

3687

Classification changed
to restricted
by E. A. B. Lt. Col., AC
by F. M. P. Capt., AC
Date 15 Oct 45

[REDACTED]

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CONFIDENTIAL

HEADQUARTERS ANTILLES AIR COMMAND
OFFICE OF THE COMMANDING GENERAL

In Reply
Refer to:
319.1

APO 851, % POSTMASTER, MIAMI, FLORIDA
15 April 1944.

SUBJECT: Missing Air Crew Report.

**TO : Commanding General, Antilles Department, APO 851,
U. S. Army.**

In accordance with letter, War Department, The
Adjutant General's Office, file AG 360.33 (5-21-43) OB-S-AF-
M, subject as above, dated 23 May 1943, the inclosed report
is transmitted herewith.

For the Commanding General:

Donald W. Cadigan
DONALD W. CADIGAN,
Major, Air Corps,
Actg. Asst Adj Gen.

1 Incl - Missing Air Crew
Report (in dup).

AG 360.33 - Gen.

1st Ind.

15-M/brr

HEADQUARTERS ANTILLES DEPARTMENT, APO 851 c/o Postmaster, Miami, Florida.
17 April 1944.

TO: Commanding General, Army Air Forces, Washington, D. C., ATTENTION:
Statistical Control Division. THROUGH: Commanding General, Caribbean
Defense Command, U. S. Army.

For the Commanding General:

1 Incl:
Missing Air Crew
Report. (dup copy w/d)

C. O. Cathey
C. O. CATHEY,
Lt. Col., A. G. S.
nt General

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 aircraft is officially reported missing.

PROJECT: 92671R

SHIPMENT: FF-BJ21

1. ORGANIZATION: Location Morrison Fld., Fla.; Command or Air Force Group 464; Squadron 779 Bomb Sq.; Detachment
2. SPECIFY: Point of Departure Waller Fld. Trinidad Course 1 - 247 - Ama - Bal; Intended Destination Belen; Type of Mission Ferry
3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED
Clouds 2000' - visibility 5 miles - rain. 1500Z MA
4. GIVE: (a) Date 4-11-44; Time 1516Z; and location Vicinity Amavah of last known whereabouts of missing aircraft.
(b) Specify whether () Last Sighted; (x) 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; (x) Other Circumstances as Follows UNKNOWN

6. AIRCRAFT: Type, Model and Series 24; A.A.F. Serial Number 42-95064
7. ENGINES: Type, Model and Series 12-4-43; A.A.F. Serial Number (a) 02-307941; (b) 02-307265; (c) 02-307621; (d) 02-307332
8. INSTALLED WEAPONS (Furnish below Make, Type and Serial Number)
(a) Unknown; (b) Unknown; (c) Unknown; (d) Unknown
(e) Unknown; (f) Unknown; (g) Unknown; (h) Unknown
9. THE PERSONS LISTED BELOW WERE REPORTED AS: (a) Positive Identity MISSING or (b) Non-Positive Identity
10. NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 10; Passengers -; Total 10
(Starting with pilot, furnish the following particulars: If more than 10 persons were aboard aircraft, list similar particulars on separate sheet and attach original to this form.)

Status	Crew Position	Name in Full (Last Name First)	Rank	Serial Number
DED	1. Pilot	Bares, Edward J.	2nd Lt.	0-670485
RTD	2. Co-pilot	Parkman, Robert E.	F/O	72184
DED	3. Navigator	Kyle, Floyd D.	1st Lt.	0-421200
DED	4. Bombardier	Stevens, Laurel O.	F/O	5123063
DED	5. Engineer	Leitch, John E.	S/Sgt.	3957534
DED	6. Radio Operator	Purman, Harry M.	S/Sgt.	16110538
DED	7. Aerial Gunner	Smith, Herman (MI)	Sgt.	35782626
DED	8. Combat Gunner	McCallvey, Max G.	Sgt.	38164304
DED	9. Combat Gunner	Reassey, John (MI)	Sgt.	39267459
DED	10. Combat Gunner	Prang, Michael J.	Sgt.	3007228

