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Classification changed
to RESTRICTED
by E. A. BRADONAS, Lt. Col., AC
by F. M. MUENCH, Capt., AC
Date MAR 15 1946

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Classification changed
to RESTRICTED
by L. A. BRADUNAS, Lt. Col., AC
by F. M. MUENCH, Capt., AC
Date MAR 15 1948

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WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
WASHINGTON

MISSING AIR CREW REPORT

IMPORTANT: This Report will be compiled in triplicate by each Army Air Forces organization within 48 hours of the time an air crew member is officially reported missing.

1. ORGANIZATION: Location, by Name Grafton-Underwood, England; Command or Air Force VIII; Group 384th; Squadron 547th; Detachment _____

2. SPECIFY: Place of Departure Grafton-Underwood, England; Course As Briefed; Target or Intended Destination Zeitz, Germany Type of Mission Combat

3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED: Dense persistent contrails from 25,500 to 27,500 feet

4. GIVE: (a) Day 30 Month May Year 1944; Time 1349; and Location Near Zeitz, Ger. of last known whereabouts of missing aircraft.
(b) Specify whether aircraft was 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 Aircraft ( ); Enemy Anti-Aircraft ( ); Other Circumstances as Follows: Not applicable

6. AIRCRAFT: Type, Model and Series B-17 G; AAF Serial Number 43-38800
7. NICKNAME OF AIRCRAFT, If any _____
8. ENGINES: Type, Model and Series _____; AAF Serial Number (a) _____; (b) _____; (c) _____; (d) _____
9. INSTALLED WEAPONS (Furnish below Make, Type and Serial Number);
(a) _____; (b) _____; (c) _____; (d) _____;
(e) _____; (f) _____; (g) _____; (h) _____;
(i) _____; (j) _____; (k) _____; (l) _____;
(m) _____; (n) _____; (o) _____; (p) _____;
10. THE PERSONS LISTED BELOW WERE REPORTED AS: (a) Battle Casualty X
or (b) Non Battle Casualty _____
11. NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 9; Passengers 0; Total 9
(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.)

Crew Position	Full Name (Last Name First)	Rank	ASN	Current Status
1. Pilot	Goodrick, Gene Robert	1st Lt.	0-760823	Duty
2. Co-Pilot	Peterson, Harlan Dale	2nd Lt.	0-757625	MIA
3. Navigator	Furiga, Frank (NMI)	2nd Lt.	0-769028	MIA
4. BOMBARDIER	Cresto, John Anthony	2nd Lt.	0-765622	MIA KTD
5. Radio Oper	Adams, Harold Peter	T/Sgt.	36743988	Duty
6. Top Turret	McCoy, Jesse G.	T/Sgt.	38270030	MIA
7. Ball Turret	Pierce, Lee Francis	Sgt.	17150517	Duty
8. Tail Gunner	Clairday, Willard Lee	S/Sgt.	16042068	Duty
9. Waist Gun	Stephens, Frank (NMI)	S/Sgt.	35873525	Duty
10.				
11.				

Incl 1

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

	Name in Full (Last Name First)	Rank	Serial Number	Check Only One Column: Contacted by Radio	Last Sighted	Saw Crash	Saw Forced Landing
1.	Goodrick, Gene Robert	1st Lt	0-760823		x		
2.							
3.							

13. IF PERSONNEL ARE BELIEVED TO HAVE SURVIVED, ANSWER YES TO ONE OF THE FOLLOWING STATEMENTS: (a) Parachutes were used ___; (b) Persons were seen walking away from scene of crash ___; or (c) Any other reason (Specify) _____

14. ATTACH AERIAL PHOTOGRAPH, MAP, CHART, OR SKETCH, SHOWING APPROXIMATE LOCATION WHERE AIRCRAFT WAS LAST SEEN OR HEAR FROM.

