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By: NARA NARA Date: 1973

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Classification changed
to RESTRICTED
by E. A. [illegible], Lt. Col., AC
by F. M. MUENCH, Capt., AC
Date [illegible]

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Classification changed to RESTRICTED by E. A. BRADUNAS, Lt. Col., AC by F. M. MUENCH, Capt., AC Date [illegible]

WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
WASHINGTON

[redacted] 9520

13th Bomber Command,
13th Air Force,
APO 719
21 July 1944.

394TH BOMBARDMENT SQUADRON (H)

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 719 ; Command or Air Force 13th AF - 13th BC Group 5th Bomb Gp (H); Squadron 394th Bomb Sq (H) ; Detachment
2. SPECIFY: Point of Departure MOMOTE AIRFIELD ; Course Direct to YAP ISLAND Intended Destination MOMOTE AIRFIELD ; Type of Mission Strike
3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED: Visibility was unlimited, with about 4/10 cumulus clouds, small and scattered.
4. GIVE: (a) Date 19 July 44; Time 12:51K ; and Location Lat 08-10N, Long 138-47E. 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 Circumstance as follows
6. AIRCRAFT: Type, Model and series B-24J ; A.A.F. Serial Number 44-40594
7. ENGINES: Type, Model and Series R-1830-65; A.A.F. Serial Number (a) BP-440006 (b) BP-440187 ; (c) BP-440101 ; (d) BP-439806
8. INSTALLED WEAPONS (Furnish below Makr, Type and Serial Number)
   (a) 8 Fixed .50 cal Browning Machine Guns. ; (b) ; (c) ; (d)
   (e) 2 Flexible .50 cal Browning Machine Guns. ; (f) ; (g) ; (h)
9. THE PERSONS LISTED BELOW WERE REPORTED AS: (a) Battle Casualty Battle Casualty or (b) Non-Battle Casualty
10. NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 10 ; Passengers ; 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	
1.	Pilot	Longino, Dick R Jr	Captain, AC	0-399666	Survived RTD
2.	Co-Pilot	Kreinest, Robert H	1st Lt, AC	0-806993	MIA
3.	Navigator	Hickey, Philip P	1st Lt, AC	0-685612	Survived RTD
4.	Bombardier	McConnell, Robert N	Captain, AC	0-735901	~~Major~~ Survived
5.	Engineer	Ferrand, Peter J	T/Sgt, AAF	16124247	Survived
6.	Asst Engineer	Stroman, Woodrow S	S/Sgt, AAF	18117611	MIA
7.	Radio Operator	Names, Lonnie M	T/Sgt, AAF	37221498	Survived
8.	Asst Radio Operator	Christoplos, George	Cpl, AAF	32518608	Survived
9.	Gunner	Morrison, John L	S/Sgt, AAF	36620975	Survived
10.	Gunner	Craghead, Charles E Jr	S/Sgt, AAF	13119727	Survived

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.	Woodard, Vernon O	2nd Lt	0-755819				
2.	Fake, Roger M	2nd Lt	0-699038				
3.	Bornus, Clarence E	F/O	T-1977				

12. IF PERSONNEL ARE BELIEVED TO HAVE SURVIVED, ANSWER YES TO ONE OF THE FOLLOWING STATEMENTS: (a) Parachutes were used YES ; (b) Persons were seen walking 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 See Attached Letter

A TRUE COPY:

HOWARD H. BERGSTROM,
1st Lt., A.G.D.,

Date of Report 21 July 1944

/s/ Orville G. Adams,
/t/ ORVILLE G. ADAMS,
Major, Air Corps,
Commanding.

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A20-Kreinest
1330 8-27

HEADQUARTERS
FAR EAST AIR FORCES
APO 925

21 August 1944.

AG 201-KREINEST, Robert H. (O)

SUBJECT: Missing Aircraft Report.

TO : Commanding Officer, 394 Bomb Sq, 5 Bomb Gp, A.P.O. 719.
(THRU: Commanding General, Thirteenth Air Force, A.P.O. 719.)

To date this headquarters has not received a Missing Aircraft Report pertaining to the airplane with which First Lieutenant ROBERT H. KREINEST, O-306993, became missing in action 19 July 1944. It is desired that this report, required by FEAF Regulation 35-45, 21 June 1944, be accomplished and forwarded to this headquarters with the least practicable delay.