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

Name in Full (Last Name First)	Rank	Serial Number	Check Only One Column			
			Contacted By	Last Sighted	Saw Crash	Saw Forced Landing
1. <u>Msg received by BTRO, Belen, 1516Z by radio from plane "044 1727"</u>						
2. <u></u>						
3. <u></u>						

12. 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) Unknown
13. ATTACH AERIAL PHOTOGRAPH, MAP, CHART, OR SKETCH, SHOWING APPROXIMATE LOCATION WHERE AIRCRAFT WAS LAST SEEN. Unknown
14. ATTACH EYEWITNESS DESCRIPTION OF CRASH, FORCED LANDING, OR OTHER CIRCUMSTANCES PERTAINING TO MISSING AIRCRAFT. None
15. ATTACH A DESCRIPTION OF THE EXTENT OF SEARCH, IF ANY, AND GIVE NAME, RANK AND SERIAL NUMBER OF OFFICER IN CHARGE HERE See attached sheet.

Date of Report 12 April 1944
Walter D. McDaniel
WALTER D. MC DANIEL,
(Signature of Preparing Officer)
2nd Lt., Air Corps,
1st Base Operations Officer.

CONFIDENTIAL

MISSING AIR CREW REPORT CONTINUED:

15. ATTACH A DESCRIPTION OF THE EXTENT OF SEARCH, IF ANY, AND GIVE NAME, RANK, AND SERIAL NUMBER OF OFFICER IN CHARGE HERE :

Vail, Hugh B. Capt., Air Corps, O-413022.

Following Stations are initiating search : Zandrey, Belem, Anapa.

Following Station are briefing all southbound ships: Waller, Atkinson

Have requested Belem assume responsibility for search as per radiogram WFD 6760

Walter D. McDaniel
WALTER D. MC DANIEL,
2nd Lt., Air Corps,
Asst Base Ops Officer.
Waller Field.

THE FOLLOWING IS INCLOSURE # 10 TO LETTER FROM HQ. ANTILLES DEPT. TO COMMANDING GENERAL CARIBBEAN DEFENSE COMMAND, DATED 7 JAN. 46:

DETAILS:

On 11 April 1944, at 0609 hours, plane B-24 AAF serial number 42-95064 of the ATC Ferry to Combat Project No. 92071R took off from Waller Field, Trinidad, BWI enroute to Belem, Brazil. The members of the crew operating this ship were the following:

2nd Lt. Edward J. Bares, O-670488, Pilot
F/O Robert W. Pearman, T2104, Co-pilot
1st Lt. Floyd D. Kyte Jr., O-421208, Navigator
F/O Laurel C. Stevens, T123083, B
S/Sgt. Harry M. Furman, 16110338, R.O.
Sgt. Herman Smith (NMI) 35789696, A.G.
Sgt. Max G. McGilvrey, 38464304, C.G.
Sgt. John Pocassey (NMI) 39267459, C.G.
Sgt. Michael J. Frasel, 31007258, C.G.

Before leaving Waller Field, the Pilot, Co-Pilot, Navigator and Radio Operator were thoroughly briefed for the flight to Belem plus the alternate of Sao Luis, and equipped with up-to-date pilots' and radio operators' folders maps and charts, Syko card, radio authentication code and visual recognition signals. (See Exhibit No.)

The ship took off from Waller Field enroute to its destination and from all reports available, it was normal and in good flying condition. The estimated time for flight was calculated at 7 plus 30 and the plane had 14 hours of fuel aboard. At .0952 Q the ship requested weather from Zandery Radio. Weather was given, but receipt of this report was never acknowledged. From this time on, contact was lost with the 42-95064. The Cayenne Radio contacted a ship that might have been the 42-95064 piloted by Lt. Bares, but received no answer to its message, so could not properly identify it. The reports issued by the different stations in the area of flight which Lt. Bares' ship was presumed to follow, indicate that the ship went down in the vicinity of Amapa. (See Map included, Exhibit No.)

