

**WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
WASHINGTON**

The MISSING AIR CREW REPORT

8260

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 Torretta, Italy Command or Air Force 15th AF
Group 461st Bomb Gp (H) Squadron 767th Bomb Sq (H)

2. SPECIFY: Place of departure Torretta, Italy Course direct to target
Target Ploesti Type of mission bombing

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

4. GIVE: [a] Date 17 Aug 1944 Time 1315 Last known position Yugoslav coast, Germany.

[b] Specify whether: Last sighted, Forced down, Seen to crash,
 Last contacted by radio, No information

5. AIRCRAFT [~~LOST~~] [BELIEVED LOST] AS A RESULT OF: [Check one only]

Enemy aircraft, Enemy anti-aircraft, Other. .

6. AIRCRAFT: Type, model & series B-24 AAF Serial Number 42-78519

7. NICKNAME OF AIRCRAFT: _____

8. ENGINES: Type, model & series unnecessary AAF serial Number [a] _____

[b] _____ [c] _____ [d] _____

9. INSTALLED WEAPONS: [Make, type and serial number] Unnecessary – plane exploded

[a] _____	[e] _____	[i] _____
[b] _____	[f] _____	[j] _____
[c] _____	[g] _____	
[d] _____	[h] _____	

10. PERSONNEL LISTED BELOW REPORTED AS: Battle Casualty, Non Battle Casualty

11. NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 10; Passengers 0; Total 10

[If more than 12 persons aboard aircraft, use separate sheet]

CREW POSITION	FULL NAME [Last, First, Initial] RANK, SERIAL NUMBER	CURRENT STATUS	NEXT OF KIN, RELATIONSHIP AND ADDRESS
[1] Pilot	Moore, Thomas C., 2 nd Lt. 0-700516	MIA	Mrs. Ethel K. Moore (Mother) 816 Brainard St., Detroit, Michigan
[2] Co-pilot	Echternacht, Norris G., 2 nd Lt. 0-713371	MIA	Mrs. Dorothy L. Echternacht (Wife) 820 Spruce St., Boulder, Colo.
[3] Nav	Fox, Howard R., 2 nd Lt. 0-723044	MIA	Mr. James R. Fox (Father) 335 Oak Rd., Glenside, Pa.
[4] Bomb	Young, Bernard H., 2 nd Lt. 0-708125	MIA	Mrs. Lillian Young (Mother) 25 Summit Ave., Chippewa Falls, Wisconsin
[5] RWG	Mort, Richard A., S/Sgt. 36459672	MIA	Mrs. Audrey Mort (Mother) 858 St. Joseph t., South Haven, Michigan
[6] LWG	Andrews, Frederick C., S/Sgt. 12024145	MIA	Mrs. Madeline Andrews (Mother) Big Flats, New York
[7] TTG	Bonewall, Carlos J., S/Sgt. 18129569	MIA	Mr. Norris O. Bonewall (Father) General Delivery, Deer Creek, Okla.
[8] NTG	McGuire, James C., S/Sgt. 42021404	MIA	Mr. James McGuire (Father) 2657 Genesee St., Cheektowaga, N.Y.
[9] BTG	Keffer, Warren G., Sgt. 39333985	MIA	Mrs. Anna M. Keffer (Wife) Rt #1, Creswell, Oregon
[10] TG	Koester, John E., Sgt. 37615715	MIA	Mrs. Mary Koester (Mother) Box 35, St. Peters, Mo.

[11]

[12]

12. IDENTIFY BELOW THOSE PERSONS WHO ARE BELIEVED TO HAVE LAST KNOWLEDGE OF AIRCRAFT AND CHECK APPROPRAITE [one only] COLUMN TO INDICATE BASIS FOR SAME:

NAME IN FULL	RANK	SERIAL No.	CONTACTED BY RADIO	LAST SIGHTED	SAW CRASH	SAW FORCED LANDING
[1] Gordon W. Rosencrans	2nd Lt.	0-704981		X		
[2] Arthur C. Jaros, Jr.	2nd Lt.	0-718324		X		
[3] Rbert U. Roswurm	2nd Lt.	0-705436		X		
[4]						

13. IF PERSONNEL ARE BELIEVED TO HAVE SURVIVED, CHECK ONE OF THE FOLLOWING:

Parachutes were used, Persons were seen walking away from the scene of the crash,

Other reasons [specify]..

