MUENCH, WAR DEPARTMENT HEADQUARTERS ARMY AIR FORCES WASHINGTON - TO A STATE OF THE STATE OF THE

MISSING AIR CREW REPORT

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.

HOLDER THE AND DESCRIPTION OF THE PERSON OF THE PERSON

AAF Station ORGANIZATION: Location, by Name 111 ; Command or Air Force Cth Group 306th Bomb (B) Squadron 423rd Bomb (B) Total Control of the SPECIFY: Place of Departure Thurleigh, Eng. Course as prescribed Target or Intended Destination Hanover; Type of Mission Heavy Bond WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED: Weather was clear with excellent visibility 4. GIVE: (a) Day 22 Month Oct Year 44; Time 1222; and Location Over North Sea of last known whereabouts of missing aircraft. (b) Specify whether aircraft was last sighted (); Last contacted by radio (); Forced down ('); Seen to Crash (x); or Information not Available () 5. AIRCRAFT WAS LOST, OR IS BELIEVED TO HAVE BEEN LOST, AS A RESULT OF: (Check only one) Enemy Air Faft (); Enemy Anti-Lircraft (); Other Circumstances as Follows: Aircraft collided in air with another of the same AIRCRAFT: Type, wodel and Series ; AAF Serial Number: 44-8099 B-17-G NICKNALE OF AIRCRAFT, If any ENGINES: Type, Model and Series ALF Serial R=1820-97 Number (a) SW-018946 ; (b) SW-018953 ; (°) SW-019013 (d) SW-018964 INSTALLED WEAPONS (Furnish below Make, Type and Serial Number); (a) B-1308656 ; (b) B-1308781 ; (c) HS-1158762 ; (d) S-1156006 e) B=1308603 ; (f) B=1308664 ; (g) BLC=1543185; (h) BLC=1543190 (i) B-1308702 ; (j) B-1308663 ; (k) the territory (n) 10. THE PERSONS LISTED BELOW WERE REPORTED AS: (a) Battle Casualty or (b) constant 11. NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 10 ; Passengers 0 ; Total 16 (Starting with Pilot, furnish the following particulars: If more than II persons were aboard aircraft, list similar particulars on separate sheet and attach original to this form.) Name in Full

(Last Name First) Rank Crew Position Fumber 171. Pilot Pilot Alyes, Harry J. Jr. 1st Lt 0-682757 M X/H 2.Pilot-Co-Pilot McKee, William C.III Capt 0-759386 MIM

KIP 3-Havigator-Havigator Handler, Charles F. 1st Lt 0-719941 KIA KIA 4.Bombardier-Nose Gung-Mueller, Charles E. lst Lt 0-769171 MT /

KIA 5 Ler Gum-Top Turr Gum, Terry, Gilbert He I/Sgt 12145778 KIA 6-Radio Opr-Radio Opro *Coleman, Donald Wo S/Sgt 39129086 U KIA T. Aer Guns Ball Turr Gun Capps, Robert Palls S/Sgt 17146753 M.

8-Radio Opr-Waist Gun 700 Brien, Vincent E. 36557569 EUS-Aer-Gun-Tail Gume Mey, Hastings Se S/Sgt 1805 8352 KAP10-Radar Navigator Marfield Raymond L. 0-716478

12. IDENTIFY BELOW THOSE PERSONS WHO ARE BELIEVED TO HEVEL AST KNOWLEDGE OF AIR-

CRAFT, AND CHECK APPROPRIATE COLULN TO INDICATE BASIS FOR SAME: Check Only One Column ontacted

Name in Full Serial by Last Forced (Lust Hame First) Rank Mumber Radio Sighted Crash