A search was instituted in the routes between Zandery and Clevelandia, Amapa and Cayenne, Belem to Amapa, and all ships over these routes were ordered to be on the lookout for the missing ship. All efforts proved fruitless. After continued endeavours with the cooperation of ATC, CG, and AAF, the search was abandoned.

UNDEVELOPED LEADS

A civilian native who arrived at Macapa reported having encountered the wreck of a 4 engine ship and six bodies on the river Pacui, a tributary of the river Carigua, on lake of the same name, approximately fifty miles Northeast of Macapa. As the native's story was very doubtful, he was sent back to retrieve the tags from the men or the plane number. No ultimate report was obtained from him.

ACTION TAKEN:

With the AAF report in view this Office ordered a further search of the area which according to the maps prepared for the purpose, show the approximate vicinity in which the 42-95064 went down. Searching parties found no traces of the missing ship or bodies. Due to the difficult terrain no further search could be undertaken.

The civil authorities at Macara, Amapa and neighboring communities were contacted and requested to locate the Brazilian native who had given the original report on the presence of the wreck and dead bodies on the river Pacui. In spite of all their efforts this civilian could not be located.

CONCLUSIONS OF FACT:

1- All reports obtained from the stations on the route to be covered by the 42-95064, indicate that this ship, though cause unknown, went down in the area shown by Exhibit # _____.

2- Though a thorough search was undertaken to locate the ship or its wreck in the event of an accident, no results could be obtained.

3- In view of the difficult terrain, lack of further reports and the time elapsed, no further search is recommended and the members of the crew: 2nd Lt. Edward J. BARES, F/O Robert W. PEARMAN, 1st Lt. Floyd D. KYTE, F/O Laurel C. STEVENS, S/Sgt. John E. LEITCH, S/Sgt. Harry M. FURMAN, Sgt. Herman SMITH, Sgt. Max G. MCGILVREY, Sgt. John ROCASEY, and Sgt. Michael J. PRASEL, should be declared DEAD.

P/O Robert H. Pearson

Mrs. Robert H. Pearson, (Mother)
102 Southwest 18th Avenue,
Miami, Florida.

P/O Laurel O. Stevens

Mr. Gowin Stevens, (Father)
Monroe,
Iowa.

S/Sgt John E. Leitch

Mrs. Rachel S. Leitch, (Mother)
1927 Shenandoah,
Los Angeles, California.

S/Sgt Harry M. Furman

Mrs. Lonella Furman, (Mother)
3010 Marlin Street,
Drayton Plains, Michigan.

Sgt Herman Smith

Mrs. Martha E. Smith, (Mother)
201 Cumberland Avenue,
Williamsburg, Kentucky.

Sgt Max C. McGilvray

Mrs. Gladys C. McGilvray, (Mother)
Box 144,
Terlingua, Oklahoma.

Sgt John Reasey

Mrs. Ada Robinson, (Aunt)
1629 South Stremier Avenue,
El Monte, California.

Sgt Michael S. Frasol

Mrs. Josephine Frasol, (Mother)
257 King Street,
Boston, Massachusetts.

1st Lt Floyd D. Eyle, Jr.

Mrs. Eyle, (Wife)
14th Ave.,
New York.

2nd Lt Edward J. Bares

Mrs. Bares, (Mother)
5043 Nelson,
Chicago, Illinois.

CONFIDENTIAL
BASIC: Ltr #1 AAG, dtd 15 Apr 44, subject: "Missing Air Crews Report".

CDC 500.33 AAG

22 Ind.

/ok

15 Apr 44

HEADQUARTERS CARIBBEAN DEFENSE COMMAND, c/o Postmaster, New Orleans, La.,
22 Apr 44 1944.

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

1 Incl:
n/c

C. D. C.

CONFIDENTIAL

[REDACTED]

BASIC: 1st Tq AAC, dtd 15 Apr 44, subject: "Missing Air Crew Report".

DDO 300.53 AAD

2d Ind.

