

Classification changed
to **RESTRICTED**

by E. A. BRADONAS, Lt. Col., AC
by F. B. BUNNICH, Capt., AC
Date **222151Z**

GLIDER

1. **USAAP Sta 467** ... **IX rcc**
2. **44th Tr** ... **74th Tr** ... **Albermaston** ... **5° Magnetic** ... **LZ "B"** ... **Glider** ... **ability**
3. **5 cloud cover - cloud base 1000 to 5000; 6 mi visi-**
4. **6Jun44** ... **0410** ... **glider** ... **(Lat & Long)**
5. **GLIDER**

released fr tow lane over LZ 1 min before LZ Approximate

CGMA: 42-89990

None

Missing in action

2

glider

incl to ...

1-121285

1-1100

8951395

18217988

***EM Passengers were assigned to 101st Airborne Division**

**** Assigned 8th Tr Carr Sq, 438th Tr Carr Gp.**

11. IDENTIFY BY LOT NUMBER, SERIAL NUMBER, AND TYPE TO WHICH YOU HAVE THE KNOWLEDGE OF GLIDERS, AND CHECK TO INDICATE COLUMN TO WHICH CATEGORY YOU BELONG:

Name in Full (Last Name First)	Rank	Serial Number	By	Last Sighted	How Forced
1. LUNDGREN, R.C.	1st Lt	3575950	(Tur Pilot)		
2. _____					
3. _____					

12. IF PERSONS ARE KNOWN TO BE INVOLVED, GIVE NAMES AND OF THE FOLLOWING TYPES: (a) Parachutes were used _____
 (b) Persons were seen walking away from scene of crash _____
 (c) Any other person (Specify) _____
Not known glider released over ground.

13. ATTACH PHOTOGRAPHS OF CRASH, IF KNOWN, SHOWING APPROXIMATE LOCATION OF GLIDER TAKEN TO BE IT.

14. ATTACH EXHIBITS OF DESCRIPTION OF CRASH, FORCED LANDING, OR OTHER CIRCUMSTANCES PERTAINING TO THIS GLIDER.

15. ATTACH DESCRIPTION OF THE TYPE OF CRASH, IF ANY, AND GIVE MAKE, MAKE AND SERIAL NUMBER OF CRASH, IF KNOWN.
None

Date of Report 8 July 1944

SEP 15 1944



RECEIVED

[Signature]
 (Signature of Reporting Officer)
 Captain, U.S. Army,
 and Lt. Air Corps.

CONFIDENTIAL

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AG 219.1 Cas 3rd Ind. JWP/JPR.
HEADQUARTERS EUROPEAN THEATER OF OPERATIONS, APO 987, US ARMY, 21 June 45.

TO: Commanding General, Army Air Forces, Washington, 25, D.C.
Attention: Statistical Control Division.

1. Forwarded herewith supplement to Missing Air Crew Report concerning glider number 48-39900, piloted by P/O Lee T. Stull, T-151285.

2. Original Missing Air Crew Report was forwarded to your headquarters by letter this headquarters, AG 360.33, dated 2 September 1944.

3. Records of this headquarters indicate the present status of the crew members and passengers of subject glider to be as shown below:

P/O Lee T. Stull,	T-151285	RMC	6 May 1945
P/O Clinton H. Griffin,	T-001143	KIA	6 June 1944
Pvt Guy W. Baker,	32851225	Not reported	casualty
Pvt Raymond D. McCain,	18217928	EUS	6 May 1945

FOR THE THEATER COMMANDER:



Am Rind
H. M. RIND, Jr.
Colonel, AGD,
Assistant Adjutant General.

1 Incl:
N/c (copy w/d)

~~CONFIDENTIAL~~

1380
29777

AG 319.1 Cas 3rd Ind. JWP/JFR.
HEADQUARTERS EUROPEAN THEATER OF OPERATIONS, APO 887, US ARMY, 21 June 45.

TO: Commanding General, Army Air Forces, Washington, 25, D.C.
Attention: Statistical Control Division.

