

REPORT OF INTERMENT

ORIGINAL JAN 22 1952

NAME OF CEMETERY

ARLINGTON NATIONAL

TO:

THE QUARTERMASTER GENERAL, WASHINGTON 25, D. C.

EMBLEM (Check one)

☒ CHRISTIAN ☐ HEBREW ☐ OTHER (Specify)

NAME (Last, First, Middle Initial)

WARD, Edwin M. Jr. (white)

SERVICE DATA (Company, Regiment, Division, or other organization, and basic arm of service)

U. S. A. F.

RANK

2nd Lt.

SERIAL NUMBER

0-2045032

STATE

Va.

☐ WW I ☐ OTHER (Specify)

☒ WW II

DATE OF BIRTH

DATE OF DEATH

DATE OF INTERMENT

GRAVE LOC.

DATES OF SERVICE

MONTH

DAY

YEAR

MONTH

DAY

YEAR

MONTH

DAY

YEAR

SEC. OR PLOT

GRAVE OR LOT NO.

ENLISTMENT

DISCHARGE

DIED ON A. D.

RETIREMENT

Sept

14

1920

4

8

44

Jan

16

1952

8

5179-B

A.D.

REMARKS (Authority for interment, pension, or claim number, disinterment, etc.)

HEADSTONE OR MARKER ORDERED

Auth: Returned with WWII Dead Program from Neuville- En Condrez-Liege, Belgium

GREEN MOUNTAIN, VT. 8 MAR 1952

(RE, DB, SR, was verified by NOK 1/16/52)

0502376

NAME AND ADDRESS OF NEXT OF KIN OR OTHER RESPONSIBLE PERSON

Edwin M. Ward

105 Park Ave. Falls Church, Va.

SHIPPING POINT FOR HEADSTONE

NEAREST FREIGHT STATION

ROSSLYN, VA.

SIGNATURE OF SUPERINTENDENT OF NATIONAL CEMETERY, OR TRANSPORTATION OFFICER, OR ON OF POST CEMETERY

POST OFFICE ADDRESS

[Signature] J. WILLIAMSON

QMC FORM 14
REV 1 JUL 50

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

Colonel, U.S. Army
Officer in Charge

SEE INSTRUCTIONS ON REVERSE SIDE



Edwin M. Ward

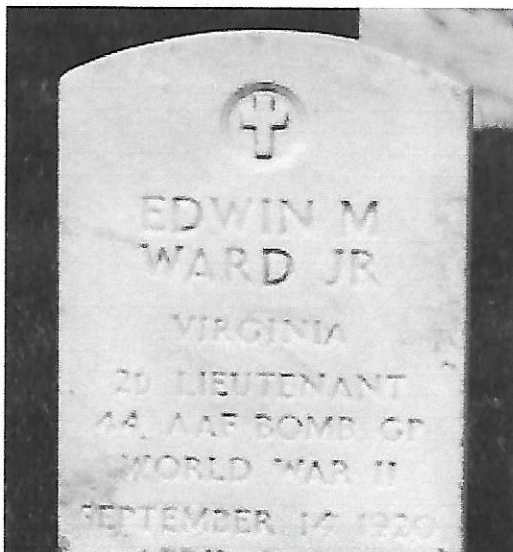
Aviation Cadet - Minter Field
Class 43-D / Squadron 20 / Flight A

Bakersfield, Kern County, California

Photo added by Arthur Allen Moore III



Added by Anne Cady



2LT Edwin M Ward, Jr

BIRTH 14 Sep 1920
DEATH 8 Apr 1944 (aged 23)
Germany
BURIAL Arlington National Cemetery
Arlington, Arlington County, Virginia, USA
PLOT Section 8, Site 5179-B
MEMORIAL ID 49333485 · View Source

Co Pilot 2nd/Lt. Edwin M. Ward Jr. KIA

Hometown: Clifton, Virginia

Squadron: 68th 44th Bomb Group

Service# 0-2045032

Awards:

Pilot 1st/Lt. Raymond H. J. Townsend MIA/KIA

MACR #3857

Target: Airdrome, Langenhagen, Germany

Mission Date: 8-Apr-44

Serial Number: # 42-109822

Aircraft Model B-24J

Aircraft Letter:

Aircraft Name: TOWNSEND'S TERRIBLE TEN

Location:

Cause:

Crew of 10 2MIA/KIA 3KIA 5POW

The month of April cost more plane losses and casualties of the entire war so far as the 44th Bomb Group was concerned! More so than the August 1943 disasters of Ploesti and a later mission to Foggia, Italy. The 8th of April was the worst single day. For the first time in the war, the 44th BG was led by 389th BG aircraft equipped with PFF (Pathfinder equipment). With them as Command Pilots were Col. Gibson, Group C.O., and Captain Robert Lehnhausen, 68th Squadron C.O. They flew with 389th Bomb Group personnel and airplanes. It was not a successful endeavor. The primary target, Brunswick, as well as the secondary were obscured by a successful smoke screen, so a target of opportunity, Langenhagen Airdrome, was bombed instead. Enemy aircraft attacks were numerous and

