

DECLASSIFIED

Authority: NND 735001

By: NARA NARA Date: 1973

10458

CONFIDENTIAL

Classification changed
to
RESTRICTED
by E. A. BRADY, SAC
by F. M. JAMES, SAC
Date **JAN 18 1968**

8/30: 27.4

A 54-233

Box 65

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Authority: NND 735001
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REPORT NO. 2 (Two)

881st Bomb. Sqdn.
UNIT

CONFIDENTIAL

MISSION AND OPERATIONAL REPORT

Origins: ~~XXXXXXXXXX~~
(Cross out word not applicable)

Classified in accordance with
RESTRICTED

by E. A. BRADSHAW, Lt. Col., AC
by F. M. MURPHY, Capt., AC

10458

- ORGANIZATION: Location, by Name Seipen, M. #16/AN 15 Command of Air Force/AF 21BC; Group 500th; Squadron 881st
Detachment None
- STATUS: Title of Major Seipen, M.I.; Course 70°
Target or Target Area Tokyo, Japan; Type of Mission Bombing
- WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED: Visibility Unlimited; 2 Cloud Cover
- GIVE: (a) Day 3 Month 12 Year 44; Time 0532; and Location Tokyo, Japan
(b) Specify whether aircraft was last sighted (X); last contacted by radio (); forced down (); seen to crash (); or information not available ()
(c) 20 MW 122045
(d) 1278061 (a) 1278294 (c) 127819 (d) 1278269
1278300 (e) 1278310 (e) 127815
1277586 (f) 127775 (f) 127786
20 MW 122045 (g) (g)
- THE PERSONS LISTED BELOW WERE REPORTED AS: (a) Battle Casualty (X)
(b) Has Battle Casualty
(c) Has Battle Casualty
- AIRCRAFT: Type, Model and Series B-29 41 B-W; AAF Serial Number 42-24656
- NICKNAME OF AIRCRAFT, IF ANY None
- ENGINES: Type, Model and Series R 3350-27A
- Number (a) 43-149374 (b) 42-158248 (c) 43-14973
(d) 42-158275
- INSTALLED WEAPONS (Specify below Make, Type and Serial Number):
(a) 1278061 (b) 1278294 (c) 127819 (d) 1278269
(e) 1278300 (e) 1278310 (e) 127815
(f) 1277586 (f) 127775 (f) 127786
(g) 20 MW 122045 (g)
- THE PERSONS LISTED BELOW WERE REPORTED AS: (a) Battle Casualty (X)
(b) Has Battle Casualty
(c) Has Battle Casualty
- NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 12; Passengers 0
Total 12 (Starting with Pilot, furnish the following particulars:
If more than 11 persons were aboard aircraft, list similar particulars on separate sheet and attach original to this form)

See next page

Crew Position	Name at Fall	Rank	Serial Number	Rank	Serial Number	Current Status
EW1. Pilot	Goldsworthy, Robert Flood	Maj	0-398709	Maj	0-398709	MIA
EW2. A	King, Richard Thomas	Col	0-19232	Col	0-19232	MIA
DED3. A	P. Bruce, Byron Elias	Col	0-19379	Col	0-19379	MIA
DED4. M	Edwards, Benjamin Franklin	1/Lt	0-801445	1/Lt	0-801445	MIA
DED5. C	Patyniuk, Walter John	1/Lt	0-741413	1/Lt	0-741413	MIA
DED6. N	Wardle, Henry Hewson	1/Lt	0-860976	1/Lt	0-860976	MIA
KIA 7. O	Goffery, Thomas Michael	Sgt	12180584	Sgt	12180584	MIA
DED8. G	Fright, John Alexander	Sgt	31296777	Sgt	31296777	MIA
EW5. B	W Schroeder, Harold Otto	Sgt	16156804	Sgt	16156804	MIA
DED10. E	Carrigan, James Patrick	S/Sgt	13040433	S/Sgt	13040433	MIA
KIA 11. S	Wells, Carl Thurman Jr.	S/Sgt	17046149	S/Sgt	17046149	MIA

IDENTIFY EACH THESE PERSONS WHO ARE BELIEVED TO BE LAST KNOWN LOCATIONS OF AIRCRAFT, AND CHECK APPROPRIATE COLUMN TO INDICATE RESULTS FOR LINE:

Serial Number	Contracted by	Serial Number	Contracted by	Serial Number	Contracted by
1. Thompson, Donald	Capt 0-25673	No	X	No	No
2. VanFright, John E.	Maj 0-399155	No	X	No	No
3. Tachett, Cecil E.	Capt 0-427293	No	X	No	No

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Inclosure # 4 to XXI Bomber Command Reg. 35-10

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ADDITIONAL INFORMATION TO QUESTION #11

<u>Crew Position</u>	<u>Name</u>	<u>Rank</u>	<u>A. S. N.</u>	<u>Current Status</u>
<i>DEA</i> X	Abel, Robert Ross	Opl.	39691205	MIA

Incl. #1


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STATEMENT OF CAPTAIN DONALD W. THOMPSON

1. On 3 December 1944 subject of: icer was the Airplane Commander of B-29, AAF Serial No. 42-65219, assigned to the Squadron led by Major Robert F. Goldsworthy, Airplane Commander of B-29, AAF Serial No. 42-24656.
2. Approximately ten minutes before the Squadron reached the IP, I joined the squadron formation and took up the position of Deputy Squadron Leader, on Major Goldsworthy's right wing. I remained in that position until Major Goldsworthy was forced to relinquish the lead of the Squadron.
3. Major Goldsworthy's aircraft made a normal bomb run from IP to target, although after bomb bay doors failed to open completely. Approximately one minute after the aircraft on Major Goldsworthy's left wing had dropped bombs on the target, damage was noted on Major Goldsworthy's aircraft. The first indication of damage was a thin trail of white smoke or vapor from the #3 engine. It was then noted that the outboard underside of the #3 engine nacelle was torn in an area approximately four square feet. The #3 engine was then observed to flame up extensively for a few seconds. The flame then disappeared. Approximately thirty seconds later the #4 engine of subject aircraft was almost completely feathered; then immediately unfeathered. During the feathering and unfeathering process subject aircraft slowed and was forced to descend and turn to the right beneath my aircraft. Upon assuming lead of the squadron, an effort was made to slow down the formation in order to afford protection to Major Goldsworthy. The tail gunner of my crew reported that Major Goldsworthy was below and to the right, trailing oil or black smoke. A slow turn was made to the right, but the tail gunner reported that Major Goldsworthy had disappeared.
4. The cause of the observed damage to Major Goldsworthy's aircraft is unknown. No pressing fighter attacks were observed by my crew members. My navigator reported that he observed one flak burst between our aircraft and Major Goldsworthy's aircraft prior to our observation of damage. Subject aircraft was last seen by tail gunner as described in above paragraph.


