

## B24J Liberator 42-78519 Molunat (underwater)

### Introduction

B24J Liberator serial 42-78519 crashed near village of Molunat (Mikulići) on 17. August 1944. Aircraft belonged to the 461st Bomb group/767<sup>th</sup> Bomb squadron that was based on Torreta airfield near town of Cerignola in Italy. From there the group was flying mission against targets in Europe. Pilot of that aircraft was Thomas C. Moore.

### Aircraft:

Aircraft was B24J Liberator 42-78519

<b>767th Replacements</b>										
Serial No.	Date Assigned	A/C No.	Aircraft Name	Finish	Model	MFG	Remarks	Disposition	Date	MACR
41-28836	3/24/1944	69	(Unamed)	O	H	DT	EX-484	CR	7/25/1944	7038
41-28913	4/3/1944	67		NM	H	DT		CR	12/17/1944	10652
41-29519	3/27/1944			OD	H	CF	EX-484 OAC	SAL	6/9/1945	
42-50605	7/8/1944			NM	J	FO		ZI	6/19/1945	
42-51319	7/18/1944	69	Welcome Wagon	NM	J	DT		CR	12/17/1944	10653
42-51322	7/20/1944	66		NM	J	DT		CR	12/17/1944	10742
42-51422	9/8/1944	72		NM	J	DT		CR	11/20/1944	
42-51501	12/19/1944	69	Zombie of 69 The Second	NM	J	FO	EX-8th AF	SBD	3/14/1945	
42-51695	9/8/1944			NM	J	FO		CR	2/13/1945	
42-51838	8/26/1944	65	Natural	NM	J	FO		CR	3/31/1945	13483
42-51898	8/26/1944	63		NM	J	FO		CR	12/18/1944	10639
42-78224	4/18/1944	74		NM	G	NT	TRF TO 484	TRF		
42-78260	4/24/1944	71		NM	G	NT		CR	6/11/1944	9641
42-78267	5/1/1944	72	Wolf Den	NM	G	NT		CR	5/24/1944	8056
42-78455	7/17/1944			NM	J	NT		CR	2/16/1945	
42-78519	7/31/1944	75		NM	J	NT		DIT	8/17/1944	8260
42-84732	3/26/1944	68	Tail Dragon	OD	H	FO	EX-484	CR	7/25/1944	13487
42-95257	5/10/1944	72		NM	H	FO		CR	7/25/1944	7113
42-95344	7/6/1944	70		OD	H	FO		CR	5/30/1945	
44-40592	5/30/1944	71	The Mary E	NM	J	CO		CL	8/30/1944	
44-40621	5/30/1944	6		NM	J	CO		MIA FLK	8/12/1944	
44-41069	8/6/1944		Ford's Folly	NM	J	CO		CR	9/25/1944	8933
44-41140	8/12/1944	76		NM	J	CO		CR	11/15/1944	
44-41158	8/8/1944	77		NM	J	CO		CR	12/17/1944	10650
44-48757	9/17/1944	71		NM	J	FO		CR	1/8/1945	10943
44-49390	12/4/1944	79		NM	L	FO		ZI	6/12/1945	

List of replacement aircrafts from

<http://www.461st.org/Aircraft/Replacements/PDFs/767th%20Replacements.pdf>



THIS IS NOT ORIGINAL AIRCRAFT, THIS IS NUMBER 73, ORIGINAL WAS NUMBER 75  
 THIS PICTURE REPRESENT NATURAL METAL B24J Liberator FROM 461BG/767BS

Crew:

CREW POSITION	FULL NAME [Last, First, Initial] RANK, SERIAL NUMBER	CURRENT STATUS	NEXT OF KIN, RELATIONSHIP AND ADDRESS
[1] Pilot	Moore, Thomas C., 2 <sup>nd</sup> Lt. 0-700516	MIA	Mrs. Ethel K. Moore (Mother) 816 Brainard St., Detroit, Michigan
[2] Co-pilot	Echternacht, Norris G., 2 <sup>nd</sup> Lt. 0-713371	MIA	Mrs. Dorothy L. Echternacht (Wife) 820 Spruce St., Boulder, Colo.
[3] Nav	Fox, Howard R., 2 <sup>nd</sup> Lt. 0-723044	MIA	Mr. James R. Fox (Father) 335 Oak Rd., Glenside, Pa.
[4] Bomb	Young, Bernard H., 2 <sup>nd</sup> 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.

Crew list according to the MACR 8260

## **Mission #84**

**17 August 1944**

### **Target: Ploesti Romana Americana Oil Refinery, Roumania**

With the invasion of southern France from the Mediterranean now successfully under way, the Fifteenth Air Force swung back for targets to sources of German oil. The target assigned to the 461<sup>st</sup> Group was the Romana Americana Oil Refinery at Ploesti, Roumania. This target was the largest and most important of all the vital oil installations at Ploesti. This was the target that the Group had failed to reach on 22 July when the formation was stopped short of its objective by flak.

This mission was the seventh to be flown by this Group to Ploesti. Although no one knew it at the time, this was destined to be the last mission to be flown by this Group against this first priority target which had long since been recognized by all United Nations as one of the most important and well defended target areas possessed by the enemy. On 30 August 1944 what was left of the Ploesti oil supply and industry was captured by the Russian Army.

Despite the fact that it took a lot of explaining on the part of some of the twelve crews who were early returns from this mission, in many ways the mission was the most successful ever flown by this Group against a Ploesti target. The 19 Planes that made it over the target dropped 45.6 percent of their 146 five hundred pound RDX bombs within 100 feet of the briefed aiming point. Numerous hits were scored in the tank farm at the northwest corner of the refinery; one string of bombs fell across the center of the refinery with four direct hits on the storage tanks in that area which resulted in large fires; and the distillation units, the boiler house, and some of the administration buildings were also hit.