15. ATTACH EYEWITNESS DESCRIPTION OF CRASH, FORCED LANDING, OR OTHER CIRCUMSTANCES PERTAINING TO MISSING AIRCRAFT.

16. GIVE NAME, RANK AND SERIAL NUMBER OF OFFICER IN CHARGE OF SEARCH, IF ANY, INCLUDING DESCRIPTION AND EXTENT _____

Date of Report 8 December 1944

J. R. Wyatt
(Signature of Preparing Office
J. R. WYATT,
Captain, Air Corps,
Ass't. Adjutant.

17. REMARKS OR EYEWITNESS STATEMENTS:

Incl 1



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HEADQUARTERS
EUROPEAN THEATER OF OPERATIONS
UNITED STATES ARMY

JWP/JFR
APO 887
24 January 1945.

AG 360.33 Cas

SUBJECT: Missing Air Crew Report.

TO : Commanding General, Army Air Forces, Washington, D. C.
Attention: Statistical Control Division.

1. Forwarded herewith Missing Air Crew Report of the Eighth Air Force.

2. Correction on Battle Casualty Report C-219 from Headquarters of Eighth Air Force, indicates correct Army Serial Number of T/Sgt. McCoy to be T/Sgt Jesse G. McCoy, 38370030.

3. Records of this headquarters indicate all crew members of subject aircraft to be on a duty status with the exceptions shown below:

2nd Lt.	Harlan D. Peterson,	O-757625	MIA	30 Nov. 1944
2nd Lt.	Frank Furiga,	O-769028	MIA	30 Nov. 1944
2nd Lt.	John A. Cresto,	O-765622	MIA	30 Nov. 1944
T/Sgt.	Jesse G. McCoy,	38370030	MIA	30 Nov. 1944

For the Theater Commander:

H M Rund

H. M. RUND
Colonel, AGD,
Assistant Adjutant General.

1 Incl: Missing Air Crew Report, 384th Bomb Gp,
B-17 G, 43-38800, 30 November 1944.

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AC-6476

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S-2 SUMMARY OF EYE-WITNESS ACCOUNTS

Instructions: 1. If aircraft returned, only questions 6 and 7 are applicable. 2. Question number 5 not applicable to Fighter Groups. 3. Summary will be prepared in five copies, four of which will be forwarded. 4. Interrogating Officer will sign original and second copy.

GROUP 384 SQ 547 A/C # 43-38800 MISSION DATE 30/11/44

FIRST PILOT G.R.Goodrich 1st Lt. 0-760823 DESTINATION Zeitz, Germany
NAME RANK ASN

1. Position of missing aircraft when last sighted or contacted:
A/C returned to base, four crew members bailed out over enemy territory.

(a) By coordinates **Not applicable.**

(b) Appr[illegible]ate altitude **Not applicable.**

(c) Last noted heading **Not applicable.**

(d) If out of formation, approximate distance from formation
Not applicable.

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

Not applicable.

3. Description of extent of damage to missing aircraft (including fires, explosions, etc):

Not applicable.

4. If aircraft was out of control describe appearance:

Not applicable.

5. If distressed aircraft was out of formation was it last seen with escort? _____ If, so, give distinguishing markins of Fighter Group if noted (Group number, color and or fighter aircraft numbers, nicknames, etc.). _____
Not applicable

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

Four chutes opened, jump was from 25200 ft. altitude at 51 02 N, 12 17 E.

7. Any other remarks not covered by above:

Bombs were away on Meuselwitz (51:02 N. 12 17 E) four and three fourths miles southwest of Zeitz. See attached statement for further information.

8. Date of report **7 December 1944**.

EYE-WITNESSES:	NAME	RANK	ASN	A/C #
1.	**See attached statement.**			
2.				
3.				
4.				

INTERROGATING OFFICER (Sign Original and one copy):

H.J. McNeill

H. J. McNeill.	**Captain**	**O-569254**	**S-2 Officer.**
NAME	RANK	ASN	DUTY

NOTE: Supplemental information developing subsequent to this account will be forwarded in manner prescribed in par 6, letter WD, AG, 704 (5 July 44) OB-S-AAF-M, subject "Missing Air Crew Report", 7 July 1944.

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STATEMENT BY 1ST LT. GOODRICK, GENE R, 0-760823, LEADER OF HIGH ELEMENT OF LEAD SQUADRON OF 41st "B" GROUP IN A/C #800.

