

# AviationSafetyNetwork

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**FLIGHT  
SAFETY**  
FOUNDATION  
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## Accident description

Last updated: 1 May 2016

Status:

Date: Thursday 27 July 1950

Time: ca 04:30



✓ NOT ON DPAA  
✓ NOT ON DCAS  
✓ CHIT DENIES  
RELATE TO  
KORED.

Type: Douglas C-47D  
Operator: United States Air Force - USAF  
Registration: 44-76439  
C/n / msn: 32771/16023  
First flight: 1945  
Engines: 2 Pratt & Whitney R-1830-90  
Crew: Fatalities: 3 / Occupants: 3  
Passengers: Fatalities: 22 / Occupants: 23  
Total: Fatalities: 25 / Occupants: 26  
Airplane damage: Destroyed  
Airplane fate: Written off (damaged beyond repair)  
Location: 15 km (9.4 mls) S off O-Shima (● Japan)  
Phase: En route (ENR)  
Nature: Military  
Departure airport: Tokyo-Haneda Airport (HND/RJTT), Japan  
Destination airport: ?

## Narrative:

Some twenty minutes after takeoff from the Haneda AB, the C-47 descended into the sea. One passenger survived the accident. The wreckage sank to a depth of about 1500 m and was not recovered.

## Sources:

- » Aviation Archaeological Investigation and Research (AAIR)
- » Military aviation disasters : significant losses since 1908 / D. Gero, 1999

## Photos

Add your photo  
of this accident /  
aircraft.

This information is not presented as the Flight Safety Foundation or the Aviation Safety Network's opinion as to the cause of the accident. It is preliminary and is based on the facts as they are known at this time.

languages: 

Section C—PERSONNEL INVOLVED—(NOTE: Form 148 must also be completed on all rated Pilots regardless of injury, and on all other personnel with fatal or major injuries, as defined in A.F. Reg. 62-14.)

WRA  
UNR

NAME AND RANK	RATING SYMBOL	HEIGHT	WEIGHT	AT TIME OF ACCIDENT			SHOULDER HARNESS			SAFETY BELT		EJECTOR SEAT USED (Designate)	RESULT (1)
				Flight Duty	Body Position (2)	Location in Plane	Avail. able	Used	Failed	Used	Failed		
1 Foster, George W Lt/Col	P	✓ Unk	Unk	Pilot	1-F	Pilot's seat	No	No	No	Yes	Unk	Unk	(5)
2 McDurdy, L. N. Capt	P	✓ Unk	Unk	Co-Pilot	1-F	Co-Pilot's seat	No	No	No	Yes	Unk	Unk	(5)
3 Sexton, S. N. S/Sgt	E	✓ Unk	Unk	Eng.	2-F	Cabin	No	No	No	No	No	Unk	(5)
4 Jackson, Wilfred Lt/Col	X	✓ Unk	Unk	Pass.	1-Facing Aisle	Cabin	No	No	No	Yes	Unk	Unk	(5)
5 Kite, Howard R 2nd Lt	X	✓ Unk	Unk	Pass.	1-Facing Aisle	Cabin	No	No	No	Yes	Unk	Unk	(5)
6 Corey, John C Pfc	X	✓ Unk	Unk	Pass.	1-Facing Aisle	Cabin	No	No	No	Yes	Unk	Unk	(5)
7 Blasetti, Silvio V Pvt	X	✓ Unk	Unk	Pass.	1-Facing Aisle	Cabin	No	No	No	Yes	Unk	Unk	(5)
8 Smith, Genevieve M Major	X	✓ Unk	Unk	Pass.	1-Facing Aisle	Cabin	No	No	No	Yes	Unk	Unk	(5)
9 Davis, Ralph D Pfc	X	✓ Unk	Unk	Pass.	1-Facing Aisle	Cabin	No	No	No	Yes	Unk	Unk	(5)
10 Golubinski, Zigmund Sgt	X	✓ Unk	Unk	Pass.	1-Facing Aisle	Cabin	No	No	No	Yes	Unk	Unk	(5)
Mofavec, Mathew C Civ	X	✓ Unk	Unk	Pass.	1-Facing Aisle	Cabin	No	No	No	Yes	Unk	Unk	(5)

1. Use following code numbers and letters for position of body: Seated (1); Standing (2); Prone (3); Supine (4); Crouched (5)—Facing forward (F); Facing rear (R).  
Examples: 2-F means Standing Facing Forward; 5-R means Crouched Facing Rear, etc.
2. Use following code numbers to specify result to personnel: (1) No injury; (2) Minor injury (par. 13a, Reg. 62-14); (3) Major injury (par. 13b, Reg. 62-14); (4) Killed; (5) Missing.

Section D—MEDICAL OFFICER'S RECOMMENDATIONS

Recommend that passenger type aircraft be equipped with adjustable type safety belts that will permit the passengers to tightly secure themselves in their seats. Many of the present type safety belts when adjusted to the small size is far too large, especially when passenger is not wearing seat type (S-1) parachute. This is particularly true on the regularly scheduled MATS runs when no parachutes are used.

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*Samuel Meyers*  
SAMUEL MEYERS, Major, USAF (MC)  
(SIGNATURE) (NAME AND GRADE)

PERSONNEL INVOLVED—(NOTE: Form 148 must also be completed on all rated Pilots regardless of injury, and on all other personnel with fatal or major injuries, as defined in A.F. Reg. 62-14.)