Part 1: Mission number 84

Mission number 84 according to the <http://www.461st.org/Missions/August1944.htm>

No fighters were encountered. With CAVU weather at the target, the master anti-aircraft gunners, who had been getting plenty of practice all summer, were up to par with their effort. As a result, fourteen of the nineteen planes over the target were hit and the one flown by 2<sup>nd</sup> Lt. Thomas C. [Moore](#) failed to return from this mission.

Most of the twelve planes which returned early from the mission were those which had been flying in the rear positions of the various flights. When [Lt. Colonel Hawes](#) was compelled by mechanical failure to abandon the lead position in the formation, the lead was taken over by the Deputy Leader, Captain [Ryder](#). This was the first mission that Captain [Ryder](#) had led. Due to his inexperience plus the fact that his plane was not accurately calibrated, he maintained too high an air speed en route to the target. As a result, the "tail end Charlie" planes were unable to climb and maintain position in the formation.

[Mission bombing photo](#)

(close the window to return here)

Part 2: Mission number 84

Mission number 84 according to the <http://www.461st.org/Missions/August1944.htm>



Picture from mission number 84

Report:  
MACR 8260

Classification changed  
~~RESTRICTED~~  
by A. BRADDOCK, Lt. Col., AG  
by P. N. KUNICH, Capt., AG  
Date APR 15 1946

~~CONFIDENTIAL~~

WAR DEPARTMENT  
HEADQUARTERS ARMY AIR FORCES  
WASHINGTON

8260

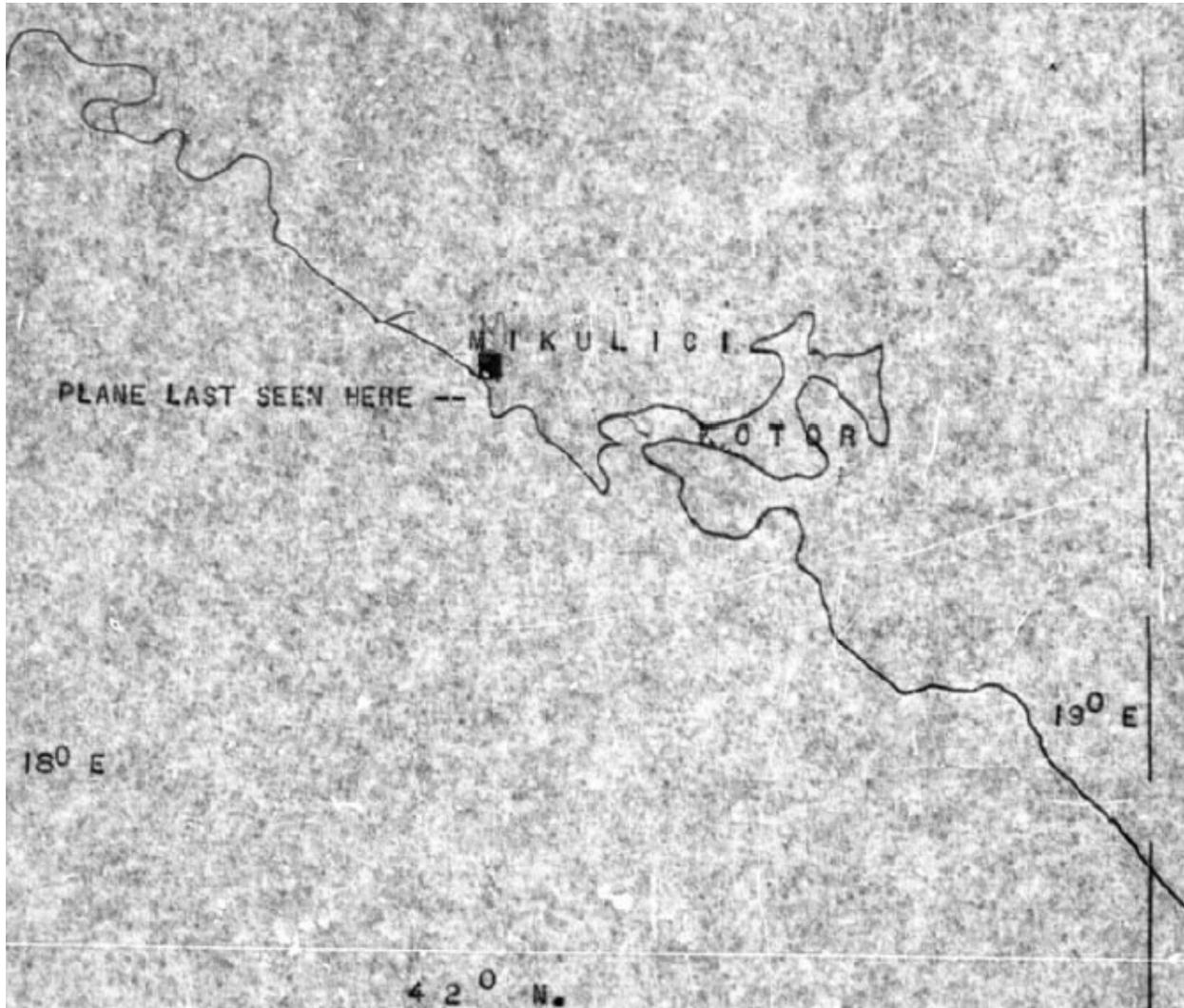
IMPORTANT: This report will be compiled by each Army Air Corps organization within 48 hours of the time personnel are officially reported missing.

