (H)
APO # 324

24 June 1944

S-T-A-T-E-M-E-N-T

Over the Target Airplane # 139 starting smoking around #3 engine. At this time the plane started to drop back out of formation and our plane dropped back to cover him. We afforded cover until our ammunition was expended and the stricken ship had started to lose altitude. During this time no action could be observed at the waist.

During the descent of the plane we continued to cover him as much as possible until he was only a few thousand feet above the water. He continued to fly at this altitude for about five (5) minutes. During this stage two (2) Zekes kept circling and making passes, coming to within fifty (50) yards of the plane. The only firing from the plane came from the Ball Turret and the Nose Turret. The plane appeared to be making a good water landing when the right wing dropped into a vertical bank and caught the water. The nose hit at about the same time and then there was only a large splash, obstructing the view of the plane. The left wing was vertical to the water and then slid under. There appeared to be a small bit of wreckage.

After the crash the two enemy ships were joined by five (5) more Zekes and all of them proceeded to strafe the water for about five minutes. We then speeded up and rejoined our Squadron Formation.

James R. Maxwell

JAMES R. MAXWELL,
F/O, Air Corps,
Navigator.

Incl. # 8

SECRET

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23RD BOMBARDMENT SQUADRON (H)
APO # 324

24 June 1944

S-T-A-T-E-M-E-N-T

Shortly after our Squadron Formation passed over the target Airplane # 139 on our right wing, Lt. Boltin Pilot, began to lose altitude with what looked to be his # 3 and 4 engines out. He veered off to the right of course and lost altitude fast. During this time about three (3) Zekes kept circling and firing at the plane. At about 1220K he appeared to be making a crash landing and was doing a straight approach. At about 200' feet above the water his right wing dropped vertical to the water and the plane plunged downward hitting the water and cart-wheeling the airplane. Soon after the crash the water became yellow and bubbles appeared. Some wreckage floated for an instant and appeared to be a wing of the ship. No survivors were observed but the Zekes kept circling for some time strafing the water, indicating that there may have been some survivors there.

"

John G. Kiser

JOHN G. KISER,
2nd Lt., Air Corps,
Bombardier.

Incl. # 9

~~SECRET~~