B-Buffalo HS-High Standard

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13.	IF PERSONNEL ARE BELIEVED TO HAVE SURVIVED, ANSWEL YES TO ONE OF THE FOLLOWING STATEMENTS: (a) Parachutes were used Yes; (b) Persons were seen walking away from scene of crash; or (c) Any other reason (Specify)	
14.	ATTACH AERIAL PHOTOGRAPH, MAP, CHART, OR SKETCH, SHOWING APPROXIMATE	1
15.	LOCATION WHERE AIRCRAFT WAS LAST SEEN OR HEARD FROM. ATTACH EYEMITNESS DESCRIPTION OF CRASH, FORCED LANDING, OR OTHER CIRCUM-	
16.	STANCES PERTAINING TO MISSING AIRCRAFT. GIVE NAME, RANK AND SERIAL NUMBER OF OFFICER IN CHARGE OF SEARCH, IF ANY, INCLUDING DESCRIPTION AND EXTENT FOR Air Sea Rescue (unit unknown) conducted search and picked up S/Sgt Key who is still alive and	
******	the bodies, of Lt. Handler and S/Sgt Coleman.	1
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	Date of Report 25 October, 1944	
	There I laws	
	ROBERT F. WORRES.	
17.	PENARKS OF EVENTTHESS STATEMENTS:	
, 3, 115, 23	See S-2 Reports	
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GROUP: 10th Bomb Go (E) SQ 123 Bomb SQ C No. 11. 2009. MISSION DATE 22/10/11. FIRST PHOTHARRY J. AITEA. Jr. ist Lt. 0-682757 DESTINATION Hamover. NAME 1. Position of missing aircraft when last sighted or contacted: (a) By coordinates App. 5250N-0223E (b) Approximate altitude 12,000 feet (c) Last noted heading Grashed into Sea (d) If out of formation, approximate distance from formation Sea No. 7 2. Describe enemy opposition (intensity of flak, intensity and method of enemy fighter attack, etc., with particular reforence to missing A/C) None None Aircraft was seen to go into spin after colliding with another in same formation Aircraft was seen to go into spin after colliding with another in same formation 1. If aircraft was out of control describe appearance: See No. 3 (over) C-0 NFIDENTIAL	
1. Position of missing aircraft when last sighted or contacted: (a) By coordinates App. 5250N-0223E (b) Approximate altitude 12,000 feet (c) Last noted heading Crashed into Sea (d) If out of formation, approximate distance from formation See No. 7 2. Describe enemy opposition (intensity of flak, intensity and method of enemy fighter attack, etc., with particular reference to missing A/C) None None Aircraft was seen to go into spin after colliding with another in same formation 1. If aircraft was out of control describe appearance: See No. 3	GROUP 306th Bomb Gp (H) SQ 423 Bomb SQ4/C No. 14-8099. MISSION DATE 22/10/14
(a) By coordinates App. 5250N-0223E (b) Approximate altitude 12,000 feet (c) Last noted heading Crashed into Sea (d) If out of formation, approximate distance from formation See No. 7 2. Describe enemy opposition (intensity of flak, intensity and method of enemy fighter attack, etc., with particular reference to missing A/C) None None Aircraft was seen to go into spin after colliding with another in same formation See No. 3	FIRST PILOTHARRY J. ALYEA Jr. 1st Lt. 0-682757 DESTRICTION Hamover. NAME RANK ASN
(c) Last noted heading	1. Position of missing aircraft when last sighted or contacted:
(c) Last noted heading	(a) By coordinates App. 5250N-0223E
formation See No. 7 2. Describe enemy opposition (intensity of flak, intensity and method of enemy fighter attack, etc., with particular reference to missing A/C) None None Aircraft was seen to go into spin after colliding with another in same formation Leave the second of control describe appearance: See No. 3	
2. Describe enemy opposition (intensity of flak, intensity and method of enemy fighter attack, etc., with particular reference to missing A/C) None None None Recentive Aircraft was seen to go into spin after colliding with another in same formation Let a see No. 3 See No. 3	(c) Last noted heading <u>Crashed into Sea</u>
None	(d) If out of formation, approximate distance from formation See No. 7
None None (ascentia) 3. Description of extent of damage to missing aircraft (including fires, explosions, eto): Aircraft was seen to go into spin after colliding with another in same formation 1. If aircraft was out of control describe appearance: See No. 3	2. Describe enemy opposition (intensity of flak, intensity and method of enemy fighter attack, etc., with particular reference to missing A/C
J. Description of extent of damage to missing aircraft (including fires, explosions, etc): Aircraft was seen to go into spin after colliding with another in same formation If aircraft was cut of control describe appearance: See No. 3	None None (security)
J. Description of extent of damage to missing aircraft (including firex, explosions, etc): Aircraft was seen to go into spin after colliding with another in same formation The aircraft was out of control describe appearance: See No. 3	
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See No. 3	Aircraft was seen to go into spin after colliding with another in same formation
	If aircraft was out of control describe appearance:
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5. If distressed airor	aft was out of	formation was	s it last soon
with escort? No If group if noted-(Group if	mber, color a	nguishing mari ud or fighter	aircraft
numbers, nicknames, etc	٠,٠) في		

