

**DECLASSIFIED**

**Authority: NND 735001**

**By: NARA NARA Date: 1973**

**C O N F I D E N T I A L**

**HEADQUARTERS ARMY AIR FORCES  
WASHINGTON**

**MISSING AIR CREW REPORT**

1. ORGANIZATION: Location by Name Fukuoka, APO 929; Command or Air Force V Fighter Com.  
Group 38th Bomb; Squadron 405th Bomb; Detachment None
2. SPECIFY: Place of departure Ashiya AAB; Course 230°  
Target of Intended Destination Surveillance; Type of Mission Surveillance
3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:  
Ceiling and Visibility Unlimited
4. GIVE: (a) Day 15th Month May Year 1946; Time 1655; and Location 34°45' N 130°40' E  
Of last known whereabouts of missing aircraft.  
(b) Specify whether aircraft was last sighted ( ); Last contacted by radio ( ); Forced down ( ); Seen to crash (X); 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 Cir-  
cumstances as follows: Cause Unknown
6. AIRCRAFT: Type, Model, and Series A-26B-50-DL ; AAF Serial Number 44-34256
7. NICKNAME OF AIRCRAFT, if any Invader
8. ENGINES: Type, Model and Series R-79-2800 AAF Serial Number  
(a) FP-022564 (b) FP-022717 (c) (d)
9. INSTALLED WEAPONS (Furnish below Make, Type and Serial Number):  
16 Browning Machine Guns-Aircraft Cal. 50-M-2 Basic.  
Serial Numbers Not Available.
10. THE PERSONS LISTED BELOW WERE REPORTED AS : (a) Battle Casualty \_\_\_\_\_  
or (b) Non Battle Casualty X
11. NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 1 ; Passengers 1 ; Total 2  
(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	Name in Full (Last Name First)	Grade	Serial Number	Current Status
1. Pilot	LORANG, ROBERT H.	2nd.Lt.	0-2030278	1081 <i>Dead</i>
2. Passenger	SOTO, SAMUEL (NMI)	F/O	T-8977	1051 <i>Missing</i>

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)	Grade	Serial Number	Contacted by Radio	Last Sighted	Check only one column	
					Saw Crash	Saw Forced Landing
1. PARKER, HAROLD C.	1st.Lt.	0-664231			X	

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 HEARD FROM. (SEE INCL 2)
15. ATTACH EYEWITNESS DESCRIPTIONS OF CRASH, FORCED LANDING OR OTHER CIRCUMSTANCES PERTAINING TO MISSING AIRCRAFT. (SEE INCL 1)
16. GIVE NAME, GRADE AND SERIAL NUMBER OF OFFICER IN CHARGE OF SEARCH, IF ANY.  
PARKER, HAROLD C.---1st.Lt.---0-664231

2 Incls:

- Incl 1---Statement From Eyewitness.
- Incl 2---Map Of Area Where Plane Was Last Seen.

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HEADQUARTERS  
38TH BOMBARDMENT GROUP (L)  
APO 929

15 May 1946

SUBJECT: Aircraft Accident Report

TO : Commanding Officer, Fifth Fighter Command, APO 929  
(ATTN: (A-3))

1. In compliance with your verbal instructions the following statement is hereby made by the undersigned.

2. At 1655/I, on 15 May 1946, I was flying at 2000 feet with an indicated airspeed of 235, on a course of 230°. Lt. Lorang was flying to my left and rear. Lt. Lorang called and said, "We are ditching". I asked what was wrong. He replied, "The fuel pressure is out on both engines". I told him to check fuel selector valves and booster pumps. He replied, "Roger". A few seconds later Lt. Lorang repeated, "We are ditching". I started a turn to the right, at 90°, I saw Lt. Lorang's plane hit the water. The plane did not float, it skidded to a stop and sunk immediately. I circled over the spot and saw movement in the water which I believed to be at least one of the occupants. I started a climbing spiral calling Camel Control to get a fix on me. At approximately 3000 feet I saw a sea marker. We spiraled around the sea marker until it was lost. At approximately 6000 feet Lt. Robinson first saw smoke which I believe was sent up by one of the crew. I circled the smoke until it disappeared. At 9000 feet Camel Control answered. I circled at 9000 feet while Camel plotted my position. Camel instructed me to go back and investigate the condition of the crew. I circled for about ten minutes at 500 feet with nil sightings and my electrical system started burning. I immediately turned off all electrical equipment and returned to Ashiya Air Field.