DONALD W. THOMPSON,
Captain, Air Corps.

Doc # 3

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Report of Major John R. Van Trigt on A/C No. 1 Victor 534

"1. Approximately 1416 local time a Samp came from high one o'clock, attack the lead ship which was 1 Victor 534. Hits were observed on inside of No. 2 engine. Two large pieces of metal were observed flying off either from No 2 nacelle or inner wing panel and gas was observed blowing across the wing. Shortly after this the lead ship feathered No. 4 engine, then unfeathered it and feathered No. 3 engine. By this time there was smoke mixed with gasoline trailing over left inner wing panel. As soon as No. 3 engine was feathered the lead ship lost so much speed it fell behind the formation. Last sighting of 1 Victor 534 in distress was by the right blister gunner. The wheels were down, bomb doors open (possibly partial), black smoke was coming from the feathered engine on right side and either the No. 2 engine or the left inner wing panel was aflame. The plane was in a 30 degree dive, with five to twelve enemy fighters carrying on continuous attacks. When last seen the A/C 1 Victor 534 in distress was in the northern part of the city at an altitude of twenty four thousand feet on a heading 30 degrees."

A TRUE COPY:

Adam J. Blasko

ADAM J. BLASKO,
2nd Lt, Air Corps.

/s/John R. Van Trigt
/t/JOHN R. VAN TRIGT
Major, Air Corps,
882nd Bb Sq.

Ind Hg

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REPORT OF CECIL E. TACKETT, Capt, on Aircraft No. 1 Victor 534.

1. Approximately 1416 local time at twenty nine thousand feet north edge of city there appeared to be a flak burst on No. 3 engine. No. 4 engine was either feathered or running at reduced power, stopped momentarily, then started wind milling or running at reduced power. No 3 engine was feathered, aircraft in distress nosed down to pick up speed. The last the tail gunner saw of 1 Victor 534, it was losing altitude rapidly, continuing approximately on a heading of 80 degrees. As soon as 1 Victor 534 fell behind it was attacked by six or eight enemy fighters, firing from all sides.

Cecil E. Tackett
CECIL E. TACKETT

Capt., Air Corps,
882nd Bomb Sqad

Incl #5

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AG 704

HEADQUARTERS CPSC, APO 958, 24 December 1944.

To: Commanding General, Army Air Forces, Washington D. C.
(Attention: Statistical Control Division).

Paul E. Baker

PAUL E. BAKER,
1st Lt, AGD,
Asst Adjutant General.

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ADDITIONAL INFORMATION TO QUESTION #11

<u>Crew Position</u>	<u>Name</u>	<u>Rank</u>	<u>A.S.N.</u>	<u>Current Status</u>
K	Abel, Robert Ross	Cpl	39691205	MIA

Incl. #1

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DDMG FORM 638
REV 1 APR 68

OFFICE OF THE QUARTERMASTER GENERAL OF THE ARMY

INTRAOFFICE REFERENCE SHEET

DUE, HOUR AND DATE _____

1 NO.	2 FROM—	3 TO—	4 DATE	5 MESSAGE
1	Final Deter Sec Id Br Mem Div	Pentagon Liaison ATTN: Major Sekowski	25 Oct 1948	<p>1. The following individuals served in the Army Air Forces during 1944 in the Far East. They were part of the 874th Bomb Squadron, 498th Bomb Group, 21st Bomber Command, located on Saipan. It is requested that the Status, Review, and Determination Report, the Report of Death, and Air Force Historical Information on them be forwarded to this office:</p> <p>HYDE, Elbert W. Capt. 0- 430 974 KENDALL, Joe B. 2nd Lt. 0- 806 460 O'DONOVAN, John J. 2nd Lt. 0- 698 758 TWEDT, Irving J. 2nd Lt. 0- 685 798-09 FRAUNE, Anthony T. 2nd Lt. 0- 863 487 RICHTER, Joseph J. T/Sgt. 6 564 987 SWINK, William E., Jr. Sgt. 18 163 364 PFEIFFER, Frank E. Cpl. 16 186 041 GOIN, Harry Jr. Pvt. 15 334 447 SAMUELSON, Stanley M. Cpl. 36 698 705 DESHAZO, Donald Sgt. 18 063 217</p> <p>2. The following individuals served in 1944 with the same organization as those in paragraph 1. It is requested that, if possible, their present home addresses or present Air Force Organizations be forwarded to this Organization:</p> <p>RICHEMS, Keft J. Major 0- 403 829 ZWEIFEL, E. E. Capt. 0- 424 817 STICHNEY, First name unknown 1st Lt. Serial number unknown.</p>
2	Qtr-Pent. Liaison Office	Final Det Sec. Id Br., Mem Div	5 Jan. 49	<p>Inclosed herewith all information found on the above named men in both the AC Historical and the AGO Casualty files. There is no record of this crash in the AC Historical files.</p> <p><i>S.J. of</i> SEKOWSKI X-6679</p> <p><i>B</i> HARRY 73472</p> <p><i>A</i> HAPPEL 73472</p> <p><i>E.M.D.</i> DYER X-73090</p>

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Richens, Kent J., Major, O-403829(Old number) O-45745 (New number--Reg. Army)
Home Address: 56 East Garwood Street, Champaign, Illinois
Military Address: 93rd B. Sq., APO 334, 4PM, San Francisco, Calif.