By command of Lieutenant General KENNEY:

F. J. PICCHI,
1st. Lt., A.G.D.
Asst. Air Adj. Gen.

360.33

AG 201 - KREINEST, ROBERT H. (O) 1st Ind. G/5/wcb
HEADQUARTERS THIRTEENTH AIR FORCE, APO 719, 26 August 1944.

TO: Commanding General, XIII Bomber Command, APO 719.

For necessary action.

By Command of Major General STRETT:

W. G. MOY,
Captain, Air Corps,
Actg. Asst. Adj. Gen.

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BASIC: Ltr, Hq FEAF, APO 925, dtd 21 Aug 44. Subj: "Missing Aircraft Report", re R H Kreinest (O)

360.33 4th Ind HHB/wgb

HEADQUARTERS XIII BOMBER COMMAND, APO #719, 7 September 1944.

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

For the Commanding General:

EDWARD H. BERGSTROM,
1st Lt., A.G.D.,
Asst. Adj. Gen.

1 Incl:
n/c

AG 201 - KREINEST, ROBERT H. (O) 5th Ind. G/4/wcb

HEADQUARTERS THIRTEENTH AIR FORCE, APO 719, 8 September 1944.

TO: Commanding General, Far East Air Forces, APO 925.

For the Commanding General:

L. A. GILLITZER,
Captain, Air Corps,
Actg. Asst. Adj. Gen.

1 Incl.
n/c

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By: NARA NARA Date: 1973

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360.33
(21 Aug 44)

6th Ind

HEADQUARTERS, FAR EAST AIR FORCES, APO 925, 22 September 1944.

TO: Commanding Officer, 394 Bombardment Squadron, 5 Bomb Group,
APO 565, Unit # 1.
(THRU: Commanding General, Thirteenth Air Force, APO 719).

1. The attached Missing Air Crew Report is returned herewith.

2. As eight of the crew members have returned to military control, an indication of that fact will be made on the report.

3. Paragraph 12 of the Missing Air Crew Report will be completed.

4. Request that statements be obtained from each of the survivors in order that a determination may be made as to what may have happened to the crew members who have not returned to military control.

5. Your attention is invited to Section 6c War Department Circular 195, 1943 which provides as follows:

"Investigation of circumstances attending the case of any person reported missing or missing in action will follow when conditions indicate advisability therefor. Whenever evidence justifies a change from report of missing or missing in action to one of death, a supplementary report will be promptly submitted. If the information or evidence is not reasonably conclusive of death, a report of all facts will be submitted."

6. If circumstances are such as to justify a report of death, a corrected Casualty Report will be prepared for Lieutenant Kreinest and Sergeant Stroman in accordance with FEAF Regulation 35-45, 21 June 1944.

7. If it is found that a change in status is not justified, request that a report of the facts and circumstances upon which a presumption of survival may be based be accomplished and added to this Missing Air Crew Report when it is returned.

By command of Lieutenant General KENNEY:

F. J. PICCHI,
1st. Lt., A.G.D.
Asst. Air Adj. Gen.

1 Incl: n/c

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Authority: NND 735001
By: NARA NARA Date: 1973

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1713.Pt B.C
0900 10-3

BASIC: Ltr, Hq FEAF, APO 925, dtd 21 Aug 44. Subj: Missing Aircraft Report. To: CO, 394th Bomb Sq, 5th Bomb Gp, APO 719.

AG 201 - Kreinest, Robert H. (O) 7th Ind. G/5 [illegible]b
HEADQUARTERS THIRTEENTH AIR FORCE, APO 719, 1 October 1944.

TO: Commanding General, XIII Bomber Command, APO 719-2.

By command of Major General STRETT:

W. G. MOY,
Captain, A.G.D.,
Assistant Adjutant General.

1 Incl:
n/c

360.33 8th Ind HHB/wgb
HEADQUARTERS XIII BOMBER COMMAND, APO #719-2, 4 October 1944.

TO: Commanding Officer, 5th Bombardment Group (H), APO #719.

For compliance with 6th indorsement.

By Command of Brigadier General MATHENY:

HOWARD H. EELSTROM,
1st Lt., A.G.D.,
Asst. Adj. Gen.

1 Incl:
n/c

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By: NARA NARA Date: 1973

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

BASIC:_ Ltr., Hq FEAF, dtd 21 Aug 1944, Subj: "Missing Aircraft Report."_ _

9th Ind. H-12

HEADQUARTERS 5TH BOMBARDMENT GROUP (H), APO #719, 5 October 1944.

TO: Commanding Officer, 394th Bombardment Squadron (H), APO #719.

For compliance.

