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H. D. MAYER, NARS, SEPTEMBER 10, 1982.

11581

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Classification changed
to ~~SECRET~~ SECRET
by E. A. BRADYAS, Lt. Col., AC
by F. M. MUECHER, CSM, AC
Date 02 15 1964

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Classification changed
to ~~CONFIDENTIAL~~
by E. A. BRADONAS, Lt. Col., AF
by P. M. WENGE, Capt., AC
Date Oct 15 1945

WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES

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.

1. ORIGINATOR: Location, by Name NUTHAMPSTEAD, ENGLAND Group 398TH BOMB BV
Squadron 603rd Bomb Bv Detachment None
Command or Air Force 8th Air Force
2. SPECIFY: Place of Departure NUTHAMPSTEAD, ENGLAND Course Approx 55°
Target or Intended Destination KASSEL, GERMANY
Type of Mission Operational Bombing
3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF LOSS OR WHEN LAST REPORTED:
Temp 37°, Clouds 5-7/10 LS, tops 7-8000. Nil middle or high clouds. Light non-persistent contrails over continent at 25000.
4. GIVE: (a) Day 1 Month JUN Year 1945; Time Approx 1912 and Location 5345N-0415E
(b) Specify whether aircraft was last sighted () or 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) Enemy aircraft (); Enemy anti-aircraft () Other Circumstances as follows: Engine trouble
6. AIRCRAFT: Type, Model and Series B17G AAF Serial No. 43-38895 ✓
7. NICKNAME OF AIRCRAFT: None
8. ENGINES: Type, Model and Series R-1820-97 AAF Serial No. (a) SW-030330
(b) SW-030438 (c) SW-030443 (d) SW-030186
9. INSTALLED WEAPONS, 50 Cal. or larger, which are as follows:
Make Serial Number Make Serial Number
(a) Savage Arms Corp 1032682 (b) Frigidaire Corp 989376
(c) Savage Arms Corp 1032176 (d) Frigidaire Corp 645809
(e) Savage Arms Corp 1032119 (f) Frigidaire Corp 645745
(g) Savage Arms Corp 103614 (h) Frigidaire Corp 646181
(i) Frigidaire Corp 1236338 (j) High Standard Corp 1533366
(k) Frigidaire Corp 1230161 (l) High Standard Corp 1533528
10. THE PERSONS LISTED BELOW WERE REPORTED AS: (a) Enemy Casualty X
or Non-Battle Casualty
11. NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 9 Passengers 0 Total 9

Following information listed for personnel aboard aircraft:

Crew Position	Name in Full	Rank	Serial Number	Current Status
EUS Pilot	<u>PINKER, HOWARD M JR</u>	<u>2nd Lt</u>	<u>0-328512</u>	<u>RET</u> ✓
EUS Co-Pilot	<u>WHEBBS, LEONARD P</u>	<u>2nd Lt</u>	<u>0-780076</u>	<u>RET</u> ✓
EUS Bombardier	<u>JORDAN, WILLIAM F</u>	<u>2nd Lt</u>	<u>0-1317594</u>	<u>RET</u> ✓
EUS Navigator	<u>KING, WARREN L</u>	<u>2nd Lt</u>	<u>0-2058683</u>	<u>MIA</u> ✓
EUS Engineer Gunner	<u>ISAACSON, NILO A.</u>	<u>S/Sgt</u>	<u>37567299</u>	<u>RET</u> ✓
EUS Radio Operator	<u>SCHOFIELD, JAMES G</u>	<u>S/Sgt</u>	<u>14172903</u>	<u>RET</u> <u>RTD</u>
EUS Ball Turret Gun	<u>HUEY, ELBERT P</u>	<u>S/Sgt</u>	<u>17163124</u>	<u>RET</u> ✓
EUS Waist Gunner	<u>FURROW, JOHN E</u>	<u>S/Sgt</u>	<u>33215434</u>	<u>MIA</u> ✓
EUS Tail Gunner	<u>CLINE, GLEN H</u>	<u>S/Sgt</u>	<u>20269535</u>	<u>MIA</u> ✓

(Over)

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12. IDENTIFY BELOW THOSE PERSONS WHO ARE BELIEVED TO HAVE LAST KNOWLEDGE OF AIRCRAFT, AND CHECK APPROPRIATE COLUMN TO INDICATE BASIS FOR SAME:

<u>Name in Full</u>	<u>Rank</u>	<u>Serial No.</u>	<u>Contacted by Radio</u>	<u>Last Sighted</u>	<u>Saw Crash</u>	<u>Saw Force Landing</u>
1. FINNER, HOWARD W JR	2nd Lt	O-828512		X		
2. FEEBS, LEONARD P	2nd Lt	O-780076		X		
JORDAN, WILLIAM F	2nd Lt	O-1317594		X		
3. ISAACSON, MILO A	S/Sgt	37567299		X		
SCOFIELD, JAMES G	S/Sgt	1472903		X		
4. HUEY, ELBERT P	S/Sgt	1163124		X		

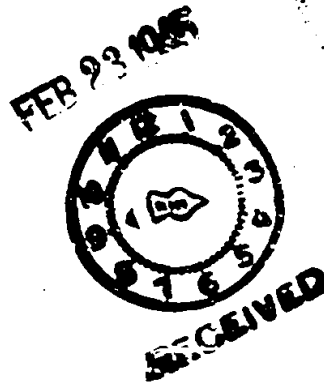
13. IF PERSONNEL ARE BELIEVED TO HAVE SURVIVED, ANSWER YES TO ONE OR MORE OF THE FOLLOWING STATEMENTS: (a) Parachutes were used _____; (b) Persons were seen walking away from scene of crash _____; or (c) any other Reason (Specify) _____
Made Planned _____ ing.
14. ATTACH AERIAL PHOTOGRAPHY, MAP CHART, OR SKETCH, SHOWING APPROXIMATE LOCATION WHERE AIRCRAFT WAS LAST SEEN OR HEARD FROM.
15. ATTACH EVERYTHING IN YOUR POSSESSION WHICH DESCRIBES CRASH, FORCED LANDING, OR OTHER CIRCUMSTANCES PERTAINING TO LOSS OF AIRCRAFT.
16. GIVE, NAME, RANK AND SERIAL NUMBER OF OFFICER IN CHARGE OF SEARCH, IF ANY, INCLUDING DESCRIPTION AND EXTENT No knowledge of any further search except as stated by the rescued crew members.

Date of Report 6 January 1945

Wallis L Campbell
WALLIS L CAMPBELL
Capt, Air Corps
Statistical Officer

17. REMARKS OR WITNESS STATEMENTS:

(Statements Attached)



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REPORT OF LOSS OF AIRCRAFT

Instructions: 1. If aircraft damaged, only questions 6 and 7 are applicable. 2. Question number 5 not applicable to Fighter Group. 3. Summary will be prepared in five copies, four of which will be furnished. 4. Investigating Office will sign original and second copy.

398th 603 45-38895 1 Jan. 1945

Pilner, Howard K, Jr, 2nd Lt, O-828512, 1st Lt. Nagelburg, Ger.

1. Position of missing aircraft when last sighted or contacted:

- (a) By coordinates 5345N-0415E
- (b) Approximate altitude 15,000 feet
- (c) Last noted heading Unknown
- (d) If out of formation, approximate distance from formation Pulled out of formation to put fire out.

2. Describe enemy opposition (intensity of flak, intensity and nature of enemy fighter attack, etc., with particular reference to missing aircraft): Nil.

3. Description of extent of damage to missing aircraft (including fires, explosions, etc): Ditched, No. 1 engine caught fire, cylinder head and cowling blew up.

4. If aircraft was out of control describe appearance: Under control. Made a planned ditching.

(Over)

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5. If distressed aircraft was out of formation as it last seen or escorted? No escort If so, give distinguishing markings of fighter force if noted (Group number, color and/or fighter aircraft numbers, formations, etc.).

6. Number of parachutes seen and description of jumps (approximate altitude, time between jumps, etc.): The Navigator jumped as soon as the cylinder head blew. Only one that bailed.

7. Any other information not covered by above: Six of the crew (P, CP, E, RG, E, BTG) were rescued from water by Air Sea Rescue Service. Waist Gunner (Farrors) was last seen after plane ditched, his face was bleeding. Cline (the Tail Gunner) got out after ditching but could not get to dinghy. Members of crew tried to swim to him but could not - after approximately 2 hours struggle they did not hear him any more.

8. Date of report 5 January 1945

REPORT MADE AT: WASH DATE BY NO. /S

1. _____
2. _____
3. _____
4. _____

INVESTIGATING OFFICER (Sign Original and one copy):

<u>Charles H. Kroh</u>	<u>Capt AC</u>	<u>0568990</u>	<u>Asst 82</u>
CHARLES H. KROH	Captain, AC	0-568990	Asst. S-2 O.