Zweifel, Everett E., Captain, O-424917 (now Maj, O-45676--Reg. Army)
Home Address: Royal Oak, Michigan
Military Address: 93rd B. Gp (VH), Castle Field, California

Stidney, Richard C., 1st Lt., O-26148 (was with 874th B. Sq. in 1944)
KIA--3 January 1945 Anatahan Island, Southwest Pacific Area.

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AG 704 Dead (4 Dec 45)
S. R. & D. No. 4837

FILE IN MACR 10458

4 December 1945

MEMORANDUM FOR: Chief, Casualty Branch

SUBJECT: Review and Determination of Status
Under the Missing Persons Act.

I. - FACTS

1. The following named persons, members of the organizations designated, have been carried on War Department records as missing in action, in flying pay status, in the Pacific Area, since 3 December 1944, as reported by PAC Shipments Nos. 101, 103, 108 and 122083:

<u>Name</u>	<u>ASN</u>	<u>Grade</u>
a. Aboard B-29 aircraft number 42-60461, 670th Bombardment Squadron, 497th Bombardment Group: <i>MACR 10458</i>		
Campbell, David C.	0730374	First Lieutenant
Altman, William	0866810	Second Lieutenant
Parris, Jone W.	0760810	Second Lieutenant
Swile, Lloyd K.	0695466	Second Lieutenant
Wituzki, John J.	0696003	Second Lieutenant
Moy, James R.	34,665,182	Staff Sergeant
Rouse, Joseph R. Junior	38,494,394	Staff Sergeant
Cobb, Robbie L.	14,161,874	Sergeant
Caraval, George R.	11,303,780	Sergeant
Wills, George L.	14,060,196	Sergeant
Wright, Murel F.	33,380,196	Sergeant
b. Aboard B-29 aircraft number 42-24181, 874th Bombardment Squadron, 498th Bombardment Group: <i>MACR 10458</i>		
Hyde, Elbert W.	0430974	Captain
Fraune, Anthony T.	0863487	Second Lieutenant
Kendall, Joe B.	0806460	Second Lieutenant
O'Donovan, John J.	0698758	Second Lieutenant
Tweet, Irving J.	0695709	Second Lieutenant
Richter, Joseph J.	6,564,987	Technical Sergeant
De Sieso, Donald	18,663,217	Sergeant

Case # 2115
Form 1976
Activity

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S. R. & D. No. 4834

Boys
Boys
Swink, William F., Junior. 18, 188, 564 Sergeant
Pfeifer, Frank E. 16, 186, 041 Corporal
Samuelson, Stanley N. 36, 698, 705 Corporal
Boin, Harry Junior 15, 334, 447 Private

c. Aboard B-29 aircraft number 42-24735, 873rd Bombardment Squadron, 498th Bombardment Group:

Boxy, William S.	0128801	Captain
Petker, Charles E., Junior	0795022	First Lieutenant
Dirkas, Kenneth C.	0698271	Second Lieutenant
Miller, Walter C.	0699225	Second Lieutenant
Phelan, Edward L.	0867449	Second Lieutenant
Helchowski, Casmere E.	36, 121, 270	Staff Sergeant
Magraw, Henry S.	19, 124, 694	Staff Sergeant
Pierce, Milton S.	39, 274, 908	Staff Sergeant
Braun, Thomas H.	15, 303, 0273	Sergeant
Child, Gilbert C	36, 579, 708	Sergeant
Hessam, Harold	37, 273, 466	Sergeant

d. Aboard B-29 41B-W aircraft number 42-24656, 881st Bombardment Squadron, 500th Bombardment Group:

Brugge, Byron E.	019379	Colonel
Edwards, Benjamin F.	0801445	First Lieutenant
Patykula, Walter J.	0741413	First Lieutenant
Warde, Henry H	0860976	First Lieutenant
Corrigan, James P.	13, 046, 453	Staff Sergeant
Wells, Carl T., Junior	17, 046, 149	Staff Sergeant
Goffery, Thomas M.	12, 160, 664	Sergeant
Wright, John A.	31, 296, 777	Sergeant
Abel, Robert R.	39, 691, 205	Corporal

MACR 10 158
see page 7

B. Missing Air Crew Report No. 10459, dated 4 December 1944, states that the persons named in paragraph 1a, above, comprised the crew of B-29 aircraft number 42-63461, when it departed Isley Field, Saipan, Marianas Islands, on a combat mission to the Makajine Aircraft Factory, Tokyo, Japan. This airplane is reported to have been ditched and lost as the result of insufficient fuel, at 2332 hours, at the coordinates 15°30' N - 145°30' E, approximately 22 miles northeast of Saipan, M.I.

a. Attached to this Crew Report is a sketch map indicating the location where the subject aircraft was ditched. The coordinates stated upon both "Crew Report" and map are about twenty-two miles-nearly north of Saipan.

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3. In the Casualty Branch Files of Lieutenants Altemus, Campbell, Farris and Witucki, and Sergeants Moye, Rouse, Cobb and Wright are similar letters, all dated 3 January 1945, from Lieutenant Colonel Robert E. Haynes, Commanding 870th Bombardment Squadron, to the respective emergency addressees of these men. These letters state, in pertinent part, that somewhere enroute to their homes station the subject plane (No. 42-63461) realized that they were out of gas and planned a forced landing at sea at an approximately stated location. The letters continue, in pertinent part, as follows:

*** "No other message was received from the plane. An immediate search was organized, and has continued to this date. The search is being made by warships and airplanes, and every possible effort is being made to recover the crew of the missing aircraft.

*** "there has been no trace of any part of the plane or any of the crew members. Our only hope is the fact that men have been known to survive in life rafts for several weeks."

* * *

4. Missing Air Crew Report No. 10X452, dated 5 December 1944, states that the persons named in paragraph 1b, above, comprised the crew of B-29 aircraft number 42-24181, when it departed Saipan on a bombing mission to Tokyo, Japan. This airplane is reported lost due to the loss of one engine with another engine in process of being feathered. It was reported ditched at the coordinates 31°48' N - 141°53' E, at 0849 hours. It was last contacted by radio. The coordinates stated are about four hundred miles south-east of Tokyo.

