

**WAR DEPARTMENT  
HEADQUARTERS ARMY AIR FORCES  
WASHINGTON**

**The MISSING AIR CREW REPORT**

**9937**

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 766<sup>th</sup> Bomb Sq (H)
2. SPECIFY: Place of departure Torretta, Italy Course   
Target Vienna, Austria Type of mission Combat
3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:  
9/10 Cumulus at 1500 feet
4. GIVE: [a] Date 19 Nov 1944 Time 1200 Last known position Vienna, Austria  
[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 H AAF Serial Number 42-95287
7. NICKNAME OF AIRCRAFT: Strickly G.I.
8. ENGINES: Type, model & series P&W R-1830-43 AAF serial Number [a] CP-311075  
[b] CP-311218 [c] CP-311159 [d] CP-311207
9. INSTALLED WEAPONS: [Make, type and serial number] All Browning Cal. 50

[a] LN 1188143	[e] LW 1184652	[i] LT 1187761
[b] RN 1188136	[f] RW 1194373	[j] RT 1187758
[c] LU 1187159	[g] LB 1188224	
[d] RU 1188052	[h] RB 1188109	

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	Farnham, Jr., Arthur E., 1 <sup>st</sup> Lt. 0-820979	MIA	Arthur E. Farnham (Father) 12 Birds Hill Ave., Needham, Massachusetts
[2] Co-pilot	Thomas, Eugene B., 2 <sup>nd</sup> Lt. 0-771155	MIA	Jessie May Thomas (Mother) 1235 8 <sup>th</sup> Street, Eureka, California
[3] Bomb	Eckman, Robert W., 2 <sup>nd</sup> Lt. 0-717763	MIA	George A. Echman (Father) 910 Lawrence Ave., Chicago, Illinois
[4] Nav	Stoloff, Marvin, 2 <sup>nd</sup> Lt. 0-723201	MIA	Betty Stoloff (Mother) 609 18 <sup>th</sup> Ave., Newark, New Jersey
[5] LWG	Sanderson, Carol J., S/Sgt. 35870710	MIA	Mrs. Sallie Boyar (Aunt) Rural Route #1, Ansonia, Ohio
[6] RWG	Peterson, Percy A., Sgt. 16096063	MIA	Mrs. Lana Peterson (Mother) Rural Route #1, Box 189, Osseo, Wisconsin
[7] NTG	Teal, Roscoe E., Sgt. 37478859	MIA	Mrs. Roscoe C. Teal (Wife) Seward, Nebraska
[8] TTG	Connolly, Jr., Thomas M., S/Sgt. 11128066	MIA	Loretta M. Connolly (Mother) 94 O'Callaghan Way, Boston, Massachusetts
[9] BTG	Holscher, Franz F., S/Sgt. 14149344	MIA	Paul F. Holscher (Father) 421 Hill St., Rocky Mountain, North Carolina
[10] TG	Shay, Henry J., S/Sgt.	MIA	Clara E. Shay (Mother)

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3715 Park Ave., Kansas City,  
Missouri

[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] Joseph M. O'Neal	2 <sup>nd</sup> Lt.	0-xxxxxx		X		
[2]						
[3]						

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] **Airplane was under control at the time last sighted.**

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:.

Date: 22 November 1944

/s/ Robert A. Preciado  
Capt., AC

766TH BOMBARDMENT SQUADRON (H)  
461ST BOMBARDMENT GROUP  
APO 520 US ARMY

STATEMENT

19 November 1944

Ship No. 57, Lt. Farnham as pilot, was flying #3 position. I was flying #6 position, a little below and to his right. Going over the target I was forced up on his right wing and to his right. Immediately upon taking this position I observed ship #57 to receive a direct hit from flak.

Penetrating in the vicinity of the rear escape hatch and emerging about four feet back of the waist windows from the top of the fuselage. The shell apparently exploded inside of the ship from the observed size of the hole on top of the fuselage. I estimate it to be at least three feet in diameter.

The bombs left his ship almost immediately upon receipt of the flak. Aircraft #57 began losing altitude at once. The ship appeared to be under control and all four engines, tail and wings intact. He was losing altitude at about the rate of seven or eight hundred feet per minute.

The ship slid down beneath my airplane and I cautioned my bombardier to clear ship #57 below us before dropping his bombs.

The last the bombardier and my gunners saw of ship #57 he was still losing altitude and his ship was still under control. His heading was estimated to be about 70°. Air speed was probably about 150 miles per hour. We did not see any parachutes at any altitude.

/s/ Joseph M. O'Neal  
2<sup>nd</sup> Lt., Air Corps

## CASUALTY QUESTIONNAIRE OF T/SGT. THOMAS M. CONNOLLY, JR.

November 19, 1944

Our target, Floridsdorf Oil Refinery, Vienna, Austria. We had trouble all the way up, but not enough to warrant a turn-back. I performed all necessary duties as Flight Engineer before the I.P. Then I took my position in the top turret.