/ok

3631

15 Apr 44

HEADQUARTERS CARLEMAN DEFENSE COMMAND, c/o Postmaster, New Orleans, La.,
21 April 1944.

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

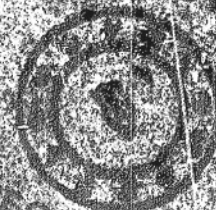
1 Incl:
n/o

CR
C. D. C.

RECORDED AND

Classification changed

to SECRET
by E. A. [illegible], SA, [illegible]
on 15 Oct 44
[illegible]



SOUTH ATLANTIC WING, ATC

Natal, Brazil

18 Jan. 48

Investigation of all cases involving land accidents presented facts that would appear to determine that subject aircraft were definitely lost with no further information probable. Circumstances surrounding these accidents show that missing aircraft were lost at some point in the jungle interior of Brazil between Atkinson, British Guiana, and Natal. It can be presumed that some of these aircraft may have wandered off course out over the ocean before encountering an emergency.

The great expanse of jungle territory of northeastern Brazil is one of dense undergrowth and natural vegetation. Expeditions of Mapping and Photographing personnel have experienced great difficulty not only in penetration of the region, but also in securing water and other necessities. In one case, members of a Photographic Unit were subject to attack by Indians, in which five of the six comprising the unit were killed by arrows.

Of the many plane crashes that were found, the natives of the region were instrumental in reporting the crashes to Army authorities. It is felt that, if missing aircraft could have been detected, the natives, unless of a primitive nature, would have reported the accident to the proper authorities.

SUPPLEMENT TO MACR 3631, TAKEN FROM CASUALTY CLEARANCE

PROGRESS REPORTS IN CUSTODY OF CAPT. JOHN MALPASS

ANTILLES DEPARTMENT (Report dated 7 Mar 46)

CASE # 2

On 11 April 1944, airplane type B-24, Ser. # 42-95064, was enroute from Waller, Field, Trinidad to Belem, Brazil. The pilot took off from Waller Field at 0609Q, all reports indicating ship was normal and in flying condition. Last definite contact was when the ship requested weather, which was given by Zandery radio at 0952Q, but the message was not receipted for. Cayenne radio contacted a plane which may have been this ship, but received no receipt for the message. Nothing further was heard from this plane. On 3 May 1944, information was obtained that a native Brazilian encountered the wreckage of a four-engine ship and six bodies on the river Pami about fifty miles northeast of Macopa. Caribbean Wing, Air Transport Command, authorized abandonment of search.

Ltr. 4 March 1946 from Hq., Antilles Dept. to CG, Caribbean Defense Command:

It has been reasonably determined that the three aircraft accidents designated as Cases # 2, # 3, and # 7, Inclosure # 2, letter dated 7 Jan. 1946, Hq. Antilles Dept., subject as above, occurred outside of the geographical limits of the Antilles Department, although the flights originated from fields within the Antilles Dept. It was requested that South Atlantic Wing, ATC, assume the responsibility of these accidents inasmuch as their location lies within the jurisdiction of SAW-ATC and the important searches at the time of the incidents were supervised from bases within their command. It is also believed that any future action concerning searches and investigations would originate from Headquarters within their command.

letter from Headquarters Antilles Department, Office of the Department Commander, APO 851, c/o Postmaster, Miami, Fla., 4 March 1946, FILE 704, SUBJECT: Casualty Clearance Project. TO: CG, Caribbean Defense Command, APO 834, c/o FM, New Orleans, La.:

6. "It has been reasonably determined that the three (3) aircraft accidents designated as Cases #2, #3 and #7, Inclosure #2. letter dated 7 January 1946, Headquarters Antilles Department, subject as above, occurred outside of the geographical limits of the Antilles Department although the flights originated from fields within the Antilles Department.

a. It was requested that South Atlantic Wing, ATC, assume the responsibility of these accidents inasmuch as their location lies within the jurisdiction of SAW-ATC and the important searches at the time of the incidents were supervised from bases within their command. It is also believed that any future action concerning searches and investigations would originate from Headquarters within their command.