By order of Colonel MUSGRAVE:

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

1 Incl:
n/c

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BASIC: Ltr., Hq FEAF, dtd 21 Aug 1944, Subj: "Missing Aircraft Report."

10th Ind. PJP/mrc

HEADQUARTERS 394TH BOMBARDMENT SQUADRON (H), APO 719, 11 October 1944.

TO: Commanding Officer, 5th Bombardment Group (H), APO 719.

1. Para. #2 of 6th Ind. complied with.

2. Para. #3 of 6th Ind. complied with.

3. In compliance with para. #4 of 6th Ind., extracts from 394th Bombardment Squadron (H) S-2 files are enclosed. This includes statements from seven of the surviving crew members, of whom four are still members of this squadron. These men were contacted but have nothing further to add to previous statements. These four men are Captain Longino, T/Sgt Ferrand, S/Sgt Craghead, and Cpl Christoplos.

4. It is believed that a change in the status of the missing men is not justified. This fact is substantiated by the enclosed statements.

Pat J. Patterson

PAT J PATTERSON
Major, Air Corps
Commanding

2 Incl:
Missing Air Crew Report
Extracts from Sqdn S-2 Files

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394TH BOMBARDMENT SQUADRON (H)
APO 719

21 July 1944

SUBJECT: Eyewitness description of Crash of Airplane #44-40594.

TO : Headquarters, Army Air Forces, Washington, D.C.

THRU : Channels.

I did not see the Airplane get hit. I noticed a little hole in the underside of the left wing just between #1 and #2 engines just ahead of the leading edge of the flap. It was a slow fire burning around the edges of the hole. The hole slowly got larger and larger. The fire seemed as though it almost went out twice.

The Pilot or some other member of the Crew called me on VHF asking me where and how bad the fire was. I called back and told him what I saw but no one acknowledged the call. Just a few minutes later I saw a man come out of the camera hatch feet first. I was flying a little to the left and lower than Airplane #594 so the man cleared my wing by just a few feet. I moved over to the left away from the ship and as I did so another man came out the Camera Hatch. Both of these parachutes opened. Just then the Airplane (594) made a slight dip and then leveled out again, then settled into a slow glide turning slightly to the right. I continued to fly straight ahead with the rest of the Squadron. The fire in Airplane #594 by this time had spread the entire length of the flap and then something streamed out. It looked as though the fuel cell had burned through causing gasoline to leak out. The fire spread rapidly into the fuselage. I was able to see through the waist window of Airplane #594 and could see that the fire had started on the Command Deck.

The number 2 Airplane called and ordered the formation to form on him. When I pulled into formation again I could not see Airplane #594 but the members of my crew saw nine parachutes open as the men were bailing out. One man on my Crew said he saw something come out of the Camera Hatch and fall out of sight. He believed it might have been a life raft. My Airplane had a Camera Man on it and he got about ten pictures of the men bailing out, the ship on fire and of the Airplane hitting the water.

The new Squadron Leader made a circle to the right and descended. I saw three parachutes in the water and Airplane #594 burning on the water.

The Squadron in the back of us were already down low over the water and were circling the burning plane. We circled and the Leader got the position of the crashed plane and sent it out on V.H.F. and Liaison. I listened in to check the position and time and also to be sure he used the right frequency. We were low on gasoline so the Squadron Leader headed for the Base. We ran into a lot of rain and clouds on the way back which made it impossible for my radio operator to hear or send anything on the Liaison Set.

A TRUE COPY:

HOWARD H. BERGSTROM,
1st Lt., A.G.D.,
Asst. Adj. Gen.

/s/ Clarence E. Bornus,
/t/ CLARENCE E. BORNUS,
Flight Officer, Air Corps,
Pilot.

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394TH BOMBARDMENT SQUADRON (H)
APO 719

21 July 1944

SUBJECT: Eyewitness description of crash of Airplane #44-40594.

TO : Headquarters, Army Air Forces, Washington, D.C.

THRU : Channels.

We did not have interception for at least five minutes after leaving the target. Soon after meeting interception I noticed a small spot of flame (approximately eight inches wide) between the #1 and #2 engine nacelle of Airplane #594, closer to #2 engine below wing trailing edge.

