

DECLASSIFIED

Authority: NND 735001

By: NARA NARA Date: 1973

12406

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Classification changed to ~~RESTRICTED~~

by E. A. BRADONAS, Lt. Col., AC

By Wm. L. THOMAS, 1st Lt. AC

Date MAR 15 1946

MISSING AIR CREW REPORT

9th Bomb Div (M)

1. ORGANIZATION: Location Bretigny, France Command or Air Force Ninth Air Force
Group 409th Bomb Gp (S) Squadron 642nd Bomb Sq (L) Detachment _____
2. SPECIFY: Point of departure Bretigny, France Course See Overlay
Intended Destination Hillesheim, Germany Type of Mission Combat
3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED _____
Visibility 5 miles; ten-tenths clouds; base 8,000 feet; very hazy.
4. GIVE: (a) Date 25 January 1945 Time 12:14 and location See Overlay
_____ of last known whereabouts of missing airplane.
(b) Specify whether () Last Sighted; (X) Last contacted by radio;
() Forced down; () Seen to crash; or () Information not available.
5. AIRPLANE WAS LOST, OR IS BELIEVED TO HAVE BEEN LOST, AS RESULT OF: (Check only one) () Enemy Airplane; (X) Enemy Anti-Aircraft; () Other circumstances as follows: _____
6. AIRPLANE: Type, Model and Series A-26B-15; A.A.F. Serial No. 43-22316
7. ENGINES: Type, Model and Series R-2800-71; A.A.F Serial No. (a) FP-020213
(b) FP-020301 (c) _____ (d) _____
8. INSTALLED WEAPONS: Machine Guns, Caliber .50, Browning, M2
(a) 1276221 (b) 1275778 (c) Unknown (d) Unknown
(e) Unknown (f) Unknown (g) Unknown (h) Unknown
(i) Unknown (j) Unknown AR 40-85 Change 4 Par 22.
9. THE PERSONS LISTED BELOW WERE REPORTED AS: (a) Battle Casualty X or
(b) Non Battle Casualty _____
10. NUMBER OF PERSONS ABOARD AIRPLANE: Crew 3 Passengers 0 Total 3
(Starting with pilot, furnish the following particulars: If more than 10 persons were aboard airplane, list similar particulars on separate sheet and attach original to this form.)

Crew Position	Name in Full (Last Name First)	Rank	Serial Number
1. Pilot	Downing, Robert J.	1st Lt	C-749473 <i>POW</i>
2. Mechanic Gunner	Doddo, John A.	Sgt	32901449 <i>POW</i>
3. Armorer-Gunner	Leventon, George H.	S/Sgt	39412772 <i>KIA</i>
4.			
5.			
6.			
7.			
8.			
9.			
10.			

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

Name in Full (Last Name First)	Rank	Serial Number	by Radio	Last Sighted	Saw Crash	Forced Landing
1. Moon, Leo C.	Lt Col	0-392527		X		
2. Moore, Jr., John C.	Capt	0-747861		X		
3. Schultes, William A.	2nd Lt	0-732756		X		
4. Muldrow, Jr., Henry G.	Sgt	34027535		X		
5.						

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) _____
13. ATTACH AERIAL PHOTOGRAPH, MAP, CHART, OR SKETCH, SHOWING APPROXIMATE LOCATION WHERE AIRPLANE WAS LAST SEEN: Sketch attached in quadruplicate.
14. ATTACH EYEWITNESS DESCRIPTION OF CRASH, FORCED LANDING, OR OTHER CIRCUMSTANCES PERTAINING TO MISSING AIRPLANE: Four eyewitness statements attached in quadruplicate.
15. ATTACH A DESCRIPTION OF THE EXTENT OF SEARCH, IF ANY, AND GIVE NAME, RANK AND SERIAL NUMBER OF OFFICER IN CHARGE HERE: No search conducted.

Date of Report 27 January 1945

John H. Mulliner
(Signature of Preparing Officer)
JOHN H. MULLINER,
Captain, Air Corps,
Personnel Officer.

MAR 27 1945



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STATEMENT OF EYEWITNESS.

