

DECLASSIFIED

Authority: NND 735001

By: NARA NARA Date: 1973

CONFIDENTIAL

WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
WASHINGTON

8465

Classification changed to **RESTRICTED**
by E. A. SKAGGS, Lt. Col., AG
by F. E. MCKENNA, Capt., AG

MISSING AIR CREW REPORT

1. **ORIGIN:** Location KIMBOLTON ENGLAND, Command or Air Force 8th A.F.
Group 379th Bomb GP (H), Squadron 527th

2. **SPECIFY:** Point of Departure KIMBOLTON, ENGLAND; Course DEWEN, GERMANY
Intended Destination KIMBOLTON ENGLAND; Type of Mission Operational

3. **WEATHER CONDITIONS AND VISIBILITY:** AT TIME OF CRASH, OR WHEN LAST REPORTED:

4. **GIVE:** (a) Date 26 Aug 1944 Time 1126 and Location 5235N 0317E
of 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 Circumstances as follows WRECKAGE INCLUDING NOTES BOOK OF 1ST LT LIVERY FOUND

6. **AIRCRAFT:** Type, Model and Series, B-17G A.A.F. Serial Number 42-107146

7. **ENGINES:** Type, Model and Serial B-17G A.A.F. Serial Number (a) 42-28532
(b) SN-003435 (c) 42-61204 (d) SN-010577

8. **INSTALLED WEAPONS** (Furnish below Make, Type and Serial Number)
13 Cal. 50 M-2 Browning Machine guns

9. **THE PERSONS LISTED BELOW WERE REPORTED AS (a) Battle Casualty** X

10. **NUMBER OF PERSONS ABOARD AIRCRAFT:** CREW 9 PASSENGERS 0 TOTAL 9

	CREW POSITION	NAME IN FULL	RANK	SERIAL NO.
KIA	PILOT	SPECKER, EDWIN C.	2nd Lt.	0-751766
KIA	COPILOT	RICHARDS, MERVIN L.	2nd Lt.	0-824227
KIA	NAVIGATOR	GALLAGHER, GERRARD J.	2nd Lt.	0-718280
KIA	BOMBARDIER	BOONE, WARREN E. JR.	2nd Lt.	0-596199
KIA	RADIO OPER.	LIVELY, GEORGE E.	Sgt	18213126
KIA	TOT TURRET	CHAFFIN, HOWARD E.	Sgt	34906318
KIA	TAIL TURRET	STONER, DONALD A.	Sgt	39919373 Picked up
KIA	WING GUNNER	KRIDERMAN, RICHARD C.	Sgt	39028390
No Rec	TAIL GUNNER	BARRETT, CHAS. J.	Sgt	35596840 Picked up

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

Name in Full (Last Name First)	RANK	ASN	CONTACTED BY RADIO	LAST SIGHTED	SAW CRASH	FORCED LANDING
1. <u>A/G believed to have ditched at 5235N 0317E</u>						
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) <u>SWAN AWAY</u>						
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 <u>SEE SEPARATE REPORT</u>						
15. ATTACH A DESCRIPTION OF THE EXTENT OF SEARCH, IF ANY, AND GIVE NAME, RANK AND SERIAL NUMBER OF OFFICER IN CHARGE HERE <u>NO SEARCH MADE.</u>						

DATE OF REPORT. 27 August 1944

M. A. PRESTON,
Colonel, A.C.,
#20673

F. T. MCKENNA,
Capt. A. C.,
STATISTICAL OFFICER.

24

DECLASSIFIED

Authority: NND 735001

By: NARA NARA Date: 1973

AAF Station 117
1 September 1944.

We had just begun to cross the enemy coast when #2 engine started to fall apart. The Navigator called pilot and said that the top cylinder was flying out. The pilot was unable to feather the prop and the engine continued to disintegrate. We dropped out of formation and headed back. The #2 engine caught fire and burned fiercely and caused the plane to shake all over. After a while the fire finally went out and the plane stopped shaking. I was in the waist by this time and all of us back there thought everything was all right. I wasn't on interphone and don't know if anything was said or not.

I noticed that the bombs had been salvaged so I asked the waist gunner, by motioning, whether or not we should throw out the guns and equipment, and prepare for ditching. He shook his head no and motioned that everything was all right. I was using one of the large oxygen bottles and sat down in the waist and occasionally glanced out to see that all three engines were still running.

We were still on oxygen approximately five (5) or ten (10) seconds before we hit the water. The waist gunner kept looking out the window and watching the wing. We didn't know that we had been losing altitude until the ball turret gunner, who was also in the waist, happened to glance out and noticed that we were close to the water. (about 200 feet). The ball turret gunner motioned to the waist gunner to notice how low we were, jerked off his oxygen mask, and all three of us started for the radio room. I took just a couple of steps and then everything went blank until I regained consciousness sometime later, at which time, I was floating in the water inside the plane. The plane was about half submerged and I got out through a hole in the side. I had hardly cleared the plane when it sank. The ball turret gunner had been thrown clear of the plane in the crash. I remained afloat with my life jacket from about 1115 hours until about 1245 when I was picked up.

Charles J. Marlatt
CHARLES J. MARLATT,
ASN 35396840,
Sergeant.

DECLASSIFIED

Authority: NND 735001

By: NARA NARA Date: 1973

APPPA, MJD, 76365
Re. A313, 12/22/44

2nd Lt. Edwin C. Spencer

Mrs. Mary J. Spencer, (Wife) ✓
South Des Palos, California.

2nd Lt. Mervyn L. Richards

Mrs. Annie Louise Richards, (Mother) ✓
752 River Road,
Teaneck, New Jersey.

2nd Lt. Gerard J. Gallagher

Mr. James J. Gallagher, (Father) ✓
1537 East 37th Street,
Brooklyn, New York.

2nd Lt. Warren H. Boone Jr.

Mr. Warren H. Boone, (Father) ✓
2538 Westworth,
Dallas, Texas.

2/Sgt. George M. Lively

Mrs. Flossie M. Lively, (Mother) ✓
312 East Hinson Street,
Denison, Texas.

2/Sgt. Howard B. Chaffin

Mr. Eldridge J. Chaffin, (Mother) ✓
1 North Cherry Street,
Greene, Alabama.

Egt. Richard C. Kriedeman

Mr. Charles W. Kriedeman, (Father) ✓
Oakla, Minnesota.