1. Forwarded herewith supplement to Missing Air Crew Report concerning glider number 43-39330, piloted by F/O Lee T. Stull, T-121285.
2. Original Missing Air Crew Report was forwarded to your headquarters by letter this headquarters, AG 360.33, dated 2 September 1944.
3. Records of this headquarters indicate the present status of the crew members and passengers of subject glider to be as shown below:

F/O Lee T. Stull,	T-121285	RMC	8 May 1945
F/O Clinton H. Griffin,	T-301148	KIA	8 June 1944
Pvt Guy W. Baker,	32251225	Not reported	casualty
Pvt Raymond D. McWain,	10217332	FUS	6 May 1945

FOR THE THEATER COMMANDER:

H. M. HUND,
Colonel, AGD,
Assistant Adjutant General.

1 Incl:
H/c (copy w/d)

704 Griffin, Clinton H. (Flt/C) 1st Ind.

C - F

HQ 53RD TROOP CARRIER BING, APO 133, U. S. Army, 15 June 45.

TO: CG, 1st Troop Carrier Command (Fwd) APO 133, U. S. Army.

1 Incl: n/c
(1 by w/d)

CK
C. H. R.
152

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AG 569.3 (13 June 45)

2nd Ind.

C-C

HEADQUARTERS, IX TROOP CARRIER COMMAND (FWD), APO 133, U S Army 10 June 1945

TO: Commanding General, European T of Opns, U S Army, APO 887, U S Army
ATT: AG Casualty Division

1. Original Missing Air Crew Report pertaining to glider 43-39990, piloted by F/O LEE T STULL, T-121 285, was forwarded to Headquarters, Ninth Air Force, 12 July 1944.

2. Change of casualty status of F/O GRIFFIN from Missing in Action to Killed in Action, 6 June 1944, was reported on BGR M-167, forwarded to your headquarters, 18 June 1945.

FOR THE COMMANDING GENERAL:

C. Y. Davidson

C. Y. DAVIDSON

Major, AGD

Assistant Adjutant General

1 Incl: n/c

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

SECURITY FOUNDATION GROUP ON RISK REDUCTION
Office of the Intelligence Officer

10 August 1964

SUBJECT: Statement of Cpl R. G. McWain, 18217938, 81st AA Battalion, 101st AVN
Div, and Pfc S. L. Baker, 32261326, 81st AA Battalion, 101st AVN Division.

The above were passengers in glider No. 45-3-890, Chalk No. 40, which was towed by A/C No. 42-42819 of the 74th TC Sq on the "Chicago" Serial of the "pigot-septane" operations. The Airborne passengers made their way to the Airborne Command Post, but the glider pilots were listed as missing in action.

"We lost the main formation about three or four minutes prior to making land-fall on the west coast of the Okla. peninsula. We were flying at approximately 500 feet above the water and light clouds prevailed.

We made a gradual descent to about 100 feet above the terrain and approximately over the town of Louisville our glider was cut loose from the tow ship. Heavy ground fire was encountered while flying over land from the west side of the peninsula to the point where we were cut loose from the tow ship. We both saw a section of the tow rope after landing and it was still attached to the glider's nose. We did not see the end of the tow rope that was fitted to the A/C as it was wrapped over a hedge row and we did not take time to investigate this.

The landing was made in a field of wild grass and the glider seemed to hit either a mound of dirt or an embankment. It was totally destroyed on landing and the entire load aboard was damaged beyond recovery. (Load: One jeep and 2 A/B personnel).

I (McWain) was the first out of the glider. I was followed by either P/O L. T. Stull, the pilot, or Pfc Baker. The co-pilot, P/O Griffin, did not get out and upon examination he was found to be dead. His head, with helmet still on, was protruding through the plexi-glass on the right side of the pilot's compartment. His right arm was also hanging limp on the outside of the glider. We checked his pulse several times, but there was no indication that he was alive. We left P/O Griffin in the glider.

All of us were stunned by the crash landing and it was fully 3 to 5 minutes before we (McWain and Baker) fully realized what had actually happened. P/O Stull was badly shaken up by the crash and it took 15 to 20 minutes for him to regain his senses.

P/O Stull had a wound in his left temple from which blood flowed freely. His left leg was also injured in the landing, but an examination proved that no bones were broken. By constant urging we were both able to get P/O Stull to a nearby hedge row where I (Baker) bandaged his head and almost succeeded in stopping the flow of blood from the wound. I (McWain) did sentry duty in the general area, but no Germans were encountered during the remaining hours of darkness. We landed around 0400 on the morning of June 8, 1964.