5. In Captain Hyde's Casualty Branch File is a letter, dated 5 January 1945, from Lieutenant Colonel P. W. Saunders, Commanding 874th Bombardment Squadron to Mr. Mary Hyde, which is, in pertinent part, as follows:

* * *

"On 5 December 1944, Elbert with his crew members was flying a bombing mission over Tokyo. Due to enemy fire, their airplane lost two of its engines and was forced to land at sea while on the return flight from Tokyo.

"Every available means at our disposal has been put into use in the search for Elbert and his crew members. Army and Navy airplanes and Navy vessels have combed the ocean where we assume they must have landed."

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* * *

~~This letter further indicates that no trace of the crew had been found by 5 January 1945. Similar letters are in the Casualty Branch: Files of Lieutenant Fraune, Sergeants De Shazo and Swink, and Private Goin.~~

~~16. 6. In Lieutenant Fraune's AG 201 file is a letter, received in this office 18 July 1945, which, in pertinent part, states that the writer, Mrs. Grace A. Fraune, has received from many sources information regarding the fate to her husband's plane, including statements that the crew "all came through alright". She also states that a friend and classmate of her husband had repeatedly attempted to send information about her husband to his own family and to her husband's parents. In all cases the information was deleted by the censor. This man's name and address follow:~~

~~Private Bernard F. Lohman, U.S.M.C.,
Division Headquarters Company, Headquarters Battalion,
2nd Marine Division,
c/o Fleet Post Office, San Francisco, California.~~

~~16. a. A letter, dated 10 October 1945, from this office to Chief, Bureau of Naval Personnel, United States Navy Department, Washington, D. C., file, AGPC-8 201 Fraune, Anthony T. (10 Oct 45) 0863487, requested that Private Lohman be interviewed and that the information secured from him regarding the fate of plane No. 42-24181 and crew be forwarded to this office. No reply to this letter has been received.~~

~~16. 7. Missing Air Crew Report No. 10454, dated 4 December 1944, states that the persons named in paragraph 1c, above, comprised the crew of B-29 aircraft number 42-24735, when it departed Saipan on a bombing mission to Tokyo, Japan. This aircraft is reported lost as the result of damage inflicted by enemy aircraft and was later ditched on the route back, near "Hachicha Jima" at 1815 hours. Upon this report under "Remarks" is the following statement:~~

~~"Ground operator received message from Lt. Petter stating that aircraft was damaged and that he was going to ditch."~~

~~16. 8. In Captain Doxey's Casualty Branch File is a letter, dated 3 January 1945, from Major Jack S. DeWitt, Commanding B73rd Bombardment Squadron, to Mrs. Doxey, which is, in pertinent part, as follows:~~

~~***"Reports received in flight while returning from (from) the target indicated that his (Doxey's) aircraft had been damaged over the target by attacking enemy aircraft. The extent of this damage could~~

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~~not be determined as he had apparently been separated from the formation. The last reports received from the aircraft on which your husband was co-pilot, stated that they were ditching at sea.~~

"Every possible facility at our disposal was exhausted in the attempt to rescue them. Army and Navy planes and Navy surface vessels combed the sea but to date no one has been found."

9. Missing Air Crew Report No. 10458, dated 5 December 1944, states that the persons named in paragraph 1d, above, and three others not considered herein, comprised the crew of B-29 41B-W aircraft number 42-24656 when it departed Saipan, Marianas Islands, on a bombing mission to Tokyo, Japan. This aircraft is believed to have been lost as the result of attack by enemy aircraft. It was last seen over Tokyo at 0513Z hours. No parachutes were observed and no search was made.

a. Attached to this Crew Report are undated reports by Major John R. Van Trigt and Captain Cecil E. Tackett, both of the 882nd Bombardment Squadron, an undated statement by Captain Donald W. Thompson, Air Corps, and a map on which the route presumably followed by the mission is outlined. These documents are, in pertinent part, as follows:

(1) Major Van Tright's report is as follows:

"1. Approximately 1416 local time a B-29 came from high one o'clock, attack the lead ship which was 1 Victor 534. Hits were observed on inside of No. 2 engine. Two large pieces of metal were observed flying off either from No 2 nacelle or inner wing. Shortly after this the lead ship feathered No. 4 engine, then unfeathered it and feathered No. 3, engine. By this time there was smoke mixed with gasoline trailing over left inner wing panel. As soon as No. 3 engine was feathered the lead ship lost so much speed it fell behind the formation. Last sighting of 1 Victor 534 in distress was by the right blister gunner. The wheels were down, bombay doors open (Possibly partial), black smoke was coming from the feathered engine on right side and either the No. 2 engine or the left inner wing panel was aflame. The plane was in 30 degree

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with eight fighters following it down; that it burned, and that there was no mention of personnel.

c. The following named members of the crew of airplane number 42-24656, whose status is not considered herein, have been reported as shown below:

<u>Name and Grade</u>	<u>ASN</u>	<u>Symbol</u>
Colonel Richard T. King	019232	EUS
Major Robert F. Goldsworthy	0398709	EUS
Corporal Harold O. Schroeder	16,156,864	EUS

10. In Corporal Abel's Casualty Branch File is a letter, dated 29 December 1944, from Lieutenant Colonel Ralph A. Reeve, Commanding 881st Bombardment Squadron, to Mrs. Marguerite Abel. This contains information regarding the loss of airplane No. 42-24656, similar to that reported in paragraph 9, above.

11. A letter, dated 8 October 1945, from this office to Major Robert F. Goldsworthy, 0398709, file AOPC-S 704 (8 Oct 45), requested all available information regarding the fate of the persons named in paragraph 1d, above. The reply, dated 22 October 1945, is, in pertinent part, as follows:

"On that day we ran a bombing raid, the target being an aircraft engine factory located on the outskirts of Tokyo. Bombs were dropped at approximately 2 o'clock in the afternoon. Immediately after leaving the target we were attacked by enemy fighters. In the resulting action my plane had three engines shot out, control cables shot away and all electrical and communication systems destroyed. One wing was blazing and we had a large fire in the front cabin of the airplane. As the ship was out of control we started bailing out at about 28,000 feet.