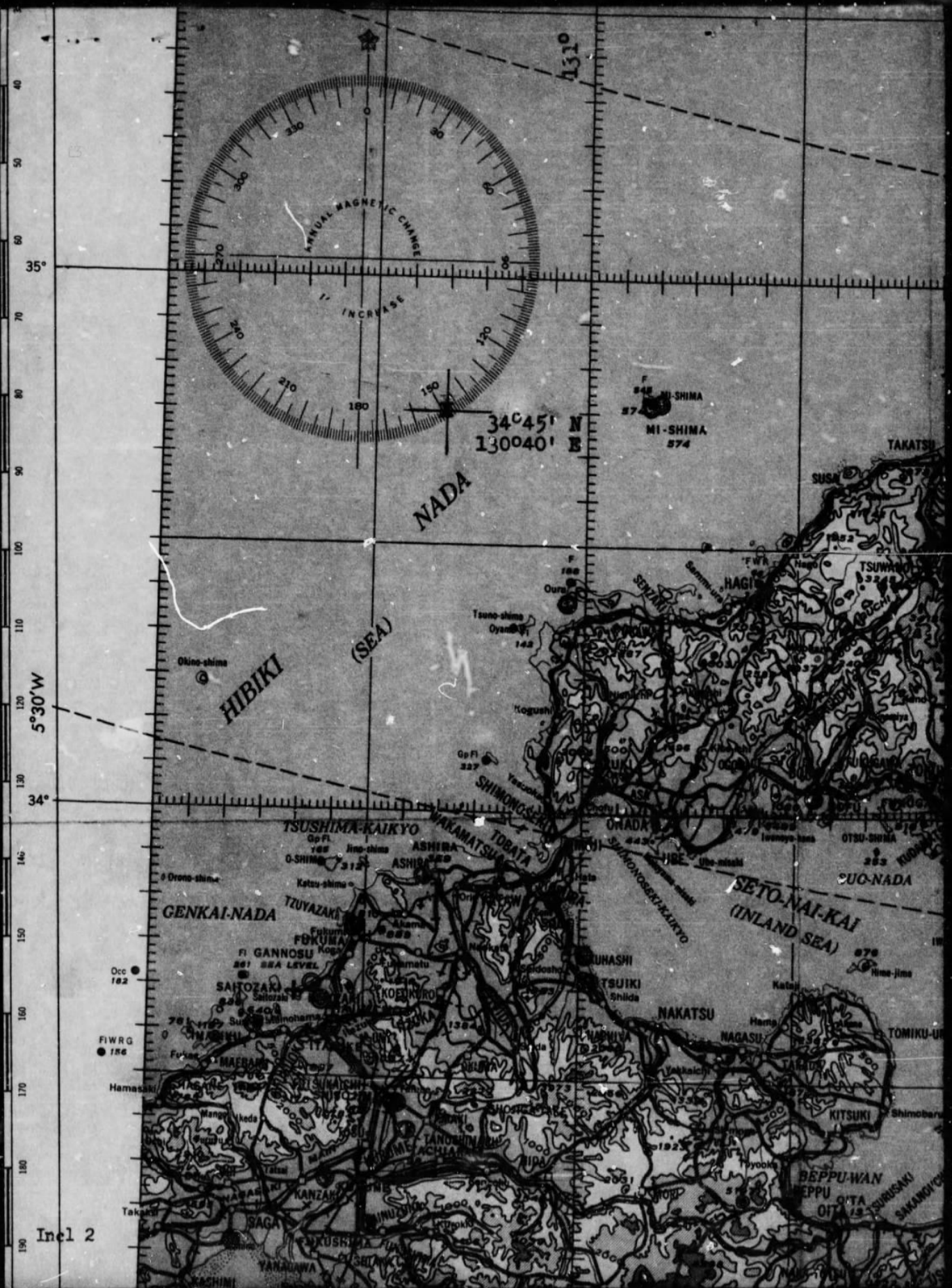
*Harold C. Parker*  
HAROLD C. PARKER  
1st Lt., Air Corps  
Flight Leader

Incl 1

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Incl 2



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