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

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Cont'd - Statement of Cpl. Edwin E. Fickel, 101st AF Division.

Shortly after daylight, P/O Stull left our wrecked position and went off alone in the direction of a French farmhouse across the road. He said that he was going to look for a French doctor. He also said that he was unable to be of any aid to us in his present condition and suggested that we strike out on our own to find our organization.

That same morning about 1000 hours we came across two small French children in the general vicinity of our hiding place. By making sign language we were able to determine that P/O Stull had been admitted to their home. That was the last contact or knowledge we had of him.

From somewhere in the general vicinity of Leuteville we made our way to our Divisional Command Post. It took us slightly over three days to make our way and the Germans were sniping at us all the time."

Signed:

/s/ Raymond C. McCain,
/s/ R. C. HOWARD, 10217933
Cpl, 81st AA Battalion

/s/ E. W. Baker
/s/ E. W. BAKER, 32881325
Pfc, 81st AA Battalion

CAPTIONED TO:

I hereby certify that the statement of the above Unlisted Men was received by me on the 10th August 1944 and is an accurate account of their experience.

/s/ Thomas I. Towers
/s/ THOMAS H. TOWERS
1st Lt, AA,
74th Sq, 8-2

A TRUE COPY:

Robert Wood
ROBERT WOOD
Captain, Air Corps.

CG-1-B-TWINT-I-0-0-1-T-1

I, 1st Lt. RALPH C. LUNGFREN, 0675430, do hereby certify that I took CG-1-B-Glider #4-33889 on 8 June 1944, to the drop zone and at 0410 hrs released it; location 35° 20' N, 151° 15' W (CPX).

I further certify that I did not see the glider land and have not seen, nor heard from the pilots, F/O LEE T. STULL, and F/O CLINTON A. WILFON, since releasing them.

Ralph C. Lungfren
RALPH C. LUNGFREN,
1st Lt., 1st Corps.

Exercise/Operation 11111111Form 100-1

DATE

UNIT

PAGE

BATTERY NO. 18

COMPONENT

CHIEF NO. 40

Battery no. 18

Chief No. 40

MARK	RANK	NAME (or) Item of equipment	QUANTITY (or) Value (or storage to be stated)	UNIT PRICE	TOTAL
		Pilot		100	
		Co-Pilot		110	
18-17308	Pvt	McAin, Raymond B.		110	
18-68115	Pvt	Baker, Guy W.		110	
		Truck, 1 ton w/		77	
		5 gal gas		40	
		Tire chains		45	
		Condition kit		10	
		10 sack bags		5	
		1 can, 5 pts oil		1	
		1 can, water		50	
		Spare tire		68	
		2200ms		12	
		2 rockets		18	
		2 road equip		10	
		2 rations		6	
		15 lbs ammo		110	
			Total	2740	

CHECK POINT BY OFFICER

- (1) The following items to be checked all
- (2) All items to be left in position.
- (3) All items to be properly stowed.

Signed/s/ Raymond B. McAin (Senior Sergeant)Lieut. Colonel/s/ Lee T. Stull (Chief Pilot)Capt. Pilot/s/ O. Lundgren (Pilot/Alco)

Exercise Period: 0810Z 27

Number: 74th TC C-47A

Pilot: Major M. J. C. and Lt 34580

CP: Parson, R. J. Lt 34580

COV: None

CO: (Name, Rank) Sgt. 34737

PA: Blance, R. S/ Lt 15107

11-1-57 45-3400

P: Stu A. S. S/O. T-1, CP Griffin, C(1), S/O T-1, 48

Weight and Balance Sheet (Continued)

Pilot & Co-Pilot	300	47	3350
Jump & Fuel	100	140	4600
Engine	2500	1	70000
Driver	7.76		110170