NAME AND RANK	RATING SYMBOL	HEIGHT	WEIGHT	AT TIME OF ACCIDENT			SHOULDER HARNESS			SAFETY BRAC		ESCAPE EQUI USED (Designate)	RESULT (1)
				Flight Duty	Body Position (1)	Location in Plane	Avail-able	Used	Failed	Used	Failed		
Seito, M.	Sgt	X	Unk	Unk	Pass. 1-Facing Aisle	Cabin	No	No	No	Yes	Unk	Unk	(5)
Welsh, James W	Civ	X	Unk	Unk	Pass. 1-Facing Aisle	Cabin	No	No	No	Yes	Unk	Unk	(5)
Perry, Percy R	Cpl	X	Unk	Unk	Pass. 1-Facing Aisle	Cabin	No	No	No	Yes	Unk	Unk	(5)
Boggs, Junior R	Pfc	X	Unk	Unk	Pass. 1-Facing Aisle	Cabin	No	No	No	Yes	Unk	Unk	(5)
Munro, I. T.	Civ	X	Unk	Unk	Pass. 1-Facing Aisle	Cabin	No	No	No	Yes	Unk	Unk	(5)
Collinsworth, T. L.	GMC	X	Unk	Unk	Pass. 1-Facing Aisle	Cabin	No	No	No	Yes	Unk	Unk	(5)
Hughes, Alexander Jr.	Capt	X	Unk	Unk	Pass. 1-Facing Aisle	Cabin	No	No	No	Yes	Unk	Unk	(5)
Eagle, Fredrick E	Major	X	Unk	Unk	Pass. 1-Facing Aisle	Cabin	No	No	No	Yes	Unk	Unk	(5)
Young, George W	M/Sgt	X	Unk	Unk	Pass. 1-Facing Aisle	Cabin	No	No	No	Yes	Unk	Unk	(5)
Hinton, Albert L	Civ	X	Unk	Unk	Pass. 1-Facing Aisle	Cabin	No	No	No	Yes	Unk	Unk	(5)
Simmons, Stephen	Civ	X	Unk	Unk	Pass. 1-Facing Aisle	Cabin	No	No	No	Yes	Unk	Unk	(5)

1. Use following code numbers and letters for position of body: Seated (1); Standing (2); Prone (3); Supine (4); Crouched (5)—Facing forward (F); Facing rear (R).

Examples: 2-F means Standing Facing Forward; 5-R means Crouched Facing Rear, etc.

2. Use following code numbers to specify result to personnel: (1) No injury; (2) Minor injury (par. 13c, Reg. 62-14); (3) Major injury (par. 13b, Reg. 62-14); (4) Killed; (5) Missing.

Section D—MEDICAL OFFICER'S RECOMMENDATIONS

(Signature)

(Name and Grade)





- Document 34 RG 497/Series - Correspondence of the Casualty Division Relating to Department of the army Reports of Death, 1951-1953/Box 1. Letter from TAG to CG, US Army Forces, Far East, Subject: Determinations made under Provisions MPA, dated 4 Aug 53. 3 pages. Provides a list of 77 names of servicemembers declared dead during the month of Jul 53. [N.B.: Letter is supposed to have 79 enclosures, but none are provided.]
- Document 35 RG 497/Series - Correspondence of the Casualty Division Relating to Department of the army Reports of Death, 1951-1953/Box 1. Letter from TAG to CG, USAFFE, Subject: Determinations made under Provisions MPA, dated 3 Jul 53. 4 pages. Provides a list of 104 names of servicemembers declared dead during the month of Jun 53. [N.B.: Letter is supposed to have 96 enclosures, but none are provided.]
- Document 36 RG 497/Series - Correspondence of the Casualty Division Relating to Department of the army Reports of Death, 1951-1953/Box 1. Letter from TAG to CINC Far East Command, Subject: Reports of Death Under Provisions of the Missing Persons Act, dated 21 Aug 51. 1 page. Provides a list of 10 names of servicemembers declared dead during the month of Jul 51. Names mentioned: Jack Allbritton; Jesus D. Correa; Charles E. Fitzgerald; Ollie V. Starcher; John W. Steele; Stanley E. Tabor; Glen J. Talkington; Lowell C. Triplett; Roy N. Whited; Frederick B. Wirt.
- Document 37 RG 497/Series - Correspondence of the Casualty Division Relating to Department of the army Reports of Death, 1951-1953/Box 1. Letter from TAG to CINC Far East, Subject: Copies of Findings of Death, dated 3 Jul 51. 10 pages. Letter provides a copy of an investigation report on the crash of a C-47 near Oshima Island. Killed in the crash were: LTC Wilfred Jackson; MAJ Frederick E. Engel; MAJ Genevieve M. Smith; CPT Alexander Hughes, Jr.; 2LT Howard R. Kite; MSG George W. Young; SGT Masataka Saito; SGT Zigmund T. Golubinski; CPL Percy R. Perry; PFC Junior R. Boggs; PFC John C. Corey; PFC Ralph D. Davis; PVT Silvio V. Blasetti; DA Civilian Matthew C. Moravec. One survivor, SFC Haruo Sasaki.
- Document 38 RG 497/Series - Correspondence of the Casualty Division Relating to Department of the army Reports of Death, 1951-1953/Box 1. Letter from TAG to CINC Far East, Subject: Reports of Death under Provisions MPA, dated 16 Jan 52. 1 page. Provides the names of 14 servicemembers declared dead from 1 Oct to 31 Dec 51: PVT Landis L. Button; SGT Donald O. Brudy; CPL William P. Anderson; PFC George F. Pryor; CPT George W. Terry; 1LT William K. Mordecai; SGT Era H. Brown; CPL Buel G. Hicks; CPL James C. Scott; PFC Roger C. Bryce; SFC William A. Tripp; PVT John A. Fisher; SGT Harry G. Twilford; CPL Floyd J. Robb, Jr. Also provides the names of 4 servicemembers whose status was changed from KIA to MIA: PFC Henry C. Corner; PVT William H. Dando; PFC William H. Abbott; PVT Charles E. Hart.
- Document 39 RG 497/Series - Transcripts and Related Records Pertaining to Radio Peking Broadcasts Made by U.S. Prisoners of War, 1951-1953/Box 2. FBIS transcript of a broadcast from Peiping titled "American Jet Ace Shot Down Over Korea," dated 4 Jun 52. 2 pages. Describes the shootdown of MAJ George A. Davis, Jr. Claims he was KIA.
- Document 40 RG 497/Series - Transcripts and Related Records Pertaining to Radio Peking Broadcasts Made by U.S. Prisoners of War, 1951-1953/Box 1. FBIS transcript of a broadcast from Radio Peking, dated 10 May 51. 8 pages. Broadcast reported 23 US POWs were killed and 31 wounded in USAF attacks on POW camps in North Korea. Names mentioned as killed are: CPT Robert Houston; CPT Melvin Stue; 1LT Frank Walker; 2LT McMillan;