We made the first bomb run and there were big contrails, and we caught a collision heading from another squadron coming in from the left. Major Koehne said he couldn't bomb so we did a right run and I figured we would go back and make another run. We did drop down about 3,000 feet to get out of the contrails and turned back on the bomb run, and were pretty well along on the bomb run when flak started getting accurate." About two minutes before bombs were away we got hit and a large explosion took place both inside and outside the ship. It bounced me right out of the seat. I got excited. I heard this hissing noise behind me and smoke started filling the cockpit. I looked back and there were sparks where the oxygen was burning. It was coming up along the wall in back of the cockpit. Flames were coming out fromunder the flight deck and the cockpit filled up with smoke. The engineer got out of the turret immediately upon the explosion and was making quite a bit of noise back there so I thought he was trying to put the fire out. The fire was on the pilot's left system. I kept yelling for the engineer to get a fire extinguisher but I later found out the fire extinguisher hadn't been used and I told the co-pilot to go back and help him out. I was trying to hold the ship in formation. We were flying in close formation. The co-pilot went back and I continuedto fly the ship. About this time I noticed the hatch below was opened, so I figured the only reason for that was that they had bailed out. Therefore, I salvoed the bombs myself. The bombay doors had been opened previously, before the bombardier went out. The bombs went away with the rest of the formation. After bombs away there was no particular need for me to stay with the rest of the formation. My right wingman was flying very close, so I dove down below so if the ship blew up and to keep from running into another ship. I then noticed both the engineer and co-pilot gone." I didn't have any oxygen. My oxygen system was hit. It was the one that was burning. My system all burned out." They opened the escape hatch underneath and I think that is what put the fire out." I got out of formation and I realized I didn't have any oxygen. I had been off of oxygen about four minutes. I looked down and checked and found I didn't have any oxygen so I tried to get a walk around bottle. I set the ship on AFCE and got out of the seat into the hatch trying to get a walk around bottle broken loose. I never did get one loose. I was getting very weak and I had told one of the gunners to come

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up and help me out, and I told him I didn't have any oxygen. The ball turret operator came up. I had not ordered him to get out of the ball turret during all this time. He came up amdput me on the co-pilot's oxygen and I put him up in the Top turret. We had dropped to about 16,500 feet. About that time there were three fighters in the vicinity at 2 o'clock high. They were too far away to be identified, so we kept calling them out and maneuvering around until we found out they were P51's. I then got him out of the top turret and I was trying to get back into formation with some group as we didn't have a navigator. We took a heading west and I saw this formation of bombers about five miles ahead and 7,000 feet higher so I started going towards it and ducked into a thin layer of stratus clouds. Stayed in them for about three or four minutes and came back and there were still fighters around the area. Somebody asked the Group Leader to fire some flares. About two minutes after I heard this over the V.H.F. I saw these flare trails and I knew they were up ahead so I called him and told him I was moving in formation. We were climb ng very fast and I picked out what I thought was our formation and I was correct. It was our group." The hydraulic and electrical system had been shot out and the wheels were going up and down. Both landing gear motors had been burned out The right landing gear was locked down and the left was burned out." We joined the high element and came back to the base. We didn't have any flaps or lights. We lowered the wheels but didn't have any brakes when I hit the runway. I didn't know how I was going to stop the plane. I was going to ground loop it, but the ball turret gunner didn't know where the tail wheel lock release was so we just ran off the end of the runway. All the remaining crew did a wonderful job sticking with me." Right after we were hit somebody said,"Let's get out of this thing." I think it was either the co-pilot of the engineer. After that I noticed that everyone up front was gone, so I called back and they were all staying there. I told them we could make it back OK. None were injured."

" The electrical system was destroyed by the burst underneath--turrets, flaps, bombay doors, wheels and landing lights inoperative." I hit the ground around 125 or so. The only thing I was landing by was, the ship ahead of me. My radio compass was inoperative. After I followed him all the way around I could then see the outline of the runway. The A/C number was 800. It will be out at least a week. Twenty-seven holes in the left wing alone. I don't know whether any main spars or tanks were hit or not.

" There was a dent in either the Navigator or bombardier's helmet. This may have helped influenced their jump. Also, we had just seen two bombers blow up right before the target. There was a lot of flame in the A/C. The hydraulic fluid was down in there burning with the oxygen. I think the blast from the open hatch was what blew the fire out. The men that bailed out were not my original crew. Most of them had many mission.