It seemed as though I just got settled in my position when we turned in on the I.P. At this same instant, we received a hit in the right waist, which I saw explode. A second hit followed immediately under the bomb bay, which started a fire under the flight deck. At this time I dropped down from my position in the turret to extinguish the fire. After this was taken care of, I proceeded to the waist to check the crew.

The first hit took half the right waist, including all control cables to the tail. Sgt. Peterson was laying on his back forward of the camera hatch where he had been throwing out shaff.

Sanderson, the right waist gunner, was slumped down on the deck below his gun.

Holscher, the tail gunner, was passing out in front of his position, and the tail gunner was still in his position in the turret. That was the condition I found in the waist. I found all hands out of oxygen, including myself.

I went forward and told the pilot to drop down, explaining the lack of oxygen, and then returned to the waist to help those there.

I checked Peterson and found him dead, the top of his head having been blown off. I am sure of this, as I put my hand under his helmet and my fingers went into his head. I covered him with flak suits and gave aid to Sanderson who had a bad neck wound. I fed him what oxygen I had in my walk-around bottle, and brought him to the flight deck.

I proceeded in the same manner with the rest of the wounded, and then did my best to repair the ship.

We received a third hit in #3 gas tank, which was the reason for leaving the ship in the end. We lost the radio, all electric and oxygen systems shortly after being hit. How we stayed up is a mystery, but the ship was being held in control by engines and a good pilot.

When #3 tank konked out, all hands bailed out, with the exception of Peterson who was dead. The tail gunner's chute had been blown apart by flak, so he used Peterson's. We used the bomb bay for an exit. I pulled a delayed jump, due to lack of oxygen. We had been airborne for approximately forty minutes, and which time, I worked without oxygen.

We landed between one and three days apart, due to bailing out at 16,000 ft. Peterson rode the ship down, but was thrown out the hole in the waist when it struck. The

pilot landed nearest the ship, and was able to bury Peterson's body a day later with the aid of natives.

After three days, all nine of us were together in a small village called Bonivick, north of Trbuk and southeast of Doboij.

Two days later, the leader of the Chetnick group we were with informed us that they were moving Peterson's body to a cemetery. His grave should be marked, because they asked for his name and we wrote it out for them. They then marked his new grave on our maps, and it is a little north of Puracic. Doboij and Puracic are on the south side of the railroad the Germans used on their retreat from Greece.

Eugene Thomas, the co-pilot, was with us all the way and was not left behind. A mission picked us up Christmas Eve, 1944, and we were flown out shortly after. Thomas was back at the old group with us, and was flying when I shipped out.

I believe you have Eugene Thomas listed as missing, due to a mix-up radio broadcast sent out to Italy reporting us found. I believe, also, that you are checking our original records. But, look for our temporary records on all nine of us.

I was discharged on Temporary Records myself, and would like very much to have my originals, or a copy of same, for posterity.

/s/ Thomas M. Connolly, Jr.

<b>1st Lt. Arthur E. Farnham</b>	<b>Mr. Arthur E. Farnham (Father) 12 Birds Hill Avenue Needham, Massachusetts</b>
<b>2<sup>nd</sup> Lt. Eugene B. Thomas</b>	<b>Mrs. Jessie M. Thomas (Mother) 1233 8<sup>th</sup> Street Eureka, California</b>
<b>2<sup>nd</sup> Lt. Robert W. Eckman</b>	<b>Mr. George A. Echman (Father) 910 Lawrence Avenue Chicago, Illinois</b>
<b>2<sup>nd</sup> Lt. Marvin Stoloff</b>	<b>Mrs. Betty Stoloff (Mother) 609 18<sup>th</sup> Avenue Newark, New Jersey</b>
<b>S/Sgt. Henry J. Shay</b>	<b>Mrs. Clara E. Shay (Mother) 3715 Park Street Kansas City, Missouri</b>
<b>S/Sgt. Franz F. Holscher</b>	<b>Mr. Paul F. Holscher (Father) 421 Hill Street Rocky Mount, North Carolina</b>
<b>S/Sgt. Thomas W. Connolly</b>	<b>Mrs. Lorretta Connolly (Mother) 94 O'Callanhan Street South Boston, Massachusetts</b>
<b>S/Sgt. Carol J. Sanderson</b>	<b>Mrs. Sally Boyer (Aunt) Rural Route Number One Ansonia, Ohio</b>
<b>Sgt. Percy A. Peterson</b>	<b>Mrs. Lena Peterson (Mother) Route Number One Osseo, Wisconsin</b>
<b>Sgt. Roscoe E. Teal</b>	<b>Mrs. Gladys A. Teal (Wife) 852 Seward Street Seward, Nebraska</b>