



**ANDREW M. SAVAGE**  
**Second Lieutenant (2d Lt), U.S. Army Air Forces**

**PERSONAL INFORMATION:** Second Lieutenant Andrew M. Savage, U.S. Army Air Forces, service number O-684057, was a member of the 459th Bombardment Group. Second Lieutenant Savage was the co-pilot aboard a B-24 that went missing after leaving Morrison Field, Florida, on 9 January 1944. The plane was engaged in a routine ferrying mission for the Caribbean Wing, Air Transport Command (CW-ATC) when it was lost.<sup>1</sup> Second Lieutenant Savage's remains were not recovered. Today he is memorialized on the Tablets of the Missing at East Coast Memorial, New York City, New York.<sup>2</sup> The details of 2d Lt Savage's loss are recorded in the Individual Deceased Personnel File (IDPF) under his name and in Missing Air Crew Report (MACR) Number 1484.<sup>3</sup>

Crew of B-24 serial number 42-52349, MACR 1484				
Name	Rank	Service Number	Crew Position	Status
Webb, Charles F.	2d Lt	O-680801	Pilot	DED (Deceased)
Savage, Andrew M.	2d Lt	O-684057	Co-Pilot	DED
Lankford, Cyril I.	2d Lt	O-795269	Navigator	DED
Mulroy, Maurice P.	2d Lt	O-690809	Bombardier	DED
Goff, Roy E.	S Sgt	17060969	Engincer	DED
Eades, Floyd J.	Cpl	19020228	Radio Operator	DED
Reed, Charles T.	S Sgt	32718348	Gunner	DED
Martin, Paul D.	S Sgt	39121337	Gunner	DED
Brooks, Edward E.	S Sgt	18208602	Asst. Radio Operator	DED
Hamilton, Robert B.	S Sgt	18189987	Gunner	DED
Vink, John W.	Sgt	16142265	Passenger	DED
Walker, Fay E.	T Sgt	6862580	Passenger	DED
Minlionica, Michael	S Sgt	32535248	Passenger	DED
Sardoch, Louis	S Sgt	36322181	Passenger	DED

**CIRCUMSTANCES OF LOSS:** The Army Air Forces developed a long-range military air transportation system, the Air Transport Command (ATC), to quickly and efficiently transport aircraft, cargo, and personnel from the United States to the various theaters worldwide during

<sup>1</sup> Crews were often temporarily assigned to the ferrying division or transport command until they arrived at their assigned theater.

<sup>2</sup> World War II Honor Roll listing for 2d Lt Andrew Savage, O-684057, American Battle Monuments Commission (ABMC). <http://www.abmc.gov/home.php>.

<sup>3</sup> Individual Deceased Personnel File (IDPF) for Andrew M. Savage, 2d Lt, O-684057, Record Group 92: Records of the Office of the Quartermaster General, Washington National Records Center, Suitland, MD; Missing Air Crew Report (MACR) 1484. The Missing Air Crew Reports of the U.S. Army Air Forces, 1942-1947, National Archives Microfilm Publication M13380, Record Group 92: Records of the Office of the Quartermaster General, National Archives, College Park, MD.

World War II. There were seven main air routes. The southeastern route ran from southern Florida, to points in the Caribbean Islands (such as Puerto Rico or Trinidad), to Natal, Brazil, and then on to destinations in Africa and the Middle East (Figure 1). The Caribbean Wing ATC had jurisdiction over the airfields in Florida and the Caribbean, and transported aircraft, personnel and cargo over part of this southeastern route.<sup>4</sup>

On 9 January 1944, 2d Lt Savage served as the co-pilot aboard a B-24 aircraft, serial number 42-52349, which carried nine additional crew members and four passengers. The aircraft was engaged on a routine ferrying mission from Morrison Field, Florida en route to Waller Field, Trinidad, when it was lost (Figure 2). When the plane departed Morrison Field at 8:20 A.M., the weather was hazy but at 3,000 feet the skies were clear at flight level with good visibility.<sup>5</sup> The plane did not make radio contact with anyone after departing Morrison Field, and there were no known witnesses to the loss.