- ORGANIZATION: Location Sp. Av. Field, Italy Command or AF vy  
Group 401st Bombardment Squadron 767th Bomb
- SPECIFY: Point of Departure Torvalda Fld, Italy Course direct to target  
Target Ploesti Type of Mission Bombing
- WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:  
CAVU
- GIVE: (a) Date 17 August 1944 Time 1315 Location Yugoslav coast  
of last known whereabouts of missing aircraft.  
(b) Specify whether: (x) 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 Air Craft (x) Enemy Anti-Aircraft ( ) Other circumstances as follows: \_\_\_\_\_
- AIRCRAFT: Type, Model, & Series B 24 AAF Serial No. 42-78519
- ENGINES: Type, Model, & Series Unnecessary AAF Serial No. (a) \_\_\_\_\_  
(b) \_\_\_\_\_ (c) Plane exploded (d) \_\_\_\_\_
- INSTALLED WEAPONS: (Furnish below Make, Type, and Serial Number)  
(a) Unnecessary - plane exploded (b) \_\_\_\_\_  
(c) \_\_\_\_\_ (d) \_\_\_\_\_  
(e) \_\_\_\_\_ (f) \_\_\_\_\_  
(g) \_\_\_\_\_ (h) \_\_\_\_\_

Short insert form MACR 8260

Location:

Aircraft crashed in the sea in the vicinity of small village of Molunat, south of village Mikulići in Yugoslavia, now Republic of Croatia. Place of crash is 20 miles south east of town of Dubrovnik.



Location according to the MACR 8260 Report

#### Research:

This research was done during the period from March until June 2017. I was told about the story of crashed "heavy bomber" during WWII in the close vicinity of small village Molunat. I got information from family Ljubenko in Đurinići (near Molunat). Mrs. Anica Begušić (born Ljubenko) told me about this story and the fact that her father Đuro (Đuka) Ljubenko (born in 1928) was a firsthand witness of the crash. He saw the aircraft falling down and rushed to Molunat, saw the crew bail out and later their rescue. I interviewed him and he told me the whole story about the crash. Aircraft came flying with engine troubles and he heard strange engine noise. Locals in this area in that period were used to the regular flights of the bombers over their houses. He saw the crew bail out and rushed to the Molunat. According to his story crew were rescued by Germans and locals, rounded up near small garrison facility and were given dry clothes and warm tea. Nobody was hurt or molested. One crew member got saved later on during night time because wind took him further from the crash. Some parts were left floating around and were picked by locals. These were oxygen tanks. Aircraft hit the sea and went on fire, slowly sinking to the bottom. Later on German soldiers took the crew to the unknown direction. According to his story I was able to find the official report done by the crew of the second ship that circled the area during the crash. Official report was MACR 8260. Report is attached to the end of the document.



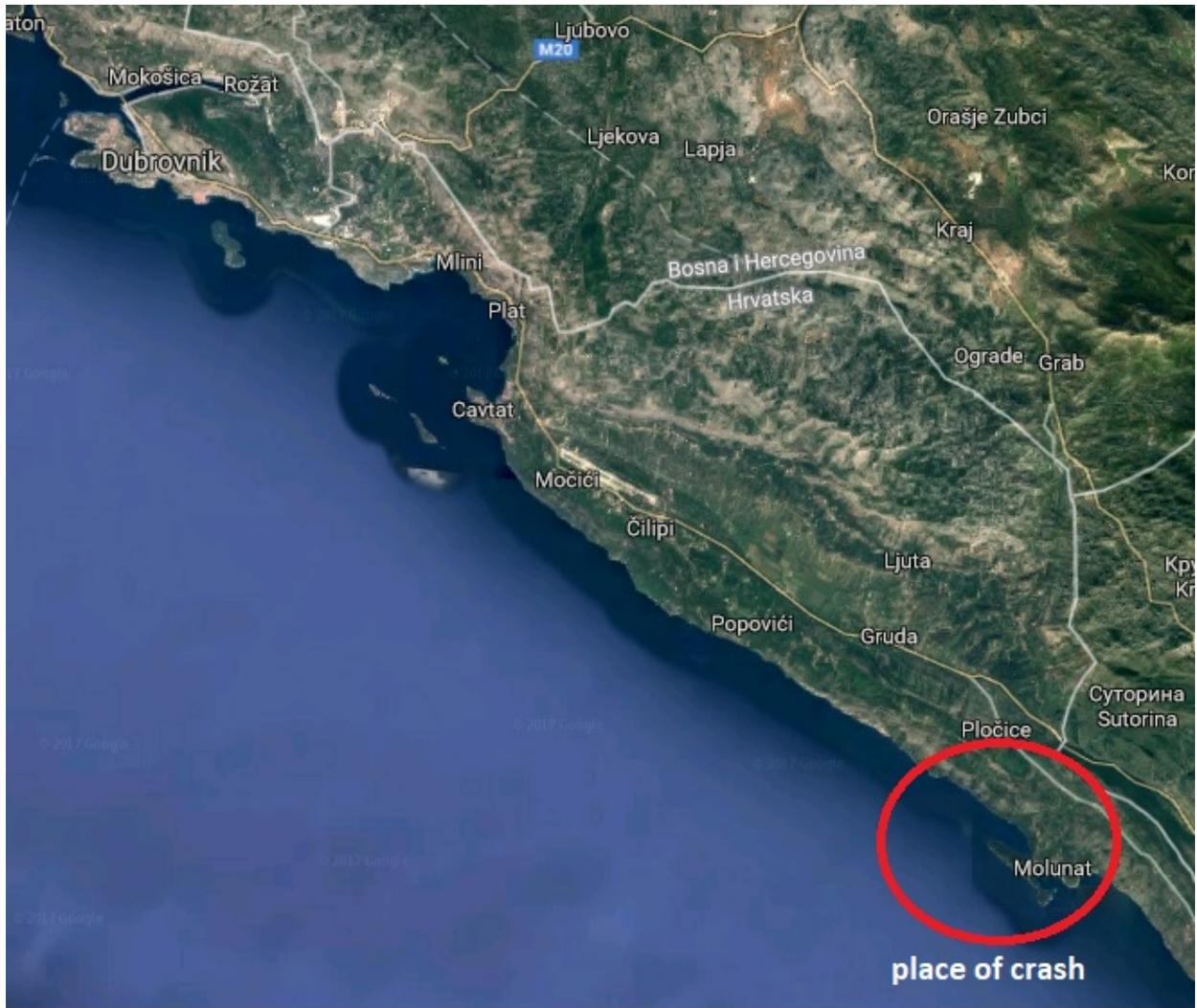
Family Ljubenko:  
from left – Luce Ljubenko, Anica Begušić and Đuro (Đuka) Ljubenko