14. ATTACH PHOTOGRAPH, MAP OR SKETCH SHOWING LAST KNOWN LOCATION OF AIRCRAFT.
15. ATTACH EYEWITNESS DESCRIPTIONS OF CRASH, FORCED LANDING, OR OTHER CIRCUMSTANCES.
16. ATTACH A DESCRIPTION OF EXTENT OF SEARCH, IF ANY, AND GIVE NAME, RANK AND SERIAL NUMBER OF OFFICER IN CHARGE OF SEARCH HERE: **No search; plane crashed in sea.**

Date: 21 August 1944

/s/ Raymond L. Wilcovitz
Captain, Air Corps
Adjutant

767TH BOMBARDMENT SQUADRON (H)
461ST BOMBARDMENT GROUP
APO 520 US ARMY

STATEMENT

On 17 August I was leading "C" flight second attack unit and as we neared the Initial Point for our target which was at Ploesti, I broke up my flight to fill in the places left by the ships that aborted. Coming off the target, I noticed plane number 75 with a bad oil leak in number 2 engine. I was flying behind him and contacted him on the radio on 4085 frequency. He told me that his number 2 engine was going out, and then it went dead and he was unable to feather it. There was a huge flak hole on the underside of number 2 engine nacelle which undoubtedly caused the loss of the engine.

Ship number 67 and myself in ship number 69 covered him as the rest of the group went on. I kept in contact with him until we reached the Danube River. He said he had lost the turbo on number 1 engine but had gotten it back again. As we were flying over the middle of Yugoslavia, he feathered number 1 engine and then unfeathered it immediately; why, I don't know because we had lost contact with him. The pilot in 67 and myself covered him all the way from the target in Romania until about five miles out in the Adriatic Sea. As he had three good engines he had decided to try and make the Italian coast, but as we got about ten miles out in the sea he made a 90 degree turn to the right and headed for the coast of Yugoslavia. The pilot in 67 called me and said he was low on gas so he went on to Italy and we followed Lt. Moore in 75 towards the coast. He was at 6,000 feet upon arriving at the coast on the way to Italy and he lost altitude very fast as he turned right. At about 3,500 feet he started bailing out his crew and at the same time feathered number 1 engine. All nine of the crew got out before they reached 1,000 feet and Lt. Moore finally jumped about 500 feet above the water. We watched the plane crash, explode, and sink, and then dropped down to 1,000 feet and started to circle the men swimming in their Mae Wests and all were alive and headed for the shore which was approximately 1,000 yards away. As we made a wide circle over them, an unknown German gun position along the coast directly in front of where they bailed out began firing at us and as we were directly over them, they had no trouble firing on range. The guns consisted of 20 mm pompoms. They were medium anti-aircraft guns and very accurate. They hit us several times before we could get turned around and away. I wanted to go over them and strafe the gun position, but after asking the crew if they wanted to, we decided that one ship down was enough; also if we had stayed there they might have taken the punishment out on the men in the water. As we left the scene of the bail out we saw five German "E" boats head out to pick up the men in the water. The boats also had light guns on them which hit us several times.

We arrived at our base in Italy with no engine trouble fortunately and reported everything that happened to our Squadron S-2 officer. Our plane was damaged a little by the gun positions at the coast and by the guns on the boats which headed for the men in the water. This report is the exact way I saw it from the pilot's seat in ship #69.

/s/ Gordon W. Rosencrans, Jr.

2nd Lt., Air Corps

On 17 August 1944, returning from a mission to Ploesti, we observed that crew number 62 (2nd Lt. Moore – pilot), flying in plane number 75, was in trouble. Their number 2 engine was shot out, caused by flak entering the bottom of the engine nacelle. Lt. Moore reported over the radio that he had also lost the turbo on number 1 engine. At one time he feathered number 1, but unfeathered it immediately. Lt. Roswurm, flying in plane number 67 and we, in plane number 69, formed on Lt. Moore and covered him on the way through Bulgaria and Yugoslavia.