**SEARCH AND RECOVERY:** Extensive search efforts were made immediately following the loss of the aircraft as well as after the close of the war. After the plane was reported overdue and all intermediate stations reported that they had received no contact from the aircraft, a search for the B-24 was organized. In the days following the loss of the B-24, approximately 100 aircraft from the Army and the Navy participated in the organized search; each aircraft covered a specifically allotted area. The search was conducted along the intended flight route from Morrison Field to Waller Field and approximately fifty miles to either side of the flight route, for covering an area of over 1,000 miles. All stations in the line of flight were notified of the search, and Atkinson Field, British Guiana, Belem, Brazil, and Natal, Brazil as well, which lay beyond the B-24's original destination. The search continued the following day, 10 January, "with great concentration," and all available planes from Morrison Field, Boca Raton Field, Miami, Homestead, Nassau, Bowen Field, Guantanamo, and Great Exuma Island were allocated to the search. The Civil Air Patrol (CAP) also searched the swamps northwest of Morrison Field and the adjacent coast line, as it remained unclear where the plane had been lost.<sup>6</sup> Additionally, all transient aircraft flying between Morrison Field and Waller Field were rescheduled from night flights to day flights and ordered to fly at 1,000 feet—rather than the normal 9,000 feet—so that they could also look for the missing aircraft. Commercial airlines and army transports flying in the area rerouted their flights to lower altitudes as well. The amphibious aircraft CA-10, based at Morrison Field, also searched for a total of 18 hours over two days. The Navy contributed manpower to the search as well, but reported negative results in the area from Nassau and Guantanamo in the vicinity of Mayaguam Island and fifty miles to either side of the track from Morrison Field to Guantanamo.<sup>7</sup> On 11 January, an empty life raft suspected to be from the

<sup>4</sup> The Caribbean Wing was originally designated the 24th AAF Ferrying Wing, but was later re-designated the Caribbean Wing. John D. Carter, "Chapter 9: The Early Development of Air Transport and Ferrying," in *The Army Air Forces in World War II, Volume I: Plans and Early Operations*. Edited by Wesley Frank Craven and James Lea Cate, (University of Chicago Press: Chicago, 1948), pp. 310- 365, especially 319-342; John D. Carter, "The Air Transport Command," in *The Army Air Forces in World War II, Vol. VII: Services Around the World*, edited by Wesley Frank Craven and James Lea Cate, (University of Chicago Press: Chicago, 1958), 3-45; John D. Carter, "Airway to the Middle East," in *The Army Air Forces in World War II, Vol. VII: Services Around the World*, 46-62, esp. 49-50.

<sup>5</sup> MACR 1484.

<sup>6</sup> MACR 1484.

<sup>7</sup> "Exhibit C," in IDPF for 2d Lt Savage; MACR 1484.

aircraft was picked up 26 miles southeast of Great Isaac Light, Bahamas (Figure 2). The search was abandoned on 11 January 1944, and all the occupants of the plane were continued in a missing status.<sup>8</sup>

Following the close of hostilities, the American Graves Registration Service (AGRS), U.S. Army Quartermaster Corps, searched for and disinterred the remains of U.S. servicemen in the Caribbean as part of the global effort to identify and return fallen servicemen for honored burial in U.S. cemeteries. The Operations Branch, acting in behalf of the American Zone, recommended that 2d Lt Savage be classified as unrecoverable based on the negative results from all searching activities. On 2 June 1949, 2d Lt Savage's remains were declared non-recoverable.<sup>9</sup>

**NEXT STEPS:** The details of 2d Lt Savage's loss have been added to the case-tracking system maintained by analysis at both the Defense POW/Missing Personnel Office (Washington D.C.) and the Joint POW/MIA Accounting Command (Hawaii). Any new information these agencies receive regarding possible aircraft debris sites or reported isolated burials in the Caribbean region will be compared against the details of 2d Lt Savage's loss for possible correlation.

