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Author: Robert PALMER, M.A.



Consolidated Liberator B-24 D  
With Air Crew led By Lt. HILL, U.S.A.A.F.  
of the 479<sup>th</sup> Anti-Submarine Group, R.A.F. St. Eval in 1943

## THE LAST FLIGHT OF:

# LIBERATOR 41-24019

A narrative of the last flight of Consolidated Liberator, 41-24019 of the U.S.A.A.F., which crashed near Hartland Point in North Devon on 22 January 1943, killing the ten Americans who were the air crew of the Liberator.

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## **The Last Flight of Consolidated Liberator 41-24019**

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Author: Robert PALMER (copyright held by author)  
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## Introduction

The basic strategic position in September 1939, at the outbreak of war between Germany, and France and the United Kingdom (U.K.), was for France and the U.K. to impose a blockade on Germany economically, as Germany had few reserves of oil, rubber and iron ore. Conversely, Germany knew that the U.K. was an island and maritime trading nation, which was vulnerable to disruption of the main shipping routes across the globe, and in particular, across the North Atlantic. France also depended on imports of raw materials, including oil, but was less vulnerable than the U.K. having land borders with several European countries. France was vulnerable in other ways, having a dysfunctional political system, born out of the carnage of the First World War, and an Army which pre-war was under resourced, poorly equipped (in relation to Germany) and lacking dynamic leadership. Heavy reliance was placed on the fortifications of the Maginot Line along the border between France and Germany, but not along the border with Belgium.

The rapid fall of France in June 1940 was not only unexpected by both sides in the war, it changed the whole narrative of the Second World War, as against that of the First World War, only twenty-one years earlier. Suddenly, five French ports became available to the German Navy, and its submarine (U-boat) arm, spread along the Atlantic coast. These gave quicker access to the British sea lanes, and enabled the U-boats to cover greater distances with their enhanced range, and increased the duration of voyages. In addition, it meant that U-boats were not constrained by traversing the Iceland Gap, a key bottleneck between the North Sea and the North Atlantic. By late 1942, approximately 90% of all U-boat operational patrols sailed from these French ports.

At the beginning of the war in September 1939, the threat of an offensive by German U-boats was known by the U.K. Government, but thought containable by the constraint of operating from bases in Germany, and the Royal Navy using the underwater search sonar called A.S.D.I.C.. This proved to be a false assumption, with the fall of France enhancing the risk to the U.K.'s maritime trade significantly. The U.K. started to use land based aircraft, and flying boats, to search for, and attack, German and Italian U-boats operating from French ports.

A submarine of the Second World War was more of a submersible torpedo boat, than the true submarine of the current time. A submarine had to surface daily, usually at night, to recharge its batteries that powered the submarine underwater. Surfacing also allowed the opportunity to ventilate the boat. U-boat commanders found it better to pursue convoys on the surface, as their surface speed of fifteen knots was vastly superior to the usual three knots underwater. In the early years of the war, U-boats could operate with impunity at night, and did so with devastating consequences.

The U.K. developed metric Radio Direction Finding (R.D.F.), better known as Radar, prior to the Second World War, and this was introduced slowly onto Royal Navy warships, and aircraft of Coastal Command of the Royal Air Force. This swung the tactical advantage towards the U.K., until the German's developed a means of detecting British radar emissions. Meanwhile, the U.K. was now fighting a war against three major adversaries, namely Germany, Italy (from 8 June 1940), and Japan from 8 December 1941, a position the U.K. Government had sought to avoid. The decision by the Japanese military to attack Pearl Harbor shortly after invading the British colony of Malaya, led to the formal involvement of the U.S.A. in the Second World War, as they declared war on Japan. Germany and Italy then declared war on the U.S.A., and that country was now embroiled in the Second World War.

The Germans began U-boat operations off the east coast of the U.S.A., and a second period of dominance by the U-boats commenced. Due to the invention of the cavity magnetron at the University of Birmingham in England, new improved centimetric radars were developed by the British, which they shared with the Americans. Although the British were developing aircraft with these new radars, and lights to illuminate U-boats at night, their resources were stretched. Due to the effect of the U-boat offensive in mid-1942, the U.K. Government requested the support of the U.S.A. to address the threat of the U-boats.

The first aircraft sent to the U.K. by the U.S.A. to address the U-boat threat were two squadrons of the United States Army Air Force. Both had been converted from the land bombing role to anti-submarine duties, often seen as a 'Cinderella' within air forces. As often in wartime, the need was urgent, so after limited preparation, the aircraft were dispatched to the U.K.. Two were lost en-route, and the arrival of the others was drawn out. The Americans were coming to a different place, one that had endured over three years of war, with heavy air attacks by the German air force (the Luftwaffe). The Americans also experienced the realities of rationing, and the commitment by the U.K. to a 'Total War Economy'.

Fortunately, the Americans were well received in Cornwall, and reciprocated in their commitment to the defeat of the U-boats. Sadly, along the way tragedies occurred, and lives were lost, but from these events, lessons were learned, and operational effectiveness improved. One of these tragedies was the loss of Consolidated Liberator 41-24019 on Friday, 22 January 1943. Ten American servicemen lost their lives, a long way from their families and homes. Their commitment to defeating Nazi Germany and their sacrifice will not be forgotten.

## The Consolidated Liberator

The Liberator and the Fortress were the two major U.S. strategic bombers of the Second World War. The concept of the Fortress dated from 1934, but the Liberator was a more modern design, dating from a U.S. Army specification of 1939. The Consolidated Vultee Aircraft Corporation, in San Diego, California, signed a contract with the U.S. Army on 30 March 1939, for the construction of their Model 32 four-engine bomber.

The company moved quickly, with the first prototype flying on 29 December 1939. It had a number of advanced features for its period, including a tricycle undercarriage, and its Davis wing of a very high aspect ratio. Designed by David R. DAVIS, this wing was of a very thin section, and this helped to give the aircraft its remarkable range.

The U.S. Army Air Corps placed its first contract for seven aircraft in the autumn of 1940, but in the meantime, the French Government had ordered one-hundred and twenty aircraft. France fell before they could be delivered, so they were delivered to the Royal Air Force (R.A.F.). The British added an order for one-hundred and sixty-five additional aircraft to this first, French batch. The first R.A.F. Liberator, AM.258, made its maiden flight on 17 January 1941. Six of the early Liberators were passed to Ferry Command to fly ferry pilots and air crew to Canada, in order to fly the increasing number of U.S. manufactured aircraft to the U.K..

The Liberator Mk. I entered service with R.A.F. Coastal Command in June 1941, with No. 120 Squadron then based at Nutt's Corner in Northern Ireland. With an operational range of 2,400 miles, this was far superior to the 1,300 miles of the Sunderland, and so helped close the so called Atlantic Gap in the air cover to convoys. These were the primary Very Long Range (V.L.R.) assets of Coastal Command, and remained so until the end of the war. The Liberator B24C (R.A.F. Liberator Mk. II) was the first to mount power operated turrets, but had a reduced range of 1,800 miles compared to the earlier version. Liberators B-24C were used by Coastal Command, equipping No. 120 Squadron, and the newly converted No. 59 Squadron and No. 85 Squadron.

The R.A.F. did not use the Liberator, or the Fortress, in the strategic bombing role with Bomber Command in the U.K., apparently because the Air Officer Commanding-in-Chief did not wish to use American aircraft in his command. The Liberator was used, however, in the bombing role by the R.A.F. in the Middle East, and South-East Asia.

The Liberator B-24D was the first version mass produced for the U.S.A.A.F., with a different armament arrangement, and the exhaust driven turbine-supercharged engines designated as the Twin Wasp S4C4-G. In the R.A.F., the Liberator B-24D was known as the Liberator Mk. III, and used mainly by Coastal Command as a V.L.R. aircraft, equipped with Air to Surface (A.S.V.) radar, and depth charges to locate and attack U-boats. Some were fitted with Leigh Lights beneath their starboard wings to illuminate U-boats at night. Further versions of the Liberator were:

- B-24E (Liberator Mk. IV) – Same as B-24D, but built at Willow Run factory;
- B-24G (Liberator Mk. V);
- B-24H (Liberator Mk. VI and Liberator G.R. VIII);
- B-24J (Liberator Mk. VI) – Same as B-24H, but built at Willow Run factory;

A total of one-thousand, six-hundred and ninety-four Liberator aircraft were supplied to the R.A.F. by the Consolidated Aircraft Corporation. At various times, the Liberator equipped eight squadrons within R.A.F. Coastal Command, plus one squadron in West Africa, thirteen Bomber squadrons in the Middle East, and fourteen Bomber squadrons in the Far East and South-East Asia.

The aircraft was a general reconnaissance anti-submarine, or heavy bomber, with an air crew of eight. It was built of an all metal, stressed-skin construction, and fitted with four Pratt & Whitney Twin Wasp engines. The wing span was 110 feet, its length was 67 feet, one inch, and its height was 17 feet, 11 inches. Empty, it weighed 37,000 pounds, and fully loaded weighed 62,000 pounds. The maximum speed of the aircraft was 270 miles per hour, at 20,000 feet, with a range of 990 miles loaded with 12,800 pounds of bombs, with a maximum range of 2,290 miles. The Liberator Mk. VI was fitted with twin 0.50 machine guns in the nose, dorsal and tail turrets, with one 0.50 machine gun on each side of the waist position.

## **The 2<sup>nd</sup> Anti-Submarine Squadron, U.S.A.A.F.**

By June 1942, the U.S.A.A.F. had commenced training for the anti-submarine role at the request of the U.S. Navy. There were disagreements between the two services on anti-U-boat tactics, and control of U.S.A.A.F. aircraft by the U.S. Navy. The U.S.A.A.F. established a centralised command structure on 15 October 1942, with the establishment of the Anti-Submarine Command, headed by Brigadier-General T. LARSON. On 24 November, the U.S. War Department indicated a readiness for the two U.S.A.A.F. anti-submarine squadrons to work in cooperation with Coastal Command, of the R.A.F., but at this time, the two squadrons were expected to be deployed to French North Africa, which had recently been invaded by U.S. and British forces.