About five miles before reaching the Danube River near Caracal, Romania, we heard Lt. Moore say that he would attempt to drop his bombs in the Danube. This was the last radio contact with him that we were able to establish. He was unable to salvo his bombs so his bombardier had to remove the fuses and kick them out one by one. This happened all the way across Bulgaria and part of Yugoslavia. Meanwhile the crew members were jettisoning all loose material to lighten the ship.

We crossed the Yugoslav coast at Petrovac (just west of Lake Scutari) and it appeared that he would attempt to reach the Italian mainland. We had proceeded approximately ten miles out into the Adriatic when Lt. Moore cut sharply to the right and headed back for the Yugoslav coast, losing altitude rapidly. At this point, Lt. Roswurm in ship number 67 had to leave us and go on to Italy due to being low on fuel. We were at 6,000 feet when Lt. Moore turned back.

He was already down to 4,000 when we reached the Yugoslav coast by the Gulf of Kotar (42 degrees 24 minutes North, 18 degrees 32 minutes East) and was still losing altitude. At this point he turned left and paralleled the coast going northwest. About three miles beyond, at the mouth of the inlet at Mikoulici (42 degrees 28 minutes North, 18 degrees 25 minutes East) the crew started to bail out. The time was 1315. All ten chutes were seen to come out of the plane – the last one when the plane was not more than 500 feet above the water. All chutes opened. The plane crashed into the water an instant later.

We descended to 1,000 feet and flew over the spot. All ten men were seen floating in their life vests – free of their chutes. At this point shore batteries and five German “E” boats which had put out from shore opened up at our ship with a heavy concentration of anti-aircraft fire and machine gun fire. Being in grave risk of being shot down, we climbed and flew out over the water. The five boats were seen heading for the men in the water and we assumed that they were later picked up and made prisoners.

Lt. Roswurm had tried to contact Big Fence and Air Sea Rescue before he left us but was unsuccessful. We did not try to call them after the bail out due to the proximity of the “E” boats and the shore batteries.

We headed back to our base at Townplan and reported the matter upon landing.

/s/ Arthur C. Jaros, Jr.
2nd Lt., Air Corps

On 17 August 1944, Lt. Moore in ship number 75 apparently had engine trouble near the IP and a few minutes after the target he feathered number two engine and fell out of formation. Immediately Lt. Rosencrans and myself formed on his wing. We contacted him on command and he reported he was getting along satisfactorily. Lt. Moore was holding altitude and an indicated air speed of 145 or 150. He was having trouble opening his bomb bay doors and after a few minutes they managed to drop their bombs. Apparently number 1 engine was going out because he started to feather it and then brought it back in.

The trip to the Yugoslav coast was uneventful. We started out over the Adriatic and proceeded about ten or fifteen minutes. At that time he started losing altitude very rapidly and heading back toward the coast. We circled down to about 6,000 feet and stayed with him about 15 minutes. At that time we were forced to start home due to lack of fuel. About 10 minutes after our departure my tail gunner reported they had ditched and his ship had started to burn. I immediately tried to call Air Sea Rescue but was unsuccessful. My radio operator managed to get his call through. At no time after my first contact with Lt. Moore was Lt. Rosencrans and myself able to make radio contact with ship #75.

On my return to base I was informed that all ten members had bailed out and were seen swimming in the sea. A few minutes later German "E" boats picked up the crew.

/s/ Robert U. Roswurm
2nd Lt., Air Corps

Teleautograph Station Oberureal/Txxxxx

Date: 26 Aug 44

At: 1030

A LTJC MR 94 22 Aug 1100

To Dulag Air Oberureal

On 18 Aug 44 1400 hours a xx from Malmont of xxx of Kober

- | | | | |
|------|------|--------------------|----------|
| 1.) | Lt. | Bernard H. Young | 0-708125 |
| 2.) | Lt. | Norris G. | 0-713371 |
| 3.) | Lt. | Fox, Howard R. | 0-723044 |
| 4.) | Lt. | Thomas C. Moore | 0-700516 |
| 5.) | Sgt. | James C. McGuire | 42021404 |
| 6.) | Sgt. | John E. Koester | 37615715 |
| 7.) | Sgt. | Carlos J. Bonewell | 18129569 |
| 8.) | Sgt. | Mort, Richard A. | 36459672 |
| 9.) | Sgt. | Warren G. Keffer | 39333985 |
| 10.) | Sgt. | F. C. Andrews | 12024145 |

Liberator B-24

Crashed in the sea, northwest of Bay of Kober 3 km from Malmont. Shot down by naval and anti-aircraft, fell in flames, xxxx. Transport to Budapest.