I was flying on his left wing; my crew was on interphone and I was on VHF. I could not transmit nor receive on VHF at the time. I tried to call #594 but could not. However I could tell by the men in the waist that they were conscious of the fire. The flame burned about the same size for quite some time and I stayed in formation. Several times #594 dove, probably trying to blow the flame out (I thought) but he did not exceed 190 MPH (I) until he leveled off again. For a while the fire looked as though it would go out; then it increased. I noticed the top of the fuselage just above trailing edge of wing began to blister or warp from heat. About that time the waist burst into flames and the flames blew back past the waist windows. This was a red flame (fuel fire) and so was the flame on the wing. After that two (2) men bailed out the camera hatch while we were still in formation. Then #594, which was the lead ship of the squadron formation, dove and turned to the right; I saw PURPLE 1B (#2 plane in the lead element) continue straight ahead so I flew on his left wing. I did not see the men bail out but my crew counted eleven (11) chutes. Sometime later I saw the explosion when the plane hit the water. We circled the spot a while in formation and my men dropped a life raft from our altitude of 6,000'. It inflated; they didn't see it hit the water but they thought it overshot. Our VHF then worked again and PURPLE 1B, who had now assumed lead of the squadron, called to say that since we were low on gas he thought we should turn on course. I agreed because we were quite a bit later in returning than usual. PURPLE 1B said he would send in his position and I notified him that I wouldn't send any messages. I also told him we were O.K. We then started home and later were separated by weather.

I did not see the attach on the lead plane (#594) but I thought I saw a hole about the size of a 20 mm above the wing right over the fire. The fire was just below the wing.

The Navigator took down the position and time but we sent no messages. I checked with PURPLE 1B to be sure he made all the necessary calls on the right frequency.

/s/ Roger M. Fake,
/t/ ROGER M. FAKE,
2nd Lt., Air Corps,
Pilot.

A TRUE COPY:

HOWARD H. BERGSTROM,
1st Lt., A.G.D.,
Asst. Adj. Gen.

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394TH BOMBARDMENT SQUADRON (H)
APO 719

21 July 1944

SUBJECT: Eyewitness description of Crash of Airplane #44-40594.

TO : Headquarters, Army Air Forces, Washington, D.C.

THRU: Channels.

I did not see the Airplane get hit. The first time I noticed that something was wrong was when the Airplane went into a sudden dive and one man bailed out. I followed the ship in its dive and then noticed a large hole in the top of the left wing. Through this hole I could see the entire center section of the wing burning. It looked very much like the inside of a blast furnace. I also noticed through the open waist window of the airplane that the entire inside of the fuselage forward of the waist window was also burning in the same manner as the wing.

The Airplane pulled out of its dive after losing only 100 feet, leveled off momentarily and then peeled off in front of me. I called for the remainder of the 394th Airplanes to follow me down and cover the parachuting men. Just as soon as I could see Airplane #594 again I turned and followed it down. I noticed that some Airplanes from the other Squadrons behind me were also going down to cover the men, they were lower than I at this time.

I went down to approximately 5000 feet and circled the area where the Airplane had crashed and exploded for about 20 minutes. I did not go any lower than 5000 feet as 5 or 6 Airplanes were circling just above the water.

After ascertaining that at least 2 life rafts had been dropped and seeing one floating near the place the Airplane crashed I turned on course and returned to the Base.

Personally I only saw 5 open parachutes but my waist gunners saw 9 open and one man disappear into a cloud before his chute opened. We did not know whether this chute opened or not.

I did not see any of the men get into the raft or see any of them floating in the water.

/s/ Vernon O. Woodard,
/t/ VERNON O. WOODARD,
2nd Lt., Air Corps,
Deputy Squadron Leader.

A TRUE COPY:

HOWARD H. BERGSTROM,
1st Lt., A.C.D.,
Asst. Adj. Gen.

5 - Inclosures.

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394TH BOMBARDMENT SQUADRON (H)
APO 719

21 July 1944

SUBJECT: Statement on Extent and Description of Search.

TO : Headquarters, Army Air Forces, Washington, D.C.

THRU : Channels.

1. The following statement of search conducted for missing crew of Airplane #44-40594 is extracted from the field order of the mission.

E X T R A C T

394th Bomb Sq (H),
5th Bomb Gp (H),
APO 719, 19 July 1944.

FIELD ORDER)

NUMBER 117)

1. b. (1) (a) Rescue submarine, call GARDENIA, will be in vicinity of YAP ISLAND, and will guard 4475 KCs (voice) and 8455 KCs (CW). Distress calls will be broadcast direct to submarine, using reference point of Lat 07-00 N, Long 138-00 E. Code words TUXEDO and JILL will refer to the position and will be used on following occasions:

TUXEDO : When aircraft is in distress but still in the air.
JILL : When aircraft has already made water landing, or when survivors are sighted in the water.