" I don't think the engineer was the first man out. Within a matter of seconds after the oxygen explosion the navigator and bombardier definetely bailed out and then the engineer and co-pilot. I motioned to the fire and he motioned that he understood but then he bailed out.

" I had four engines all the way. I had no trouble staying in formation. The elevator had several large holes torn in it." The ball turret gunner cranked the wheels up over Germany but when I got over the base the tail gunner let them down. The ball turret gunner helped in the landing. There is a hand pump on the co-pilots side which comes down right out of the bottom of the hydraulic pump and he pumped this hand pump all the way down. It slowed the plane up very little however. He called off the air speed and helped me line up with the runway, and also pointed out the planes as we came around. I couldn't have gone around again after I had gotten on the runway because I might not have been able to locate the field again.

Gene R Goodrick
GENE R. GOODRICK,
1st Lt. Air Corps,
Pilot, A/C 800.

THIS IS A CERTFIED TRUE COPY:

J. R. Wyatt
J. R. WYATT,
Captain, Air Corps,

Ku 1152

Empty Page

1 Officer's Identification Card Nr. 1483970, Name: Frank NMI Furiga

1 Officer's Identification Card No. 1055971, Name: Harlan D. Peterson

1 Officer's Identification Card No. 1180904, Name: John A. C r e s t o

1 Identification Tag: Frank F u r i g a
O - 769028 T 43 - 44, O.C.

1 Identification Tag: Harlan D. P e t e r s o n
O - 757625 T 41 - 42 O.P.

1 Identification Tag: John A. C r e s t o
O - 765622 T 42 - 43 O.P.

mlw/2/28/45

2nd. Lt. John A. Cresto	Mrs. Florence M. Cresto (mother) 4493 West 16th Place Los Angeles, California
2nd. Lt. Frank Furiga	Mrs. Anna Furiga (mother) Route Two, Box 49 Avella, Pennsylvania
2nd. Lt. Harlan D. Peterson	Mrs. Janet K. Peterson (wife) 1834 E Park Street Stockton, California
T/Sgt. Jesse C. McCoy	Mrs. Lois C. McCoy (wife) Post Office Box 841 Brady, Texas

AFPPA-11

file # 11111

INDIVIDUAL CASUALTY QUESTIONNAIRE

Name of crew member: McCOY, Jesse G.
Rank: T/Sgt.
Serial number: 38 270 030
Position: Crew (Bomber) ~~or/Flight/(Fighter)~~: Top Turret Gunner

Did he bail out? YES

Where? MERSEBERG AREA, GERMANY — NEAR Seitz

If not, why not? —

Last contact or conversation just prior to or at time of loss of plane: Mc Coy JUMPED FIRST, LEAVING THE PLANE THROUGH THE ESCAPE HATCH BENEATH THE COCKPIT AND PETERSON, FURIGA AND MYSELF WATCHED HIM GO - THAT WAS OUR LAST CONTACT

Was he injured? UNKNOWN — He left THE PLANE UNAIDED & SEEMINGLY UNHURT

Where was he when last seen? DESCENDING BY PARACHUTE

Any hearsay information: THE CO-PILOT, LT. PETERSON, OBSERVED Mc COY'S DESCENT AND STATED THAT HE, Mc COY, LANDED NEAR A SMALL TOWN, NAME UNKNOWN

Source: LT. PETERSON - 0-757625

Any explanation of his fate based in part or wholly on supposition: PETERSON STATED THAT HE THOUGHT THAT HE (PETERSON) WAS FIRED ON DURING THE 'CHUTE DESCENT AND it is my Supposition that Mc COY MAY HAVE BEEN CLOSER to THOSE SHOOTING AND CONSEQUENTLY A BETTER TARGET -- IN THE AREA WHERE I LANDED, SOME MILES AWAY, NO HOSTILITY WAS DISPLAYED BY THE GERMANS

Total number of missions of above crew member: UNKNOWN

Dates and destinations if possible: THIS WAS MY FIRST MISSION WITH Mc COY AND WE HAD NOT PREVIOUSLY FLOWN TOGETHER

6-3861, AF

AFPPA-11 file # 11111

INDIVIDUAL CASUALTY QUESTIONNAIRE

Name of crew member: FURIGA, Frak (NMI)
Rank: 2nd Lt.
Serial number: O-769 028
Position: Crew (Bomber) ~~Ft/Flight/Fighter~~: Navigator

Did he bail out? Yes

Where? MERSEBERG AREA, GERMANY — NEAR Seitz

If not, why not? ———

Last contact or conversation just prior to or at time of loss of plane: He tapped me on the back and motioned "Let's Go"

Was he injured? Broken leg at landing

Where was he when last seen? Interrogation Center at OBERUSSEL (Spelling?)