REPORT ON SHOT-DOWN AIRCRAFT

DATE AND TIME AIRCRAFT WAS SHOT DOWN **17 August 1944,** CASUALTY NO. **ME-1999**
 PLACE OF CRASH **northwest of Kober Bay**
 TYPE OF AIRCRAFT **Liberator**
 REPORTING OFFICE **Air Base Hqs pedgarica**

NAME	RANK	SERIAL NUMBER	CAPT'D WOUNDED DEAD	PLACE OF INTERNMENT
Moore, Thomas C.	2nd Lt.	0-700516	Captured	Dulag-Luft 3
Echternacht, Norris G.	2nd Lt.	0-713371	Captured	Dulag-Luft 3
Fox, Howard R.	2nd Lt.	0-723044	Captured	Dulag-Luft 3
McGuire, James C. 18 Aug 26 N.Y.	S/Sgt.	42021404	Captured	Dulag-Luft 4
Mort, Richard Ashley 17 March 26 So. Haven, Mich.	S/Sgt.	36459672	Captured	Dulag-Luft 4
Andrews, Frederick C. 31 Oct 23 Big Flats, N.Y.	S/Sgt.	12024145	Captured	Dulag-Luft 4
Koester, John E. 26 Nov 24 St. Peters, Mo.	S/Sgt.	37615715	Captured	Dulag-Luft 4
Bonewell, Carlos J. 13 Apr 24 XXXXXXXX, Okla.	S/Sgt.	18129569	Captured	Dulag-Luft 4
Keffer, Warren G. 4 Aug 16 Ore. XXXXXXXX	S/Sgt.	39333985	Captured	Dulag-Luft 4
Druetta, John D. 23 Sept 22 XXXXXXXX, Miss	S/Sgt.	14095453	Captured	Dulag-Luft 4

REMARKS:
Dulag Luft: 8 October 1944. Wo.

		U.S.A.	
	Rank	Name	ASN
DATE: 8/17/44	2nd Lt.	Moore, Thomas C.	0-700516
PLACE: 3 km northwest	2nd Lt.	Fox, Howard R.	0-723044
of Bay of Kotor, Albania	2nd Lt.	Echternacht, G. Norris	0-713371
TYPE: Liberator	2nd Lt.	Young, Bernard D.	0-820140
767 Sqd	S/Sgt.	McGuire, James G.	42021404
461 Group	S/Sgt.	Mort, Ashley Richard	36459672
TARGET: Airbase Hqs.	S/Sgt.	Andrews, Frederick C.	12024175
Pedgorsia	S/Sgt.	Koester, E. John	37613715
	S/Sgt.	Bonewell, Carlos J.	18129569
	S/Sgt.	Keffer, Warren G.	39333985
	S/Sgt.	Druetta, John D.	14095453

INDIVIDUAL CASUALTY QUESTIONNAIRE

Name of crew member: **Fox, Howard R.**
Rank: **2nd Lt.**
Serial number: **0-723044**
Position: Crew (Bomber) **Navigator**

Did he bail out? **Yes.**

Where? **Off the coast of Yugoslavia near Albania.**

If not, why not?

Last contact or conversation just prior to or at time of loss of plane:.

Was he injured? **No.**

Where was he when last seen?.

Any hearsay information: **Lt. Fox was a POW in Germany, was liberated and returned to the U.S. I saw him and talked to him at Miami Beach, Fla. In August 1945.**

Source:.

Any explanation of his fate based in part or wholly on supposition:.

Total number of missions of above crew member:.

Dates and destinations if possible:.

INDIVIDUAL CASUALTY QUESTIONNAIRE

Name of crew member: **Bonewell, Carlos J.**
Rank: **S/Sgt.**
Serial number: **18129569**
Position: Crew (Bomber) **Upper Turret Gunner**

Did he bail out? **Yes.**

Where? **Off the coast of Yugoslavia near Albania.**

If not, why not?

Last contact or conversation just prior to or at time of loss of plane:.