"The following is an account of what happened to my crew to the best of my knowledge:

"Brugge, Byron K. O--19379, Colonel

Colonel Brugge made a successful bail-out. Later that same night he was placed in a truck with me and taken to a Japanese Federal Prison in downtown Tokyo. He was placed in a cell on my immediate left. We were kept there for months during which time Colonel Brugge received very harsh treatment.

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During the last weeks in which I was in this prison, Colonel Brugge's mind was very definitely beginning to fail him. On February 3, I was moved to a second Federal Prison. There I heard nothing more of Colonel Brugge until a month later a Japanese interpreter told me that Colonel Brugge had died in solitary. I have no other information regarding Colonel Brugge except that of the Japanese interpreter.

"Edwards, Benjamin P. O--801445, 1st Lieutenant

Lieutenant Edwards was last seen by Colonel Richard T. King, Group Commander of the 500th Bomb Group and my acting co-pilot for this mission. The fire first started near the navigator's table. Before we started to abandon ship, Lieutenant Edwards tried to shout to Colonel King. Colonel King and Colonel Brugge were opening the escape hatch at that time. Then nothing more was seen of, or heard from Lieutenant Edwards. By that time the fire had spread very rapidly in the rear of the cabin and I do not know whether Lieutenant Edwards went down with the ship or managed to get out. Colonel King was the last to see him and that is all the information I have regarding Lieutenant Edwards.

"Patykula, Walter J. O-741413, 1st Lieutenant

Lieutenant Patykula and I were the last to leave the airplane. We had to walk through an amount of fire to reach the escape hatch. I saw one man go with his parachute on fire, and I believe this to be Lieutenant Patykula although I have no way of substantiating my opinion. Nothing was ever heard from him in prison camp so my own conclusion is that his was the parachute which burned.

* * *

"Corrigan, James P. 13046433, Staff Sergeant

I have no information regarding Sergeant Corrigan. A report from the other planes in my formation stated that Sergeant Corrigan was last seen in his tail-gun position with our plane going down in flames. I have no way of knowing if Sergeant Corrigan was able to bail out as we who were captured received no information as to whether he was dead or alive.

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"Goffery, Thomas M. 12180664, Seargant

Seargant Goffery made a successful bail-out without sustaining injury. He was captured by the Japanese and placed in the same cell-block that held Colonel King, Colonel Brugge, Corporal Schroeder and myself. Sometime during the end of January, Seargant Goffery was taken from his cell and I have heard nothing further regarding him. As it was just a few days later that Corporal Schroeder and myself were moved to a second Federal prison, it was our conclusion that Seargant Goffery was transferred to a different prison.

"Able, Robert H. 39691205, Corporal

Corporal Able was last seen by Corporal Schroeder just before Corporal Schroeder left the airplane. From Corporal Schroeder's report, Corporal Able had been hit, and had slipped out of his ring-sight position. When last seen he was standing beside his seat seemingly in a dazed condition. Nothing more was ever heard about Corporal Able and I doubt if he ever got out of the airplane. The extent of his injury was not known as Corporal Schroeder only reports that he could observe blood on Corporal Able and around his gun position.

"I am sorry I do not have more information regarding the crew but as the communication system was shot away I was unable to talk with any of them prior to bailing out, and on the ground the Japanese would not give us any information regarding any of the other members of my crew."

12. A letter, dated 13 October 1945, from this office to Corporal Harold O. Schroeder, 16,156,864, file, AGPC-S 704 (13 Oct 45), requested all available information regarding the fate of the persons named in paragraph 1d, above. The reply, dated 26 October 1945, is, in pertinent part, as follows:

"Col. Byron E. Brugge, I was told by Col. King, died in a kimpee station in Tokyo sometime between Feb. 20, 1945 & April 3, 1945.

"1st Lt. Henry H. Warde was picked up with me on a truck & on the morning of the fourth we were seperated. Being blindfolded I know nothing of any injuries.

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"The Japanese interpreters asks us our names so I know these were the ones on the truck with me.

1st Lt. Henry H. Warde
Wells, Carl T. Jr. S/Sgt
Wright, John A. Sgt.

I never heard or saw anything more of them after I was taken from the truck.

* * *

"I know nothing of the following.

Edwards, Benjamin F. 1st Lt.
Patykula, Walter J. 1st Lt.
Correagan, James P. S/St.

Cpl. Abel, Robert R. was wounded in the ship and I don't think he got out."

* * *

13. A letter, dated 3 October 1945, from Headquarters, Army Air Forces to Colonel Richard T. King, O19232, requesting information regarding the fate of Staff Sergeant Carl T. Wells, Junior. No reply to this letter has been received.

14. A letter, dated 1 October 1945, from Carl T. Wells, Senior, to this office, is filed in Wells' Casualty Branch File. Attached to this letter is a clipping from a St. Louis (Missouri) newspaper, not otherwise identified. The clipping contains an Associated Press dispatch from Yokohama (Japan), dated 16 September 1945, which is, in pertinent part, as follows:

"Colonel Byron Eliss Bruggess* died in a Japanese prison, surviving Superfortress flyers reported today.

"Brugge, operations officer for the Seventy-third wing of the Twenty-first Bomber Command, was singled out for special severe treatment because he steadfastly refused to give the enemy information about the world's largest bomber, according to other Americans held in the Japanese prison. Hewas failing rapidly when he was last seen by cell mates in February. They said he probably died of malnutrition and maltreatment.

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* * *

"Cpl. Harold O. Schroeder *** said after he was captured *** he heard other flying mates being questioned. He said he recognized the voices of Lt. Henry H. Warde *** and Sgt. Carl T. Wells *** but never encountered them again.

