

**F/O. Elmer J. Kiel**

**Mrs. Sylvia O. Kiel, (wife)**  
**9205 Harvard Road,**  
**Detroit, Michigan.**

**F/O. Adrian R. Loving**

**Mrs. Anna Mae H. Loving, (wife)**  
**Nomini Grove, Virginia.**

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

**86th TROOP CARRIER SQUADRON**  
**437TH TROOP CARRIER GROUP**

6475

GLIDER  
MISSING AIR CREW REPORT

1. ORGANIZATION: Location 469 Command or Air Force 9th Tr Carr  
Group 437th Tr Carr Squadron 86th Tr Carr Detachment NONE
2. SPECIFY: Point of Departure STATION 469 Course 108  
Intended Destination Neptune Serial 28 Type of Mission Glider Tow
3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST  
\* REPORTED. Overcast visibility zero zero SEE BELOW
- \* 4. GIVE: (a) Date 6 June 1944 Time 0400 and Location 3 mi from LZ on course  
of last known whereabouts of missing glider  
(b) Specify whether ( ) Last sighted; ( ) Last contacted by Radio;  
( ) Forced down; ( ) Seen to crash; or ( ) Information not available.
5. GLIDER ~~PLANE~~ WAS LOST, OR IS BELIEVED TO HAVE BEEN LOST, AS RESULT OF:  
(Check only one) ( ) Enemy Airplane; ( ) Enemy Anti-Aircraft; ( )  
Other circumstances as follows: Glider Pilot cut loose at above location
6. GLIDER ~~PLANE~~ Type, Model and Series CG-4A; A.A.F. Serial No 43-40197
7. ENGINES: Type, Model and Series NONE; A.A.F. Serial No. (a) NONE  
(b) (c) (d)
8. INSTALLED WEAPONS (Enumerate below Make, Type and Serial No)  
(a) NONE (b) (c) (d)  
(e) (f) (g) (h)
9. THE PERSONS LISTED BELOW WERE REPORTED AS: (a) Battle Casualty I  
or (b) Non Battle Casualty
10. NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 2 Passengers 3 Total 5  
(Starting with pilot, furnish the following particulars: If more  
than 10 persons were aboard GLIDER, 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	<u>LOVING, ADRIAN R.</u>	<u>Flt/O</u>	<u>T 122 013</u>
2. <u>CoPilot</u>	<u>KIEL, ELMER J.</u>	<u>Flt/O</u>	<u>T 123 410</u>

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

- \* 3. Overcast from 1300 to 50 feet - was flying 1000 feet at time of release.
- \* 4. See Personal statement of 1st Lt. FLEMING, Pilot Tow Plane.

*OVER*

*Serial 36*

3. Passenger Duell, Paul W. Cpl 35 111 510 82nd Airborne Division  
 4. " Hunt, John H. Pfc 24 273 134 82nd Airborne Division  
 5. " Ryan, Glenn G. Pvt 26 405 619 82nd Airborne Division

AUG 1 1944



11. IDENTIFY BELOW THOSE PERSONS WHO ARE BELIEVED TO HAVE LEFT THE AREA OF AIRCRAFT, AND CHECK APPROPRIATE COLUMN TO INDICATE WHETHER CONTACTED

Name in Full (Last Name First)	Rank	Serial Number	By Radio	Last Sighted	Contacted	Crash Landing
1. FLEWIG, SAMUEL	1st Lt	0 681 638				

RECEIVED

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) None

13. ATTACH AERIAL PHOTOGRAPH, MAP, CHART, OR SKETCH, SHOWING APPROXIMATE LOCATION WHERE GLIDER WAS LAST SEEN.

14. ATTACH EYEWITNESS DESCRIPTION OF CRASH, SCENE OF LANDING, OR OTHER CIRCUMSTANCES PERTAINING TO MISSING GLIDER.

15. ATTACH A DESCRIPTION OF THE EXTENT OF SEARCH, IF ANY, AND GIVE NAME, RANK AND SERIAL NUMBER OF OFFICER IN CHARGE WHERE None.