The 2<sup>nd</sup> Anti-Submarine Squadron of the United States Army Air Force was constituted as the 523<sup>rd</sup> Bombardment Squadron on 13 October 1942, and was activated on 18 October 1942. It was allocated initially to the 378<sup>th</sup> Bombardment Group, but in November 1942, its role was changed to that of an anti-submarine squadron. This squadron was redesignated as the 2<sup>nd</sup> Anti-Submarine Squadron, U.S.A.A.F. on 23 November 1942, and on 14 December, it came under command of the 25<sup>th</sup> Anti-Submarine Wing. It was agreed that operationally, the Wing would come under the control of the U.S. Navy, or R.A.F. Coastal Command.

The 2<sup>nd</sup> Anti-Submarine Squadron of the U.S.A.A.F. transferred to R.A.F. St. Eval in Cornwall in January 1943, as a result of the direct request of the British Prime Minister, Winston CHURCHILL. The 1<sup>st</sup> and 2<sup>nd</sup> Squadrons formed the 1<sup>st</sup> Anti-Submarine Group, equipped with long-range Liberator aircraft, fitted with Radar and other anti-submarine equipment. The squadron was tasked with operational sorties over the Bay of Biscay against German and Italian U-boats. In addition, the squadron undertook reconnaissance sorties, air/sea rescue sorties, and other similar tasks as required by R.A.F. Coastal Command.

On 26 December 1942, The 2<sup>nd</sup> Anti-Submarine Squadron left Langley Field, Virginia, to move to the U.K. in order to support R.A.F. Coastal Command. It arrived at R.A.F. St. Eval in Cornwall on 2 January 1943, and commenced operations soon afterwards. The controlling group was redesignated as the 1<sup>st</sup> Anti-Submarine Group (Provisional) on 15 January 1943. The squadron was equipped with Consolidated B-24 aircraft, known as Liberators.



Major Wilkie A. RAMBO, U.S.A.A.F. commanded the 2<sup>nd</sup> Anti-Submarine Squadron, with Lieutenant Colonel Jack ROBERTS commanding the Group. In general, the air crew assigned to the two anti-submarine squadrons were experienced men, and the pilots in command of each air crew relatively senior in rank. Of the original nine pilots and captains in the 1<sup>st</sup> Squadron, two were Majors, and the seven others Captains. The unit was a mixture of career air force personnel, and recent volunteers. Anti-submarine duties were not popular within the U.S.A.A.F., only ranking above that of being an instructor, or flying with a target-towing unit for lack of status. By November 1942, the 1<sup>st</sup> Squadron comprised nine aircraft, and the 2<sup>nd</sup> Squadron twelve. The first three aircraft flew from Gander in Newfoundland to R.A.F. Benbecula on 6 November 1942, with two of these making it to R.A.F. St. Eval on 10 November. The third aircraft was delayed as it required some maintenance, and arrived in Cornwall on 12 November. The next tranche of six aircraft were delayed in Maine due to the weather conditions, and then again delayed at Gander for the same reason. The six Liberators took off on 23 November, bound for the U.K.; only two made it. The weather conditions were appalling, with severe icing conditions and turbulence. The two aircraft that succeeded in crossing the Atlantic managed to climb to 22,000 feet, and although the conditions remained poor, they were sufficiently good enough for the air crew to continue the flight. Three Liberators gave up and returned to Gander, a sensible decision under the circumstances. The sixth Liberator, serial number 41-11650, disappeared without trace, somewhere over the North Atlantic. Sources differ over the number of airmen aboard this Liberator when it was lost, but it appears that eleven men from the 1<sup>st</sup> Anti-Submarine Squadron were lost on this day, namely:

O-411741	Capt Arthur Henry TUTTLE, Jr., U.S.A.A.F.	Pilot & Captain	Missing
O-790244	2 <sup>nd</sup> Lt. Luther E. HOGAN, U.S.A.A.F.	Second Pilot	Missing
O-421209	Capt Sachse WALLACE, U.S.A.A.F.	Navigator	Missing
O-xxxxxx	Capt Joseph H. NESBIT, U.S.A.A.F.	Bombardier	Missing
6981271	T/Sgt Michael J. MORRISEY, U.S.A.A.F.	Engineer	Missing
	S/Sgt Raymond B. HOKE, U.S.A.A.F.	Radio Operator	Missing
7025649	S/Sgt Vernon R. SENTZ, U.S.A.A.F.	AE	Missing
14070254	S/Sgt Wilford O. GAINES, U.S.A.A.F.	AR	Missing
18036979	T/Sgt Joseph T. HUTSON, U.S.A.A.F.	A.S.V. Operator	Missing
	S/Sgt Carl J. ANDERSON, U.S.A.A.F.	Gunner	Missing
6898253	T/Sgt John W. YINGLING, U.S.A.A.F.		Missing

Following the loss of Liberator 41-11650, subsequent flights to the U.K. were made by a southern route, flying from the U.S.A. to Trinidad, then to Brazil, Ascension Island, Accra in the Gold Coast (Ghana), Bathurst in the Gambia, Morocco, Gibraltar, to finally reach R.A.F. St. Eval in Cornwall, England. All of the aircraft of the 2<sup>nd</sup> Anti-Submarine Squadron took this southern route. They left Langley Field between 10 and 24 December 1942, with the first reaching R.A.F. St. Eval on 2 January 1943.



Liberator 41-24010 was lost flying from Trinidad to Brazil on 21 December 1942, even though it was taking the southern, and supposedly safer route. The aircraft was reported to have eleven air crew on board, who were:

O-	2 <sup>nd</sup> Lt. Jack ENOCHS, U.S.A.A.F.	Pilot & Captain	Missing
O-	2 <sup>nd</sup> Lt. Eldred GRAY, U.S.A.A.F.	Second Pilot	Missing
O-	2 <sup>nd</sup> Lt. Clifton POOL, U.S.A.A.F.		Missing
O-	2 <sup>nd</sup> Lt. Michael TICHANSKY, U.S.A.A.F.		Missing
	S/Sgt Jack HOPSON, U.S.A.A.F.		Missing
	S/Sgt Floyd LONGBOTTOM, U.S.A.A.F.		Missing
	S/Sgt Harry SLOAN, U.S.A.A.F.		Missing
	Sgt Howard DAVIS, U.S.A.A.F.		Missing
	Sgt Bernard KLINGO, U.S.A.A.F.		Missing
	Sgt John McNICHOLS, U.S.A.A.F.		Missing
	Cpl Chas RUSSELL, U.S.A.A.F.		Missing

Compared to the air crew, the ground crew had an uneventful crossing, sailing on the R.M.S. Queen Elizabeth from New York to the Clyde estuary. After disembarking, they travelled by train down to Cornwall, a long journey by U.K. standards. The honour of the first operational sortie fell to Captain Isaac J. HAVILLAND and his crew, who completed the flight without incident on 16 November 1942, just nine days after arriving at R.A.F. St. Eval. Future operations developed only slowly, as aircraft trickled in to Cornwall. The first operation that the 2<sup>nd</sup> Anti-Submarine Squadron managed to fly was on 16 January 1943. By this date, between the squadrons, they had only thirteen Liberators available for operations.

The two U.S.A.A.F. anti-submarine squadrons had expected to fly to the U.K. in order to familiarise themselves with the current state of the offensive against the U-boats in the North Atlantic, and then move to French North Africa. On their arrival at R.A.F. St. Eval, the squadrons found that no-one had any specific orders for them, although the U.S.A.A.F. had assigned about sixty mechanics, ordnance and armament specialists, who arrived on 17 November. These men, however, arrived without pay cards, adequate clothing and the necessary equipment. There were no separate messing facilities for the Americans, who learnt quickly the reality of rationing in the U.K. The Americans realised that the British meals were of an inferior standard compared to what they were used to in the United States. Fortunately, Colonel ROBERTS, U.S.A.A.F. and Group Captain W. L. DAWSON, R.A.F., the commanding officer of R.A.F. St. Eval, got on extremely well together, with ROBERTS describing DAWSON as a '*splendid officer, capable, efficient and particularly diplomatically with a foreign unit*'. In February 1943, matters improved when the Americans opened their own messing facilities, which created other tensions between the allies as the disparity in the standards of food became known. The American officers were billeted in the Trevelgue Hotel in Newquay, while the other ranks had accommodation near the airfield. One other matter the Americans noted was that the British employed women on a wide range of duties, not the restricted ones applied to American women.

R.A.F. St. Eval was one of only two Coastal Command stations available in South-West England at the beginning of 1943, the other being R.A.F. Chivenor in North Devon. R.A.F. Predannack in Cornwall had opened by this date, but was being used by Fighter Command as its runways were not long enough to allow Liberators to take off safely, and R.A.F. Davidstow Moor (also in Cornwall) was just being completed. In consequence, R.A.F. St. Eval was crowded, housing No. 502 Squadron, No. 10 Operational Training Unit, and No. 1404 Meteorological Flight. As the number of U.S. aircraft grew, No. 502 Squadron was moved to Hampshire in February 1943.

One of the main issues that the American air crew had to learn to cope with was flying in a crowded war zone, over the sea, in changeable weather conditions, and in a country that operated different procedures than back home. The weather dominated operational planning, as fronts could move in rapidly from the Atlantic Ocean, and with warm air meeting cold, sea fog was a common problem. On 20 December 1942, one aircraft from the 1<sup>st</sup> Squadron became hopelessly lost when solid, low cloud came in rapidly during a sortie. The winds changed speed and direction, making dead reckoning navigation very difficult. After eleven hours in the air, they used their radar to establish that they were flying over Southern Ireland, and after some eventual twists and turns, they managed to land safely at R.A.F. Jurby on the Isle of Man after thirteen hours in the air. One aspect the Americans liked, was the British air to ground communications and direction finding, which was superior to that found in the U.S.A..

Operational sorties were usually of between ten to twelve hours in duration, although the maximum was about sixteen hours. Equipped with the 10 millimetre A.S.V. radar, and long range navigational systems, the aircraft operated out over the Western Atlantic and Bay of Biscay. Most of the patrols were long and boring, with the possibility of a sudden, intensive few minutes, if a target was identified and sighted. The Liberator could carry six, 500 pound depth charges, which were usually set to explode at a depth of twenty-five feet.

The first operational loss was an aircraft from the 1<sup>st</sup> Squadron, Liberator 41-23997, flown by Captain Lawrence L. LOLLEY and his air crew, which disappeared on 6 January 1943.