15. The members of the crew of aircraft No. 42-24656 whose status is not considered herein have been reported as shown below:

<u>Name and Grade</u>	<u>ASN</u>	<u>Symbol</u>
Colonel Richard T. King	019232	EUS
Major Robert F. Goldsworthy	0398709	EUS
Corporal Harold/Schroeder	16,156,864	EUS

16. The O.N.I. Weekly for 6 December 1944 contains the following pertinent information regarding the subject mission:

It is stated to have been carried out by 21st Air Force B-29's based in the Marianas. It is further stated that approximately one hundred and seventy-five tons were dropped on the primary target, the "Musashina" aircraft engine plant, to which there were indications that substantial damage was done; that the secondary target was the Tokyo dock and industrial area; that the target of opportunity was Pagan Island, about two hundred and fifty miles north of Saipan; that the attack lasted ninety minutes from levels up to more than thirty six thousand feet; that fifty-minute fights with Japanese single and twin-engine fighters at a high altitude were reported, and that one B-29 was lost over the target.

17. Army ~~dep~~ Service have reported that they are unable to find "Hachicha Jima", near which aircraft No. 42-24735, is reported to have ditched at sea. They noted, however, that two of the Bonin Islands, located near each other have the following names: "Haha Jima" and "Chichi Jima". It seems probable that these names were combined and modified on Missing Crew Report No. 10454.

18. A locator card filed with Wells' Enlisted Records shows him at Walker Field (Victoria, Kansas) as a member of the 462nd Bombardment Group 23 December 1944, twenty days after the date of missing in action. On 3 December 1944, as a member of the 498th Bombardment Group he bailed out over Tokyo and became a prisoner of the Japanese.

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Sergeant Wells' Service Record shows that he was at Walker Field on 22 December 1943 and that he was a member of the 462nd Bombardment Group on 15 January 1944. It seems likely that the locator card entry erroneously refers to a date one year later than the correct one. There is no official report other than this locator card indicating that this man has been seen or heard from since his imprisonment.

19. An examination of the files of these persons in Casualty Branch, Officers' Branch and Enlisted Branch, AGO, and the index in Prisoner of War Information Bureau, PMGO, does not reveal any further information relevant to this review.

II. - CONCLUSIONS

1. The four plane crews whose status is considered herein all participated, 3 December 1944, in a bombing mission, primarily to the "Makajima" aircraft factory at Tokyo dock and industrial area, and, as a target of opportunity, to Pagan Island, about two hundred and fifty miles north of their base in Saipan, Marianas Islands. Fairly heavy flak and very heavy fighter opposition was encountered over the primary target. The attack from high altitude, ranging to thirty-six thousand feet, began at about 2 p.m. and lasted for ninety minutes, during which fifty minute engagements with enemy one and two seater fighter planes were reported. All four of these planes sustained serious injury over or near the target and went down at different places before reaching their base.

The persons named in paragraph 1a, above, comprised the crew of B-29 aircraft No. 42-63461. Due to insufficient fuel it was ditched at sea while on the return trip at 15°30' N - 145°30' E, about twenty-two miles nearly north of Saipan. The message stating that this plane was ditching was the last one received from it. An immediate search by warships and airplanes was organized, but a month later no trace of any part of the plane or any of the crew members had been found.

The persons named in paragraph 1b, above, comprised the crew of B-29 aircraft No. 42-24181. This aircraft reported by radio that it was ditching at sea while returning to base, at 31°48' N - 141°53' E (about four hundred miles south-southeast of Tokyo) at 0949 hours, as the result of enemy fire which caused the loss of one engine and the feathering of another. An exhaustive search was made of the area in which it was assumed to have landed, but, on 5 January 1945, no trace of the crew had been found.

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The persons named in paragraph 1c, above, comprised the crew of B-29 aircraft No. 42-24755, which was damaged by enemy aircraft over the target and was ditched at 1515 hours near "Hachicha Jima", while on the route back to base. An exhaustive search was made by Army and Navy planes and Navy surface vessels, but at the end of a month no one had been found.

The persons named in paragraph 1d, above, and three others not considered herein, comprised the crew of B-29 41B-W aircraft No. 42-24656. This plane had three engines shut out, the control cables shot away, and all electrical and communication systems destroyed shortly after passing over the target at about 2 p.m. One wing was blazing and there was a large fire in the front cabin. As the plane fell behind it was attacked by six enemy fighters firing from all sides, and an attempt was made to slow down the formation to protect it. Meanwhile, it went out of control and into a thirty degree dive toward approximately ten fighter aircraft, with five to twelve fighters continuously attacking it, and disappeared. When last seen this plane was over the northern part of Tokyo at an altitude of twenty four thousand feet on a heading of 80°. It crashed near the target. Colonel King was pilot of the plane and was leading the 500th Bombardment Group over the target. Colonel Brugge, Deputy Chief of Staff for Operations, 73rd Wing, was aboard as wing observer. Major Goldsworthy, the regular pilot, was also present. Colonels King and Brugge, Major Goldsworthy, Lieutenant Warde, Sergeant Goffery, Wells and Wright and Corporal Schroeder all bailed out safely and were captured by the Japanese. Lieutenant Patykula also bailed out but was not thereafter seen or heard from. One parachute was seen on fire and is believed to have been his. Lieutenant Edwards, Sergeant Corrigan and Corporal Abel are not known to have left the plane. Lieutenant Edward was last seen by Colonel King, in the ship. The fire had then spread very rapidly in the rear of the cabin and it is not known whether he managed to bail out. Sergeant Corrigan was last seen at his position in the tail of the plane as it was going down in flames. Corporal Schroeder have reported that they doubt if Corporal Abel ever got out of the plane. Colonel King, Colonel Brugge, Major Goldsworthy, Sergeant Goffery and Corporal Schroeder were taken to the same Japanese Federal Prison in downtown Tokyo, and remained there for several months. During that time Colonel Brugge was treated very harshly and his mind definitely began to fail him. On 3 February 1945 Major Goldsworthy and Corporal Schroeder were moved to another prison, where the major was informed a month later that Colonel Brugge had died in solitary. Lieutenant Warde and Sergeant Wells and Wright were with Corporal Schroeder in the back of a truck during the first night after capture, but were then separated from him and the other members of the crew. They were not seen or heard from thereafter. Corporal Schroeder knew nothing of injuries to these men except that Sergeant Wells complained of a painful arm. Major Goldsworthy concluded that they were placed in another prison

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d
camp, but had no idea what their fate might have been. About end of January, Sergeant Goffery was removed from his cell near the other four who had been placed in the downtown Tokyo prison, and was believed to have been taken to another prison. He has not since been seen or heard from.

d
2. Although it is twelve months since these persons became missing in action and approximately three months since the Japanese surrender, no report has been received in the War Department to indicate that any of these persons are alive.