Was he injured? **No.**

Where was he when last seen? **POW camp Stalag 7A, Mooseberg, Germany after we were liberated by the U.S. 3rd Army.**

Any hearsay information:.

Source:.

Any explanation of his fate based in part or wholly on supposition: **He was returned to the U.S.**

Total number of missions of above crew member:.

Dates and destinations if possible:.

INDIVIDUAL CASUALTY QUESTIONNAIRE

Name of crew member: **Andrews, Frederick C.**
Rank: **S/Sgt.**
Serial number: **12024145**
Position: Crew (Bomber) **Left Waist Gunner**

Did he bail out? **Yes.**

Where? **Off the coast of Yugoslavia near Albania.**

If not, why not?

Last contact or conversation just prior to or at time of loss of plane:.

Was he injured? **No.**

Where was he when last seen? **In Budapest, Hungary prisoner as POW.**

Any hearsay information: **He was returned to the U.S. after being liberated in Germany.**

Source:.

Any explanation of his fate based in part or wholly on supposition:.

Total number of missions of above crew member:.

Dates and destinations if possible:.

CASUALTY QUESTIONNAIRE

1. Your name **Bernard H. Young** Rank **2nd Lt.** Serial No. **0-708125.**
2. Organization **461st Gp Commander Rank Sqn CO Rank.**
3. What year **1944** month **Aug** day **17** did you go down?
4. What was the mission, **Ploesti**, target, **oil fields**, target time, , altitude, **22,000 ft** route scheduled, , route flown.
5. Where were you when you left formation?.
6. Did you bail out? **Yes.**
7. Did other members of crew bail out? **Yes, all of them.**
8. Tell all you know about when, where, how each person in your aircraft for whom no individual questionnaire is attached bailed out. A crew list is attached. Please give facts. If you don't know, say: "No knowledge". **All ten members bailed out and landed safely in the Adriatic Sea from one to five miles off shore of the coast of Yugoslavia near Albanian border. None were injured and all were picked up by the German army.**
9. Where did your aircraft strike the ground? **About 5 miles from shore in Adriatic Sea near above mentioned position.**
10. What members of your crew were in the aircraft when it struck the ground? (Should cross check with 8 above and individual questionnaires) **None.**
11. Where were they in aircraft?.
12. What was their condition?.
13. When, where, and in what condition did you last see any members not already described above? **Saw all of them in Budapest Prison, all OK.**
- 14 Please give any similar information on personnel of any other crew of which you have knowledge. Indicate source of information.;

INDIVIDUAL CASUALTY QUESTIONNAIRE

Name of crew member: **Fox, Howard R.**
Rank: **2nd Lt.**
Serial number: **0-723044**
Position: Crew (Bomber) **Navigator**

Did he bail out? **Yes.**

Where? **Off the coast of Yugoslavia in the Adriatic Sea.**

If not, why not?

Last contact or conversation just prior to or at time of loss of plane: **To get position and time.**

Was he injured? **No.**

Where was he when last seen? **Mooseburg, Germany at Stammlager VII-A.**

Any hearsay information:.

Source:.

Any explanation of his fate based in part or wholly on supposition: **It is known that Fox is still in the AAF and at the last contact was alive and well.**

Total number of missions of above crew member: **Nine.**

Dates and destinations if possible:.

INDIVIDUAL CASUALTY QUESTIONNAIRE

Name of crew member: **Bonewell, Carlos J.**
Rank: **S/Sgt.**
Serial number: **18129569**
Position: Crew (Bomber) **Upper Turret Gunner**

Did he bail out? **Yes.**

Where? **Off the coast of Yugoslavia near Albania.**

If not, why not?

Last contact or conversation just prior to or at time of loss of plane: **When the order to bail out was given.**

Was he injured? **No.**

Where was he when last seen? **Camp Lucky Strike, France.**

Any hearsay information: **Now holds a T/Sgt. Rating in the AAF.**

Source:.

Any explanation of his fate based in part or wholly on supposition:.

Total number of missions of above crew member: **Nine.**

Dates and destinations if possible:.