O-406575	Capt. Lawrence LOLLEY, U.S.A.A.F.	Pilot & Captain	Missing
O-431917	1 <sup>st</sup> Lt. Thomas WORTHAM, U.S.A.A.F.	Second Pilot	Missing
O-789804	2 <sup>nd</sup> Lt. Robert PICKFORD, U.S.A.A.F.	Navigator	Missing
O-660357	1 <sup>st</sup> Lt. Elmer HERRON, U.S.A.A.F.	Bombardier	Missing
6995473	T/Sgt Robert RUNKLE, U.S.A.A.F.	Flight Engineer	Missing
6995285	T/Sgt James CUNNINGHAM, U.S.A.A.F.	Radio Operator	Missing
14033680	Sgt William ARNO, U.S.A.A.F.	Radio Operator	Missing
13007318	S/Sgt John BELENSKI, U.S.A.A.F.	Aerial Engineer	Missing
34117561	T/Sgt John HADEN, U.S.A.A.F.	A.S.V. Operator	Missing
6997346	S/Sgt Raymond STARR, U.S.A.A.F.	Gunner	Missing

It transpires that Liberator 41-23997 was shot down by a German single-engine FW 190 fighter, from 8 Staffel/JG2, about seventy-five miles from Ouessant, off the French coast. This unit of the Luftwaffe had only recently arrived in Brittany to counter the success of the British Beaufighters in establishing air superiority over the Bay of Biscay.

An example of the issues caused by the congestion at R.A.F. St. Eval occurred on 10 January, when Armstrong Whitworth Whitley Mk. V, Z.6464, JL-G, of No. 10 Operational Training Unit, collided with Consolidated Liberator 41-23923 of the 1<sup>st</sup> Squadron, on the airfield itself. The Whitley was taking off on an operational sortie, while the Liberator was holding, awaiting clearance to take off on another operational sortie. The Whitley swung on take-off, which the pilot was unable to control, resulting in the front of the Whitley hitting the front of the Liberator. Both aircraft caught fire as a result of the collision. Six of the air crew from the Liberator managed to escape the aircraft, these being 2<sup>nd</sup> Lt. Walter A. KRONZEL, the co-pilot, S/Sgt M. L. HALSEY, S/Sgt T. J. O'TOOLE, T/Sgt H. A. SULLENBURGER, Sgt J. W. MANSFIELD, and Sgt A. W. LUNDY. The Radio Operator, T/Sgt James R. LOWRY managed to escape, but suffered severe burns. He succumbed to his injuries later that day. The Navigator and Bombardier, 1<sup>st</sup> Lt. Everett E. HASKELL from Ohio, and 2<sup>nd</sup> Lt. Joseph H. BAGLEY of Virginia, were trapped in the nose section of the Liberator. The pilot, Capt. Bertram C. MARTIN of Butte, Montana, climbed from the wreckage, and helped several of the crew to escape. He then went back into the aircraft to extract the two trapped men, but the fuel tanks erupted, and he was severely burned, and died shortly afterwards. The Navigator and Bombardier also perished in the crash. Two members of the air crew of the Whitley, Sgt J. R. TERRY, and Sgt A. I. DAVIES also died in the crash, but Sgt A. R. KNOWLES, Sgt K. SANDERSON, and Sgt K. L. WEST all survived, albeit injured, and Sgt AMOS survived uninjured.

The depth charges on board the two aircraft exploded in the fire, with debris scattered over a wide area. Major Bertram MARTIN (who received a promotion post-dated to the day of the death) was awarded posthumously the Distinguished Flying Cross for his selfless bravery. Most of the American airmen did not see operational service again, as they had suffered burns and other injuries. They were treated at the Royal Cornwall Hospital in Truro, before returning to the U.S.A. for further treatment and rehabilitation.

Circa 11 March 1943, the squadron moved to Port Lyautey, in French Morocco, to operate over the mid-Atlantic Ocean. The group became the 2037<sup>th</sup> Anti-Submarine Group (Provisional) on 1 March 1943. The squadron and group continued to operate from French North Africa until January 1944, when the group and its two constituent squadrons returned to the U.S.A.. With anti-submarine operations now the domain of the U.S. Navy, the U.S.A.A.F. anti-Submarine Command having been disbanded in August 1943, the group and its two squadrons were disbanded on 29 January 1944.

## Circumstances of the Crash

On 22 January 1943, Consolidated B-24D Liberator, serial number 41-24019, took off from R.A.F. St. Eval in Cornwall on a routine, eight-hour, daylight patrol out over the Bay of Biscay. The aircraft used the call-sign S- Sugar, and its air crew of ten were:

O-726188	2 <sup>nd</sup> Lt. George O. BROUSSARD, U.S.A.A.F.	Pilot & Captain	Killed
O-726340	2 <sup>nd</sup> Lt. Leonard L. DECHANT, U.S.A.A.F.	Second Pilot	Killed
O-789821	2 <sup>nd</sup> Lt. Robert L. SHEDDEN, U.S.A.A.F.	Navigator	Killed
O-727676	2 <sup>nd</sup> Lt. Elliott E. STONE, U.S.A.A.F.	Bombardier	Killed
39164691	T/Sgt Grant L. CRAIG, U.S.A.A.F.	Engineer	Killed
20384657	T/Sgt Bernard F. HICKMAN, U.S.A.A.F.	Radio Operator	Killed
31066209	T/Sgt Harold KAPLAN, U.S.A.A.F.	Gunner	Killed
17074873	T/Sgt Frank KOZJAK, Jr., U.S.A.A.F.	Gunner	Killed
36345627	T/Sgt George M. SHAHEEN, U.S.A.A.F.	Gunner	Killed
33102549	S/Sgt Louis A. NAGY, U.S.A.A.F.	Gunner	Killed

As it was returning to its base, the weather over Cornwall deteriorated, with low cloud and dense sea-fog along the North Cornwall and North Devon coastline. With the aircraft approaching the coastline, the Radio Operator requested assistance from the Duty Controller of No. 19 Group, Coastal Command based in Plymouth, in order to locate R.A.F. St. Eval. The Controller was asked to provide homing directions for the aircraft, but as the request was made on an incorrect radio channel, the Duty Controller did not respond. T/Sgt HICKMAN apparently requested homing assistance from No. 19 Group on seven occasions in the space of thirty-two minutes; four of these requests were prefaced with the term 'immediate' or 'priority'.

The Duty Controller at R.A.F. St. Eval realised what was happening, and attempted to contact the aircraft, sadly without success. At about 16.50 hours, the Liberator flew into cliffs about two miles east of Hartland Point, in North Devon; about forty miles away from its base near Newquay in Cornwall. The aircraft struck the cliffs at Eldern Point, above Shipload Bay about fifty feet below the top of the cliff-face. All the air crew died instantly, and the aircraft was destroyed.

The crash was reported to R.A.F. Cleave at 17.00 hours, nine and half miles north of the R.A.F. airfield. The Commanding Officer, accompanied by three officers, the ambulance, and the Medical Officer, immediately proceeded to the scene of the accident. All the occupants had died instantly following the crash. R.A.F. Cleave informed the parent station of the aircraft, R.A.F. St. Eval, which was thirty-three miles to the south, with all necessary action being taken by R.A.F. St. Eval based personnel. This probably included a mix of R.A.F. and U.S.A.A.F. personnel.

All the deceased were recovered from the scene, and laid to rest together at the Brookwood Military Cemetery, near Woking in Surrey. It appears that the families were led to believe that their next of kin had died in operations over Germany, as this statement appeared in local papers announcing the deaths of the air men. How this came about is not clear.<sup>1</sup>

In 1948, in line with the national policy of offering families the return of their deceased next-of-kin to the United States, seven of the deceased were exhumed, and returned to the U.S.A. The remaining three air crew were exhumed, and reburied in the Cambridge American Cemetery, outside the City of Cambridge in England.

## Court of Inquiry

The 1<sup>st</sup> Anti-Submarine Wing (Provisional) convened a Court of Inquiry, which investigated the nature and possible cause of the loss of the aircraft. The 2<sup>nd</sup> Anti-Submarine Squadron felt that the loss of the aircraft, and ten air crew, was unnecessary, and could have been avoided if the pilot had remained off the coast until he had gained assistance from the ground, as he had plenty of fuel to do so. Alternatively, if the pilot was flying on instruments, he should have flown at a higher, and safer, altitude.

The actions of No. 19 Group were criticized, with the suggestion that better judgment should have been shown by the officer-in-charge of the Group radio station. The report stated, *'The aircraft was obviously in difficulty, consequently, it is believed that the 19 Group Station should not have quibbled about a technicality.'* Strong representations were made to the Air Officer Commanding No. 19 Group, to ensure that in any future similar situation, all possible assistance would not be withheld because of a technicality.

The air crew were restricted at the time to daylight flying only, and although not inexperienced, they had probably not encountered conditions as bad as on 22 January. The weather at St. Eval at 17.00 hours was overcast, with continuous drizzle, visibility of four miles, and 10/10 cloud at 3000 feet. At R.A.F. Chivenor, the weather was similar, with intermittent light rain, calm, 8/10 cloud cover, and visibility of four miles. Although it is stated in some sources that the Liberator had diverted to Chivenor, either of its own accord, or by direction from R.A.F. St. Eval, this is not evidenced in any official documentation. The key area in terms of weather was Hartland Point, where there was fog and drizzle, the sky was obscured, and visibility was only 100 yards. This means that the weather conditions around Hartland Point were significantly worse than in other areas up or down the coast. The conditions had deteriorated since 15.50 hours, meaning the weather was closing in, rather than improving.

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<sup>1</sup> BISHOP & HEY *Losses of the 8<sup>th</sup> and 9<sup>th</sup> Air Forces Volume 1* p.65 states: *'The plane had been diverted from R.A.F. St. Eval to R.A.F. Chivenor, Devonshire. A/C caught fire and bombs exploded, killing all.'* This is referred to in [www.yourfatherswar.com/index.php/2016/05/08/robert-l-shedden/](http://www.yourfatherswar.com/index.php/2016/05/08/robert-l-shedden/) but, this account is contradicted in the MACR report, and by other evidence. Without knowing the primary source of BISHOP's and HEY's account, the MACR report as a primary source is more credible.