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1st Lt. Raymond H. Townsend, Jr. was the captain on the third ship lost by the 68th on the 8th of April. The MACR includes the information that this aircraft was observed at 1407 hours, west of Hannover, was hit by flak, fell back in the formation with one engine smoking. Later, it blew up and one parachute was seen. The navigator, 1st Lt. Paul A. Jones sent his account, "We were hit by fighters three times. The first time, we lost one engine, which caused us to drop out of formation. One shell came through the little window in the nose compartment and went into the electrical box which knocked out power to the nose turret. "I called Lt. Townsend and asked him if he was going to jettison the bombs, and he said 'No'. He thought that he could get us back into formation with them and continue on to the target. I checked with Sgt. Nealon who was in the nose turret and he told me that his power was out, but he was going to stay in the turret and use his guns manually. "We were almost back into formation when we were again hit by the fighters, losing two more engines. Now, we could no longer remain airborne, so Townsend gave orders to bail out. I relayed this to Nealon, and crawled back to open the nose wheel doors – and that is when we were hit the third time. I guess I stuck my head right in the middle of those exploding shells as my steel helmet was blown off and my eyes were immediately sealed with blood, my head and face were bleeding, riddled by the shrapnel from the cannon fire. "I sat down and decided I would not jump if I was going to be blind – I would just ride her in to the ground. But then I explored my head with my hands, pulled at one eyelids, and it opened and I could see! So I tried the other eye and found it to be alright, too. "I turned to see where Nealon was, found him sitting on the shell

compartment, trying to get his parachute on, but was unsuccessful because his hands were nearly frozen. I went to him, helped him get the chute attached to his harness, and he followed me to the nose door opening and I jumped. But just before I went out, I looked up towards the cockpit to see that both Townsend and Ward's legs were hanging down off the controls – either unconscious or dead? I made a delayed jump for a considerable distance, until I started spinning like a leaf, then pulled the cord and I said to myself, 'Well, what do you know, it opened'. "About this time one of the big wheels from the plane came by me, so I assumed the plane had blown up. I looked up to see one other parachute way above me and some distance away. It was Nealon's chute. I checked my watch and remember it to be 2:15 PM. "I was captured in a small village that I thought was Weinhausen, but can't find it on a map. I have been told that Weinhausen means 'wine house' so I might have only seen the sign on a building. I spent 401 days in a German Prison Camp. "At Camp Lucky Strike, France, after being liberated, Nealon and I located each other, and there also were our two waist gunners, Sgts. Lyman and Nosal. They told me that before they jumped, the ball turret gunner (Churchill) was killed while out of his turret. They saw Wenke get out of his rear turret to put on his chute, but he did not survive. I understand he is still buried in Germany. I know nothing about the top turret gunner or radio operator." T/Sgt. Walter K. Nealon was an enlisted bombardier, one of five enlisted bombardiers in the original 68th Squadron back at Barksdale Field, Louisiana in early 1942. Sgt. Nealon remembered that, "If it were not for Paul (Jones) I would not be here today. I had been shot in the head, and although appearing to be conscious, I remember nothing. When Paul saw me fumbling with my chute, he thought my hands were frozen, but I simply was not thinking at all, but was out on my feet. "When Paul attached my chute to my harness, he accidentally put it on upside down, and then bailed out. Until I talked with him recently I had always thought I was still in the plane when it blew up, and I was blown clear. I finally came back to consciousness floating through the air and remember trying to open the chute. But the ripcord was on the left side instead of the right, and still not thinking clearly, I had to practically tear the chute open with my fingers. "Sgt. John Nosal and I were captured in the same area – and we never saw anyone else from the crew until the war was over and at Camp Lucky Strike in France." John Lyman's daughter Esther wrote that her dad told her that he was trying to move Doug Churchill's body away from his gun when they were hit again. She said her father credited Churchill's death with his own survival since the pilot (Townsend) had sent him back to take Churchill's gun. Otherwise he would have been on the flight deck when the plane exploded, and of course everyone on the flight deck died.

TOWNSEND'S TERRIBLE TEN Crew

1st/Lt. [Raymond H. J. Townsend](#) MIA/KIA Pilot

2nd/Lt. [Edwin M. Ward Jr.](#) Co Pilot KIA

1st/Lt. Paul A. Jones Navigator POW

T/Sgt. [Walter K. Nealon](#) Bombardier POW

T/Sgt. [Archie D. Clemons](#) Engineer KIA

T/Sgt. John M. Lyon Radio Op. POW

[Douglas E. Churchill](#) Gunner KIA

S/Sgt. [John A. Nosal](#) Gunner POW

S/Sgt. Robert S. Bray Gunner POW

S/Sgt. [Raymond G. Wenke](#) Gunner KIA