U. S. Army,
27 January 1945.

On 25 January 1945 at about 12:15 I had just called my P-47 flight together after strafing and bombing motor transport five miles due north of Prum, Germany, when I saw a flight of A-26's that had just bombed a small town five miles to my north east. This was just north west of a small marshalling yard one of my own flights had just been bombing. My wing man said "Look at that burning A-26" and I looked above to see one drop flaming from the center of a flight directly above the target and begin spinning, burning fiercely in the center section all the while. It spun completely to the ground without breaking up in the air, and exploded on contact. It hit $\frac{1}{4}$ to $\frac{1}{2}$ mile east of the target town. My wing man said he saw a chute, and when I had time to look, I saw one chute very low, and saw it go down very close to the wreckage, then I saw another still quite high, probably three to four thousand. The flak did not seem intense, but was accurate heavy. I did not have time to look for more chutes. I was being flaked at the time. I was low on fuel, and proceeded home after reporting my observations to the fighter control "Marmite".

Leo C. Moon
LEO C. MOON,
Lt. Col., Air Corps,
O-392527,
404th Fighter Group,
Commanding.

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STATEMENT OF EYEWITNESS

U. S. Army,
27 January 1945.

On 25 January 1945 I was flying as leader of the third flight of a mission of six flights. Lt. Downing was flying in the number six position of the second flight. His flight was about two miles on our left at ten o'clock. Approximately eight miles from the target Lt. Downing's ship seemed to have received a direct hit, because it seemed as though his ship was completely enveloped by flames from the wings back. Apparently still under control he left the formation diving toward the right. That was the last I saw of the ship and my gunners never reported any chutes leaving the ship.

John C. Moore Jr.
JOHN C. MOORE, JR.,
Captain, Air Corps,
O-747861,
642nd Bomb Sq (L),
409th Bomb Gp (L),
"A" Flight Leader.

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STATEMENT OF EYEWITNESS.

U. S. Army,
27 January 1945.

On 25 January 1945 I was flying as the Bombardier-Navigator of the lead ship in the third flight of a mission of six flights. Lt. Downing's flight was flying about two miles on our left at about ten o'clock and he was flying in the number six position. When still about eight miles from the target, it appeared that Lt. Downing's ship received a direct hit in the bomb bay. The ship was enveloped in flames from the wings back. He was in a controlled dive to the right. That was the last I saw of him and his ship. The other crew members in my ship did not report seeing chutes leave the ship.

William A. Schultes
WILLIAM A. SCHULTES,
2nd Lt., Air Corps,
O-722756,
642nd Bomb Sq (L),
409th Bomb Gp (L).

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STATEMENT OF EYEWITNESS.

U. S. Army,
27 January 1945.

On 25 January 1945 I was flying as the turret gunner in the ship flying the number three position in the third flight of a mission of six flights. I was using a roving periscope checking the territory that we were flying when I suddenly saw Lt. Downing's ship in flames. It seemed to be burning from the turret to the back of the cockpit. I kept watching to see if any chutes left the ship, but to the best of my knowledge none did leave the ship. My ship passed over and due to the intense flak and the evasive action used by the pilot of my ship I lost further view of him.

Henry G. Muldrow
HENRY G. MULDROW, JR.,
S/Sgt., 34027535,
642nd Bomb Sq (L),
409th Bomb Gp (L),
Armorer-Gunner.

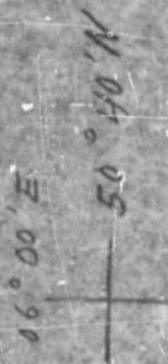
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At Downing



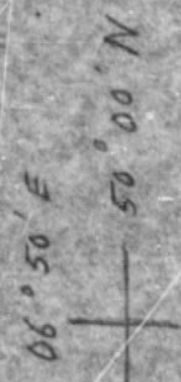
Malmedy

Dahlem

Hillsheim
TARGET

Point where
M/C crashed

Scale - 1/500,000



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STATEMENT OF EYEWITNESS

U.S. Army,
27 January 1945.

On 25 January 1945 at about 12:15 I had just called my P-47 flight together after strafing and bombing motor transport five miles due north of Prun, Germany, when I saw a flight of A-26's that had just bombed a small town five miles to my north east. This was just north west of a small marshalling yard one of my own flights had just been bombing. My wing man said "Look at that burning A-26" and I looked above to see one drop flaming from the center of a flight directly above the target and begin spinning, burning fiercely in the center section all the while. It spun completely to the ground without breaking up in the air, and exploded on contact. It hit $\frac{1}{4}$ to $\frac{1}{2}$ mile east of the target town. My wing man said he saw a chute, and when I had time to look, I saw one chute very low, and saw it go down very close to the wreckage, then I saw another still quite high, probably three to four thousand. The flak did not seem intense, but was accurate heavy. I did not have time to look for more chutes. I was being flaked at the time. I was low on fuel, and proceeded home after reporting my observations to the fighter control "Marmite".

