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ONLY			ien								120	
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CASUALTY REPORT

Date : 31 March 1945 Time : 0450 h

Aircraft : B-24H 42 - 50331 8th AF.

Codes :

Group/Squadron : 492 BG -H- 856 BS

Base : Harrington

Details of loss: The mission was to drop six Norwegian O.S.S. soldiers over Norway, but due to weather and malfunction of the fuel system (No. 4 engine went and remained out) the plane aborted and returned. When also No. 3 cut out the Pilot gave the bail-out order. Only the Co-Pilot got out before the B-24 crashed at Walliwall, 3/4 Target: miles SW of Kirkwall on the Orkney Is.

Killed: buried in Cambridge; initial plot numbers between brackets.

P : POLANSKY Henry L., 2/Lt. 0-721858

(Y-10-18) U.S.A., Fort Leavenworth National Cemetery, KANS.

N : ALLESSIO Charles J., 2/Lt. 02072605 (Y-10-20) U.S.A., MASS.

B : SMICKLE Frederick W., Jr., 2/Lt. 0-785613

(Y-10-19) U.S.A., PA.

RO : LEWIS William E. Jr., S/Sgt. 39120406

(Y-10-22)

U.S.A., Golden Gate National
Cemetery, San Bruno, CAL.

E: STEVENS William K., Sgt. 31268922 (Y-10-17) U.S.A., N H.

(Y-10-17) U.S.A., N H.

WG: KUSSMAN Edward W., Sgt. 37261765 NEBR (Z-10-1) Cambridge B-6-53

TG: GRAF Eugene J. Jr., Sgt. 33750770 (Y-10-21) U.S.A., IND.

The six Norwegians were also killed in the crash. They were also buried in Cambridge. After the war their remains were repatriated to Norway for permanent interment; the names and locations of these cemeteries could not be traced.

BERGE Trygve, T/Sgt. 39031393 (Z-10-7)

SONDENO Eddie O., T/5 39614907 (Z-10-8)

MELAND Leif E., T/5 32869494 (Z-10-9)

OTTERSLAND Gerald, T/5 32624142 (Z-10-10)

RØRVICK Johannes S., T/5 37311880 (Z-10-11)

KJELNESS Edward E., S/Sgt. 39230883 (Z-10-12)

Note: in Norwegian War Grave Files surname of Ottersland is recorded as Sources: MACR.

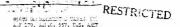
Gjerulf.

Orkney Library. Aircraft accident report etc. from David W. Earl,

Stalybridge, Cheshire thru Mrs. Phyllis DuBois by letter of 05.04.98.

Details collected by: J.A. H e y - A.v.d.Leeuwstraat 12 - 7552 HS Hengelo, Holland.

CP : PULRANG Peter C., 1/Lt. 0-824211 bailed out and safe.



10 April 1945.

SUBJECT: Statement of 20-Pilot on Aircraft #42-50331.

: Aircraft Investigating Officer, 492nd Bombardment Group, AAF 179.

1 was Co-Pilot on Aircraft #42-50331 on the morning of the 31st of Parch 1945.

it. Polannky's crew with me as Co-Pilot was returning from a mission to Horway. We were flying at approximately 2000 feet, under instrument conditions.

The first indication of trouble was the loss of power on θ 3 and θ 4 engines, due to caronator leing which was overcome with intercoolers and booster pumps. About a half on nour later, θ 4 engine went out and we were never sole to get it as a source of power again. Puel pressure gauge read three pounds.

The first fluctuated from zero to approximately three hundred, so we attacpted to transfer freel from \$f\$ main tank. Ithough the settings were correct, there was no indication that fuel was actually transferring. We immediately salved the lost.

Believing we were near our destination, I went onto bidd KCS and called the base. There was no enswer.

Three or four minutes after \$\tilde{\ell}\$ cut out, \$\tilde{\ell}\$ years, and Filet gave bail-out* alars on interprone, repeating it three times, and turning to me, said, \$\tilde{\ell}\$ three times, and turning to me, said, \$\tilde{\ell}\$ three times, and turning to me, said, \$\tilde{\ell}\$ three times was chis goal times are headed for the barrow. The said to provide the said to provide the said to provide the said to provide the said three three saids and a said three saids and I did not see whether he had his chute on or not, however, under the circumstances, I lancing that the did. I satisfies in the catality and left the sairstitute.

Before any loss of power at all, we had been on A-5. With the first indication of trouble, the Pilot took over hickelf. We had sing on the stip at the time that AW went out. The de-jeer boots were on, but we turned them off hoping that the ice would not be as bad as the expending and contraction of the boots. This would have been the case has not \$2 years lead on the case has not \$2 years lead to the property of the boots. This would have been the case has not \$2 years lead to the property of the boots.

I am sure in my mind that the personnel in the waist (not gunners), did not have their chutes on; probably the gunners were trying to help them. After the ball-out calls on the interphone, I heard nowing on the radio, so do not know what was going am in the nose.

000237 TO REST & TED

BY AUTHORITY OF AFR 205-1

PETER C. PULRANG, lat Lt., Air Corps, Compilat.

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TO BE FIL				ATISF		RY REF			LEA!	ERL	1 TO	81111
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ENGINE REPORTS ONLY	CAST SYCREAUL	epot .	- 1	Hours Shoe		Popets and I	ders At 1	Lack Provious De	-			
P Asses						Part Brewing	L BATH	and Specification	Bs.			
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