NOTE: Supplemental findings or developments subsequent to this account will be forwarded in manner prescribed in par 6, letter 1, AG, 704 13 July, and 15-100-100, subject "Action in Crew Reports", 1 July 1944.

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Statement concerning Missing Aircraft B17G 43-38895, 2nd Lt, Pilot,
Howard M Pinner Jr, O-828512, 603rd Bomb Squadron, 398th Bomb Group
Hv on Combat Mission to Kassel, Germany 1 January 1945.

As pilot I did not see the navigator bail out. At that time we were about one hundred and twelve miles from the English Coast. The engine blew one cylinder which blew the cowling off and started a very intense fire. We brought the plane as fast as possible down to the water and ditched it. The landing was not too bad, but the tail did break off. When I climbed out of the plane it was already half way under the water and sinking fast. A second or two later it sank. I did not see the waist gunner but the co-pilot did. The tail gunner was off some distance from the life raft. The six crew members in raft tried to paddle over to him but the wind and waves kept us apart. After about fifteen or twenty minutes we did not see him or hear him calling again.

Howard M Pinner Jr

HOWARD M PINNER JR, O-828512
2nd Lt, Air Corps
Pilot, B17G 43-38895

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Statement concerning Missing Aircraft B17G 43-38895, Pilot, 2nd Lt Howard M Pinner Jr, O-826512, 603rd Bomb Sq, 398th Bomb Group Fw on Combat Mission to Kassel, Germany 1 January 1945.

We were about one hundred and twelve miles out on the North Sea when number one engine exploded and caught fire. In the excitement that followed the navigator bailed out before we had ditched the ship. After hitting the water and getting to the life raft I saw John Furrow swimming toward me. The tail of the plane started down and after I went I couldn't see Furrow. The life raft had blocked my vision so I don't know what happened.

I think the tail gunner, Glen Cline, was the man who drifted away from us. We tried to paddle the boat to him but he drifted away from us. He called to us several times but we finally lost track of him.

Leonard P Terbs

LEONARD P TERBS, O-780076
2nd Lt, Air Corps
Co-Pilot, B17G 43-38695

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Statement concerning Missing Aircraft B17G 43-38395, Pilot, 2nd Lt
Howard M Pinner Jr, O-828512, 603rd Bomb Sq, 398th Bomb Group Sv on
Combat Mission to Kassel, Germany 1 January 1945.

About 1010 on the North Sea one hundred and twenty miles from England,
number one engine blew up and caught fire. I saw the navigator bail out
immediately. That was between three thousand and two thousand five hundred
feet. I started to bail out but the co-pilot motioned me to ditching
stations. We hit and everyone cleared the ship. I did not see S/Sgt
Furrow, the waist gunner. S/Sgt Cline was fifty yards from the dinghy
when we got in it. He shouted to us in his low husky voice and we
shouted back. We paddled for at least one half hour but could get no
closer; finally he disappeared from sight. About twelve o'clock, 3 P-47's
found us. About one o'clock they dropped a Lindholm dinghy which we got
in as soon as possible. About five o'clock a Wellington dropped a "Flying
Dutchman" rescue boat, which broke upon impact. About one half hour
later they dropped another which we eventually got into. About seven
thirty or eight o'clock we were picked up by R.M.L. #515 and brought to
shore.

William F. Jordan

WILLIAM F JORDAN, O-1317594
Bombardier, B17G 43-38895
2nd Lt, Air Corps

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Statement concerning Missing Aircraft B17G 43-38895, Pilot, 2nd Lt
Howard M Pinner Jr, O-828512, 603rd Bomb Squadron, 393th Bomb Group
Ev on Combat Mission to Kassel, Germany 1 January 1945.

We were about one hundred and twelve miles out in the North Sea going
out on our mission when the engine got on fire. The pilot put the plane
into a dive and tried all means he and the co-pilot could think of to put
the fire out but it didn't go out so the pilot motioned to me to go back
into the radio room and get ready for ditching. As I started back I saw
the navigator, Warren L King half way out the escape hatch ready to bail
out. The rest of the crew came into the radio room except Glen H Cline.
The last time I saw him he was by the ball turret then we hit the water
and the plane broke in to.

I didn't see the waist gunner, John S Burrow Jr at all. After I
got into the life raft I saw which I think was Glen H Cline at a distance
but I wasn't sure. We tried to get to him but we couldn't. We could hear
him call and we called back to him that we would try to get him but we
couldn't. The last time I saw which I think was Cline he was on his back
floating in the water then he disappeared. P-47's located us about three
hours later.