INDIVIDUAL CASUALTY QUESTIONNAIRE

Name of crew member: **Andrews, Frederick C.**
Rank: **S/Sgt.**
Serial number: **12024145**
Position: Crew (Bomber) **Left Waist Gunner**

Did he bail out? **Yes.**

Where? **Just off the coast of Yugoslavia in the Adriatic Sea.**

If not, why not?

Last contact or conversation just prior to or at time of loss of plane: **When the order to bail out was given.**

Was he injured? **No.**

Where was he when last seen? **Camp Lucky Strike, France.**

Any hearsay information:.

Source:.

Any explanation of his fate based in part or wholly on supposition: **At the present time is located at Ft. Dix, N.J.**

Total number of missions of above crew member: **Eight.**

Dates and destinations if possible:.

CASUALTY QUESTIONNAIRE

1. Your name Moore, Thomas C. Rank 1st Lt. Serial No. 0-700516.
2. Organization 461st Gp Commander Glantzberg Rank Col. Sqn CO Knapp Rank Lt. Col.
3. What year 1944 month August day 17 did you go down?
4. What was the mission, Oil Refinery, target, Ploesti, target time, 1030, altitude, 21,000 ft route scheduled, , route flown.
5. Where were you when you left formation? Yugoslav coast.
6. Did you bail out? Yes.
7. Did other members of crew bail out? Yes.
8. Tell all you know about when, where, how each person in your aircraft for whom no individual questionnaire is attached bailed out. A crew list is attached. Please give facts. If you don't know, say: "No knowledge". All bailed at the approximate same time and place. There is only one way to bail out. All survived without serious injury.
9. Where did your aircraft strike the ground? Went into the Adriatic Sea.
10. What members of your crew were in the aircraft when it struck the ground? (Should cross check with 8 above and individual questionnaires) See 8 above.
11. Where were they in aircraft? See 8 above.
12. What was their condition? Wet.
13. When, where, and in what condition did you last see any members not already described above? See 8 above.
- 14 Please give any similar information on personnel of any other crew of which you have knowledge. Indicate source of information.;

INDIVIDUAL CASUALTY QUESTIONNAIRE

Name of crew member: **Fox, Howard R.**
Rank: **2nd Lt.**
Serial number: **0-723044**
Position: Crew (Bomber) **Navigator**

Did he bail out? **Yes.**

Where? **Over the Adriatic coast. Off the coast of Albania.**

If not, why not?

Last contact or conversation just prior to or at time of loss of plane: **After the Germans captured them.**

Was he injured? **No.**

Where was he when last seen? **Mooseburg, Germany after we were liberated April 29, 1945.**

Any hearsay information: **He was suppose to have been taken to France after being liberated.**

Source: **He said he was going.**

Any explanation of his fate based in part or wholly on supposition: **I never saw him after he left Mooseburg.**

Total number of missions of above crew member: **Fifteen.**

Dates and destinations if possible: **July 25, 1944; July 27, 1944; July 28, 1944; July 30, 1944; July 31, 1944; Aug. 2, 1944; Aug. 2, 1944; Aug. 6, 1944; Aug. 8, 1944; Aug. 9, 1944; Aug. 10, 1944; Aug. 12, 1944; Aug. 14, 1944; Aug. 17, 1944. All these were made in a B-24M.**

INDIVIDUAL CASUALTY QUESTIONNAIRE

Name of crew member: **Bonewell, Carlos J.**
Rank: **S/Sgt.**
Serial number: **18129569**
Position: Crew (Bomber) **Upper Turret Gunner**

Did he bail out? **Yes.**

Where? **Over the Adriatic Sea. Off the coast of Albania.**

If not, why not?

Last contact or conversation just prior to or at time of loss of plane: **After the Germans captured them.**

Was he injured? **No.**

Where was he when last seen? **Mooseburg, Germany after we were liberated April 29, 1945.**

Any hearsay information: **He was suppose to have been taken to France after being liberated.**

Source: **He gave this information himself.**

Any explanation of his fate based in part or wholly on supposition: **I never saw him after he left Mooseburg.**

Total number of missions of above crew member: **Fifteen.**

Dates and destinations if possible: **July 25, 1944; July 27, 1944; July 28, 1944; July 30, 1944; July 31, 1944; Aug. 2, 1944; Aug. 2, 1944; Aug. 6, 1944; Aug. 8, 1944; Aug. 9, 1944; Aug. 10, 1944; Aug. 12, 1944; Aug. 14, 1944; Aug. 17, 1944. All these were made in a B-24M.**

INDIVIDUAL CASUALTY QUESTIONNAIRE

Name of crew member: **Andrews, Frederick C.**
Rank: **S/Sgt.**
Serial number: **12024145**
Position: Crew (Bomber) **Left Waist Gunner**

Did he bail out? **Yes.**

Where? **Over the Adriatic Sea. Off the coast of Albania.**

If not, why not?