6. Number of parachutes seen and description of jumps (approximate altitude, time between jumps, etc)

2 to 5 parachutes observed from collision.

7. Any other remarks not covered by above:

Aircraft No. 44-8099, Pilot Alyea, flying in lead position of high Squadron, collided with aircraft flying in 44 position of high Squadron, Pilot Mathis, and both planes went down with several crews reporting 5 chutes. At the time of the accident weather was clear, visibility was excellent, and formation was good. The lead aircraft reduced speed while in gradual climb, as evidenced by radio conversation between lead aircraft and Lt H. Brown (witness) (see below)

8. Date of report	20 UCT.	1944.		-
HYE-WITNESSES: NAME	· · · · · · · · · · · · · · · · · · ·	RANK	ASN	A/C No.
	A Committee of the Comm			

1,	BROWN HAROLD (NMI)	lst	It 0-764201	L 43-37598
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INTERROGATING OFFICER (Sign Original and on copy):

JOHN M. KAVANAUCH.

Captain 0-578133 S-2 Officer

RANK ASN DUTY

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Remarks cont'd—the latter asking the lead Pilot what his airspeed was and Lt Alyea replying 140 mph. At about this time Mathis' aircraft overran, slid ahead and under Alyea's aircraft. Mathis' aircraft held this position without losing altitude or making any attempt to clear. For about 10 seconds planes remained together then collided. Air Sea Rescue picked up three men from Lt Alyea's crew. 1st Lt Charles F. Handler, 0-719941, and S/Sgt Donald W. Coleman, 39129086, who were dead, and S/Sgt Hastings S. Key, 18058352, who is still alive and statement of Sgt Key is attached hereto.

1022DX

HEADQUARTERS 306TH BOMBARDMENT GROUP (H) Office of the Intelligence Officer United States Forces

APO 557, 26 October, 1944.

SUBJECT: Eye Witness Account of survivor of collision on 22 October, 1944.

TO : Commanding General, Hq. 1st Bombardment Division, APO 557.

1. According to Staff Sergeant HASTINGS S. KEY, 18058352, Tail Gunner and only known survivor of the collision on 22 October, 1944, Aircraft Nos. 44-8099, and 43-37976, the following is what occurred:

S/Sgt Key states that he has no knowledge of how the collision came about. All he remembers is being in the air with his parachute partially on and subsequently in the water. He states that while in the water he observed two to four (he is not sure of number) parachutes in the air--probably the Navigator, 1st Lt Charles F. Handler, 0-719941, and the Radio Operator, S/Sgt Donald W. Coleman, 39129086, whose bodies were recovered. It is Sgt Key's opinion that there could not possibly be any more survivors.

John M. KAVANAUCH, Captain, Air Corps, Asst. S-2 Officere

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