NOTE: Reference point "SALLY" will continue to be used in contacting Catalinas.

(b) Rescue submarine, call PALPITATOR, will be in vicinity of WOLEAI ISLAND and will operate on same frequencies, using POPPY or MAIZIE reference points.

(2) (a) Rescue Catalina, call GARDENIA 10 (voice) and VF4 (CW) will proceed on direct course of 325 deg (T) from LOS NEGROS ISLAND to arrive at Lat 04-45 N, Long 142-35 E at 1145K, where it will orbit until 1345K and thereafter return to base.

(b) Rescue Catalina, call GARDENIA 11 (voice) and WC4 (CW) will be on local ground alert.

(c) Reference points for rescue purposes in contacting Catalinas are:

YAP Area	: SALLY	:	Lat 05-00 N, Long 142-30 E.
WOLEAI Area	: PAPPY	:	Lat 02-00 N, Long 146-00E
	MIZIE	:	Lat 06-00 N, Long 144-00E.

E X T R A C T

Incl #5

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Statement on Extent and Description of Search, 394th Bomb Sq (H), APO 719,
21 July 1944, cont'd

2. The following statement of search conducted for missing crews of Airplane #44-40594 is extracted from Field Order No. 118, 20 July 1944:

E X T R A C T

5th Bomb Gp (H),
APO 719,
20 July 1944.

FIELD ORDER)

NUMBER 118)

2. a. This Group will with two (2) B-24 type aircraft conduct a Special Search in coordination with Rescue Catalina, call GARDENIA SPECIAL, for lost crew survivors from YAP strike on 19 July 1944, using the point of 08 deg 26 min N, 138 deg 40 min E and searching in a square pattern, on 20 July 1944.

E X T R A C T

/s/ Orville G. Adams
/t/ ORVILLE G. ADAMS
Major, Air Corps
Commanding

A TRUE COPY:

HOWARD H. BERGSTROM,
1st Lt., A.G.D.,
Asst. Adj. Gen.

Gal 7-5

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NORTH I

NGULU I.S

SONSOL I.S

A.P 594 WATER LANDED HERE

PACIFIC OCEAN

8°

7°

0°

5°

136°

137°

138°

139°

140°

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394TH BOMBARDMENT SQUADRON (H)
APO 719

27 July 1944

SUBJECT: Rescue of the Crew of Ap #594.

TO : Commanding Officer, 394th Bombardment Squadron (H), APO 719.

On 19 July 1944 this squadron was ordered to strike the dispersal areas on Yap Island Airdrome at 1150K. With six B-24 type airplanes this squadron led the 5th Bomb Group Formation. Captain Longino, in Ap #594, led the mission. Due to weather conditions encountered in route to the target, the squadrons became somewhat separated, and consequently the rendezvous at Sorol Island was delayed. The Group rendezvous was accomplished, however, and Captain Longino led them over the target at 1220K. Bombs were dropped over the target as briefed, but because of the 8/10 cumulus undercast, results of the bombing were unobserved. Breaking away from the target, the Group formation was intercepted at 1230K by five zekes. The interception lasted for 20 minutes starting at 12,000 feet and finally breaking off at 7,500 feet. This squadron sustained some 12 to 15 passes, with the majority of them coming from the nose between 10 and 2 o'clock, high and low. The passes were pressed home often to within 200 yards before they broke away. Three of our airplanes were holed by the enemy fighter fire. Two of these planes received only minor damage, and the lead airplane, #594 was shot down.

Captain Longino and his crew report that their airplane received at least two 20 mm. hits in the left wing, between the #1 and #2 engines. One of the fuel cells within the wing was holed, and set afire. The flame spread to the bomb bay, where holed oxygen tanks rekindled it, and caused a veritable inferno. Efforts were made to fight it, but it was soon evident that these were useless, so Captain Longino gave the order to abandon the airplane. The crew left the airplane between 1247K and 1251K at approximately 08°35'N - 138°40'E. The first two men out of the airplane were T/Sgt James and S/Sgt Stroman, the two waist gunners who left by the camera hatch. Next was Cpl. Christoplos, the tail gunner, who went out by the camera hatch, and S/Sgt Morrison, the nose gunner, who left by the nose wheel door. Four more men, Lt Hickey, the navigator; Captain McConnell, the bombardier; T/Sgt Ferrand, the engineer, and S/Sgt Craghead, the ball gunner, left together. All of these men except Captain McConnell left by the bomb bay. Captain McConnell went out the nose wheel doors. Finally Captain Longino and Lt Kreinest went out the bomb bay.