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NUMBER NN897587, BY 63/8/11, DATE 1/23/85

DECLASSIFIED		
DECLASSIFICATION REVIEW PROJECT		
NND 897580		
RECORD GROUP	ENTRY	BOX
RG 497	USAFFE CASUALTY	7

GSA FORM 6801-C (REV. 1-73)

RG 497 RECORDS OF INTERNATIONAL AND U. S. MILITARY COMMANDS IN THE  
PACIFIC, 1947 -

Headquarters, U. S. Army Forces, Far East, 1952-1957.  
Office of the Assistant Chief of Staff, G-1.  
Office of the Adjutant General.

CORRESPONDENCE OF THE CASUALTY DIVISION RELATING TO  
DEPARTMENT OF THE ARMY REPORTS OF DEATH, 1951-1953

THRU

BOX 1

NNTR-S

ENTRY

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Authority NND 9743255

By SS NARA Date 12/2/11

DECLASSIFIED PER EXECUTIVE ORDER 12356, SECTION 3.3, NND PROJECT  
 NUMBER NN1891587, BY 103/BNM, DATE 1/23/85

AGPS-D 704  
 (11 Apr 51)

11 April 1951

MEMORANDUM TO: OIC, Casualty Branch, AGO

SUBJECT: Reports of Death.

1. The following-named personnel, all passengers on a C-47 aircraft, Serial No. 44-76439, were reported missing in flight on 27 July 1950, in the vicinity of Oshima Island:

Lt. Col.	Wilfred Jackson	0212510
Major	Frederick E. Engel	0222690
Major	Genevieve M. Smith	N 546
Captain	Alexander Hughes, Jr.	0453261
2 Lt.	Howard R. Kite	0953933
M Sgt.	George W. Young	RA33004969
Sgt.	Masaaki Saito	RA301111232
Sgt.	Zigmund T. Golubinski	RA42100008
Cpl.	Percy R. Perry	RA14249321
Pfc.	Junior R. Boggs	RA15411116
Pfc.	John C. Corey	RA15260679
Pfc.	Ralph D. Davis	RA44091631
Pvt.	Silvio V. Blasetti	RA12296599
D/A Civ.	Matthew C. Moravec	

2. The aircraft consisted of a crew of three, with eight other passengers not considered in this review, all reported missing in flight, and one passenger who survived, and was on a courier flight from Haneda Air Base, Japan, to Itazuke Air Base, Japan, and it is estimated the plane was four (4) hours enroute. The Aircraft contacted Tokyo Control at 0418K giving position as 33 miles south of Haneda, 34 degrees 47 minutes North, and 139 degrees and 25 minutes East. At 262000Z Tokyo Control alerted Air Rescue Service to search for missing aircraft. One passenger, Sergeant First Class Haruo Sazaki, RA39075372, Eighth Army, was picked up in the ocean by Japanese fishermen approximately eight (8) miles south-east of Oshima Island. An organized search was made on 27 July 1950, with sorties being flown by Air Rescue Service, FFAF Base aircraft, and Naval aircraft in the vicinity 34 degrees 00 minutes to 35 degrees 00 minutes North, and 136 degrees 30 minutes to 140 degrees 00 minutes East. Airsearch was discontinued 31 July 1950, but the search by surface continued through 3 August 1950. A total of four (4) life rafts, an airplane tire and oxygen bottle were picked up floating in the water in the vicinity of Oshima Island.