Date of Report 28 June 1944

*R. E. Lehr*

(Signature of Preparing Officer)  
**R. E. LEHR, Major, AG, Commanding, 86th TC Sq.**

- 2 -

CONFIDENTIAL

**EQUIPMENT TAKEN OVER IN GLIDER:**

- 57 mm AT gun
- Pioneer tools & tow rope
- Camouflage net
- 1 Life raft
- 2-5 Gal. Cans Water

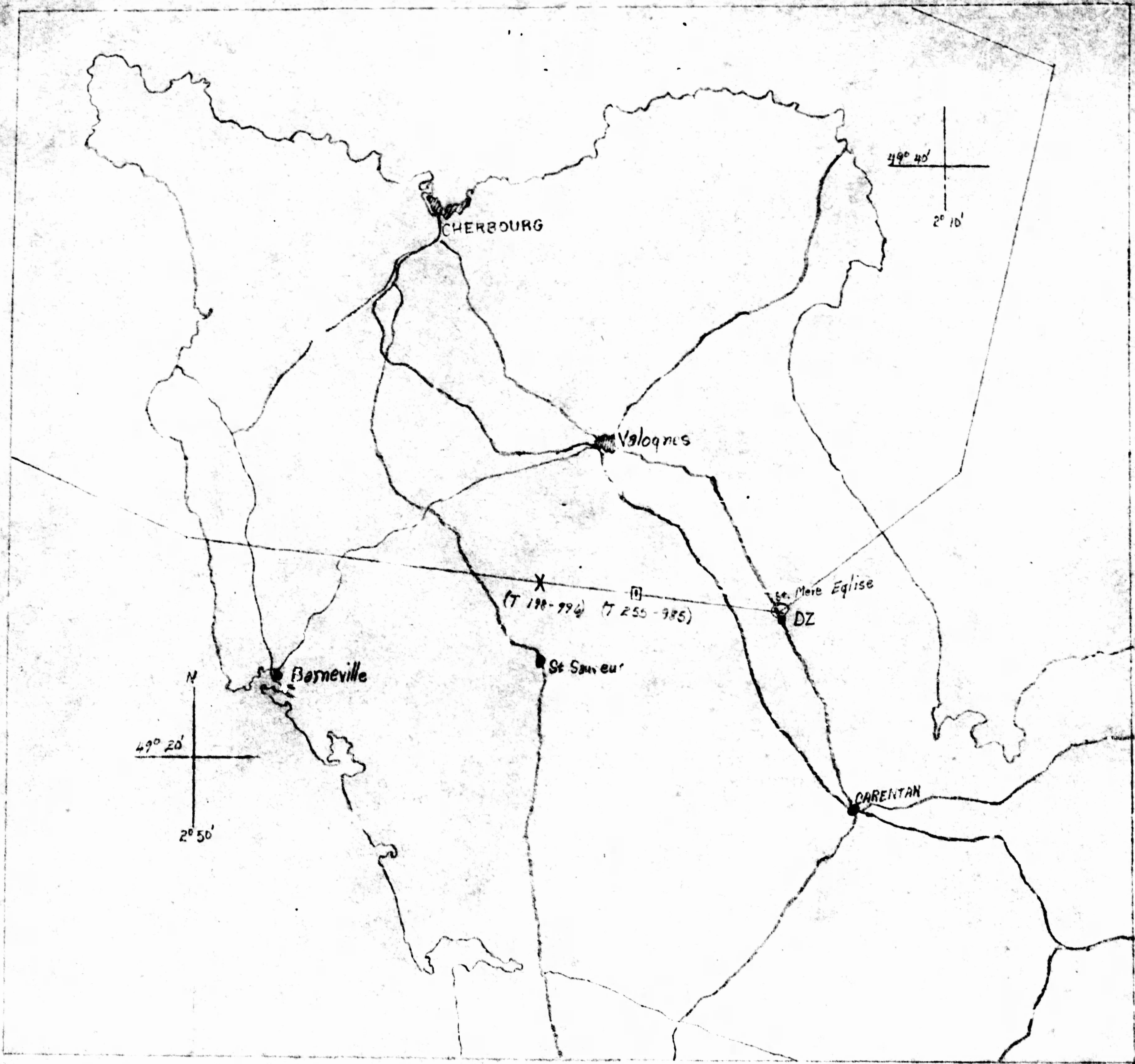
28 June 1944

**STATEMENT OF 1st Lt. SAM FLEMING - PILOT TOW PLANE**

Up until the time that I crossed the west coast of Cherbourg Peninsula I was still in formation with Capt. C.S. FRISBIE as briefed. Approximately three minutes after crossing the coast we started to descend through the overcast to attain the glider release altitude, but when the element leader entered, I could no longer see him. Immediately upon realizing that I would have to go through alone, I tried to keep my proper heading but found it impossible due to the tail of my plane being pulled left and right by the glider. When I reached about 1000 feet indicated, the plane once again became steady and I continued down. When I broke out I called to my crew chief, Sgt F. W. Luick, to check if the glider was still in tow. It was not, so he evidently released it. the overcast.

When I landed at my home base, I checked my tow rope and it was still in tact, including both couplings, therefore Flt/O LOVING must have released of his own initiative.

*Samuel Fleming*  
SAM FLEMING,  
1st Lt., AC.



CHERBOURG

1:250,000

- LEGEND
- X Powers and Nichols
  - X Bolton and Stewart
  - Loving and Kiel