

7998

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WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
WASHINGTON

Classification changed
to **RESTRICTED**
by E. A. BRADONAS, Lt. Col., AC
by F. M. MUEHCH, Capt., AC
Date **APR 15 1948**

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 air crew member is officially reported missing.

Sardinia

- ORGANIZATION: Location, by Name Decimannanu, Command or Air Force 12th
Group 320th (M); Squadron 441st Detachment
- SPECIFY: Place of Departure Decimannanu, Sardinia Group 3220
Target or Intended Destination Montpellier RR Type of Mission Bombing
Bridge, France
- WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR AT LAST REPORTED:
Clear but Hazy
- GIVE: (a) Day 24 Month Aug Year 1944; Time 18:05 and Location 43° 10'N
04° 45'E of last known whereabouts of missing aircraft.
(b) Specify whether aircraft was last sighted (); last contacted by radio (); forced down (); seen to crash (); or information not available ().
- 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: Engine trouble
- AIRCRAFT: Type, Model and Series B-26 B45 Battle # 16
AAF Serial Number 42-95768
- NICKNAME OF AIRCRAFT, If Any "Becky"
- ENGINES: Type, Model and Series R-2800 - 43 AAF Serial Number
(a) 41-38548 (b) 42-53008 (c) _____ (d) _____
- INSTALLED WEAPONS (Furnish below Make, Type and Serial Number):
(a) 94450 (b) 91084 (c) 93097 (d) 117947
(e) 259166 (f) 148433 (g) 145467 (h) 632052
(i) 632090 (j) _____ (k) _____ (l) _____
(m) _____ (n) _____ (o) _____ (p) _____
- THE PERSONS LISTED BELOW WERE REPORTED AS: (a) Battle Casualty Battle Casualty
or (b) Non Battle Casualty
- NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 7; Passengers 0; Total 7
(Starting with Pilot, furnish the following particulars: If more than 11 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	Current Status
K/A 1.	Pilot <u>JUNKINS, HARRY E.</u>	2nd Lt.	0-806077	MIA
K/A 2.	Co Pilot <u>CINNAMOND, REA M.</u>	2nd Lt.	0-683966	MIA
K/A 3.	Bombardier <u>GALL, JAMES H. JR.</u>	F/O	T-121811	MIA
K/A 4.	Eng G. <u>ROBERT, CLARENCE J.</u>	S/Sgt.	17020822	MIA
K/A 5.	Radio G. <u>TRAPP, OTTO A.</u>	S/Sgt.	36804934	MIA

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	<u>Crew Position</u>	<u>Name in Full</u>	<u>Rank</u>	<u>Serial Number</u>	<u>Current Status</u>
KIA	6. <u>Arm G.</u>	<u>JENSEN, JOHN L.</u>	<u>Sgt.</u>	<u>39000886</u>	<u>MIA</u>
KIA	7. <u>Photo G.</u>	<u>LIEBERMAN, DANIEL (NMI)</u>	<u>S/Sgt.</u>	<u>12043549</u>	<u>MIA</u>
	8.				
	9.				
	10.				
	11.				

12. 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 Forces Landing
1. <u>GEMMILL, JOHN G.</u>	<u>1st Lt.</u>	<u>O-568270</u>	<u>Consolidated S-2 Interrogation</u>			
2. <u>KLUG, JOHN J.</u>	<u>1st Lt.</u>	<u>O-808854</u>				<u>X</u>
3.						

13. IF PERSONNEL ARE BELIEVED TO HAVE SURVIVED, ANSWER YES TO ONE OF THE FOLLOWING STATEMENTS: (a) Parachutes were used X; (b) Persons were seen walking away from scene of crash ; or (c) Any other reason (Specify) Chutes were seen to open.

14. ATTACH AERIAL PHOTOGRAPH, MAP, CHART, OR SKETCH, SHOWING APPROXIMATE LOCATION WHERE AIRCRAFT WAS LAST SEEN OR HEARD FROM.

15. ATTACH EYEWITNESS DESCRIPTION OF CRASH, FORCED LANDING, OR OTHER CIRCUMSTANCES PERTAINING TO MISSING AIRCRAFT.

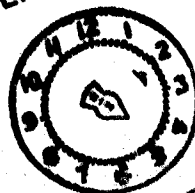
16. GIVE NAME, RANK AND SERIAL NUMBER OF OFFICER IN CHARGE OF SEARCH, IF ANY, INCLUDING DESCRIPTION AND EXTENT The search has been turned over to Air Sea Rescue, Corsica.

Date of Report 25 August, 1944

George A. Jackson
 (Signature of Preparing Officer)
 GEORGE A. JACKSON
 Captain, Air Corps,
 Statistical Officer.

17. REMARKS OR EYEWITNESS STATEMENTS:

SEP 23 1944



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

HEADQUARTERS 320TH BOMB GROUP (M)
APO 650 U.S. Army

25 August, 1944

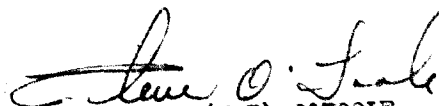
SUBJECT: Missing Air Crew Report.