3. The following statement was made at Tokyo, Japan, 28 July 1950, by the survivor, SFC Haruo Sazaki, RA39075372, 166th Military Intelligence Service Detachment, Eighth Army, Yokohama, Japan:

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"I arrived at Haneda Air Base at approximately 0230 King on morning of 27 July. I checked my baggage along with the other passengers at the Baggage Check Room. The baggage was loaded on the aircraft by Japanese laborers. As the aircraft was some distance from the Terminal, I did not see the actual loading of the baggage, but I did notice plenty of people around the airplane. I saw an officer with a flashlight looking all around. I noticed they came to a different area to smoke. There was an announcement over the PA System for passengers on 6439 to report to the aircraft for briefing and loading. The captain showed us how to put our Mae Wests on and how to fit our parachutes, also how to get out of our parachutes. The parachute I had was tightened up at the legs but the shoulder straps were too loose. I was seated in the last seat on the right hand side of the aircraft as you enter the cabin door. The sergeant told us to keep our Mae Wests and parachutes on and safety belts fastened until the word was passed back that we could take them off and smoke if we wished. At that time he also checked our safety belts to see that they were fastened. Then 2 MP's came aboard and wanted to take one of the GI's off but one of the officers made a compromise with him or something, anyhow, the MP's got off without the GI. When the pilot boarded the aircraft he picked the mail sacks up that were lying in the back of the aircraft and had them moved forward to lay on the pile of baggage in the center of the aisle. Then the motors started and a few minutes later a GI came and handed the fire extinguisher and chocks to the sergeant who then locked the door by turning the two handles, one at the bottom and one half way up the door. The engines were running apparently normal except that little sparks were coming out of the right engine.

"We apparently made a normal take-off and shortly thereafter the lights of Yokohama started fading away. We hit two air pockets, the lights got real dim, went out and then came back on again to dim. The engineer was standing near the entrance to the front compartment. He was shining a flashlight on the baggage and then on the passenger on the right front seat. I don't know what he was doing but at the time I believe he was talking to the nurse sitting in the right front seat. We hit another air pocket and the plane went down, came back up, banked to the left and then straightened out. Then all of a sudden the plane gave a violent jerk and the engines were running very loud and the airplane seemed to snap over. At this point I noticed several of the passengers sitting on the same side of the aircraft as I. Their safety belts, along with mine, came loose. I do not know whether the safety belts were broken or pulled loose at the base, however, I am positive prior to flight that my safety belt was properly fastened as the sergeant had checked it. I noticed the lieutenant and sergeant sitting next to me (or one seat over) fell all the way across to the other side of the

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airplane. I also notice my friend sitting opposite me was slumped way down in his seat. I remember feeling myself becoming free of my safety belt, not at an angle, but straight up. Then my complete sphere of vision was filled with this predominately red and greyish white thing. It was going around and around like a top. The circle had a certain amount of depth to the center of it. Just before or while seeing this red thing I remember smelling gas fumes and feeling warm air about my face. I thought at that time that my lips were blistering. The next thing I remember I was out in space. I do not know how I got out of the aircraft. I cannot remember. I pulled my ripcord and a couple of seconds later I received a terrific jolt. I must have been swaying in the chute for about 4 or 5 minutes because I had time to think that it certainly was quite and it was so dark that I couldn't see anything. When I hit the water I must have gone down very deep for I remember coming to and my mouth was completely full of water. I then inflated the left side of my Mae West and I immediately rose to the surface. At first I tried to turn the release mechanism on my parachute and was unable to loosen it, then remembered the briefing and pulled the safety pin and hit the release lock. The four straps became loose. I then inflated the other side of my Mae West. It was dark and I could hear nothing. I hollered but no one answered. After being in the water for some time an object came floating by. I grabbed it and discovered it was two blocks of wood connected with a rope like the one the crew chief had thrown in the aircraft back at Haneda. I hung on to this for some time. After daylight I could see an island in the distance. And I saw a one-stack boat directly ahead and over to my left I saw land. I looked at my watch and saw that it stopped at 0430. Once again I saw an object floating by which I grabbed but immediately turned loose as it was a part of a human body. After what I judged to be several hours I saw a yellow and blue object come floating by which I found to be a partially inflated raft, upside down. I felt on the underneath side and found the cord and inflated the raft. By this time I was too weak to turn the raft over. After hanging on for a while I had regained enough strength to turn the raft over and crawl aboard. The bottom section of the raft had been torn and I had to sit on the inflated parts. After feeling about I found an oar in one of the pockets and started paddling to the island but soon gave up as I was making no headway. I searched further and found a sail. I put this up and was making slow progress towards the island. Shortly afterwards I was picked up by a Japanese fishing boat. After much explaining on how I got in the water they helped me aboard and took me to the Coast Guard Station Habu City, Oshima Island. I was picked up at about 1230. I was then taken to Habu City Hospital.

The following statement was made at Habu City, Oshima Island, on 28 July 1950, by Otojiro Sakurai:

"I was born at Kozukima, Oshima, Tokyo. I moved down to present address on 1926, and I am a fisherman. I always fish with seven (7) other fishermen. On that day, I and four (4) other fishermen went to Okada to carry cabinet and other furniture for dentist, Murata Jazuo. On or about 9 a.m. 27 July 1950, we sailed west side of Oshima Island. We arrived at Okada at about 11 o'clock, and we left there about 1230. On the way back to