Any hearsay information: ———

Source: ———

Any explanation of his fate based in part or wholly on supposition: Lt. Furiga was returned to the United States

Total number of missions of above crew member: UNKNOWN

Dates and destinations if possible: ———

6-3861, AF

AFPPA-11

file # 11111

INDIVIDUAL CASUALTY QUESTIONNAIRE

Name of crew member: PETERSON, Harlan Dale
Rank: 2nd Lt.
Serial number: O-757 625
Position: Crew (Bomber) ~~of/Flying/Flying~~: Co-Pilot

Did he bail out? YES

Where? MERSEBERG AREA, GERMANY - NEAR Seitz

If not, why not? ———

Last contact or conversation just prior to or at time of loss of plane: LEFT PLANE Just AHEAD of MYSELF

Was he injured? NO

Where was he when last seen? LUCKY STRIKE, NEAR LE HAVRE, FRANCE

Any hearsay information: ———

Source: ———

Any explanation of his fate based in part or wholly on supposition: LT. PETERSON WAS RETURNED to THE UNITED STATES

Total number of missions of above crew member: UNKNOWN

Dates and destinations if possible: ———

6-3861, AF

AFPPA-12

CASUALTY QUESTIONNAIRE

1. Your name JOHN CRESTO Rank 1/Lt Serial No. O-765622

2. Organization 384th Gp Commander Col. MILTON (full name) Rank Col. Sqn CO FRANK (full name) Rank MAJOR

3. What year 1944 month NOVEMBER day 30 did you go down?

4. What was the mission, MERSEBERG-SITE, target, OIL REFINERIES, target time, APPROX. 1:30 P.M., altitude, 23,500 route scheduled, _____, route flown _____

5. Where were you when you left formation? ON THE BOMB RUN

6. Did you bail out? YES

7. Did other members of crew bail out? YES — THREE OTHERS

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". THE BALANCE OF THE CREW WENT HOME WITH THE PLANE

9. Where did your aircraft strike the ground? SEE ABOVE

10. What members of your crew were in the aircraft when it struck the ground? (Should cross check with 8 above and individual questionnaires) FIVE

11. Where were they in aircraft? REAR, WAIST, & BALL GUNNERS, RADIOMAN, PILOT POSITIONS

12. What was their condition? GOOD SO FAR AS KNOWN

13. When, where, and in what condition did you last see any members not already described above? ~~_____~~

14. Please give any similar information on personnel of any other crew of which you have knowledge. Indicate source of information. ~~_____~~

(Any additional information may be written on the back)

6-3862, AF

Meldung über den Abschuß eines US-amerikanischen Flugzeuges

Abschuß-Nr. KU 1152 A

Abschußtag und Zeit: 30.11.44 - Altenburg

Abschußort: Altenburg

Flugzeugtyp: Fortress

Meldende Dienststelle: Altenburg i. Thür.

Besatzung:

Name und Vornamen: Geburtstag und -ort:	Dienstgrad	Erk.-Marke:	Verbleib: gef.: verw.: tot:	Verbleib: welches Lager Art d. Verwundung Grablage
FURIGA 1920	Frank USA	2.Lt.	0-769028	gef. Dulag-Luft West
CRESTO 1916	John Anthony USA	2.Lt.	0-765622	gef. Dulag-Luft West
PETERSON 1918	Harlan Dale USA	2.Lt.	0-757625	gef. Dulag-Luft West

Bemerkungen: N/AC. /////

DULAG-LUFT, den 6.1.45 Wo.

S 5857/44 He Heidelberger Gutenberg-Druckerei GmbH. V. 44