Location:

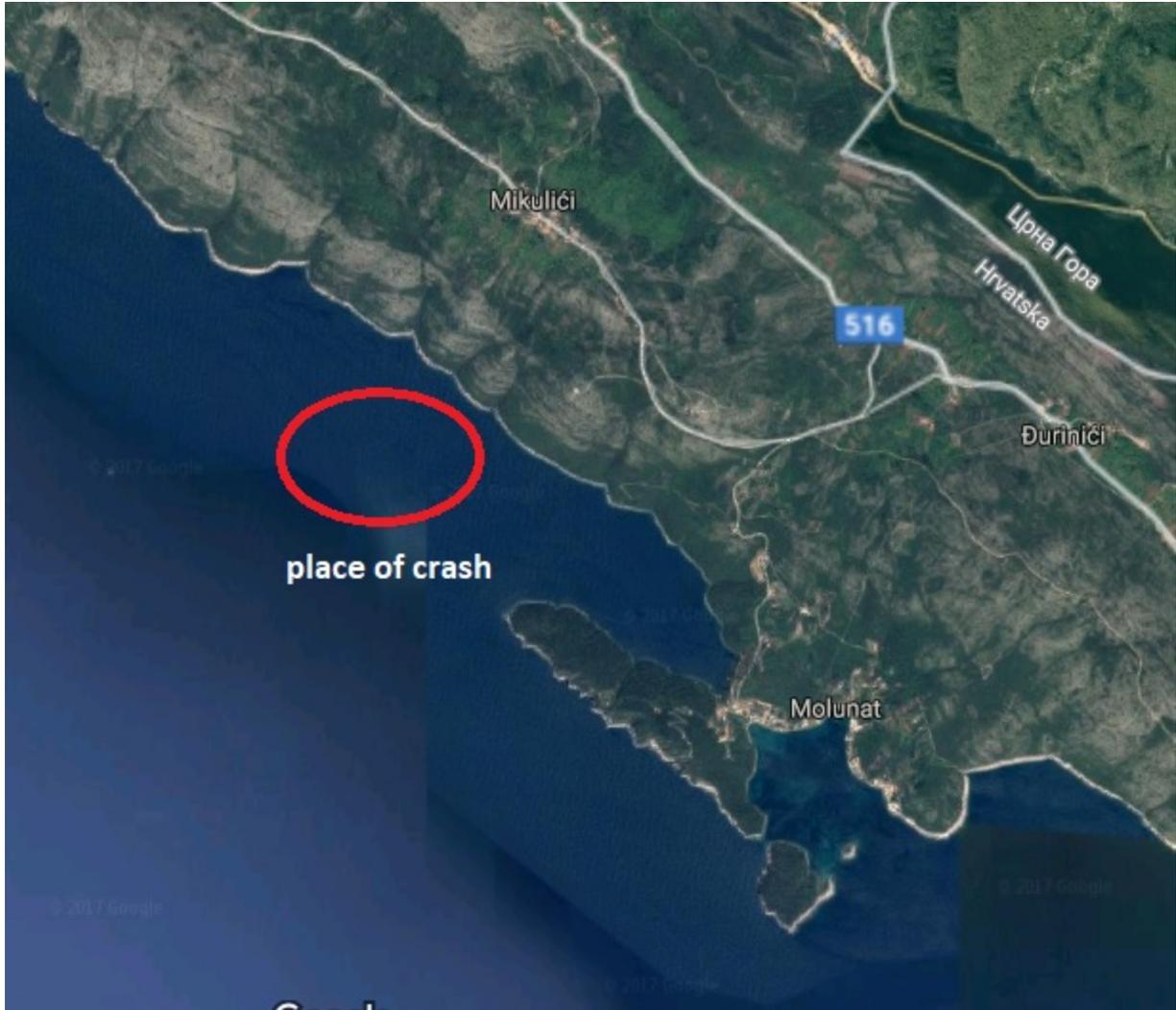
Location of the site is in Adriatic sea in Republic of Croatia (former Yugoslavia). Aircraft lies on the muddy bottom of around 100 meters (320 feet) . Big fisherman boats pull their nets in the vicinity of the crash and in 1994 part of the “wing” was pulled out from the wreck. Unfortunately that part is considered lost. Parts that were left floating were collected by locals and used for their purposes. Diving to these depths is only possible by so called technical divers that use the mixture of gasses. Site is very popular among local people for fishing. Approximate location is 42°28'11.1"N 18°23'49"E.