We feel that the men tell their experiences far better than we are capable of expressing them; for that reason we are including in this report the personal stories of each of the survivors as they have written it. Captain McConnell is the only one who was injured in the descent. As he was afraid that the airplane might explode any second, he jumped with only one of his leg straps fastened. The shock of the chute opening broke three of his ribs, and severely bruised his leg and groin. We have interviewed him in the hospital and his story agrees in every detail with the stories of the other crew member.

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The men have offered their advice and criticisms, and these are incorporated within their personal reports. There are only two pertinent observations that are not covered in these narratives, and we think that notice should be made of them. Firstly, all of the eight survivors are fair to excellent swimmers and the two missing men could not swim; secondly, those survivors who had a good overall coat of tan did not blister or suffer from exposure, and the men who did not have a tan did blister.

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The following men comprised the crew of AP #594:

Survivors:
Capt. Dick R. Longino, pilot.
Capt. Robert N. McConnell, Bombardier.
1st Lt. Philip Hickey, navigator.
T/Sgt Peter J. Ferrand, engineer.
T/Sgt Lonnie M. James, radio operator.
S/Sgt John L. Morrison, armorer gunner.
S/Sgt Charles E. Craghead, Jr., armorer gunner.
Cpl. George Christoplos, assistant radio operator.

Missing in Action:
1st Lt. Robert H. Kreinest, co-pilot.
S/Sgt Woodrow S. Stroman, assistant engineer.

/s/ John E. McKelvey,
/t/ JOHN E. MCKELVEY,
Captain, Air Corps,
S-2 Officer.

Enclosures:
Narratives of:
Captain Longino
1st Lt. Hickey
T/Sgt Ferrand
T/Sgt James
S/Sgt Craghead
S/Sgt Morrison
Cpl Christoplos

CERTIFIED CORRECT:

Pat J. Patterson
PAT J PATTERSON
Major, Air Corps

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394TH BOMBARDMENT SQUADRON (H)
APO 719

27 July 1944 37

SUBJECT: Rescue of the crew of Ap #594.

TO : Commanding Officer, 394th Bombardment Squadron (H), APO 719.

E X T R A C T

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Narrative Account by Captain Dick Longino, Pilot

On the 19th day of July, 1944, the 5th Bomb Group was to strike at Yap Island at approximately 1150K. The 394th Squadron was leading, and as lead airplane of the 394th squadron, we were leading the flight. Take off was scheduled at 0550K, but was about five minutes late due to instructions from the control tower. The 394th Squadron stayed in loose formation enroute to Sorol Island, the rendezvous point, which we reached at 1050K with six planes in our formation. Immediately thereafter, we were joined by several planes from the 72nd Squadron (Purple 3), and the 23rd Squadron (Purple 2). A few minutes later, the leader of the 31st Squadron (Purple 4) arrived with only one other airplane. These two airplanes filled in gaps in the 72nd and 23rd Squadrons. At 1130K we turned on course with about fourteen ships in formation. Soon after turning on course, several more stragglers were sighted. A 90° turn to the right, a 180° turn to the left, and a 90° turn back on course was made to allow these ships to join us. I told them to fill in empty spaces in number two and number three squadrons. At this time, an airplane called in that he was approaching Sorol Island. Since it was a single ship, I decided not to wait for him and instructed him to bomb the rendezvous point. At about 1150K, a ship called in that he was having trouble with a supercharger and wanted to turn back. His Squadron Leader told him to use his own judgement so he turned back. As the target was sighted, it was particlly obscured by clouds. Due to a layer of stratus above us, we were forced down to 13,500 feet, 1,000 feet below briefed altitude, as we approached the I.P. and on bomb run. The run was made on a heading of 20° magnetic (briefed 25°). A left breakaway was made to 135° magnetic at 160 to 165 mph after about a four minute run. No AA observed. Power was reduced to 30" and 2100 rpm. Bombs were away at 1222K. About five minutes after bombs away, five fighters were observed at 9 o'clock on about our level, apparently attempting to head us off for a frontal attack. A few minutes later, the first attack came from about 10:30 o'clock high, followed by several more from 11 o'clock to 1o'clock, all high. These attacks were all pressed to very close range and almost unopposed by our defensive fire. Our nose and top turrets were firing very irregularly and our wing ships were not observed to be firing either. At intervals of not more than five minutes, I checked the condition of the formation with waist and gail gunners and was assured that it was very good. At about 1240K, someone called me on the interphone and told me we had a fire between #1 and #2 engines. I asked the co-pilot to go back and investigate, and then called our left wing ship and asked how it looked. He replied that the fire was still burning, but without much flame. Someone then told me on the interphone that our left main gas tanks were on fire. We were still gradually descending and were then at about 9,000 feet. The co-pilot told me that all fire extinguishers in the rear were exhausted and to have the bombardier