3. In view of the foregoing facts and circumstances, it is concluded that the persons whose status is herein considered may not reasonably be presumed to be living "within the meaning of Section 5 of the Missing Persons Act."

III. - RECOMMENDATION

a b c d
It is recommended that findings of death be made under the provisions of Section 5 of the Missing Persons Act in the cases of the persons named in paragraph, Part I, above, and that these findings show the presumed date of death, in each case, to be 4 December 1945.

/s/ George A. Wood
Investigator

/s/ Robert E. Steward
Captain, AGD

CONCURRED IN:

APPROVED:

/s/ John T. Burns

/s/ George F. Herbert

/t/ JOHN T. BURNS
Lieutenant Colonel, AGD
Status Review and
Determination Section

/t/ GEORGE F. HERBERT
Colonel, AGD
Chief, Casualty
Branch

First Lieutenant David C. Campbell, 0730374, Air Corps,
and forty-one others.

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QM
PENTAGON LIAISON
MEM. DIV.

*Wm. Brier
30 Dec 48*

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IN REPLY REFER TO:

HEADQUARTERS, ARMY AIR FORCES.

WASHINGTON

30 November 1945



MEMORANDUM FOR: THE RECORD

1. In compliance with a request from this headquarters dated 20 November 1945, Colonel Richard T. King, Jr., O-19232, appeared in person at this headquarters for purpose of giving information concerning crew members aboard B-29, #42-24556, which was last sighted in the Tokyo area on 3 December 1944. Interrogation was made by Major William D. Sanders at approximately 1200 on 26 November 1945 in room 4315 Munitions Building. Specific purpose of the interrogation was to secure information on which to base a reply to a letter dated 14 September 1945 from Carl T. Wells, Sr., father of S/Sgt. Carl T. Wells, Jr., 17046149 who was a crew member.
2. Colonel King stated that the aircraft was shot down in the Tokyo area and he landed approximately 40 or 50 miles north of Tokyo. He believes that all crew members were able to bail out with the possible exception of one man whom he believes to be the central fire control gunner. He stated that the central fire control gunner was hit, had considerable blood on his face and that he believes that he was either dead or unconscious when he left the plane. Colonel King was quite positive that no one else was left in the plane and he believes it possible that the central fire control gunner might have left it about the time he did. Colonel King counted as many as eight (8) chutes in the air immediately after he left the blazing aircraft, though he added that the pilot, Major Robert F. Goldsworthy had related to him that he saw no chutes.
3. Upon reaching the ground Colonel King was captured by Japanese civilians, held for approximately two hours and then turned over to Japanese military officials. Though he was blindfolded almost immediately, he saw Colonel Byron E. Brugge who was alive and well. Colonel King and Colonel Brugge were then taken on the same truck to Tokyo. They were then taken to the Tokyo Military Police Headquarters, and Colonel King soon learned that in the same cell block with him were Major Goldsworthy, Corporal Schroeder and Colonel Brugge, who was only two cells down from him.
4. Upon being questioned concerning the possible fate of other crew members, Colonel King stated that he had no information. During one of the many interrogations by Japanese officials, he was told that he was lucky to be alive, that several bodies were found in the aircraft wreckage and that two of the men who parachuted were critically injured. Colonel King then hastened to add that he believed no part of the story or any other information that was told him by the Japanese.
5. Sergeant Thomas M. Goffery was removed from the Tokyo prison camp about ten days after his arrival, and Colonel King stated that he

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never saw nor heard from him again.

6. Colonel King and Colonel Brugge left the first Tokyo prison camp for another Tokyo prison on 19 February 1945 and Colonel King never saw Colonel Brugge following that day.
7. On 4 March 1945, Colonel King and Colonel Brugge were moved to a Japanese hospital camp. Upon arrival here a Japanese official asked Colonel King if Colonel Brugge was his comrade. He replied in the affirmative and inquired as to his whereabouts and whether or not he was still alive. The Japanese official replied that he could give him no information. Another Japanese official told Colonel King at a later date that Colonel Brugge died on 4 March 1945. Colonel King mentioned that during his two weeks' stay in the Japanese hospital prisoner of war camp he was given no medical attention but was given a more adequate food supply.
8. Major Goldsworthy and Corporal Schroeder who were in cells on opposite sides of Colonel King during their brief stay in the Tokyo prison camp, have since been evacuated to the U.S. Colonel King has had no contact with them since he saw Major Goldsworthy on the hospital ship Benevolence immediately following his liberation.
9. On 3 April 1945, Colonel King was sent to Omori, which was the headquarters PW camp for about 30 PW camps in the Yokohama area. He stayed there until the date he was liberated--segregated all this while from all other prisoners of war.
10. Colonel King first heard of the Japanese surrender on the morning of 15 August. For two days he watched the Japanese burn records, most of which he believed to be records of the fate of American prisoners of war.