Location of crash (near Dubrovnik in Republic of Croatia)



Location of crash in Konavle region



Approximate location of the crash (near Molunat)



Oxygen tank from the B24J 4278519 that is used as fuel tank on old boat in Molunat



Small port of Molunat – place where the crew got to the shore



German garrison house (one with brown table) – crew were rounded up near the house and were given dry clothes and warm tea.



View towards the location of the crash – picture taken above Molunat.

In May 2017 I wrote letter to Croatian Ministry of Culture to report this case and to put this site on list of preserved location with historical significance and to protect the site from unwanted actions.

At the end of this document are MACR 8260 report and letter to Croatian Ministry of Culture to report the site for protection.

People involved in this case:

Anica Begušić (born Ljubenko) (Dubrovnik) – story about the crash

Đuro (Đuka) Ljubenko (Đurinići) – first hand witness

Others (Molunat) – locals who told me about the location of crash

This report was done by:

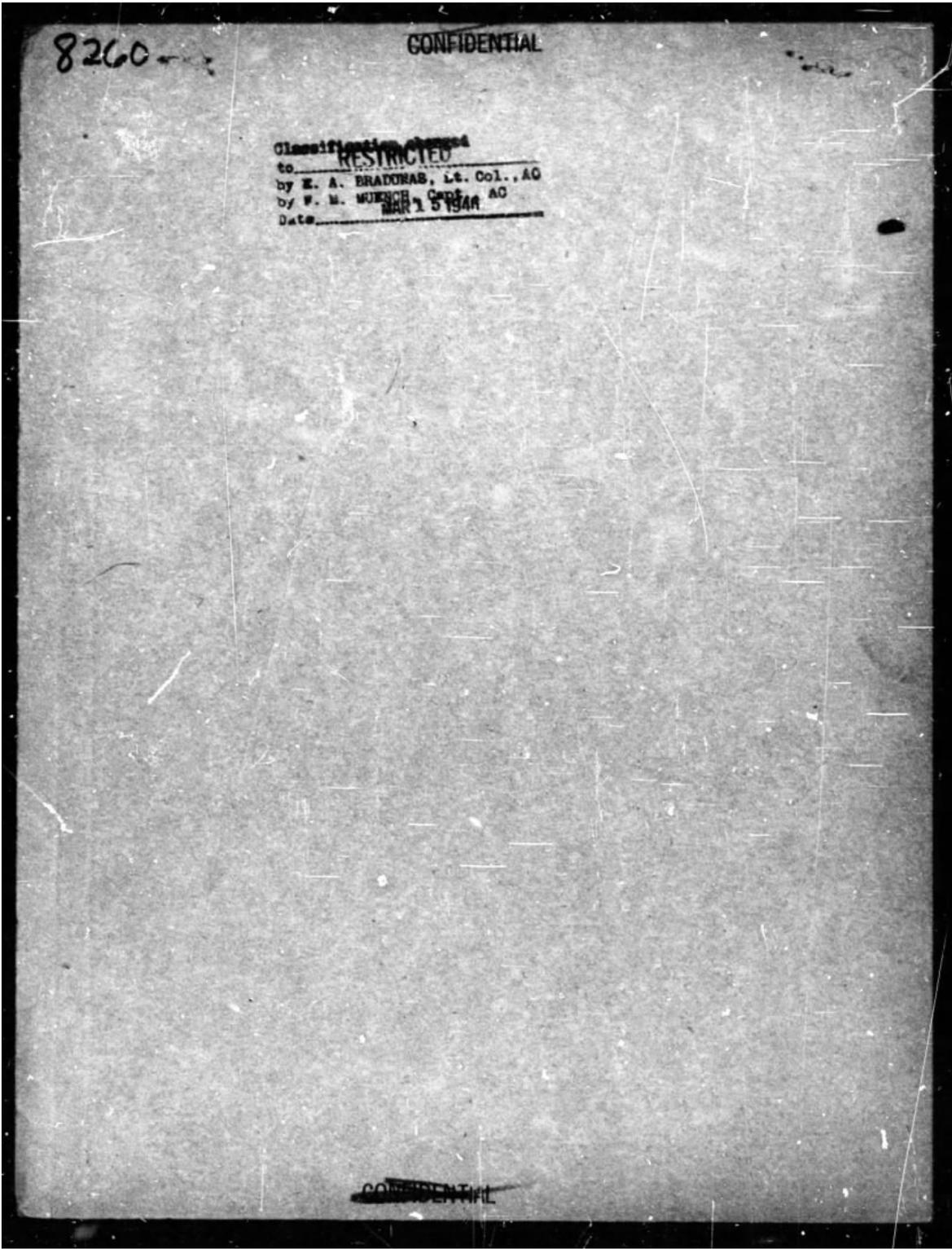
Antun Burdelez:

Kvaternikova 7, 20210 Cavtat

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+385981685735

**DECLASSIFIED**  
Authority: NND 735001  
By: NARA NARA Date: 1973



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Authority: NND 735001

By: NARA NARA Date: 1973

Classification changed

~~RESTRICTED~~

~~CONFIDENTIAL~~

by A. BRADY, Lt. Col., AG  
by F. M. BUNCH, Capt., AG  
Date 15 1945

WAR DEPARTMENT  
HEADQUARTERS ARMY AIR FORCES  
WASHINGTON

8260

IMPORTANT: This report will be compiled by each Army Air Corps organization within 48 hours of the time personnel are officially reported missing.