/s/ LEO C. MOON,
/t/ LEO C. MOON,
Lt. Col., Air Corps,
O-342527,
404th Fighter Group,
Commanding.

A TRUE COPY:

John H. Mulliner
JOHN H. MULLINER,
Captain, Air Corps.

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1-8686

1st Wrapper Ind. C-M-16
HEADQUARTERS, 409th Bombardment Group (L), APO 140, U.S. Army, 7 March 1945.

TO: Commanding General, European Theater of Operations, U.S. Army,
(ATTENTION: AG Casualty Division), APO 871, U.S. Army,
(THRU CHANNELS).

In compliance with paragraph 12c, Cir 94, Headquarters, European Theater of Operations, U.S. Army, dated 31 August 1944, the following information is submitted.

201

a. S/Sgt GEORGE H. LEVENTON, 39412772, 42nd Bombardment Squadron (L), 409th Bombardment Group (L), was reported missing in action (BATTLE) while on a mission over Germany on 25 January 1945 near Prum, Germany.

b. S/Sgt Leventon participated in six (6) missions and has not received any awards to date.

c. S/Sgt Leventon was on a bombing mission over Germany on 25 January 1945. Airplane of which S/Sgt Leventon was a crew member was seen to receive a direct flak hit and go down in flames. However, two (2) parachutes out of a possible three (3) were seen to open.

For the Commanding Officer:

John H. Mulliner
JOHN H. MULLINER,
Captain, Air Corps,
Assistant Adjutant.

MAR 1945
U.S. ARMY
HEADQUARTERS
EUROPEAN THEATER OF OPERATIONS
APO 871

1 Incl;
Statement of Lt Col Moon.

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per authority
FAG*

Casualty Inquiry

704 - Leventon, George H. (E) 2nd W/Ind. G-MW-6
HEADQUARTERS, 9TH BOMBARDMENT DIVISION (M) APO 140, U.S. ARMY, 8 March 1945. *W. C. Moore*

TO: Commanding General, Ninth Air Force, APO 696, U.S. Army.

1. Forwarded in accordance with existing directives.
2. Group has been advised to have Chaplain write letter of condolence in accordance with par 9, Memo 35-6, Ninth Air Force, dated 1 December 1944. This is to observe request made by Mrs. Leventon in basic communication.



For the Commanding General:



W. C. Moore
K.S. WORTH,
Capt., AC.,
Asst Adj Gen.

1 Incl: n/c

201-Leventon, George H. (Enl) 3rd W/Ind
HEADQUARTERS, NINTH AIR FORCE, APO 696, US ARMY 18 MAR 1945

TO: Commanding General, European TO USA, APO 887, US ARMY
(ATTN: AG Casualty Division).

1. Forwarded in compliance with par 12c, Circular #94 your Headquarters, dated 31 August 1944.
2. Subject enlisted man reported MIA #L-300 this Headquarters, dated 1 February 1945.



For the Commanding General:

George H. Friddle
GEORGE H. FRIDDLE,
Captain, AGD,
Asst Adj General.



*Blue card
charged out.*

*12406
Rpld*

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0-5552 271

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MACR 12406

A-26

3 man crew

AAFW 43-22316

25 Jan. 1945 1200

~~Warrick b/KIMI~~

Type: Havoc A 20

642 MCo Sqd.

409 Group

Target: Airbase Hangelar

10 Febr.

KU 3623

1st Lt. DOWNING

Robert James

O-749473 capt.

Not on record
McDONNELL
(3622 ?)

J. L. - *Robert James*

O-776269 POW

files *2/2/45*

Sgt. BOBBO

John Anthony

32901449 capt.

Sgt. LEVERTON

George

37412772 dead

2 dead

Case 5593

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Stabsquartier, 6 Feb 45

Air Command VI/A
Gruppen Ia/L3

Subject: Additional report concerning crash of an enemy aircraft on
25 Jan 45, day action by fighter bomber and fighter, especially
in the near vicinity.

To: Computing Station West, Oberursel

Additional report to crash No. 1:

KU 3621

1) 1450 hours, Marauder 500 m west of Palmersheim, 5 km southeast
of Euskirchen, 00 9, 95% destruction, A.
crashed on fire. 4 men dead

KU 3623

2. 1200 hours, type of aircraft unknown 3 km west of Kollerath/Eifel,
15 km southwest of Bonn, 2 men
dead, 1 man of the crew
unknown.