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Habu, we took the course on the east side of the island. At about 1 p.m. we found yellow rubber boat off of the Senzu-Mura. It was about three hundred (300) meters from our boat. We approached the boat and found one (1) American soldier in it. One of my boys threw a rope to help the soldier, but he didn't have the strength to grab the rope. We stopped our boat and the boilerman, Hayashi, jumped in and swam to the rubber boat. The rest of us pulled the rope and helped the soldier out of the sea. The first time the soldier started to speak in English, but I could not understand him. Then he asked me if I could speak Japanese in Japanese. I replied that I could because we were Japanese. I believe the soldier thought we were North Korean. The soldier asked us where is this place, so I said this is Oshima. The soldier said do you mean the island where Mt. Mihara is. So I said yes. Then we asked him if he wanted to smoke. He said no. I asked him how about water, he said thank you. So I gave him a glass of water. Meanwhile the boat was running full speed to Habu Port. The soldier asked me if there were any American soldiers on this island. I said if we go to Habu there is American soldiers there. He asked me how many. I told him I do not know exactly but I told him that there were many of them. A little later he asked me how long it took to go to Habu. I told him it was only 10 minutes so not to give up. Then soldier started to cry. He told me that there were two Nisei soldiers in the plane. He found something like flesh in the rubber boat, and he said it must be his friends. He then pulled a picture out of his pocket, and I asked him what the picture was. He said it was my children. I saw the picture and found two (2) girls in that picture, one was about five and the other three. We folded his arm and kept talking to him, and we arrived at Habu. I thought he fall down from airplane because he was on rubber boat. I asked him why the airplane crashed. Then he said he didn't know exactly but the airplane exploded, anyway fire flame came to my face. He asked if there were any burns on his face. I told him that there was nothing wrong with his face. I found a black and blue mark on the right side of his neck. Then I asked him how many people there were on the plane. He said more than thirty. I asked him where he came from. He said that he came from Tokyo. He said first time when he saw Oshima it was about 1 foot square. When I arrived at the port we took him to Akiba Hospital and reported to the police box.

The following statement was made at Habu City, Oshima Island, on 28 July 1950, by Hankichi Sawabe:

On or about 440, 27 July 1950, (at that time I looked at my watch, the watch showed 0430, my watch be slow about 10 minutes every 24 hours, so I figure it out to be 440) at that time I was at Okada port to meet the passenger who came from Tokyo by the Tachibana-Maru. I just looked direction of Tokyo. I found a large fireball, it was about two or three thousand meters from the coast and left side of Minra-misaki Cape. It was a little cloudy there. Then the fireball became bigger and bigger and going down slowly. The color of the fireball real red. I think it looks

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like a water drop and had a little tail. But I could not see any smoke. The fireball was going down slowly and suddenly poured into the sea. When the fireball was falling down into the sea, I could not see any water splash. Fire put out right away. When I saw the fireball at first I was surprised and cried "What is that." But nobody pay any attention, because they were very busy to meet their passengers. Maybe two or three crew of Tachibana-Marui saw it. I could not hear any noise.

"About 9 o'clock in that morning, the policeman named Aikawa called on me and asked about that, so I stated as above. The policeman, Aikawa, told me it must be the airplane crash.

"I saw the red fireball for about one or two minutes. The first time I saw the fireball I thought it was a thunder bolt. The fireball was coming straight down. I could not tell whether there was an explosion or not.

"The fireball was coming down slow and then suddenly came down faster and faster.

"Maybe some passengers and porters saw it."

4. An extract of AF Aircraft Accident, giving the opinion of the Board, reads as follows:

"The exact nature of the initial difficulties leading to the final plunge of the aircraft cannot be determined but in the opinion of the Board they are as follows, listed in order of probability:

- a. Failure of the left engine accompanied by fire,
- b. Structural failure of the left wing caused by an engine fire discovered too late for the crew to combat.

Either of the above occurrences could have caused loss of control by the flight crew and resulted in a climbing left turn ending in a stall and spin or tight spiral. The maneuvers leading to this stall could have further been accelerated by the application of increased power and lack of attention of the crew of the altitude of the aircraft in an attempt to combat a or b above. Sgt Sasaki substantiates the fact that additional power was applied just prior to the apparent stall. In the ensuing time from the entry into the spin or spiral, the aircraft apparently broke up; the following pieces separated:

- a. The Tail Section. In the opinion of the Board, the loss of the tail section is the only possible way that Sgt Sasaki could have effected an involuntary exit.



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b. The Left Wing. The loss of the left wing due to the violence of the maneuver or by fire and with its subsequent loss, the dispersal of the fuselage and its contents which would account for the lack of evidence of fire in the recovered articles.

No additional evidence has been uncovered that would confirm or deny the above theory. A full scale investigation into the possibility of sabotage is being conducted in conjunction with the Accident Investigating Board. The results of this investigation other than as included above, are not available at this time nor is subject investigation closed. There is a possibility that additional evidence may be uncovered in the near future or that facts may be discovered by the OSI that would lead to the exact cause of the accident.

Place of the accident has been determined by computation, detailed below, to be approximately 34° 50 minutes North, 139° 29 minutes East. This location was computed by assuming a true airspeed of 138 MPH, component weather direction 100° at 15 knots and an assumed time of the accident of 0427 hours. The location given above reasonably confirms the report of the Ground witness. The altitude of the aircraft at the time of the accident was approximately 7000 feet.