1. ORGANIZATION: Location Monza Field, Italy Command or AF vy  
Group 401st Bombardment Squadron 767th Bomb
2. SPECIFY: Point of Departure Torvisola Fld, Italy Course direct to target  
Target Ploesti Type of Mission Bombing
3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:  
CAVI
4. GIVE: (a) Date 17 August 1944 Time 1315 Location Yugoslav coast  
of last known whereabouts of missing aircraft.  
(b) Specify whether: (x) 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 Air Craft (x) Enemy Anti-Aircraft ( ) Other circumstances as follows: \_\_\_\_\_
6. AIRCRAFT: Type, Model, & Series B 24 AAF Serial No. 42-78519
7. ENGINES: Type, Model, & Series Unnecessary AAF Serial No. (a) \_\_\_\_\_  
(b) \_\_\_\_\_ (c) Plane exploded (d) \_\_\_\_\_
8. INSTALLED WEAPONS: (Furnish below Make, Type, and Serial Number)  
(a) Unnecessary - plane exploded (b) \_\_\_\_\_  
(c) \_\_\_\_\_ (d) \_\_\_\_\_  
(e) \_\_\_\_\_ (f) \_\_\_\_\_  
(g) \_\_\_\_\_ (h) \_\_\_\_\_
9. PERSONNEL LISTED BELOW REPORTED AS: (x) Battle Casualty ( ) Non-Battle Cas.
10. NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 10 Passengers \_\_\_\_\_ Total 10  
(Starting with "Pilot" furnish the following particulars; if more than 12 persons were aboard list similar particulars on separate sheet and attach to this form)

CREW POSITION	NAME IN FULL (Last Name First)	RANK	SERIAL NO.	NEXT OF KIN, RELATIONSHIP AND ADDRESS.
1. Pilot	George, Thomas G.	2nd Lt.	O-700516	Mrs Ethel E. Moore (Mother) RTD 816 Broadway St., Detroit, Michigan.
2. Co-Pilot	Echternacht, Morris G.	2nd Lt.	O-713371	Mrs Dorothy L. Echternacht RTD (Wife) 820 Spruce St., Boulder, Colo.
3. Bombardier	Young, Bernard H.	2nd Lt.	O-703123	Mrs William Young (Mother) RTD 25 Summit Ave., Chippewa Falls, Wisconsin.
4. Navigator	Fox, Edward R.	2nd Lt.	O-723044	Mr James R. Fox (Father) O 335 Oak Rd., Glenside, Pa.
5. Right Waist Gun	Mort, Richard A.	S/Sgt	36452672	Mrs Aubrey Mort (Mother) RTD 858 St. Joseph St., South Haven, Michigan.
6. Left Waist Gun	Andrews, Frederick C.	S/Sgt	12021175	Mrs Madeline Andrews (Wife) Big Flats, New York.
7. Upper Turret Gun	Conwell, Carlos J.	S/Sgt	18120000	Mr. Kenneth Conwell (Father) General Delivery, Deer Creek, Okla.
8. Lower Turret Gun	McGuire, James G.	Sgt	42021104	Mr James McGuire (Father) KIT 2057 Geneva St., Cheektowake, N.Y.

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No. 540

Incl #1

( See Reverse Side )

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 Authority: NND 735001  
 By: NARA NARA Date: 1973

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10. *W.D.* Ball Turst Gari Koffer, Warren G. Sgt. 30333085 Mrs Anna W. Koffer (wife) RTD  
 Rt. 21, Cresswell, Oregon

11. *W.D.* Ball Turst Gari Koster, John E. Sgt. 17615715 Mrs Mary Koster (Mother) RTD  
 Box 35, St. Peters, Mo.

11. \_\_\_\_\_

12. \_\_\_\_\_

11. IDENTIFY PERSONS WHO ARE BELIEVED TO HAVE LAST KNOWLEDGE OF AIR-  
 CRAFT. (Only one) COLUMN TO INDICATE BASIS FOR SAME:  
 Contacted Last Saw  
 NAME (Print) GRADE (Print) NO by radio sights Crash Forced Landing

1.	Gordon W. Rosencrans	2nd Lt	O-704981	X
2.	Arthur G. Jaros Jr.	2nd Lt	O-718324	X
3.	Robert U. Roswurm	2nd Lt	O-705436	X
4.	_____	_____	_____	_____
5.	_____	_____	_____	_____
6.	_____	_____	_____	_____

12. IF PERSONS ARE BELIEVED TO HAVE SURVIVED, CHECK ONE OF THE FOLLOWING:  
 Persons were used  Persons seen walking away from scene of crash  
 Any other reason (specify) \_\_\_\_\_

13. ATTACH AS AN ENCLOSURE TO THIS REPORT, EITHER AERIAL PHOTOGRAPH, MAP, CHART,  
 OR SKETCH SHOWING APPROXIMATE LOCATION WHERE AIRCRAFT WAS LAST SEEN.

14. ATTACH AS ENCLOSURES TO THIS REPORT, EYEWITNESS DESCRIPTIONS OF CRASH,  
 FORCED LANDING OR OTHER CIRCUMSTANCES PERTAINING TO MISSING AIRCRAFT.

15. ATTACH AS AN ENCLOSURE TO THIS REPORT, A DESCRIPTION OF THE EXTENT OF  
 SEARCH MADE AND GIVE NAME, RANK, AND SERIAL NUMBER OF OFFICER IN  
 CHARGE (if no search, so state giving reason) \_\_\_\_\_  
 No search; plane crashed in sea.

Date of this Report: 21 August 1944

*Raymond L. Wilcovitz*  
 (Signature of Preparing Officer)  
 RAYMOND L. WILCOVITZ 1st Lt (C), Adj

Incls:  
 Incl 1 - Stmt, Lt Rosencrans  
 Incl 2 - Stmt, Lt Jaros  
 Incl 3 - Stmt, Lt Roswurm  
 Incl 4 - Map

SEP 29 1944

CONFIDENTIAL

  
 RECEIVED

NOV 12 1944  
 OCT 11 1944

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Authority: NND 735001

By: NARA NARA Date: 1973

On 17 August I was leading "C" flight second attack unit and as we neared the Initial Point for our target which was at Floesti, 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 till 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 till 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 35,000 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 1000 feet and started to circle the men that bailed out. My engineer and navigator and ball turret gunner all saw the ten 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 pompons. They were medium antiaircraft 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 positions, 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.