WILLIAM D. SANDERS
Major, Air Corps

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8
1-16-91-1
371
Maj. Robert F. Goldsworthy

Mrs. Jean I. Goldsworthy (wife)
Thornton, Washington

Col. Richard T. King Jr.,

Mrs. Richard T. King Jr., (wife)
804 1/2 Platt Street
Tampa, Florida

Col. Byron E. Brugge

Mrs. Byron E. Brugge (wife)
2907 Cochran Avenue
Tampa, Florida

1st Lt. Benjamin F. Edwards

Mrs. Erlene G. Edwards (wife)
Rural Route Number Two, Box Four
Bastrop, Louisiana

1st Lt. Walter J. Patykala

Mrs. Anna Patykala (mother)
721 Ohio Avenue
Trenton, New Jersey

1st Lt. Henry Hewson Verde

Mrs. Lillian B. Verde (mother)
106 Linden Avenue
Kearny, New Jersey

S/Egt. Carl T. Wells, Jr.,

Mr. Carl T. Wells Sr., (father)
Portagoville, Missouri

S/Egt. James F. Corrigan

Mrs. Rose Corrigan (mother)
320 Ridge Street
Freeland, Pennsylvania

Sgt. Thomas M. Goffery

Mrs. Margaret Goffery (mother)
140 Foxall Street
Ridgewood, New York

Sgt. John A. Wright

Mrs. Janet E. Wright (mother)
23 Echo Grove Avenue
Lynn, Massachusetts

Cpl. Harold D. Schroeder

Mrs. Esther Schroeder (mother)
Route #1
Appleton, Wisconsin

Cpl. Robert E. Abel

Mr. Ross Abel (father)
214 F. Street
Taft, California

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SECRET
By Authority of Commanding General
Twentieth Air Force
DATE 7 Dec 44 INITIALS [Signature]
DATE 7 December 1944

HEADQUARTERS TWENTIETH AIR FORCE
OFFICE OF THE COMMANDING GENERAL
WASHINGTON 25, D. C.

SECRET
RESTRICTED
CONFIDENTIAL

EXTRACT OF TELETYPE CONFERENCE
BETWEEN WASHINGTON AND HONOLULU

WASHINGTON PARTIES TERMINAL PARTIES

TELECON MESSAGE NO. Lt. Col. Haritt SUBJECT Colonel Ankenbrandt

07-S LOSS OF B-29 WITH COLONELS KING AND BRUGGE ABOARD

M A C R
10458

(From: COMBENCOMOM 21 To: COMAF 20)

Following telecon relayed from COMBENCOMOM 21

Telecon Message PW-07 25 071200Z (Secret)

Subject Loss of B-29 with Colonels King and Brugge Aboard

Cite your Secret S-5-4

Nearest of kin of Colonel Brugge is

Mrs. Madeline (Tinker) Brugge (Wife)
2907 Coachman Avenue
Tampa, Florida

Nearest of kin of Colonel King is

Mrs. Claire (F) King (Wife)
804 1/2 Platt Street
Tampa, Florida

Colonel King and Colonel Brugge were reported missing in action 3 December 1944 on a combat mission over Japan (Musashino Plant of Nakajima Aircraft Company). Colonel Brugge was an official observer from this headquarters on Colonel King's airplane. Colonel King was pilot and leading his group (500th Bomb Group over the target where the flak was fairly heavy and enemy fighter attack very heavy. The pilot in B-29 airplane No. 25 V 534 observed Colonel King's airplane at 27,500 feet with gear down, engine No. 2 and engine No. 4 on fire and with 8 to 12 enemy aircraft on his tail. It was further observed that Colonel King's aircraft went into a 30 degree dive and disappeared from view with four enemy aircraft following it out of view (estimated Tonys). Tokyo radio reports one (1) B-29 crashed on farm, 8 fighters following it down. B 29 burned. No mention of personnel.

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HEADQUARTERS THIRTIETH AIR FORCE
OFFICE OF THE COMMANDING GENERAL
WASHINGTON 25, D. C.

RESTRICTED
 CONFIDENTIAL

SECRET

SECRET
By Authority of Commanding General
Thirtieth Air Force

DATE
3 Dec 44

INITIALS

DATE
3 December 1944

TERMINAL PARTIES

HONOLULU

EXTRACT OF TELETYPE CONFERENCE
BETWEEN WASHINGTON AND →

WASHINGTON PARTIES

TELECOM MESSAGE NO. 05-E
SUBJECT: LOSS OF B-29 AIRPLANE AND CREW DUE TO ENEMY FIGHTER ACTION OVER TOKYO

G James P. Corrigan 13046455 S/Sgt.
C Robert R. Abel 39691205 Cpl

3. Although no reports have been received indicating that any of the crew members parachuted, investigation is still being made. Your Headquarters will be notified immediately if additional information is obtained.
4. It is fully appreciated that not more than one officer of experience level Colonel King and Colonel Bruce should be aboard a single airplane. Action is being taken to prevent a recurrence.

SECRET

-2-

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C/S : A-1; AOF War Casualty Section (attention: Maj. ~~Richard~~ ^{CRAPONAS} RUM 4310, MUNITIONS PL)

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11-11, AF FORM 14 OCT 44

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II/cn/6819

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HEADQUARTERS TWENTIETH AIR FORCE
OFFICE OF THE COMMANDING GENERAL
WASHINGTON 25, D. C.

RESTRICTED
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SECRET
By Authority of Commanding General
Twentieth Air Force

DATE 22 Dec 44 INITIALS

EXTRACT OF TELETYPE CONFERENCE
BETWEEN WASHINGTON AND

HONOLULU (SAIPAN) 22 December 1944
WASHINGTON PARTIES

Colonel Anderson

Lt. Col. Hewitt
TELETYPE MESSAGE NO. SUBJECT

FM 22-3 1st Lt. Henry H. Wards

(To: COMNAV 20 From: COMSASCOM 21)

Correction on 1st Lt. Henry Wards in reply to your S-20-1 is
1st Lt. Henry H. Wards, 0850576.

1111

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REC-55 10 b1

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1 2-1; AG; SURGI Maj Keelery Maj Brubaker

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5-13, AF (REV 15 OCT 44)

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By: NARA NARA Date: 1973

WELLS, CARL T., Jr.
17046149

Ltr written 3 Oct 45

MACR 10458

KING, Richard T., Jr. (~~to be~~ interrogated) 160845
019232 Present duty station address
not known

*1972 Service Unit
Letterman General Hosp.
California*