5. A copy of a Mission Report No. 3-A-20-27 July 1950 reveals the following:

\*\*\* At 0700K, Tokyo Control notified Flight "A", 3d Rescue Squadron, that C-47 #6439 departed Haneda Air Base at 0405K and failed to report over O'Shima Radio Range (34°42'N - 139° 22'E). The aircraft contacted Tokyo Control at 0418K, but the transmission was garbled. No further contact of the C-47 was made by Tokyo Control. At 0905K, Tokyo Control notified Flight "A" that the aircraft was one (1) hour overdue at Itasuke Air Base. Upon notification from Tokyo Control, 1st Lt. Kenneth F. Bailey and crew were briefed on the incident and departed Johnson Air Base in SB-17 #44-83885 at 0930K. SB-17 crew was briefed to search from Haneda Air Base via airways to Osaka. At 1435K, 1st Lt. Harold R. McCahan and crew departed in SB-17 #44-83772 to assist in the search. Both SB-17's concentrated searching from Haneda AB to Osaka. The Navy Control Squadron #6, Johnson Air Base was notified of the incident and asked to participate in the search. One (1) Navy F2V departed to join in the search with ARS two (2) SB-17's. Aircraft from Haneda Air Base also joined the search, concentrating mostly in the area from Haneda to Osaka. The radio contact at 0418k, was garbled and it was feared that the aircraft was in difficulty at that time. 1st Lt. Henry L. Laird and crew in SB-17 #44083511 departed Johnson Air Base, and performed a route search from Haneda to Itazuke AB with negative results. 1st Lt John J. Najarian, and crew from Flight "O", 3d Rescue Squadron, Misawa Air Base, departed Ashiya AB at 1425K, and performed a route search from Itazuke AB to Haneda AB with negative results.

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"All crash boats and surface vessels in the Tokyo and Yokohama areas were alerted to be on the look out for survivors. Japanese Fishing Boats also joined the search off the coast of O'Shima. Several Japanese Nationals stated they saw the aircraft on fire and going down at a location five (5) to fifteen (15) miles north of O'Shima. All search aircraft were diverted to the O'Shima area.

"Approximately 1600K, this operations received a telephone call from Colonel Rizon, FEAF, stating that a Japanese Fishing had picked up one survivor off O'Shima Island.\*\*\*

"28 July 1950: Two (2) SB-17's crews were briefed at 0430K for a 0600 take-off. \*\*\*. Two (2) P2V's from the Navy Control Squadron #6 joined the search with a 0700E take-off, and also aircraft from Haneda AB were sent to participate in the search for the second day. Crash boats from Tokyo and Yokohama, and one (1) Navy Destroyer joined the search for the missing survivors. Captain Ferdinand L Bvore departed at 0530K, in B-5H #1997, but due to weather condition had to return to Johnson AB at 0615E. A bad down pour of rain prevented a take-off in the helicopter. However, due to a break in the weather, 1st Lt Merle A. Clapsaddle was able to get off in R-5G #539 at 0910K, and was accompanied by S/Sgt David M. Melville of the Para-Rescue Team. The helicopter landed at the Treasury Department, Habu, O'Shima Island. The Helicopter was met by the Commanding Officer of the Treasury Department, and transported the copter crew to the Station Dispensary where the survivor had received medical treatments. Lt Clapsaddle and Sgt Melville collected mail, diplomatic pouches and classified material which was found floating on the water by the Japanese Nationals. Japanese Nationals had turned over to the Treasury Department all items they "and off the shore of O'Shima.

\* \* \* \* \*

"Six hundred and eighty (680) hours were expended by one (1) Crash Boat, one thousand two hundred and fifty (1,250) hours expended by two (2) Mine Sweepers and an estimated one thousand five hundred (1,500) hours expended by Japanese Nationals Fishing Boats.

\* \* \* \* \*

"A total of seven (7) sorties was flown by Flight "A", and one (1) sortie flown by Flight "C", 3d Rescue Squadron, totalling 27:25 hours. Total number of hours and sorties flown by other agencies by aircraft type, eight (8) sorties and 38:40 hours.

"COMMENTS: It has been the experience of this operations in the past that when conducting search for missing aircraft the area of highest probability centers around the last radio transmission of the aircraft regardless,

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of the nature of the transmission. A check of previous accident mission reports of this flight for the past year and one half shows that every aircraft was within fifty (50) miles of the last radio transmission. More often the aircraft was much closer."

6. The persons listed in paragraph 1, were passengers of a C-47 type aircraft, which also carried a crew of three and nine other passengers, which departed on 27 July 1950, from Haneda Air Base, Japan, to Itazuke Air Base, Japan, on a courier flight. A statement made by one survivor of the plane, who was picked up from a rubber boat, by Japanese fishermen, reveals that the aircraft made a normal take-off, but shortly thereafter hit two air pockets, putting the lights out, but later becoming real dim. They again hit another air pocket and the plane went down, came back up, banked to the left and then straightened out. The plane later gave a violent jerk, the engines were running very loud and the airplane seemed to snap over. The safety belts on the passengers seemed to have come loose or broken, and he felt himself becoming free of his safety belt. He remembers smelling gas fumes and feeling warm about the face. His complete sphere of vision was filled with a predominately red and greyish white thing, which went round and round like a top. The circle had a certain amount of depth to the center of it. The next thing he remembers he was out in space and pulled the ripcord. After being in the water for some time an object came floating by which he grabbed but immediately turned it loose as it was part of a human body. After some hours had passed he saw a yellow and blue object floating by which was a partially inflated raft, upside down, which after a period of time he was able to turn over and crawled aboard, and was later picked up by Japanese fishermen. A Japanese at Okada port stated that he looked in the direction of Tokyo and saw a large fireball in the air which became bigger and bigger and coming down slowly. The fireball was real red and had a small tail, and suddenly fell into the sea. He stated he saw the fireball for about one or two minutes, and thought at first it was a thunderbolt. The opinion given by a Board of Officers leading to the final plunge of the aircraft are, failure of the left engine accompanied by fire or structural failure of the left wing caused by an engine fire, which was discovered too late for the crew to combat. Several Japanese Nationals stated they saw the aircraft on fire and going down at a location five to 15 miles north of Oshima. An exhaustive search was made by aircraft, crash boat, mine sweepers and Japanese Nationals Fishing boats, for survivors, with negative results. Four life rafts; an airplane tire; an oxygen bottle; mail; diplomatic pouches and classified material were picked up which were found floating in the water in the vicinity of Oshima Island. The loss of the tail section of the aircraft is believed to be the only possible way that the one survivor could have effected an involuntary exit. Since the aircraft crashed in Japanese waters and not in or near any Red activities it is believed that had any one else survived the crash they would have been picked up by Japanese fishermen. It is considered, therefore, that the foregoing information provides sufficient evidence of death of subject personnel.