2nd Lt. *Gordon W. Rosenorans Jr.*  
GORDON W. ROSENORANS JR.  
2nd Lt, Air Corps.

Incl 1

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Authority: NND 735001

By: NARA NARA Date: 1973

On 17 July 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 airsea 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.

*Robert U. Roswurm*  
2nd Lt. AC

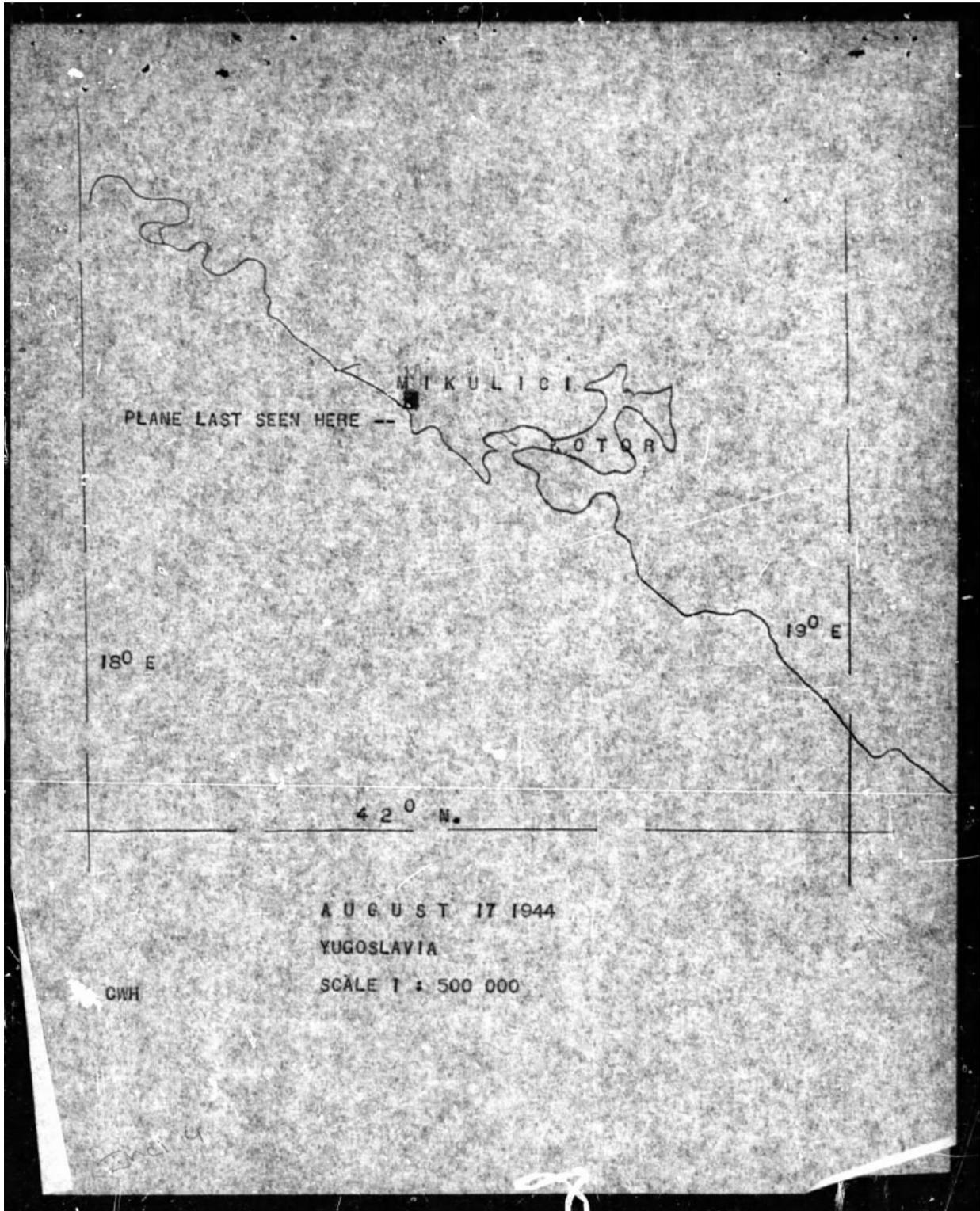
ROBERT U. ROSWURM  
2ND Lt, AC

*Incl 3*

**DECLASSIFIED**

Authority: NND 735001

By: NARA NARA Date: 1973



**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 15<sup>th</sup> AF  
Group 461<sup>st</sup> Bomb Gp (H) Squadron 767<sup>th</sup> 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 <sup>nd</sup> Lt. 0-700516	MIA	Mrs. Ethel K. Moore (Mother) 816 Brainard St., Detroit, Michigan
[2] Co-pilot	Echternacht, Norris G., 2 <sup>nd</sup> Lt. 0-713371	MIA	Mrs. Dorothy L. Echternacht (Wife) 820 Spruce St., Boulder, Colo.
[3] Nav	Fox, Howard R., 2 <sup>nd</sup> Lt. 0-723044	MIA	Mr. James R. Fox (Father) 335 Oak Rd., Glenside, Pa.
[4] Bomb	Young, Bernard H., 2 <sup>nd</sup> 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] <b>Gordon W. Rosencrans</b>	<b>2<sup>nd</sup> Lt.</b>	<b>0-704981</b>		<b>X</b>		
[2] <b>Arthur C. Jaros, Jr.</b>	<b>2<sup>nd</sup> Lt.</b>	<b>0-718324</b>		<b>X</b>		
[3] <b>Rbert U. Roswurm</b>	<b>2<sup>nd</sup> Lt.</b>	<b>0-705436</b>		<b>X</b>		
[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.