Last contact or conversation just prior to or at time of loss of plane: **After the Germans captured them.**

Was he injured? **No.**

Where was he when last seen? **Mooseburg, Germany after we were liberated April 29, 1945.**

Any hearsay information: **He was suppose to have been taken to France after being liberated.**

Source: **He said he was going.**

Any explanation of his fate based in part or wholly on supposition: **I never saw hi after he left Mooseburg.**

Total number of missions of above crew member: **Fourteen.**

Dates and destinations if possible: **July 25, 1944; July 27, 1944; July 28, 1944; July 30, 1944; July 31, 1944; Aug. 2, 1944; Aug. 6, 1944; Aug. 8, 1944; Aug. 9, 1944; Aug. 10, 1944; Aug. 12, 1944; Aug. 14, 1944; Aug. 17, 1944. All these were made in a B-24M.**

CASUALTY QUESTIONNAIRE

1. Your name Warren G. Keffer Rank S/Sgt. Serial No. 39333985.
2. Organization 461st Gp Commander unknown Rank, Sqn CO Knapp Rank Lt. Col.
3. What year 1944 month August day 17 did you go down?
4. What was the mission, bombing, target, Ploesti oil wells, target time, 1435, altitude, 24,000 ft route scheduled, , route flown unknown.
5. Where were you when you left formation? Half way between target and base.
6. Did you bail out? Yes.
7. Did other members of crew bail out? Yes.
8. Tell all you know about when, where, how each person in your aircraft for whom no individual questionnaire is attached bailed out. A crew list is attached. Please give facts. If you don't know, say: "No knowledge". All bailed out over the Adriatic Sea off the coast of Albania. We were all picked up by the Germans at the same time.
9. Where did your aircraft strike the ground? It landed in the Adriatic Sea.
10. What members of your crew were in the aircraft when it struck the ground? (Should cross check with 8 above and individual questionnaires) None.
11. Where were they in aircraft? We all flew our regular positions.
12. What was their condition? All in good condition. All bailed out.
13. When, where, and in what condition did you last see any members not already described above? Saw all but one of them at Mooseburg 9 months after being captured. Co-pilot, Echnernacht, escaped on the march between Nuarnburge and Mooseburg.
- 14 Please give any similar information on personnel of any other crew of which you have knowledge. Indicate source of information. No knowledge.

2nd Lt. Thomas C. Moore

Mrs. Ethel K. Moore (Mother)

**816 Brainard Street
Detroit, Michigan**

2nd Lt. Norris G. Echternacht

Mrs. Dorothy L. Echternacht (Wife)

**820 Spruce Street
Boulder, Colorado**

2nd Lt. Bernard H. Young

Mrs. Lillian M. Young (Mother)

**Twenty-five Summit Avenue
Chippewa Falls, Wisconsin**

2nd Lt. Howard R. Fox

Mr. James R. Fox (Father)

**335 Oak Road
Glenside, Pennsylvania**

S/Sgt. Richard A. Mort

Mrs. Audrey Mort (Mother)

**858 Saint Joseph Street
South Haven, Michigan**

S/Sgt. Frederick C. Andrews

Mrs. Madeline Andrews (Mother)

Big Flats, New York

S/Sgt. Carlos J. Bonewell

Mr. Norris O. Bonewell (Father)

**General Delivery
Deer Creek, Oklahoma**

Sgt. James C. McGuire

Mr. James McGuire (Father)

**2657 Genesee Street
Cheektowaga, New York**

Sgt. Warren G. Keffer

Mrs. Anna M. Keffer (Wife)

**Route One, c/o L. M. Main
Creswell, Oregon**

Sgt. John E. Koester

Mrs. Mary Koester (Mother)

Box 35, Saint Peters, Missouri