## The Air Crew

### **O-726188 Second Lieutenant George Oscar BROUSSARD, U.S.A.A.F.**

George Oscar BROUSSARD, Junior, came from Louisiana, and was born in New Orleans on 1 January 1918. His father was George Oscar BROUSSARD, Senior, and his mother, Lela BROUSSARD. By 1930, he had two siblings, a sister Lela, and brother Charles, who was eleven years younger than him. George studied at college, and attended Louisiana State University at Baton Rouge, graduating with an engineering degree. At the time of his enlistment, he was living with his parents at 1027 Second Street, Morgan City, Louisiana. He worked for the Bridge Department, of Louisiana Highway Commission.

Prior to the loss of the Liberator, BROUSSARD and his air crew had completed four local training flights from R.A.F. St. Eval, and one operational sortie. He had four-hundred and sixty hours of flying experience, of which two-hundred and fifty were on the Consolidated B-24D. BROUSSARD married Elodie Catherine BREFFEIHL in Prima, Arizona, on 2 July 1942 therefore, the Purple Heart medal was presented to her after his death. He is buried in Section 15, Site 76, of the Arlington National Cemetery, Virginia, in a common grave with Harold KAPLAN.

### **O-726340 Second Lieutenant Leonard L. DECHANT, U.S.A.A.F.**

Leonard L. DECHANT was born on 15 July 1919, in Alameda County, California, U.S.A., the son of Harry Peter and Stella Adele DECHANT. His father was born in 1882 in Franklin Township, Warren, Ohio, and his mother in Cincinnati, Hamilton, Ohio in 1886. Harry and Stella married in Hamilton County, Ohio, but then moved to Alameda County in California, where they were living by 1910. The couple's children were all born in California. Leonard had an older brother, Harry Peter DECHANT Jr., who was born in 1910, and two sisters, Katherine born in 1913, and Suzanne born in 1915. In addition, he had one younger sibling.

On 22 February 1939, DECHANT and a friend, Donald C. TYSON, crashed a car on a steep hill in Berkeley, California. The steering gear locked, and they hit a tree, resulting in both of them receiving facial injuries. They had to attend Berkeley General Hospital for treatment. At the time of this crash, DECHANT was living at 1970, Los Angeles Avenue.

Leonard went to the University of California at Berkeley, and was a member of the Alpha Tau Omega social fraternity chapter at Berkeley. He enlisted in the U.S.A.A.F. on 15 December 1941, at San Francisco, California, and gave his occupation as actor. He was the Co-Pilot (or Second Pilot) aboard the aircraft when it crashed. He is now buried in Plot K,88, of the Golden Gate National Cemetery, San Bruno, California.

**O-789821 Second Lieutenant Robert Lucian SHEDDEN, U.S.A.A.F.**

Robert L. SHEDDEN was born on 5 February 1919, in Glenn Falls, New York. His father John Shepard SHEDDEN, had served as an officer in the Army Service Corps in 1918, and 1919, transferring to the Judge Advocate's Department. He practiced law in New York, and was related to one of the passengers aboard the Mayflower. His maternal grandparents were the Count and Countess Von TAUBE, of Sweden. Robert had one brother, Shepard, and two sisters.

The family maintained a home at East 90<sup>th</sup> Street, New York City, but lived in Pleasantville, and later in Chappaqua. Robert attended Lawrenceville Prep School, and graduated from Williams College, Massachusetts, where his father had studied. In 1940, Robert commenced his studies at the prestigious Columbia Law School. As the Second World War drew closer to the United States, Robert volunteered for the Army Air Force, as an Aviation Cadet, and commenced his service three weeks before the Japanese attack on Pearl Harbor formally brought the U.S.A. into the war.

On 21 May 1942, he married Virginia SHAW of Rye, New York, whom he had met at the Law School. They married in St. Paul's Episcopal Church, Albany, Georgia, in her home state, but such was their status in local society, their marriage was reported in the New York Times. Shortly after their wedding, Robert was assigned to the 2<sup>nd</sup> Anti-Submarine Squadron, and posted to England.

He is buried in Grave 44, Row 6, Plot D, of the Cambridge American Cemetery, in England, but is also commemorated in the Riverside Cemetery, Plattsburgh, New York, and on the Veteran's Memorial in Rye, where his wife's family lived. His family received a Purple Heart and the Air Medal for Robert's service in the Second World War. His brother, Shepard T. SHEDDEN also served in the U.S. Army Air Force during the war.

**O-727676 Second Lieutenant Elliott Ernest STONE, U.S.A.A.F.<sup>2</sup>**

Elliott Ernest STONE was born in 1918 in Missouri, U.S.A., and was the Bombardier (or Bomb Aimer or Air Bomber in R.A.F. terminology) on the flight. His father was William Ernest STONE, who was born in 1881 in Holsworthy, North Devon, England. He emigrated to the U.S.A. in 1909, and married Anna D. DAVIES in 1913, in Webb City, Jasper, Missouri. She was born in that county of the U.S.A. on 11 June 1894, so was much younger than her husband. They had three children, Mary Dorothy, born in 1914, William Thomas born on 24 April 1916, and Elliott Ernest, born in 1918; all three being born in Missouri.

ELLIOTT was a graduate of the Webb City High School, and the University of Missouri. Shortly after receiving his commission, he married Miss Sue WRIGHT, of Salisbury, Missouri. STONE was a member of the Sigma Nu fraternity, and attended a Methodist church near his home.

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<sup>2</sup> The Find a Grave entry for STONE shows him holding the rank of (First) Lieutenant in the U.S.A.A.F.



His brother, Lt. William Thomas STONE (known as 'Bill'), also enlisted in the U.S.A.A.F. in 1941. In January 1942, both STONE brothers were called up and sent to Bakersfield, California, to undertake their training. Bill was chosen to train as a pilot, but he died on 26 August 1942, at Barksdale Field, Shreveport, Caddo Parish, Louisiana.

Elliott STONE was originally buried in the U.K. but after the Second World War, his body was exhumed and taken to the U.S.A.. A graveside memorial service was held at the Mount Hope Cemetery in Webb City on 22 December 1948. Elliott was laid to rest with his brother in Section 17 of the Mount Hope Cemetery, Webb City, Jasper County, Missouri. He was buried with full military honours with the Reverend Ralph ROLAND officiating. Elliott and Bill were survived by their sister, Miss Mary STONE, also of Webb City.

**39164691 Technical Sergeant Grant L. CRAIG, U.S.A.A.F.**

Grant CRAIG came from the U.S. state of California. He was the Engineer (or Flight Engineer in R.A.F. terminology) on the aircraft. He is buried in Grave 48, Row 4, Plot F, of the Cambridge American Cemetery and Memorial, just outside the British city of Cambridge.

**20384657 Technical Sergeant Bernard F. HICKMAN, U.S.A.A.F.<sup>3</sup>**

The Radio Operator on Liberator S/2 was Bernard HICKMAN, who was born on 28 August 1907, and came from the state of South Dakota. He is buried in Grave 986, Section 12, of the Arlington National Cemetery in Virginia, U.S.A., having been returned from Brookwood Military Cemetery on 19 July 1948.

**31066209 Technical Sergeant Harold KAPLAN, U.S.A.A.F.**

Harold KAPLAN was born on 7 September 1918, in Massachusetts, U.S.A.. His parents were Samuel and Jennie Grace KAPLAN, but his father pre-deceased him, dying in 1942. His father, Samuel Abraham KAPLAN was born in Lithuania in 1886, and came to the United States in 1908. His wife, Jennie GRACE, was born in Russia in 1886, and emigrated to the United States in 1903 with her family. Samuel and Jennie married and settled in Worcester, Massachusetts, where their first daughter, Rose Leah, was born in 1914. Charles was the next child, followed by Harold and Lillian. In 1930, the family were living at 14, Fox Street, Worcester, with Samuel working as a fruit seller. The family were of the Jewish faith.

The Jewish Civic Leader on 5 February 1943 states:

*Worcester Jewry mourns this week its first Jewish war casualty with the death of Master Sergeant Harold KAPLAN, 24 years old, who was killed in action over Western Europe, Jan 22.*

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<sup>3</sup> The Find a Grave entry for HICKMAN shows him holding the rank of Master Sergeant.

*The sad news was received by his mother, Mrs. Jennie (GRACE) KAPLAN, of 25, Mendon Street. Sergeant KAPLAN was a bombardier, radio operator, and aerial gunner. Two weeks ago, the Civic Leader carried his picture accompanying a story of his arrival in England. Beside his mother, he leaves a brother, Charles, two sisters, Lillian and Rose, the latter the wife of Alfred ISRAELTON, and also a niece, Ann Dorothy ISRAELTON.*

T/Sgt KAPLAN is buried in Section 15, Site 76, of the Arlington National Cemetery, in the same grave as his pilot, George O. BROUSSARD.

**17074873 Technical Sergeant Frank KOZJAK, Jr.,**

Frank KOZJAK, Junior, who was known as 'Babe', was born on 23 December 1923, in Illinois, U.S.A., and was one of the gunners on the Liberator when it crashed. He was a son of Frank KOZJAK, who was twenty-eight years' of age when Babe was born, and Mary Zaitz KOZJAK who was twenty-one. His father was an immigrant from Slovenia, and although his mother was born in Missouri, her parents came from Austria and Yugoslavia. In 1930, the family moved to St. Louis, Missouri, which is where they were living when Babe joined the U.S.A.A.F..

Babe KOZJAK volunteered and enlisted in the U.S. Army Air Corps on 3 June 1942, at the Jefferson Barracks in Missouri. He was nineteen years old, and was 5 feet, 9 inches tall, and weighed 159 pounds. Although his mother considered him young to join the Air Corps, she agreed to honour his wishes, and permit him to join. He survived his initial training, and qualified as a waist gunner, and radio operator, before joining the 2<sup>nd</sup> Anti-Submarine Squadron.

Babe KOZJAK is buried in Brookwood Military Cemetery in Surrey, England, and commemorated in the Cambridge American Cemetery, also in England. Mr. and Mrs. KOZJAK, who were living at 4129, Fillmore Street, St. Louis, received the medal of the Purple Heart, which was awarded posthumously to their son. His mother took his death with difficulty. She used to carry around with her a poem in memory of her son, which read:

*I'm lending a boy to Uncle Sam,  
A boy God has loaned to me'  
My constant prayer is ever,  
'Just as God wills it to be'.*

*If, when this mad strife is over,  
God will have reclaimed his 'loan',  
May we accept his decision,  
And be as brave as our own.*

*The grief that must have been Mary's,  
As she followed on up that hill,  
Helps to lessen all mother's sorrows,  
Submitting to God's holy will.*

### **36345627 Technical Sergeant George Malham SHAHEEN, U.S.A.A.F.**

George M. SHAHEEN was born on 19 October 1906 in Clinton, Iowa, U.S.A.. His parents were Malham and Sadie SHAHEEN, who were immigrants from Lebanon. Malham Shaheen HADDAD came to the U.S.A. from Ain Atta in Lebanon in 1895, dropping the name of HADDAD, and adopting the family name of SHAHEEN.