2<sup>nd</sup> Lt., Air Corps

On 17 August 1944, returning from a mission to Ploesti, we observed that crew number 62 (2<sup>nd</sup> 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.  
2<sup>nd</sup> 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  
2<sup>nd</sup> 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
<b>Moore, Thomas C.</b>	<b>2<sup>nd</sup> Lt.</b>	<b>0-700516</b>	<b>Captured</b>	<b>Dulag-Luft 3</b>
<b>Echternacht, Norris G.</b>	<b>2<sup>nd</sup> Lt.</b>	<b>0-713371</b>	<b>Captured</b>	<b>Dulag-Luft 3</b>
<b>Fox, Howard R.</b>	<b>2<sup>nd</sup> Lt.</b>	<b>0-723044</b>	<b>Captured</b>	<b>Dulag-Luft 3</b>
<b>McGuire, James C.</b> <b>18 Aug 26 N.Y.</b>	<b>S/Sgt.</b>	<b>42021404</b>	<b>Captured</b>	<b>Dulag-Luft 4</b>
<b>Mort, Richard Ashley</b> <b>17 March 26 So. Haven, Mich.</b>	<b>S/Sgt.</b>	<b>36459672</b>	<b>Captured</b>	<b>Dulag-Luft 4</b>
<b>Andrews, Frederick C.</b> <b>31 Oct 23 Big Flats, N.Y.</b>	<b>S/Sgt.</b>	<b>12024145</b>	<b>Captured</b>	<b>Dulag-Luft 4</b>
<b>Koester, John E.</b> <b>26 Nov 24 St. Peters, Mo.</b>	<b>S/Sgt.</b>	<b>37615715</b>	<b>Captured</b>	<b>Dulag-Luft 4</b>
<b>Bonewell, Carlos J.</b> <b>13 Apr 24 XXXXXXXX, Okla.</b>	<b>S/Sgt.</b>	<b>18129569</b>	<b>Captured</b>	<b>Dulag-Luft 4</b>
<b>Keffer, Warren G.</b> <b>4 Aug 16 Ore. XXXXXXXX</b>	<b>S/Sgt.</b>	<b>39333985</b>	<b>Captured</b>	<b>Dulag-Luft 4</b>
<b>Druetta, John D.</b> <b>23 Sept 22 XXXXXXXX, Miss</b>	<b>S/Sgt.</b>	<b>14095453</b>	<b>Captured</b>	<b>Dulag-Luft 4</b>

REMARKS:  
**Dulag Luft: 8 October 1944. Wo.**

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

INDIVIDUAL CASUALTY QUESTIONNAIRE

Name of crew member: **Fox, Howard R.**  
Rank: **2<sup>nd</sup> 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. 3<sup>rd</sup> 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 **2<sup>nd</sup> Lt.** Serial No. **0-708125.**
2. Organization **461<sup>st</sup> 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: **2<sup>nd</sup> 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 1<sup>st</sup> Lt. Serial No. 0-700516.
2. Organization 461<sup>st</sup> 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: **2<sup>nd</sup> 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 461<sup>st</sup> 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.

**2<sup>nd</sup> Lt. Thomas C. Moore**

**Mrs. Ethel K. Moore (Mother)**

**816 Brainard Street  
Detroit, Michigan**

**2<sup>nd</sup> Lt. Norris G. Echternacht**

**Mrs. Dorothy L. Echternacht (Wife)**

**820 Spruce Street  
Boulder, Colorado**

**2<sup>nd</sup> Lt. Bernard H. Young**

**Mrs. Lillian M. Young (Mother)**

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

**2<sup>nd</sup> 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**



REPUBLIKA HRVATSKA  
MINISTARSTVO KULTURE

KLASA: 612-08/17-03/0088  
URBROJ: 532-04-01-01-02/5-17-2  
Zagreb, 17. svibnja 2017.

**ANTUN BURĐELEZ**

**Predmet: Potopljeni saveznički avion B24 kod Molunata**  
- odgovor, dostavlja se

Poštovani,

Hvala vam na dostavljenim informacijama o srušenom zrakoplovu B24 kao i na brizi za očuvanje kulturne baštine. Informacije koje ste nam dostavili svakako su vrijedne, kako u znanstvenom, tako i konzervatorskom smislu.

Prije poduzimanja daljnjih radnji na predmetnom zrakoplovu potrebno je o njegovom pronalasku obavijestiti nadležno tijelo – Konzervatorski odjel u Dubrovniku. Nadležno tijelo tada može pokrenuti postupak utvrđivanja svojstva kulturnog dobra, utvrđivanja samog položaja srušenog zrakoplova te stupnja njegove ugroženosti.

Kolegica zadužena za poslove zaštite arheološke baštine u Konzervatorskom odjelu u Dubrovniku je Marta Perkić ([marta.perkic@min-kulture.hr](mailto:marta.perkic@min-kulture.hr)). Predlažemo da kontaktirate kolegicu sa svim dosadašnjim saznanjima kako bi se što skorije započela valorizacija ovog nalaza.

Srdačan pozdrav,

**POMOĆNIK MINISTRICE**



**Davor Trupković, dipl. ing. arh.**

Dostaviti:

- Kabinet ministrice, ovdje
- Državni tajnik Krešimir Partl, ovdje
- Konzervatorski odjel u Dubrovniku