CG = 110170 = 101

- ✓ 1st Lt. Walter W. Hader 5
Mrs. Edna W. Hader (wife)
2141 Gillespie Street
Philadelphia, Pennsylvania
- ✓ 2nd Lt. William F. Deyer, Sr. 6
Mr. William F. Deyer (father)
99 Villa Street
Rochester, New York
- ✓ 2nd Lt. Peter G. Constandy 1
Mrs. Cecelia G. Constandy (mother)
706 Laura Avenue
Bridgeport, Connecticut
- ✓ 2nd Lt. William G. Orth 6
Mrs. Wilhelmina G. Orth (mother)
7811 Kew Forest Lane
Forest Hills, New York
- ✓ 1st Sgt. Buford T. Johnson 4
Mrs. Martha T. Johnson (mother)
c/o Earl Ward
Rural Route Number Four
Longview, Texas
- ✓ 1st Sgt. Maurice R. Kerman 7
Mrs. Lucille M. Kerman (sister)
2312 West Roosevelt Road
Chicago, Illinois
- ✓ 1st Sgt. James L. Shaw 7
Mr. John Piser (uncle)
2432 Southpark Street
Dallas, Texas
- ✓ 1st Sgt. Chris R. Swift 8
Mrs. Lottie J. Swift (wife)
Box 612
Barnesville, Oklahoma
- ✓ 1st Sgt. Lucien Lacust 2
Mrs. Rosearia Lacust (wife)
2 Eldridge Street
New York, New York
- ✓ 1st Sgt. George L. Dixon 3
Mrs. Catherine Dixon (mother)
41 Hutter Street
Butterswood, Pennsylvania

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From positions in the general vicinity of Houteville we made our
to the fact that the Germans were sniping at us all the time.

[Faint, illegible text]

STATEMENT

This is to certify that the above statement was read and signed before me
on this 1st day of April 1944.

Thomas H. Sawyer
1st Lt., Air Corps.
Intelligence Officer, 101st Div.

30 August 1944

At approximately 0355 on the night of June Pvt Baker, J081345 and I landed in the immediate vicinity of Montzeville in a glider piloted by F/O Lee F Stull and Co-piloted by Clinton H Griffin. As we landed the right side of the glider crashed into a hedgerow. When we stopped I placed Pvt Baker out side as a guard and proceeded to unload our personal equipment as quickly as possible. In so doing I contacted and examined the co-pilot and pronounced him dead. In talking he had warned us of a crash and most likely that is where he was killed.

After our equipment was collected, F/O Stull, Baker and I proceeded north-east for several hundred yards and awaited daylight in a hedgerow where Pvt Baker at last entered first aid to a deep wound in the left temple of F/O Stull.

At daylight blood was still flowing from his wound so F/O Stull left to seek further medical attention at nearby French farm house. It was the last I saw of him.

At about 1000 French children told us that F/O Stull was being cared for by French people.

At about 1100 a paratrooper from the 502 who had passed our glider and picked up Pvt Baker's helmet confirmed the death of the Co-pilot and had also been warned of Germans being in the vicinity by French civilians.

On or about the 17th of June I met two paratroopers from the 502 who had recently seen our glider practically intact. They reported two graves near by one, an officer and the other an E.

Raymond D. Latham
Raymond D. Latham, 16817930
Pvt. 879 A Dist AR W. In.

30 August 1944

At approximately 0300 on the sixth of June Pvt McMinn 12217038 and I landed in the immediate vicinity of Routeville in a glider piloted by F/O Lee T. Stull and Co-Piloted by Clinton H. Griffin. As we landed the right side of the glider was badly smashed by a hedge-row. Immediately after we stopped I jumped out of the glider to act as guard while Pvt McMinn and F/O Stull gather up our personal equipment. Shortly afterward Pvt McMinn told me that F/O Griffin was killed in the landing.

After F/O Stull and Pvt McMinn and I had gathered up our equipment we moved several hundred yards to the northeast, where we lay in a hedge-row until daylight. As soon as it was sufficiently light I administered first aid to F/O Stull who had a fairly large hole in his left temple. I was able to stop the majority of the flow of blood. Right after this I relieved Pvt McMinn as guard. In about ten minutes I saw F/O Stull walking toward a nearby French farm house. This was the last time I saw F/O Stull, however shortly afterward we spoke to some French children who said that the people in the farm house were taking care of F/O Stull.

About 1000 we met a paratrooper who had been to our glider and had picked up my helmet and F/O Griffin's rifle. He also stated that F/O Griffin was dead. The three of us then started out to rejoin our outfits.

Guy W. Baver, 32861325
Pvt. Easy A 51st AB AA Div.

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Faint handwritten notes at the top of the page.

L7 (49°23'N, 01°18'W)

Angle of approach

+ Landing Zone

Charbais Street M.30/2
2nd L. 10/11
Scale 1:250,000

49°16'N

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