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take the one back from the nose. This I did. I then throttled back to 27" (all four engines were still running) and started a faster descent. I told the rest of the formation I was descending and asked them to cover us if I had to ditch. At this time, we were still under interception. I now asked the navigator for a bearing to the rescue submarine which we had sighted about 30 minutes before reaching the target. He immediately started to work on this. The co-pilot now returned with the information that the fire was out of control and we would have to abandon ship. The airplane was still on AFCE and it now nosed over into a slight dive (2000 feet a minute descent). The right wing also dropped. I attempted to recover with AFCE but got no response. I then tried manually and found we had no elevator control, but I did raise the right wing. Now, I pushed the alarm bell button three times, but could not hear the bell (the ball turret gunner seems to be the only one who heard it). I looked back and saw men jumping from forward bomb-bay. I left the pilots sear and stood up, leaning over the seat to control the wheel. I looked back and could see no one left except the co-pilot who was standing on the cat-walk looking at me. In fact, he started to climb back on the flight deck apparently coming back for me. I motioned for him to jump, but he would not leave until I joined him in the bomb bay. I believe we were at about 4,000 feet when he jumped. I followed a few seconds later and saw the co-pilot's chute open. We both jumped from the right side of the forward bomb bay. I could feel the heat from the left side before I left the flight deck. After my chute opened, I looked around and saw several other chutes in the water, and several in the air. Before we were hit, we had held 135° mag. and at the time we jumped, I believe our heading was approximately south. While still in the air, I watched the airplane. It was a shallow spiral to the right, and completed about 180° of turn before crashing one mile west of me. After hitting the water, it must have taken me about ten minutes to get out of my chute harness and inflate my Mae West. I then released my sea marker dye in an effort to get a life raft dropped to me. Two B-24's came down to low altitude and one of them saw me. He circled and made a run on me, dropping a raft 100 yards or so down wind from me. After reaching the raft 20 or 30 minutes later, I discovered the inflating mechanism was broken off, so I started blowing it up with my mouth. By about 1500K, when I sighted the rescue submarine, I had the raft about half inflated. The sub, when I first saw it, was about one mile downwind where they picked up the first empty life raft. The sub turned, started searching up wind, and picked my up at 1549K. Eight of us were picked up in the following order:

19 July - 1549K, Captain Dick Longino Jr., Pilot
1612K, Captain Robert N McConnell, bombardier
1615K, S/Sgt John L Morrison, armorer gunner
1920K, S/Sgt Charles E Craghead Jr., Armorer gunner
1928K, T/Sgt Peter J Ferrand, engineer
2050K, 1st Lt Philip Hickey, navigator

20 July - 0630K, Cpl George Christoplos, asst Radio Operator
1813K, T/Sgt Lonnie M James, radio operator

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Narrative Account of 1st Lt Philip P Hickey, Navigator

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After some difficulty I was lifted aboard, and later helped below decks. Here I was looked after by the pharmacist mate, showered, and put to bed. I was unable to

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hold anything on my stomach, due I think to the unsettling effect of so much salt water. I had been in the water for eight hours almost to the minute.

Capt Longino, Capt McConnell, S/Sgt Morrison, S/Sgt Craghead, and T/Sgt Ferrand had been picked up before me in the order mentioned. The sub continued the patrol throughout the night, shouting to attract attention to themselves.

Early the next morning, Cpl. Christoplos was picked up after 17 hours in the water. At 1830, T/Sgt James was picked up after 29½ hours in the water, even though hope had been abandoned. This feat of staying afloat in a life vest for such a period of time must be tried to be fully appreciated.

The search was continued for the other crew members throughout the night of the 20th of July and the daylight hours of the 21st. This effort was without avail. The two missing were 1st Lt Robert Kreinest and S/Sgt Stroman.

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Narrative Account by T/Sgt Peter J Ferrand, Aerial Engineer

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Had trouble getting rid of my parachute after landing in the water. Had to cut shroud lines away with my knife. Couldn't find any of the rafts or emergency equipment dropped by us or the other planes in the formation.