NELO A ISAACSON
NELO A ISAACSON, 37567299
S/Sgt, 603rd Bomb Sq
Engineer Gunner, B17G 43-38895

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Statement concerning Missing Aircraft B17G 43-38895, Pilot, 2nd Lt
Howard M Pinner Jr, C-828512, 603rd Bomb Squadron, 598th Bomb Group Ev
on Combat Mission to Kassel, Germany 1 January 1945.

After the order for ditching the Ball Turret Gunner and I began removing the radio room hatch. We were assisted by the engineer. As we were taking our places for ditching I saw the Right Waist Gunner in the radio room and the Tail Gunner standing behind the Ball Turret as we felt the impact. I was the first out of the radio hatch. As I fell over the side I sank into the water. As I came to the surface there were five men around the dinghy. I was the last to be taken into the dinghy. As we settled in the raft I heard a voice and saw a man floating in the distance. All of us in the raft called to him to hang on and we began to paddle in his direction but we could not make any headway due to our condition and he was soon lost from our view. P-47's located us about three hours later--our first rescue boat arrived about two hours after that.

James G Schofield

JAMES G SCHOFIELD, 14172903
S/Sgt, 603rd Bomb Sq
Radio Operator, B17G 43-38895

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Statement Concerning Missing Aircraft B17G 43-36895, Pilot, 2nd Lt
Howard M Pinner Jr, O-828512, 603rd Bomb Sq, 398th Bomb Group Bv on
Combat Mission to Kassel, Germany 1 January 1945.

We were about one hundred and twelve miles out of England in the North Sea. Glen H Cline was sitting in his escape hatch (tail position) and I was at the waist escape hatch ready to bail out on instructions from our pilot. Then the radio man told me that we were going to ditch (the plane was burning fast). I told Cline we were not bailing out and I made for the radio room for my ditching position. That was the last I saw of Cline until I was in the life raft, then I heard him yell for help and could see him, or at least I thought I could, but he was too far away to actually recognize. We tried to get to him but it was impossible.

Albert P. Huey

ELBERT P HUEY, 17163124
S/Sgt, 603rd Bomb Sq
Ball Turret Gunner, B17G 43-36895

INDIVIDUAL CASUALTY QUESTIONNAIRE

File # 11501

Name of crew member: CAPT. Glen E
 Rank: S/Capt.
 Serial number: 2085535
 Position: Crew (Bomber) ~~Observer~~: Ball Gunner

Did he bail out? NoWhere? —If not, why not? WE WERE TO DITCHLast contact or conversation just prior to or at time of loss of plane: NONEI SAW HIM SITTING JUST BEHIND THE BALL TURRETWas he injured? I DO NOT KNOWWhere was he when last seen? ABOUT 75 YARDS AWAY FROM THE BINEYAny hearsay information: NoSource: —Any explanation of his fate based in part or wholly on supposition: WE SUPPOSEDTHAT HE DROWNED BECAUSE HE DISAPPEARED, AND
WE WERE FLOATING IN THAT VICINITY FOR ABOUT 10
HOURSTotal number of missions of above crew member: 6 INCLUDING THIS ONEDates and destinations if possible: TO THE BEST OF MY KNOWLEDGE12/12/44 MERSEBURG 24/12/44 ETTINGHAUSEN 28/12/44 COBLENZ 30/12/44
BISCHHOESHOIM 31/12/44 BLUMENTHAL 1/1/45 KASSEL (INCOMPLETE)William J. Jordan
1st Lt. A.C. Res.
BOMBARDIER.

INDIVIDUAL CASUALTY QUESTIONNAIRE

File # 1152

Name of crew member: FERGON, John R. Jr.
 Rank: S/Sgt.
 Serial number: 33215434
 Position: Crew (Bomber) Radio Room: Radio Gunner

Did he bail out? No

Where? —

If not, why not? WE WERE TO DITCH

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

IN DITCHING POSITION IN RADIO ROOM AT TIME OF CRASH

Was he injured? NOT TO MY KNOWLEDGE

Where was he when last seen? LDIDNT SEE HIM AFTER WE HIT

Any hearsay information: THE CO PILOT SAID HE SAW HIM COME

OUT OF THE ESCAPE HATCH AND GO UNDER AND NOT

COME UP. HIS FACE WAS BLOODY

Source: COPILOT WEDNARD P. TABBS 2ND LT. A.C.