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 NUMBER NN1891287, BY 12/23/85, DATE 1/23/85

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By SS NARA Date 12/2/11

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7. It is recommended, therefore, that pursuant to Section 9, Missing Persons Act, the foregoing information be accepted as an official report of death, stating that the personnel named in Par. 1, above, were killed, non-battle, on 27 July 1950, as the result of the crash of the aircraft on which they were passengers, in the vicinity of Oshima Island, while enroute from Haneda Air Base, Japan, to Itazuke Air Base, Japan; that they were in pay status; that they were not in flying pay status; that death occurred in line of duty and not as a result of their own misconduct; and that evidence of death was received in the Department of the Army on 11 April 1951, the date of this memorandum. This memorandum will be routed to Service Section for processing. Notification will be made by Determination Section.

STATION: Japan

PLACE OF DEATH: Far East Area

*A. L. O'Brien*  
 A. L. O'Brien  
 Investigator

CONCUR:

*Sylvio L. Bousquin*  
 SYLVIO L. BOUSQUIN  
 Lt. Colonel, AGC  
 OIC, Determination Section  
 Casualty Branch, AGO

APPROVED: Recommended action will be taken.

BY ORDER OF THE SECRETARY OF THE ARMY:

*Curtis H. Bennett*  
 CURTIS H. BENNETT  
 Colonel, AGC  
 Chief, Casualty Branch, AGO

Copy furnished:

QMGO, Mem. Div. (one copy for each individual listed in par. 1).

Source of material obtained as a result of this investigation is filed in the AG 201 file of the first name listed in par. 1.

## Crash Victims Are Revealed

TOKYO, Aug. 1 (U.P.) — Gen. Douglas MacArthur's headquarters announced today the names of 22 passengers and three crew members missing from the crash of a U. S. Army plane between Tokyo and the Kyushu islands last July 27. Only one person survived the crash.

The announcement included the names of two civilians as being aboard the craft, a twin-engine C-47 operating as a general headquarters courier plane between Japan and Korea.

They were I. T. Munro, of the United Kingdom liaison mission who lived in Tokyo, and Reginald R. Bruun, ECA representative in Tokyo.

### Only One Survivor

The one survivor was Sgt. Haruo Sasaki, formerly of Sacramento, Calif., who has been residing in Yokohama with his wife. He was rescued from an island suffering severe shock and exposure.

The list of crew members included:

Lt. Col. George W. Foster, 41, pilot, of (2740 Burbank, St.), Dallas, Tex.

Sgt. S. N. Sexton, 23, flight engineer, of Belton, Tex.

The passengers included:

Lt. Col. Wilfred Jackson, of Elkins, W. Va.

Maj. Genevieve M. Smith, Army nurse, whose sister, Mrs. E. J. Horsefield, lives in Epworth, Ia.

James William Welch, of the American Red Cross, formerly of Fort Worth and Arlington, Va., whose wife lives in Tokyo.

Maj. F. E. Engel, formerly of Des Moines, Ia.

Stephens Simmons, correspondent for the Houston Press.

James O. Supple, correspondent for the Chicago Sun-Times.

James O. **Supple** (1916-1950). Religion news reporter for the Chicago Sun-Times. Covered the 1945 Memorial Day Rally for that paper. Died in 1950 in a plane crash off the Korean coast with several other reporters going to that country to cover the Korean War.



## Casualty List Total Grows

WASHINGTON (AP) The Defense department Thursday announced the largest casualty list thus far in the Korean fighting.

It listed 11 killed in action, 18 wounded, one injured and 83 missing in action—a total of 113.

The new list, No. 46, brought the total number of casualties announced to date to 76 killed, eight dead of wounds, 269 wounded, 79 injured and 472 missing in action—a total of 904.

List No. 45 included:

Killed in action:

Sgt. John H. Smith, husband of Mrs. Erna Smith, Lawton, Okla.

## Mrs. Elvira C. Galvan Of Brownsville Dies

BROWNSVILLE — Mrs. Elvira G. Galvan, life-long resident of Brownsville, died Tuesday in a Houston hospital. It was learned here Thursday. Funeral rites will be held at 6 p.m. Friday at Our Lady of Guadalupe Catholic church. Burial will be in Buena Vista Cemetery under the direction of the Darling Funeral home.

Surviving are her husband, W. C. Galvan; a daughter, Mrs. Carmen Lozano; a son, Roberto three sisters, Mrs. Pedro Ybarra, Mrs. Guadalupe Garcia and Mrs. Filimon Rodriguez, and a brother, Joaquin Garcia, Jr., all of Brownsville.