TO: Commanding General, 42nd Wing (US) APO 650, U. S. Army.

1. In compliance with letter W.D. File #AG. 360.33, Subject, Missing Air Crew Report dated 23 May, 1944. The following information is hereby submitted to your Headquarters.

2. Battle Casualty report has been forwarded to your Headquarters and the original and 1st copy was submitted direct to 12th Air Force, 25 August, 1944.

For the Commanding Officer:


CLEVE (NMI) O'TOOLE
Major, Air Corps,
Adjutant.

4 Incls; 7 copies each.
1 - Missing Air Crew report
1 - Maps or sketches
2 - Statements.

319.11 1st Ind. C-7
HEADQUARTERS 42ND BOMB WING (US), APO 650, US ARMY, 26 August 1944.

TO: Commanding General, Twelfth Air Force, APO 650, US Army

4 Incls: n/c


F. V. G. OR.

-1-
~~C O N F I D E N T I A L~~

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AG 360.33
HQ, TWELFTH AF, APO 650, US Army, 1 Sep. 44.

2nd Ind.

^{SWB}
XAG-LHC-bb-30

TO: CG, NATOUSA, APO 534, US Army. Att: Battle Gas Section.

1. Attention is invited to basic communication.
2. Battle casualty report (B-227) was forwarded your hq on 30 Aug 44.

For the Commanding General:

D. S. Jackson
D. S. JACKSON
Major, AGD,
Asst Adjutant General.

4 Incls: (dup)

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HEADQUARTERS 320TH BOMBARDMENT GROUP
Office of the Group Intelligence Officer
APO 650

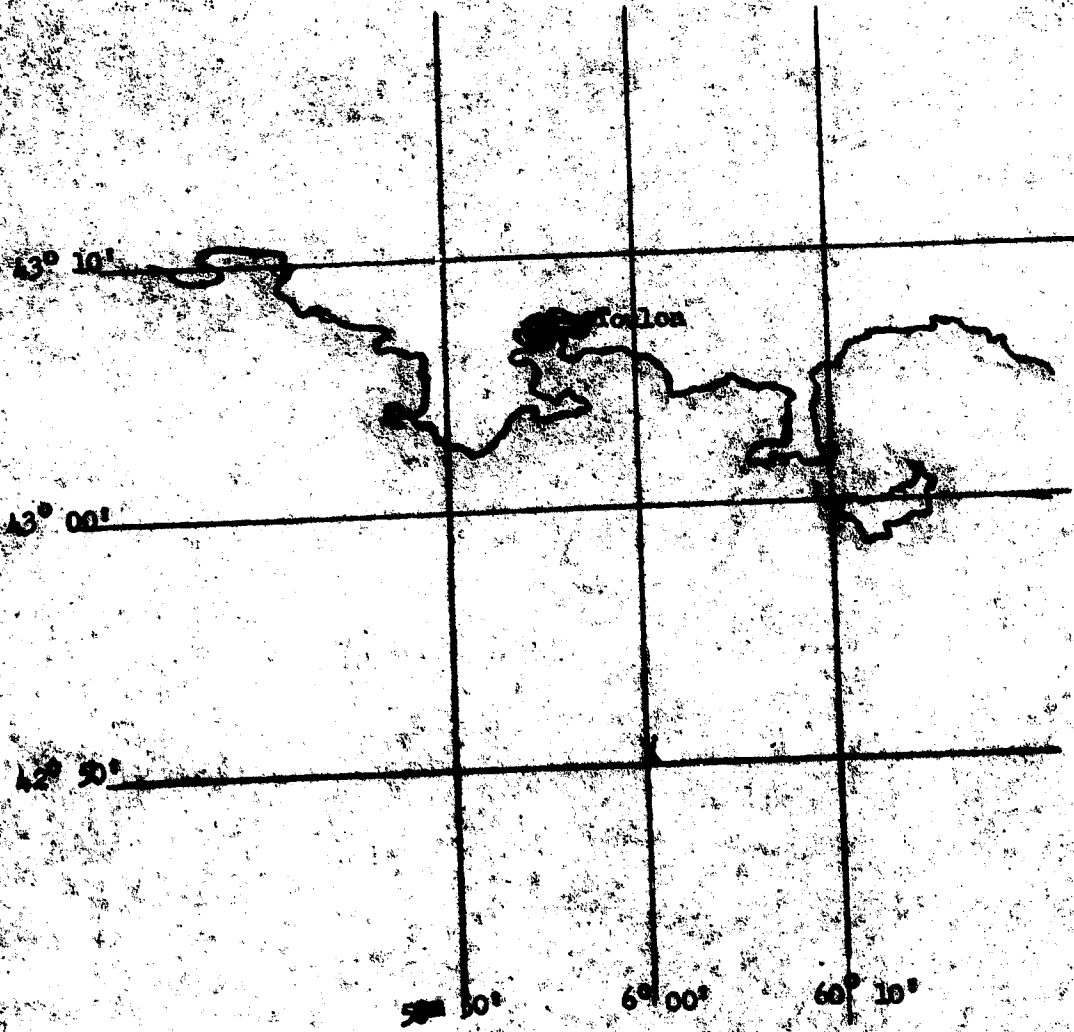
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S-T-A-T-E-M-E-N-T