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

THE SHIP CARRIED HIM DOWN

Total number of missions of above crew member: 5 INCLUDING THIS ONE

Dates and destinations if possible: TO THE BEST OF MY KNOWLEDGE

24/12/44 ETTINGHAUSEN 28/12/44 COBLENZ 30/12/44 BISCHOFSHAIM

31/12/44 KLUMENTHAL 1/1/45 KASSEL (INCOMPLETE)

William J. Jordan
 1st Lt A.C. Res.
 BOMBARDIER

INDIVIDUAL CASUALTY QUESTIONNAIRE

File # 2152

Name of crew member: KIM, Warren L.
 Rank: 2nd Lt.
 Serial number: 0-205663
 Position: Crew (Bomber) or ~~Flight Engineer~~: Navigator

Did he bail out? Yes

Where? NORTH SEA APPROX. 120 MILES FROM ENGLISH COAST.

If not, why not? —

Last contact or conversation just prior to or at time of loss of plane: JUST BEFORE
HE BAILED OUT HE MOTIONED TO ME TO FOLLOW

Was he injured? NO

Where was he when last seen? FLOATING DOWN BEHIND THE PLANE

Any hearsay information: HE LANDED ABOUT 6 OR 8 MILES BEHIND
THE PLANE

Source: CREW MEMBERS OF OUR GROUP WHO SAW THE DITCHING

Any explanation of his fate based in part or wholly on supposition: WE SUPPOSED
HE DROWNED BECAUSE HE DIDNT HAVE A DINGY ATTACHED
TO HIS CHUTE HARNESS

Total number of missions of above crew member: 8 INCLUDING THIS ONE

Dates and destinations if possible: 9/12/44 STUTTGART, 11/12/44 FRANKFURT,
12/12/44 MERSEBURG, 24/12/44, ETTINGHAUSEN, 28/12/44, COBLENZ 30/12/44,
BRSC - 41RM 31/12/44 BLUMENTHAL 1/1/45 KASSEL (INCOMPLETE)

William J. Jordan
 1st Lt A.C. Res.
 BOMBARDIER

INDIVIDUAL CASUALTY QUESTIONNAIRE

File # 11381

Name of crew member:

GLIEL, Glen L.

Rank:

1/Sgt.

Serial number:

200453

Position: Crew (Bomber) ~~or other aircraft crew member~~:

Tail Gunner

Did he bail out? No

Where? ---

If not, why not? Had orders not to bail out.

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

half an hour before loss of plane.

Was he injured? Do not know.

Where was he when last seen? About fifty yards from life raft.

Any hearsay information: None

Source: _____

Any explanation of his fate based in part or wholly on supposition: None

Total number of missions of above crew member: can't remember exactly

but I think it was around 10

Dates and destinations if possible: Don't know

INDIVIDUAL CASUALTY QUESTIONNAIRE

File # 1192

Name of crew member: **FURDY, John R. Jr.**
 Rank: **2/Lt.**
 Serial number: **3321534**
 Position: Crew (Bomber) on ~~Flight (Type)~~: **Radio Gunner**

Did he bail out? No

Where? ---

If not, why not? orders Not To

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

Take off

Was he injured? DON'T KNOW

Where was he when last seen? I didnt see him.

Any hearsay information: Copilot said he saw him next to the tail in the water + he must of been injured cause his face was covered with blood

Source: Copilot

Any explanation of his fate based in part or wholly on supposition: presumed to be dead

Total number of missions of above crew member: around 11

Dates and destinations if possible: Do not know cause I havent no record

INDIVIDUAL CASUALTY QUESTIONNAIRE

File # 11981

Name of crew member: LTJG, Warren L.
 Rank: 2nd Lt.
 Serial number: 0-20/2583
 Position: Crew (Bomber) or ~~Flight (Fighter)~~: Navigator

Did he bail out? Yes

Where? About 3 min. before we hit water

If not, why not? ---

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

Take off

Was he injured? Do NOT know

Where was he when last seen? Going out escape hatch

Any hearsay information: None

Source: ---

Any explanation of his fate based in part or wholly on supposition: None

Total number of missions of above crew member: About 4

Dates and destinations if possible: UNKNOWN

AFTER FIVE DAYS RETURN TO

Miss A. Isaacson
Kettle River, Minn.



VIA AIR MAIL

War Department
Headquarters Army Air Forces
Washington 25, D.C.