Sadie SAAD immigrated from Kfeir in Lebanon around 1904, and she married Malham in Clinton, Iowa in January 1906. Malham had established a small dry goods and notions store for pack peddlers in Clinton. Around 1908, the family moved to the Sterling and Rock Falls area of Illinois, where Malham became a partner in a clothing business. George started school at Whiteside County, and completed his 8<sup>th</sup> Grade. In 1908, Margaret was born, but at about the age of two years, she developed pneumonia and died. Three other siblings were born to Malham and Sadie between 1909 and 1913, named Rose, Louis and Mealia. Malham dissolved his partnership, and moved to a farm near Harmon, Illinois, to take up farming. The family moved from farm to farm, and during this period (1914 – 1921), four more siblings were born: Solomon, Nezema, Ferris and May.

Around 1928, the family moved to a farm near Rock Falls, Illinois, where the last child, Dorothy, was born in 1929. The family's bank closed in the Great Depression, leaving Malham destitute, but the family struggled on. Malham and Sadie were people with a strong faith, with all the children being baptized by an Orthodox priest. On 15 April 1934, George married Opal B. MURPHY, in Hume Township, Whiteside County, Illinois. They divorced after a only a short period, without having any children.

As with many people during the Great Depression, George worked for a variety of employers, including International Harvester, Northwestern Steel and Wire Companies, and at the Rock Island Arsenal in the town of the same name. In February 1935, Malham gave up the farm, and moved his family to Erie, Illinois, where he opened a grocery store. All the children worked in the store up to 1941. Solomon (Sol) was the first of the children to be drafted into the armed forces, and on 5 June 1942, George enlisted in the United States Army Air Force. At the time of his enlistment, he stated that he worked in the fabrication of metal products, was divorced at the time he enlisted, and was without dependents.

With his colleagues, George SHAHEEN was buried in the Brookwood Military Cemetery in Surrey, England, but in 1948, his body was exhumed, and sent to the U.S.A.. He was reburied in a family plot in the Erie Cemetery, Whiteside County, Illinois, U.S.A., on 4 August 1948.

**33102549 Staff Sergeant Louis A. NAGY, U.S.A.A.F.**

Louis A. NAGY came from the U.S. state of Pennsylvania. He was an air gunner on the Liberator, and is buried in Grave 10, Row 1, Plot D, of the Cambridge American Cemetery, in England.

## Conclusions

It can be said that there is a thin dividing line between success and failure, or life and death. For the ten men flying in Liberator 41-24019, it was a matter of fifty feet. The pilots and their air crew had arrived in England only recently, and were unfamiliar with flying in such changeable weather conditions. They were also unaccustomed to British procedures in terms of air traffic control in wartime, including the radio channels to be used, and this exacerbated the difficulties brought about by the rapidly deteriorating weather conditions over the south-west of England.

Flying in cloud and fog is demanding, and very challenging. A pilot has to rely on his instruments, and avoid becoming spatially disorientated. For the navigator, the challenges are equally demanding, as without reference to landmarks in daylight, or the stars at night, dead reckoning is the main form of navigating the aircraft. Dead reckoning is problematic in changing weather conditions, as changes in wind speed and direction will affect the navigator's calculations.

These are the realities that faced the air crew of that Liberator, at what should have been the end of a routine operational sortie. One can only imagine the frustration and anxiety building up as the men tried to ascertain their position, and gain assistance from the ground. It is probable that the pilot decided to lose altitude in the hope of breaking out from the cloud base, which was at about 300 feet at St. Eval, and similar at Chivenor. Unfortunately, at that moment the aircraft was near Hartland Point, where the cloud base was below the three-hundred feet tall cliff tops .

As the official report states, there was not one factor that led to the crash of Liberator 41-24019 on that Friday afternoon. It was a coincidence of several individual factors that conspired against those ten men on that fateful day. The least we can do is to remember their lives, and pay tribute to their commitment in volunteering to fly in wartime, with all the attendant risks that brings.

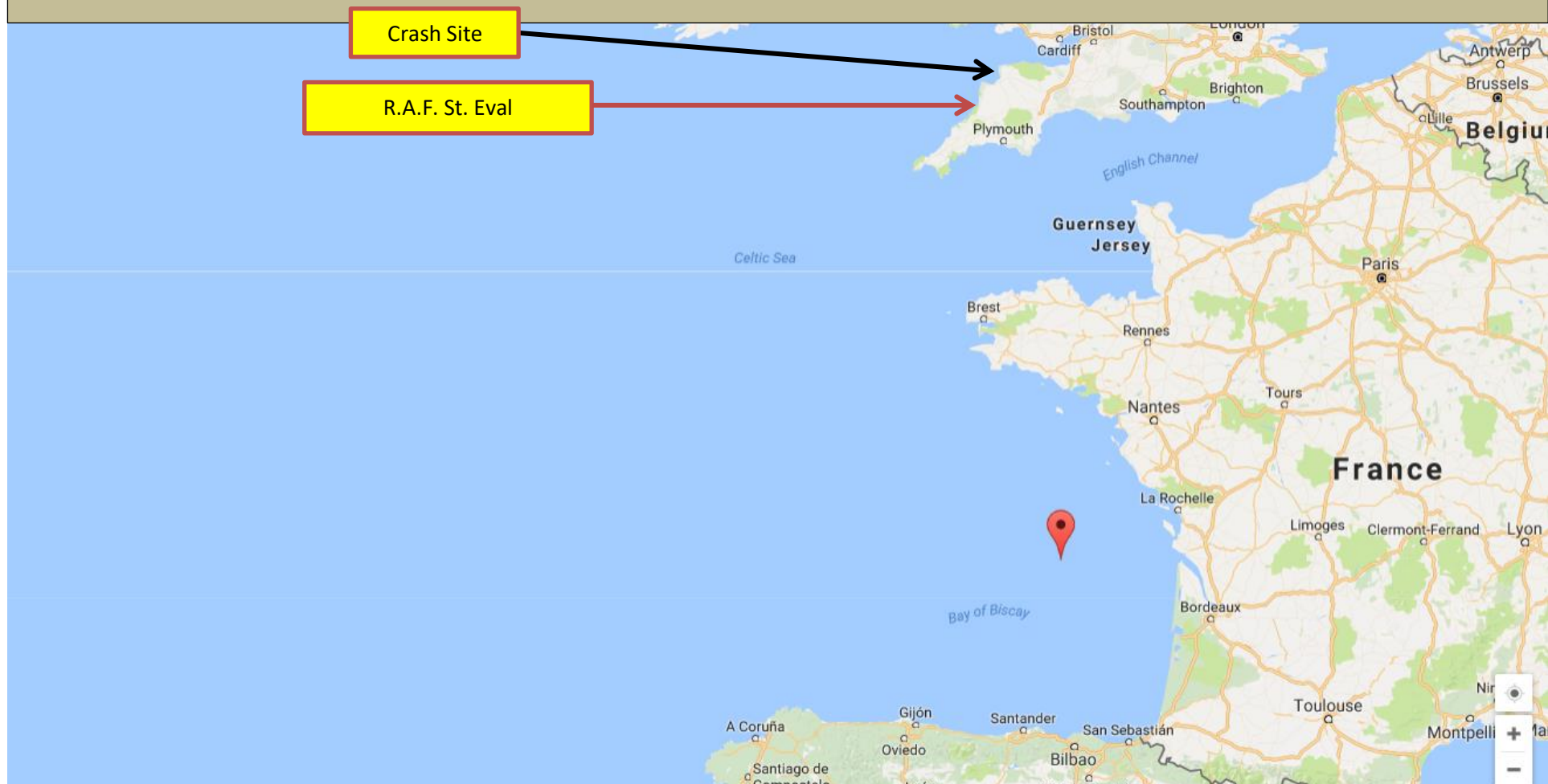
On 30 September 2020, an information post was unveiled at Eldern Point, near Hartland in North Devon, to commemorate the crash of Liberator 41-24019 and the lives of the ten air crew. In due course, it is hoped to add the names of the ten men in the form of a plaque to remember their sacrifice so far from home.

## In Memoriam

Friday 22 January 1943 – Consolidated B-24D – 41-24019

No.	Surname	Forenames(s)	Age	Date of Death	Rank	Role	Service	Service Number	Place of Burial	Grave
1.	BROUSSARD	George Oscar	25	22/01/43	Second Lieutenant	Pilot & Captain	U.S.A.A.F.	O-726188	Arlington National Cem'y	Section 15, Site 76,
2.	DECHANT	Leonard L.	23	22/01/43	Second Lieutenant	Second Pilot	U.S.A.A.F.	O-726340	Golden Gate National Cem'y	K.88
3.	SHEDDEN	Robert L.	23	22/01/43	Second Lieutenant	Navigator	U.S.A.A.F.	O-789821	Cambridge American Cem'y	Grave 44, Row 6, Plot D
4.	STONE	Elliott Ernest	24	22/01/43	Second Lieutenant	Bombardier	U.S.A.A.F.	O-727676	Mount Hope Cem'y, Webb City	Section 17.
5.	CRAIG	Grant L.		22/01/43	Technical Sergeant	Engineer	U.S.A.A.F.	39164691	Cambridge American Cem'y	Grave 48, Row 4, Plot F,
6.	HICKMAN	Bernard L.	35	22/01/43	Technical Sergeant	Radio Operator	U.S.A.A.F.	20384657	Arlington National Cem'y	Section 12, Grave 986
7.	KAPLAN	Harold	22	22/01/43	Technical Sergeant	Gunner	U.S.A.A.F.	31066209	Arlington National Cem'y	Section 15, Site 76,
8.	KOZJAK	Frank	20	22/01/43	Technical Sergeant	Gunner	U.S.A.A.F.	17074873	Brookwood Military Cem'y	
9.	SHAHEEN	George Malham	36	22/01/43	Technical Sergeant	Gunner	U.S.A.A.F.	36345627	Erie Cem'y, Erie, Whiteside County	
10.	NAGY	Louis A.		22/01/43	Staff Sergeant	Gunner	U.S.A.A.F.	33102549	Cambridge American Cem'y	Grave 10, Row 1, Plot D

