At first the only perceptible damage to plane from this 'ack-ack' fire, according to source, was extensive damage to the co-pilot's controls which were virtually shot away. However, a short time later spraying gasoline was noticed on the flight deck and due to the imminent hazard of fire breaking out crew bailed out of plane. A total time of approximately 6 minutes had elapsed between bombs-away and the abandoning of the plane. The plane was then at an altitude of approximately 16,000 feet and was flying over Lake Constance when the crew started bailing out.

Source states that 6 of his crew members landed either on the German part of Lake Constance itself or on the adjacent shores to Lake Constance in Germany. These men were:

2nd Lt. Richard Newhouse
2nd Lt. George Hunter
S/Sgt Aaron G. Slaughter
S/Sgt Ronald W. Cherrington
S/Sgt Raymond C. Ertel

Two other of source's crew members were known by source to have landed in Lake Constance itself. The names of these two men are:

S/Sgt Tommy Tonnessen
S/Sgt John A. Boarson

Source was the only one of his crew to actually land on Swiss soil on the south side of the lake.

Source was immediately picked up by Swiss frontier guards and interned, while the other known survivor of source's crew, S/Sgt Tommy Tonnessen, was rescued from drowning in Lake Constance by Swiss fishermen and later interned.

While source has no definite knowledge of the fate of his crew members, other than S/Sgt John A. Boarson, whose body was later recovered from Lake Constance by the Swiss and interned in Rinsingen, Switzerland, he came upon what he believes to be accurate information concerning the killing of his crew members by German troops on the east side of Lake Constance.

"Source states that he was allowed to visit with Swiss people around Lake Constance and he was told by several of these people, including a Swiss official under whom the frontier guard in this section operated and still another, the Mayor of Berlingen, Switzerland, that the German troops across the lake had been seen to fire upon source's crew members and kill them when they parachuted to the ground. Source states that these Swiss people, listed below, were among those who professed to have witnessed or to have direct knowledge of the above incident."

Herr Peter Fluteh (in charge of Customs Pat-1 on Swiss-German Frontier)
Herr Casper (Mayor of Berlingen)
Source further states that in the case of 2nd Lt. George Hunter, the same Swiss fishermen, who rescued S/Sgt Tommy Tennesen, also attempted to rescue 2nd Lt. George Hunter but were driven away from the scene by German patrol boats. According to source, 2nd Lt. George Hunter was tangled in his parachute gear and perished before the Germans, after driving the Swiss away, attempted to effect his rescue. S/Sgt Tommy Tennesen witnessed this particular incident after his rescue by the Swiss fishermen.

Source states that the above outrage against these airmen by the Germans was given considerable publicity by the Swiss newspapers at the time and that the local populace seemed greatly incensed over this example of German barbarism.

However, despite the attendant publicity in the Swiss press source states that at no time was he called upon for a statement or a deposition by the United States military authorities in Switzerland. At the time of his interrogation by United States Army attaches, he had no knowledge whatever of the fate of his other crew members.

Source is firmly convinced of the authenticity of the information provided him concerning the status of his crew members by the above named people. He is convinced that all of these crew members, whose present official WD status is that of MIA, were killed in the above described action.
**DECLASSIFIED**

**Authority:** NND 735001  
**By:** NARA  
**NARA Date:** 1973

**CONFIDENTIAL**

**WAR DEPARTMENT**  
**HEADQUARTERS ARMY AIR FORCES**  
**WASHINGTON**

**IMPORTANT:** This report will be supplied by each Army Air Forces organization within 48 hours of the time personnel are officially reported missing.

1. **ORGANIZATION:**  
   Location: *Civitella #2 Italy*  
   Command or Agency: *15th Air Force*  
   Group: *45th Bomb Grp (HV)*  
   Squadron: *756th Bomb Sq (HV)*

2. **SPECIFY:**  
   Point of Departure: *Civitella #1 Italy*  
   Course: *35 Degrees*  
   Target: *Wiesbaden, Germany*  
   Type of Mission: *Operational*  
   Weather Conditions and Visibility at Time of Crash or Time Last Reported:  
   *Clear, visibility 20 to 25 miles*

3. **GIVE:**  
   (a) Date: *20 July 1944*  
   Time: *1056*  
   Location: *47 40'N*  
   of last known whereabouts of missing aircraft: *9 107E*

   (b) Specify whether:  
   *X* Last Sighted  
   *X* Last Contacted by Radio  
   *X* Forced Down  
   *O* Seen to Crash  
   *O* Information not Available

4. **AIRCRAFT WAS LOST, OR IS BELIEVED TO HAVE BEEN LOST, AS A RESULT OF:**  
   (Check only one)  
   *O* Enemy Aircraft  
   *X* Enemy Anti-aircraft  
   *O* Other circumstances as follows:

5. **AIRCRAFT:**  
   Type, model & series: *B-24-H*  
   AAF Serial No: *42-523458*

6. **ENGINE:**  
   Type, model & series: *(a) CP300094*  
   *(b) CP300094*  
   *(c) CP300508*  
   *(d) CP305158*

7. **INSTALLED WEAPONS:**  
   (Furnish below Make, Type, and Serial Number)

<table>
<thead>
<tr>
<th>POSITION</th>
<th>MAKE</th>
<th>TYPE</th>
<th>SERIAL NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>NOSA TURRET</td>
<td>BROWNING</td>
<td>50 Caliber MG</td>
<td>1153433</td>
</tr>
<tr>
<td>TOP TURRET</td>
<td>L</td>
<td></td>
<td>1153457</td>
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<tr>
<td>BLOW TURRET</td>
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<td>L</td>
<td></td>
<td>1153485</td>
</tr>
<tr>
<td>WAIST GUN</td>
<td>L</td>
<td></td>
<td>680166</td>
</tr>
<tr>
<td>TAIL GUN</td>
<td>L</td>
<td></td>
<td>681029</td>
</tr>
<tr>
<td>TAIL GUN</td>
<td>L</td>
<td></td>
<td>681078</td>
</tr>
</tbody>
</table>

8. **PERSONAL LISTED BELOW REPORTED AS:**  
   *(X)* Battle Casualty  
   *(O)* Non-Battle Casual

9. **NUMBER OF PERSONS ABoard AIRCRAFT:**  
   Crew:  
   Passengers:  
   Total: *9*

   (Starting with "Pilot" furnish the following particulars; if more than 12 persons were aboard list similar particulars on separate sheet and attach to this form)

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*(See Reverse Side)*
<table>
<thead>
<tr>
<th>Position</th>
<th>Name in Full</th>
<th>Rank</th>
<th>Serial No</th>
<th>Next of Kin, Relation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pilot</td>
<td>Hamlin, William J.</td>
<td>2nd Lt</td>
<td>0792976</td>
<td>Elizabeth E. Hamlin (Mother), 917 W Park Ave., Champaign, Illinois</td>
</tr>
<tr>
<td>Bombardier</td>
<td>Hunter, George L.</td>
<td>2dLt</td>
<td>10409375</td>
<td>Mrs. W. T. Hunter (Mother), 1124 Berkshire, Aurora Point, Mich.</td>
</tr>
<tr>
<td>Engineer</td>
<td>Anderson, Donald W.</td>
<td>1stLt</td>
<td>17185108</td>
<td>Dorothy M. Anderson (Wife), 2950 S 75th St., West Allis, Wisconsin</td>
</tr>
<tr>
<td>Radio Opr</td>
<td>Slaughter, Aaron C.</td>
<td>1stLt</td>
<td>17037462</td>
<td>Ellen S. Slaughter (Mother), 710 N. Park Ave., Park Rapids, Minn.</td>
</tr>
<tr>
<td>Lt. W. Gnr</td>
<td>Cherrington, Ronald W.</td>
<td>1stLt</td>
<td>16141830</td>
<td>Forrest Cherrington (Father), 799 Warren St., Galesburg, Illinois</td>
</tr>
<tr>
<td>Tech. Gnr</td>
<td>McNeil, Raymond C.</td>
<td>1stLt</td>
<td>15337772</td>
<td>Hannah M. McNeil (Mother), 544 Salem Ave., Dayton, Ohio</td>
</tr>
<tr>
<td>Tail Gnr</td>
<td>Tonnessen, Thomas E.</td>
<td>1stLt</td>
<td>32860876</td>
<td>Flora Tonnessen (Mother), Farmers Ave., Laramie, New Jersey</td>
</tr>
</tbody>
</table>

11. Identify below those persons who are believed to have last knowledge of aircraft and check appropriate (only one) column to indicate basis for same:

   Contacted Last Saw Saw

   NAME IN FULL      RANK     SERIAL NO by Radio Sighted Crash Field Land

1. Davis, John R., Jr. 1stLt 0-74834 X

12. If personnel are believed to have survived, check one of the following:

   ( ) Parachutes were used ( ) Persons were soon walking away from crash
   ( ) Any other reason (specify)  No parachutes were seen.

13. Attach, as an enclosure to this report, either aerial photograph, map, chart, or sketch, showing approximate location where aircraft was last seen.

14. Attach, as enclosures to this report, eyewitness descriptions of crash, forced landing, or other circumstances pertaining to missing aircraft.

15. Attach, as an enclosure to this report, a description of the extent of search, if any, and give date, rank, and serial number of officer in charge here: (If no search, so state giving reasons) None made. See Enr.

TERRITORY

Date of this report: 23 July 1944

Signature of Preparing Officer:
Francis W. Hamilton
Capt., Air Corps
Adjutant

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