Spotted submarine about one hour later but they didn't see the dye from sea-marker. They were about 3/4 of a mile distant. Mae West inflated properly and had no leaks.

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Narrative Account of S/Sgt Charles E Craghead Jr Asst Radio Operator, Ball Gunner on Ap #594

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I began swimming towards where the smoke from the crashed plane was, in hopes of finding some one with a raft or maybe finding something to hold on to. The water was so rough it was almost impossible to float or rest any. I found the navigator and we stayed together for two or three hours. It was then that we first saw the sub that later picked us up. It was five of six miles from us. Had we had a mirror attached to our Mae West, we might have been able to attract it toward us. We became separated and I found the engineer. We stayed together the rest of the evening. Toweard dusk I sighted the sub again. By this time, I was about 300 yards from the engineer. I kept trying to wave and holler at the sub until they spotted me and turned and picked me up. I gave them an idea where the engineer and navigator were and they soon had them aboard.

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Narrative Account of T/Sgt Lonnie M James, Radio Operator and Waist Gunner on AP #594

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I looked to see if I could see anything or anyone but saw nothing. About 1730 or 1800 that evening I saw a sub. I howled and waived but they must not have heard me as they turned and went the other way. I stayed in that afternoon from about 1 o'clock, that night and the next day until about 1800 the next evening. I was fighting porpoises away from me but one slipped up on me and hit me in the hand and on the ankle. After

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staying in the water for about 30 hours with my Mae West, shorts and a jacket I was picked up by a sub which brought eight of us back. Two were missing.

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Narrative Account of S/Sgt John L Morrison
Armorer Gunner

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My life vest failed to hold air in the front compartment and the rear one deflated steadily after it was put in use. To the best of myknowledge there were two other life vests that acted in a similar manner.

There seemed to be a lack of coverage from the remaining planes which circled twice, at fairly high altitude, inaccurately dropped equipment and left. Most of this equipment was picked up by the submarine unused, or damaged. Very little of the equipment was dropped close enough to be reached in the water and the remains were probably damaged from the high drop.

The ships alarm bell could not be heard and was evidentally not working. We were not aware in the nose that the rest of the crew was abandoning ship until the first few were seen parachuting down.

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Narrative Account of Cpl George Christoplos
Asst Radio Operator Gunner

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As I was about to hit the water I tried to unbuckle my chute but I was in the water before I could get anything done. I then proceeded to take my harness off and inflated one side of the Mae West. Meanwhile my chute had tangled around my legs, luckily I had a pen knife in my pocket so I cut the cute away. Then I took my leather jacket off and just rested. I could not see anyone near me. When I hit the water I saw the explosion and smoke from our plane. It hit about three miles away from where I was.

I floated around for awhile until I sighted the sub. Then took my shoes off and threw them up in the air but they didn't see me and went right on by. I spotted them again about five o'clock, then again around 7 o'clock. At about nine or ten o'clock they circled around me not more than 300 feet but could not hear me. I did not see them again til dawn. They weren't very far so I pulled my dye which they saw and picked me up.

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Extracted from the 394th Bomb Sq (H), S-2, File, 9 October 1944.

CERTIFIED CORRECT:

PAT J. PATTERSON,
Major, Air Corps,
Commanding.

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BASIC: Ltr, Hq FEAF, APO 925, dtd 21 Aug 44. Subj: Missing Aircraft Report, re R H KREINEST (O)

360.33 2nd Ind HHB/wgb

HEADQUARTERS XIII BOMBER COMM[illegible] APO #719, 28 August 1944.

To: Commanding Officer, 5th Bombardment Group (H), APO #719.

For immediate compliance.

By Order of Colonel PICHER:

HOWARD H. BERGSTROM,
1st Lt., A.G.D.,
Asst. Adj. Gen.

3rd Ind. H-1

HEADQUARTERS 5TH BOMBARDMENT GROUP (H), APO #719, 4 September 1944.

TO: Commanding General, Army Air Forces, APO 565-1.

1. Complied with.

2. Original Report was submitted on 22 July 1944, and was returned to this headquarters by Commanding General, XIII Bomber Command on 31 July for addition of information on search. This Report was returned to A-3, XIII Bomber Command on same date.

For the Group Commander:

W. G. GARBRECHT,
Captain, Air Corps,
Adjutant.

1 Incl:
True copy of Missing Air Crew Report with
5 attachments re: Captain LONGINO.

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