### Map of the Bay of Biscay and Western Approaches

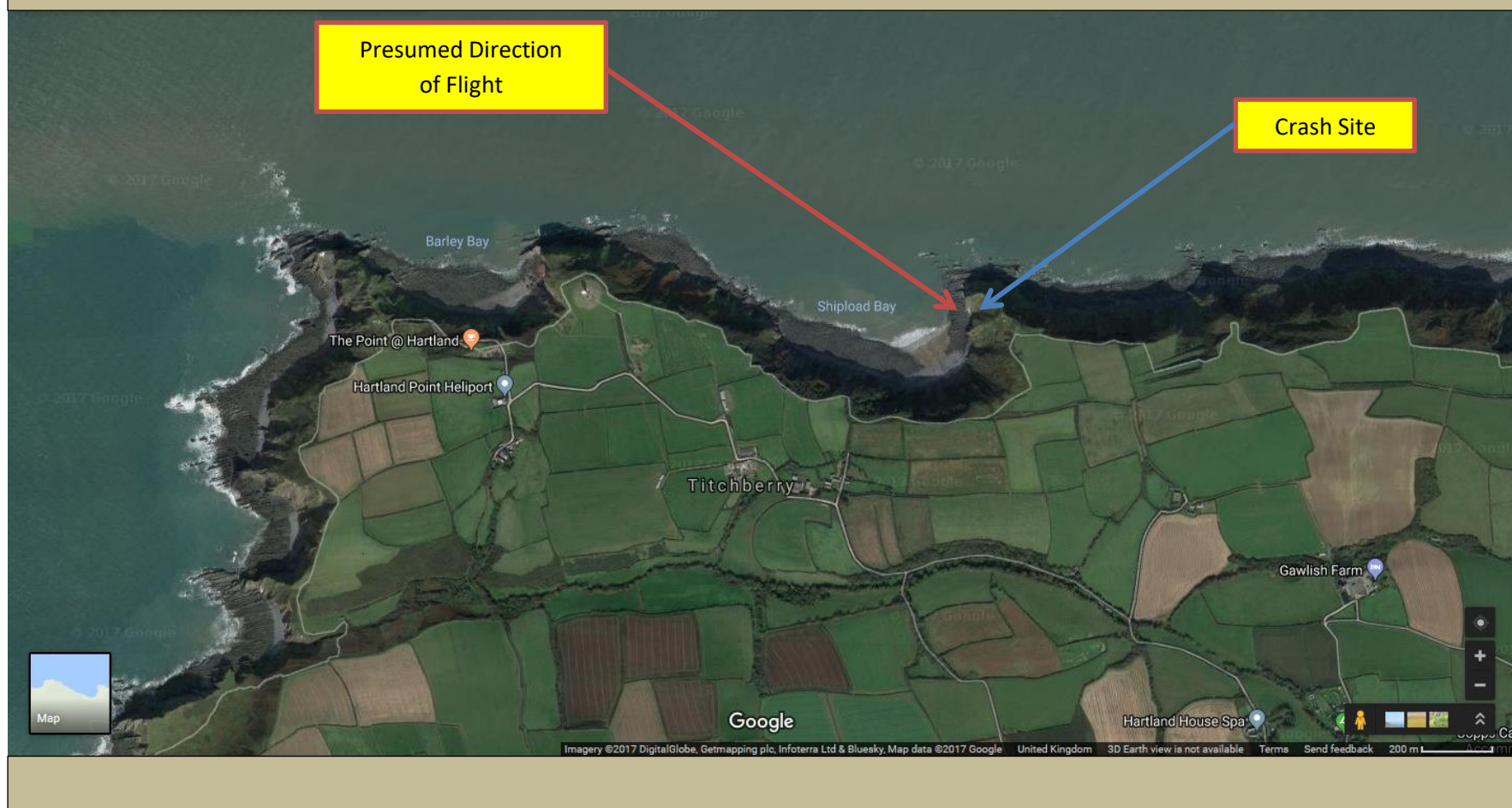


Map of the area around Hartland Point, North Devon.





Map of the crash site of Liberator 41-24019 – 22 January 1943



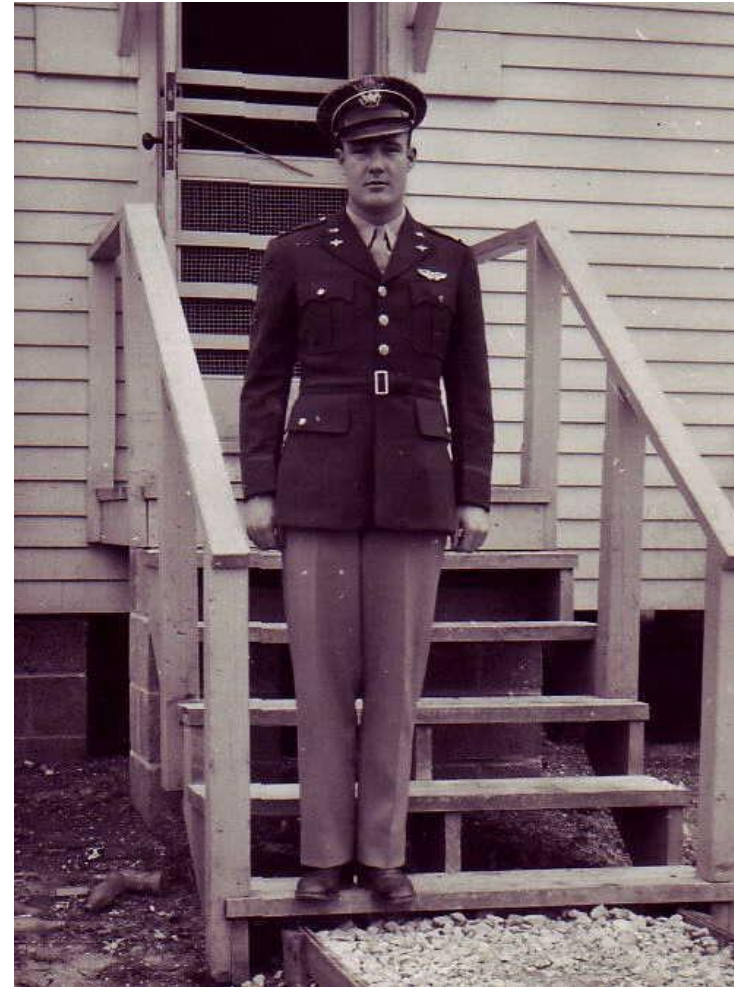


George Oscar  
Broussard Jr.

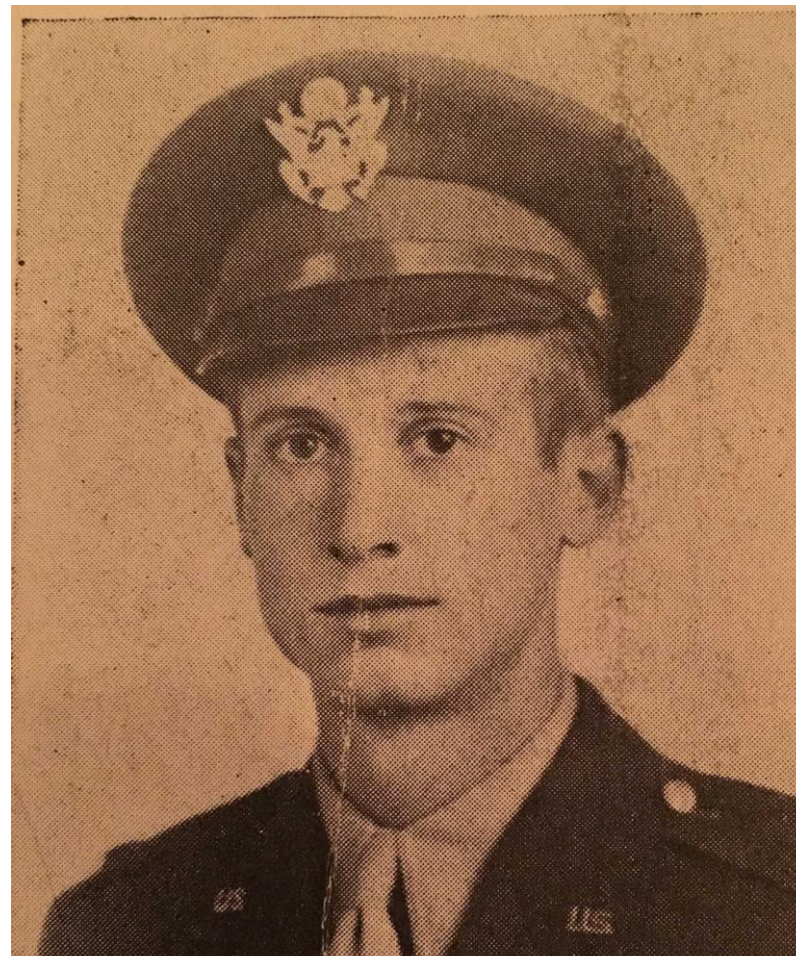
*Above – A photograph of Second Lieutenant BROUSSARD, Junior, the First Pilot of Liberator 41-24019.*

*Right – A photograph, which is believed to be Second Lieutenant DESCHANT, as the wearer is displaying his pilot's wings.*