1 B-26 lost to engine failure. Just prior to leaving land at Palavas les Flots on return from the target, A/C went on single engine and fell out of formation with 2 other B-26's escorting. It lost altitude rapidly to 400' when 6 crew members parachuted at 1740 hours at 43° 10' N, 04° 40' E. The seventh man jumped just before the A/C hit the water and his chute was not seen to open. Escorting A/C members reported seeing 5 objects on the water. Escorting A/C circled for 75 minutes attempting to contact sector control, finally reached "(Colgate)" at 1855 hours. These A/C dropped rafts, a "Gibson Girl", smoke bombs and dye.

John G. Gemmill
JOHN G. GEMMILL,
1st Lt., Air Corps.

7998-4X



441st BOMBARDMENT SQUADRON (M) AAF.,
Office of the Operations Officer,
APO #650 US Army.

25 August 1944.

As the formation reached the O.P., north of the target, my gunner told me the #3 plane of our second flight had left us and looking down I saw it turning to the left about 1000 feet below us.

After the bombing I informed the flight leader, Captain Cahan, that our left wing man was gone. He made contact with the plane, and we left the formation together to escort the crippled plane, who reported to be on single engine at 4000 feet and losing altitude at 140 M.P.H.

The pilot asked for rafts if they bailed out so I maneuvered around to get well behind and in line with him. I had my gunners ready with smoke bombs and water markers and as the men struck the water, we released these. My co-pilot, Lt. Zierk, counted seven parachutes and the plane was at approximately 1800-2000 feet as they left it. In about five seconds the plane peeled off to the right and went in. I kept in contact with Captain Cahan and told him to watch for the smoke and water marker. On our next pass we dropped the auxiliary life-raft where I believe I saw three men. My gunners reported it inflated properly and saw it later, altho I never did. I do not know how many times I circled the area but soon we located two men by the dye of their "Mae Wests". On successive passes we released more smoke bombs and dropped the "Gibson Girl" radio. Its parachute also worked successfully. We also dropped our main life raft thru the bomb-bay, but it had accidentally inflated itself in the plane and it was necessary to puncture one section of it. The plugs and pump were in it as we threw it out, but I believe that, due to difficulty in dropping, it fell beyond reach. All this time we were flying at about 600 feet and trying unsuccessfully to contact any land radio station. I called every station I knew of on different frequencies and my radio operator tried every emergency procedure he knew with the equipment available.

After throwing out all our markers and emergency equipment we were forced to leave the scene or be caught short on gas.

I climbed to 3000 feet and tried to contact radio stations again and about 15 minutes away from the location "Buckshot" asked of they could help. I gave them the particulars and asked them to relay it to the Air Sea Rescue station. I had no map or navigator to get position coordinates so I told them it was south-east of Montpelier and about 3 miles off the coast altho it must have been 8 to 10 miles from the nearest land. About 15 minutes later Captain Cahan, whose receiver was out, gave the map coordinates to anyone receiving him. I verified this to "Buckshot", "Colgate" and "Dundee", with whom I was now in contact. About 25 miles to the east of where the men bailed out there was quite a bit of naval activity but we had no way to contact them, and I saw no ships leave their force.

When I landed at the "Colgate" station they wanted the story again, which I gave them. They said a "Warwick" (this was about 19:35 hours) had been dispatched and several "Walrus" were supposed to be patrolling somewhere near where the men went in. They did not know if these planes had received any message.

John J. Klug
JOHN J. KLUG,
1st Lt., A.C.,

✓
2nd Lt. Harry E. Jenkins

Mrs. Vera J. Malowan, (aunt)
Main Street,
Ashland, Maine.

✓
2nd Lt. Ben M. Cinnamon

Mrs. J. M. Cinnamon, (mother)
2023 West Park Avenue,
Hemp, California.

✓
F/O James H. McCall, Jr.

Mrs. Helen S. McCall, (mother)
1405 North 7th Street,
Birmingham, Alabama.

✓
S/Sgt. Clarence J. Loginan

Mr. Albert Logis A, (father)
Rural Free Delivery Number Two,
Cheney, Kansas.

✓
S/Sgt. Otto A. Trapp

Mrs. Anna W. Trapp, (mother)
Sun Prairie, Wisconsin.

✓
S/Sgt. Daniel Lieberman

Mr. Morris Lieberman, (father)
600 Jefferson Avenue,
Brooklyn, New York.

✓
Sgt. W. L. Jensen

Mrs. Emma G. Marshall, (mother)
Jensen, California.