## Military Plane Falls Near Tokyo With 26

TOKYO (AP) A military transport plane carrying 26 persons, four war correspondents believed among them, plunged into the ocean Thursday at the entrance to Tokyo bay.

The C-47 courier plane was on a regular flight from Tokyo to an airport on Kyushu, southernmost main Japanese island.

Gen. MacArthur's headquarters said one survivor was picked up and others were being sought.

The four correspondents believed aboard were:

James O. Supple, Chicago Sun-

Times; Maximilien Philonenko, Agence France Presse; Stephen Simmons, Hilton Press and London Picture Post, and Albert Hinton, of the Norfolk Journal and Guide and several other Negro newspapers.

They left the Tokyo Correspondents' club for Korea early Thursday.

Extra large, extra small and misshapen eggs should not be set for hatching.

**AARON**  
*Funeral Home*  
**AMBULANCE SERVICE**  
 1001 N. 10th St. Harlingen, Texas  
 PHONE 121. LA VERIA

at Minneapolis and is shown receiving her crown from Aquatennial President David Silverman. — (A.P. Wirephoto to The Republican-Herald.)

# Winona Man Missing On Flight From Japan



Matthew C. Moravec

## U. S. Vice Consul Killed by Tibetan Border Guards

Washington—(AP)—The State department reported today that American Vice Consul Douglas S. MacKiernan was killed by Tibetan border guards while trying to escape from Communist-held northwest China across the Himalaya mountains.

The incident occurred last April 13 but today's announcement was the first public word of it.

MacKiernan and his camel caravan apparently were mistaken for bandits or Communists raiders. The shooting was described as an accident.

The news was brought out of the isolated area by a native runner who took 27 days to reach Lhasa, Tibetan capital, officials said. It was relayed thence by radio to the State department by way of New Delhi.

Meantime the Tibetan government has expressed apologies.

The sketchy report received here said two "natives" in the caravan were killed and one was wounded in the shooting. The only other American in the group, Frank Bessac, Lodi, Calif., escaped injury and is now en route to New Delhi.

MacKiernan closed down the U. S. consulate at Tihwa, in isolated Sinkiang province last September 27, just before the city was turned over to the advancing Communists.

Accompanied by Bessac, who was on the scene as a research scholar, MacKiernan and three native servants set out on the 1,200-mile trip across the lofty Himalayas.

They shifted from jeeps to horses and finally to camels when passes were blocked by winter storms. They spent months in a mountain village awaiting the spring thaws.

A Winonan, employed as a civilian with the Army occupation forces in Japan, is missing on an airplane flight.

The Army late yesterday informed Mr. and Mrs. Vincent Moravec, 616 East Broadway, that their son, Matthew C. Moravec, 35, has been missing since Thursday, Japan time.

It is believed—although the telegram did not say so—that Mr. Moravec was aboard the C-47 transport plane which plunged into the waters of Sagami gulf 80 miles south of Tokyo.

The Associated Press, reporting the mishap, stated that the flight was scheduled from Tokyo to Kyushu island in south Japan.

But there was contrary evidence. In Chicago, Mr. Moravec's brother-in-law was informed by the Chicago Sun-Times, whose correspondent was aboard, that the flight was to Korea.

### Civilian Employee 3 Years

In his three years plus as a civilian employee, Mr. Moravec has been principally with the provost marshal, the law enforcement section of the Army, although several years ago he was a court reporter in the war crimes trials. Recently he wrote a Winona friend that he was in criminal investigation.

The possibility was raised that he may have enlisted. The telegram to his parents here said that the 16th word was subject to correction. The 16th word: "Civilian."

Mr. Moravec was in the Army from August, 1940, to 1945, serving in continental United States, Alaska and Germany.

An air and sea search is under way for the survivors of the airplane crash, and searching planes had spotted one survivor, according to the latest report. Japanese fishermen had found some wreckage.

### 23 Passengers Aboard

The C-47 carried a crew of three and 23 passengers.

Mr. Moravec began his civilian work with the Army in September, 1946. He was in Japan for about two years. He was home for about three months late in 1948 and early in 1949 before returning to the East. He is not married.

Born in Winona January 6, 1915, Mr. Moravec is a 1934 graduate of the Winona Senior High school. He has one brother, Joseph, who also lives at 616 East Broadway, and four sisters, Mrs. Elmer (Blanche) Bess, Nisswa, Minn.; Mrs. James (Mary) Murphy, 368 Liberty street; Mrs. Arthur (Agnes) Kern, 228 East Sanborn street; Mrs. Joseph (Frances) Kierlin, 207½ East Third street; Mrs. Alvin (Kathryn) Purcell, Chicago, and Mrs. Charles (Margaret) Trubl, 170 West Fifth street.

### Was Going to Pusan

A letter received this morning from Moravec was dated July 25 in Yokohama and told of his plans for departure to Korea that night.

"Yesterday I received orders to proceed to Pusan, Korea," the letter says. "Expect to leave Yokohama tonight at 12 midnight by plane. I will wear an Army uniform but with no insignia," he added.

Moravec said he was sending two boxes home — one with clothes; the other with photographs. "I will keep some civilian clothes in Yokohama as I am ordered to Korea only temporarily."

He told of getting mail from Winona dated July 14 and of "very hot weather." Moravec said that "if everything goes all right I'll be in Pusan tomorrow morning."