*Courtesy of: Carol Robertson WHITE*



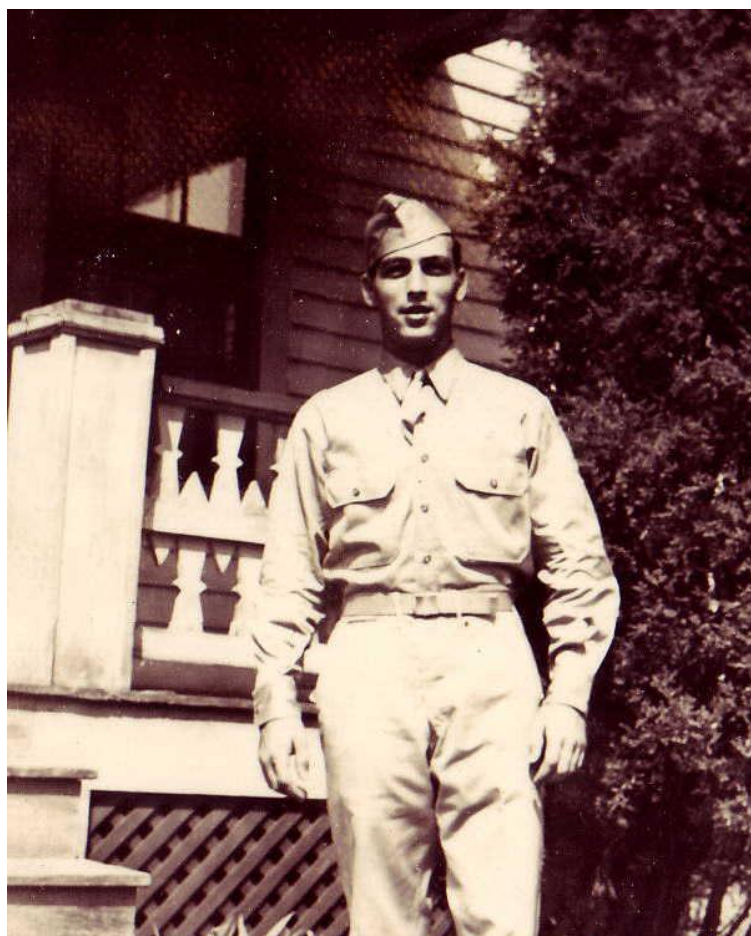




Left –Second Lieutenant Robert L. SHEDDEN.  
Right –Second Lieutenant Elliott E. STONE.

Courtesy of [www.Ancestry.co.uk](http://www.Ancestry.co.uk)





**TECH. SGT. GEORGE M. SHAHEEN**, 36, son of Mr. and Mrs. Malham Shaheen. Killed Jan. 22, 1943, over Germany.



Left – T/Sgt ‘Babe’ KOZJAK.  
Centre – T/Sgt George SHAHEEN.

Courtesy of [www.Ancestry.co.uk](http://www.Ancestry.co.uk)

Right – George SHAHEEN, possibly while training as he is not wearing his Sergeant’s stripes.

Courtesy of: Carol Robertson WHITE



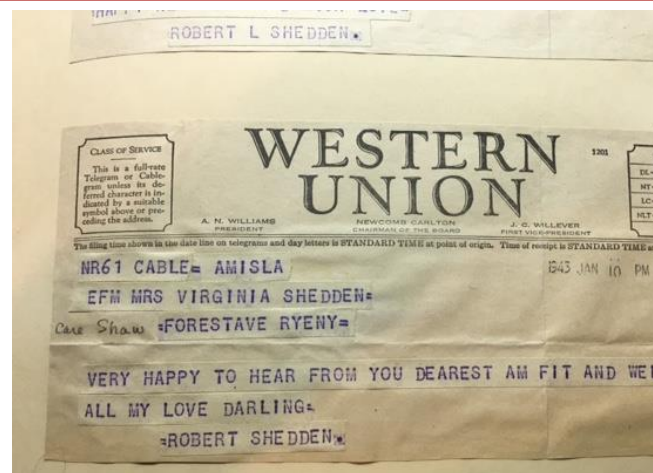
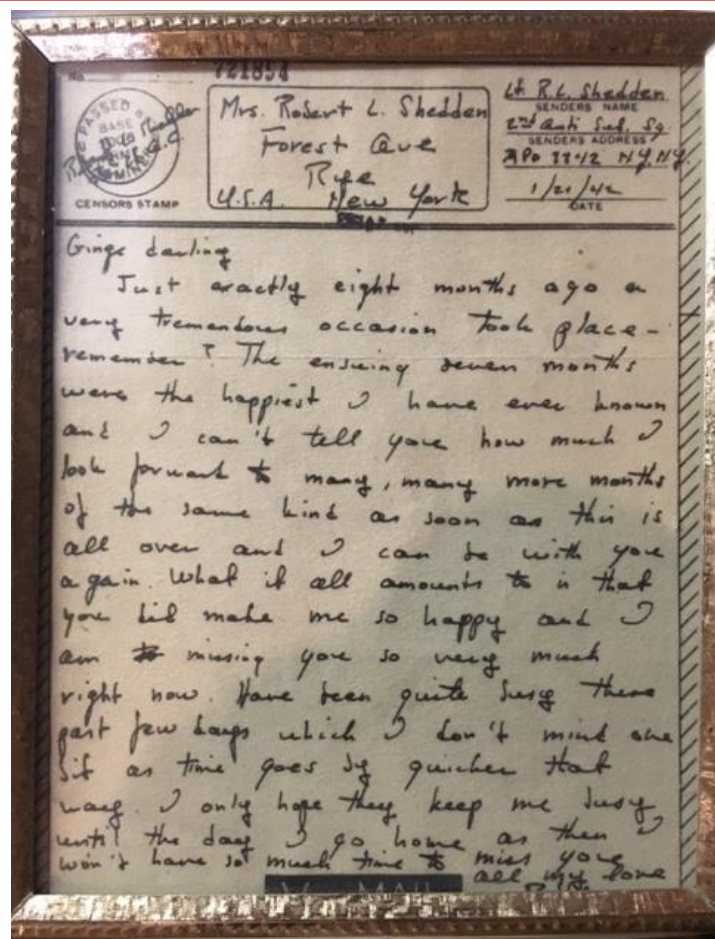
*Left – A photograph of Second Lieutenant Robert SHEDDON, possibly taken in Morocco prior to their deployment to the U.K.*

*Centre – Possibly one of the crew, and as he is displaying the rank of Technical Sergeant, it could be Grant CRAIG, Bernard HICKMAN or Harold KAPLAN.*

*Right – Another Technical Sergeant from the crew, which looks like George SHAHEEN, but it may be one of the other members of the crew.*

*All Courtesy of: Carol Robertson WHITE*





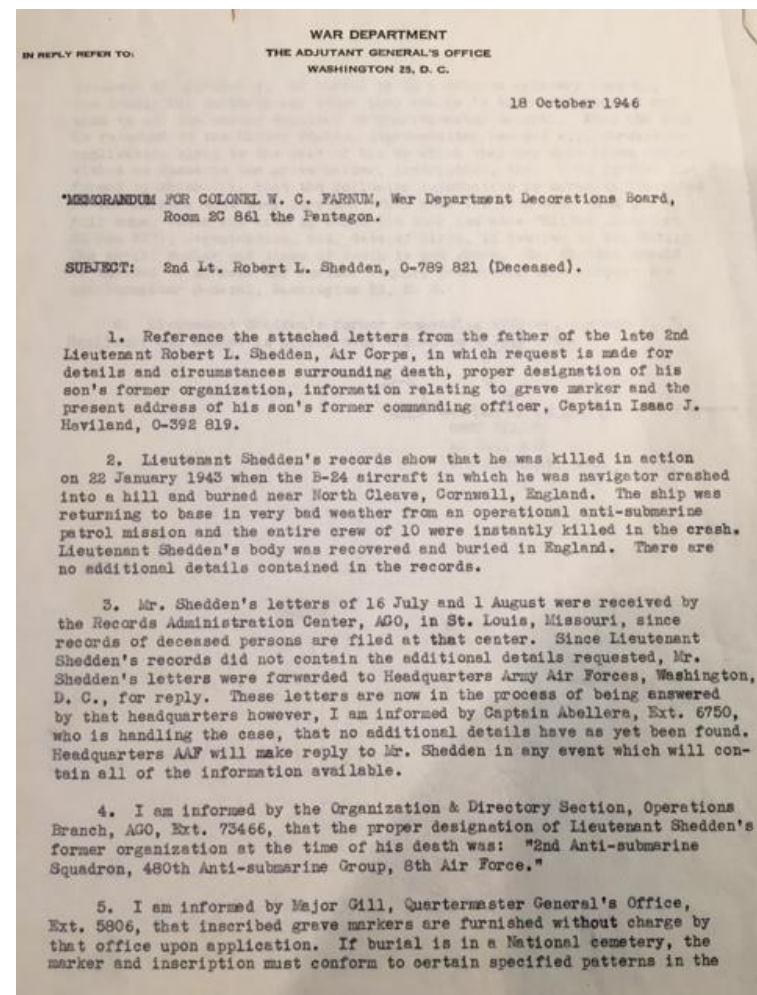
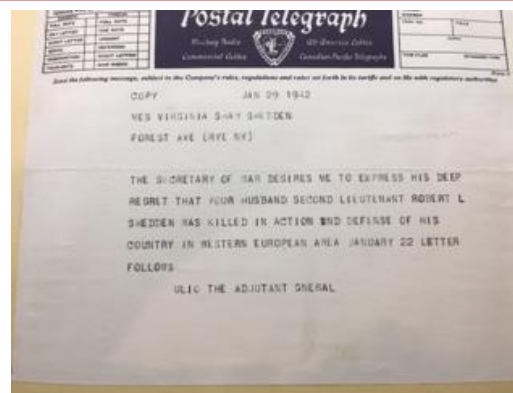
Left – Personal letter home.

Right Top – Telegraph from SHEDDEN to Wife.

Middle Right – 2<sup>nd</sup> Lt. Robert SHEDDEN.

Far Right – Robert SHEDDEN on his wedding day.