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Report Concerning Captured Air Force Personnel

Hdq: Airbase Command A (o) 10/VI Born-Hangelar

Place: Hangelar

Time: 27 Jan 1945

Subject: Downing of an aircraft, type unknown, 3 km west of Hollerath
Bifel, 15 km southwest of Schleiden, on 25 Jan 1945, at 1200 hours

Name: Downing, Robert 1st Lt, O 749473

Doddo, John A. Sgt, 32901449

Disposition: Captured.

YU 3623

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Date of Crash: 25 Jan 45, at 1208 hours
Place of Crash: Hollerath, 15 km southwest of Schleiden/Eifel
Aircraft type: Havoc A 20
Crew: 1st Lt Downing, Robert J.
S. Doddo, John A.
S. Leventen, George Dead

KU 3623

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Identification Tags

J. L. McDonnell, O 774249

John A. Doddo, 32901449

Identification card and miscellaneous of Robert J. Downing, O 769473

KU 3623

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Downing No: EU 3623

*max?
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Report on Downing of an American Plane:

Date of Downing...: 5 January 1945 - 0100

Place of Downing...: Hollerath/Eifel

Type of Plane.....: Havoc

Reporting Office...: Air Base Headquarters
Bonn - Hangelar.

C R E W

DOWNING
13 June 1919

Robert James 1st.Lt. O-749473 captured Dulag Luft West
Cin. Ohio

DOBEQ
23 April 1921

John Anthony Sgt. 32961449 capture? Dulag Luft West
Hazellon, Pa.

Case 5573

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1st Lt Robert J. Downing

Mrs. Margaret E. Downing (Wife)
3308 Glenway Avenue
Cincinnati, Ohio

S/Bgt George E. Leventon

Mrs. Maudelle Leventon (Mother)
General Delivery
Butte City, California

Sgt John A. Doddo

Mr. Michael A. Doddo (Father)
130 West Berner
Hawelton, Pennsylvania

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by ~~W. A. BRADY~~, Lt. Col., AC

by F. M. MURKIN, Capt., AC

Date Young name of Downing, Robert James

Rank 1st Lt. Serial No. 0-749473

CASUALTY QUESTIONNAIRE

2. Organization 409th Gp Command F. R. Ford Rank Col. Sqn CO Jos. May Rank Maj.
(full name) (full name)
3. What year 1945 month January day 25th did you go down?
4. What was the mission, Bombing Crossroad, target, Near Schliden, Germany, target time, 1220 hours, altitude, 12,000 feet route scheduled, _____, route flown _____
5. Where were you when you left formation? Turning off the target after bombs away.
6. Did you bail out? Yes.
7. Did other members of crew bail out? Sgt. John Doddo, the gunner who sat in front with me, was the first to bail out. I followed him.
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 other gunner, Sgt. Leventon, was in the rear turret and I was unable to see him. Of him I have no knowledge.
9. Where did your aircraft strike the ground? _____
10. What members of your crew were in the aircraft when it struck the ground? (Should cross check with 8 above and individual questionnaires) _____
11. Where were they in aircraft? _____
12. What was their condition? _____
13. When, where, and in what condition did you last see any members not already described above? _____
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)

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I was flying an A-26 type aircraft on the mission I was shot down. The construction of this plane prevents the pilot from seeing into the section of the plane aft the bomb-bay, so I was unable to see the gunner in the turret. However, the plane was hit somewhere in the center section and in the tail section, the gas tanks were blazing, and the plane went into an immediate spin. I do not believe the rear gunner was able to leave the ship.

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Meldung über den Abschluß eines
US-amerikanischen Flugzeuges

Abschuß-Nr. KU 3623

Abschußtag und Zeit: 25.1.45 - 18.00
Abschußort: Hollerath/Eifel
Flugzeugtyp: Havoc
Werbende Dienststelle: Fl. H. Edtr. Bonn-Rangolar

Besatzung:

Name und Vornamen: Geburstag und -ort:	Dienst- grad	Erk.- Merk:	Verbleib:	
			gef.: verw.: tot:	welches Lager Art d. Verwundung Grablage

DOWLING 13.6.19	Robert James Cin. Ohio	1.Lt.	0-749473	gef.	Dulag-Luft West
DODD 23.4.21	John Anthony Hazellon, Pa.	Sgt.	32901449	gef.	Dulag-Luft West

Bemerkungen: MAC 12406

DULAG-LUFT, den 12.1.45 Wo.

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KU3623
Leventon

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to

by E. A. BRADNAS, Lt. Col., AO

by F. M. WUENOB, Capt., AO

Date: MAR 15 1946

Dr's	
#246	Pennington Leventon
	3/28/46
	H. Pennington
	Leventon

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