Courtesy of: Taube WURST



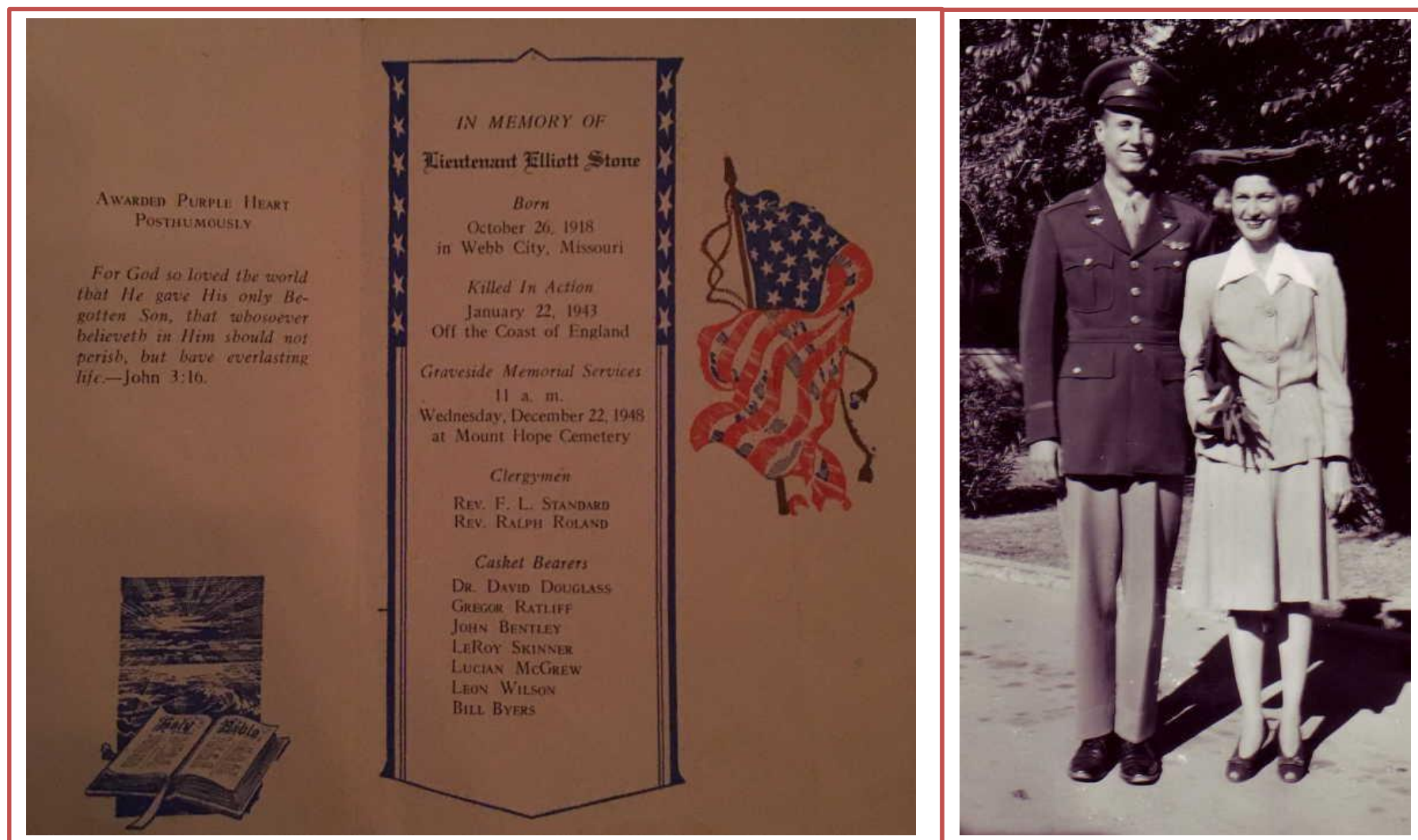
Top Left – Telegraph to Mrs SHEDDEN notifying her of her husband's death.

Middle Above – The citation for the Purple Heart for Robert SHEDDEN.

Right – Post-war letter from War Department giving circumstances of loss.

Courtesy of: Taube WURST





Above – Details of the Memorial Service held for Elliott STONE in 1948.

Right – Photograph of Elliott STONE and his wife on their wedding day.

Courtesy of: Carol Robertson WHITE



Above – Frank KOZJAK, Jr., as a young man.



Centre Top – The grave of Frank KOZJAK.

Top Right – A poem in memory of Frank Junior.

Centre Bottom – The telegraph received by the KOZJAK family.

Right Bottom – The Purple Heart issued to the KOZJAK family.

All courtesy of: Carol Robertson WHITE

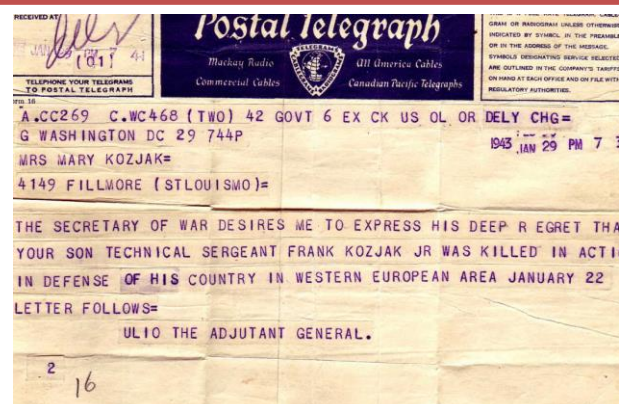
A Loan

JPM:  
I'm lending a boy to Uncle Sam,  
A boy God has loaned to me,  
My constant prayer is ever,  
"Just as God wills it to be."

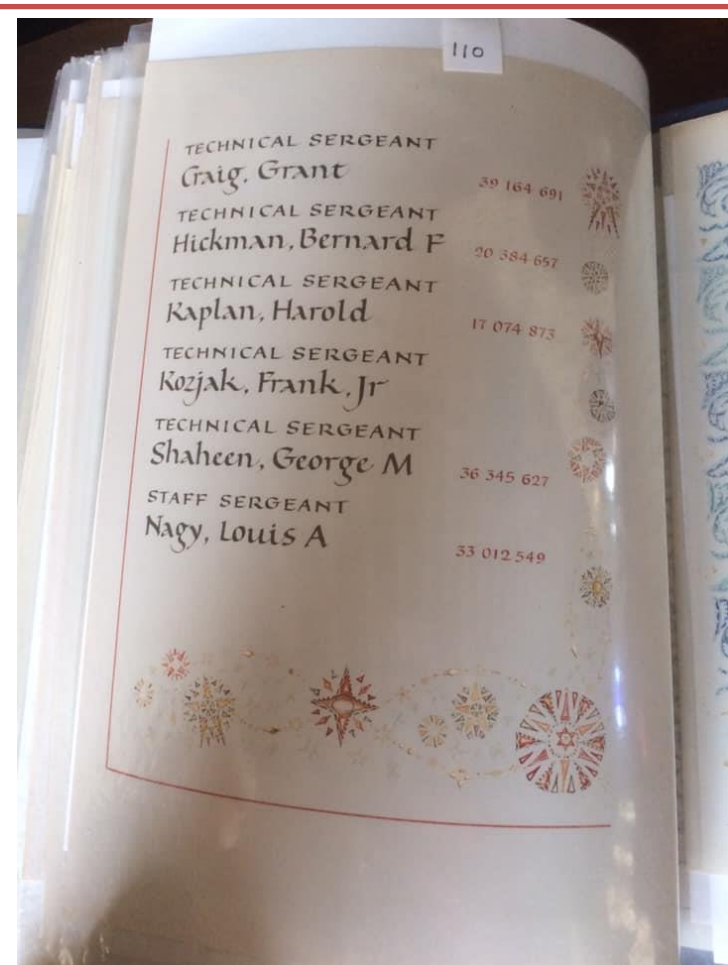
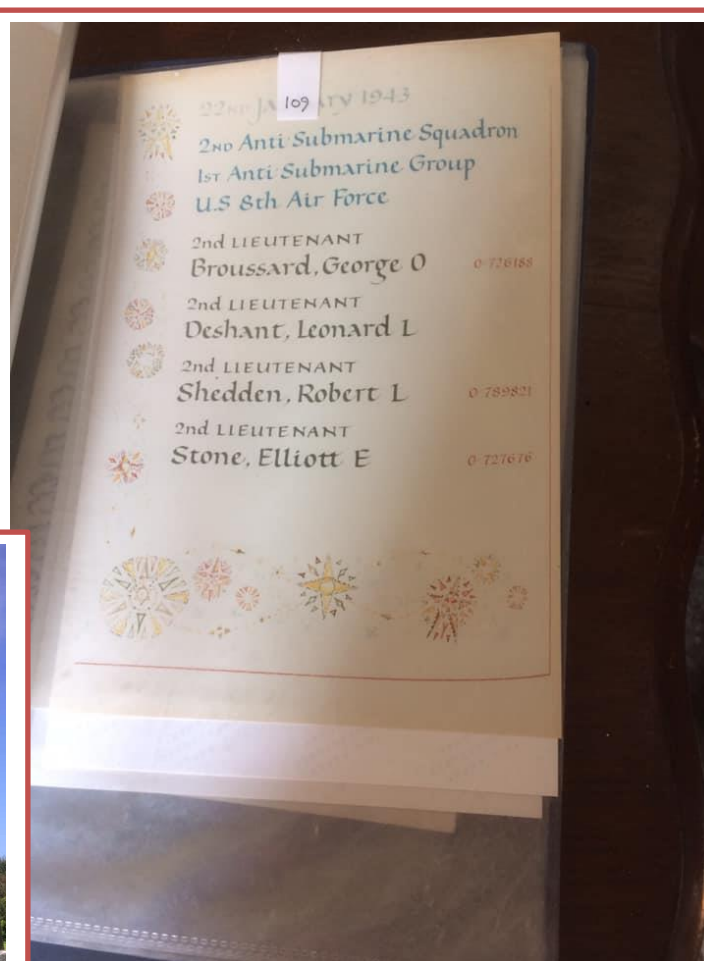
If, when this mad strife is over,  
God will have reclaimed His  
"loan,"  
May we accept His decision,  
And be as brave as our own.

The grief that must have been  
Mary's  
As she followed on up that hill,  
Helps to lessen all mothers' sor-  
rows,  
Submitting to God's holy will.  
—Mrs. A. J. Bohrer.

4901 Mission Road,  
Kansas City, Mo.







Left – The parish church at St. Eval in Cornwall, which was located next to the R.A.F. base there.

Above and Right– The Memorial Register in the church relating to this air crew.

Taken by: Graham MOORE



*Above – Shipload Bay, with the headland called Eldern Point, the crash site of the Liberator 41-24019. It flew into the cliffs shown in this photograph.*

*Right – The same location in bad weather, as on 22 January 1943*



*Taken by: The Author (2018)*





Left – The information post unveiled at Eldern Point on 30 September 2020 in tribute to the air crew of Liberator 41-24019.

Courtesy of: Stephen HEAL (2020)

Above – A view from Eldern Point looking back towards Hartland Point.

Taken By: Graham MOORE (2020)

## Bibliography and Sources

### Primary Sources

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Robert PALMER, M.A.

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