January 2012  
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<sup>8</sup> MACR 1484.

<sup>9</sup> "Non-recoverable Case Record of Review and Approval, OQMG Form 1916," 2 June 1949, in IDPF for 2d Lt Savage.

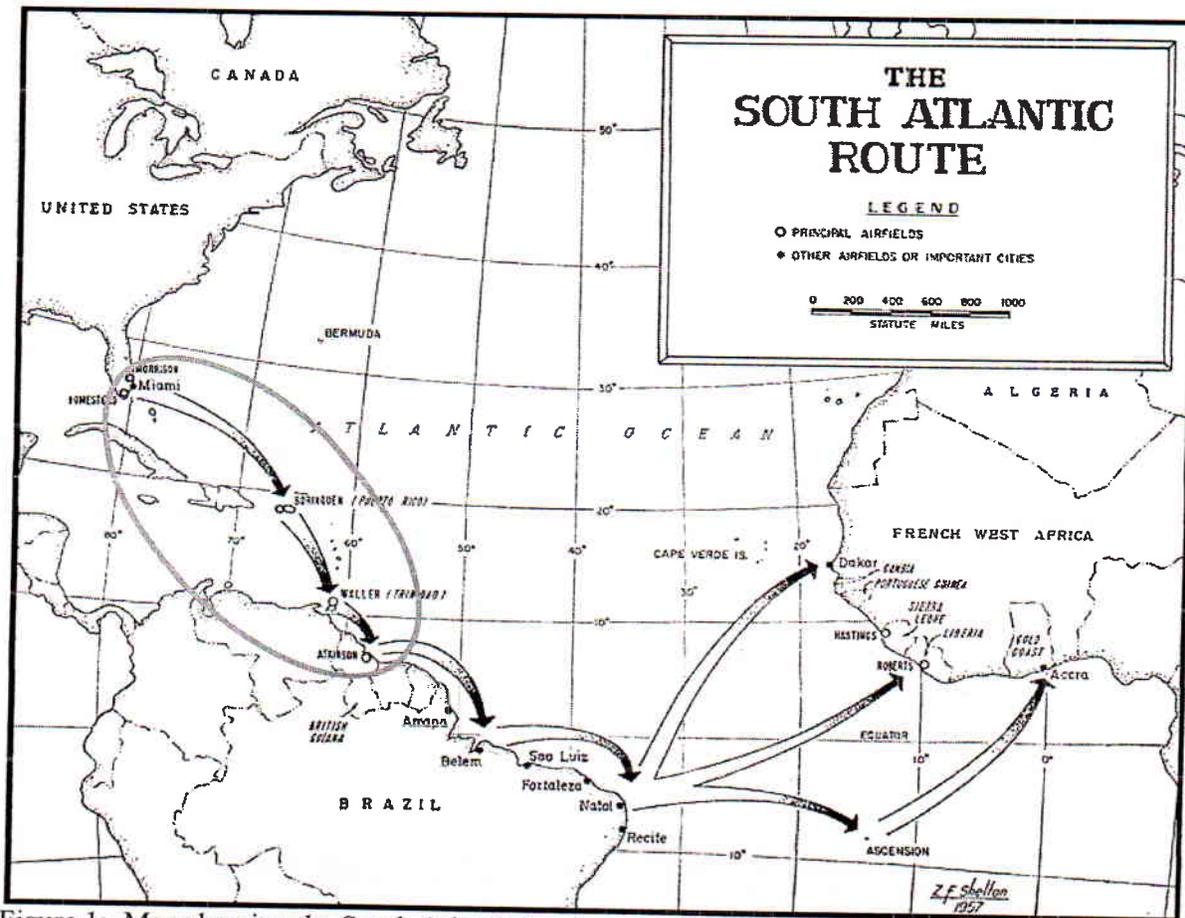


Figure 1: Map showing the South Atlantic Route, one of seven main air routes used by the Air Transport Command to transport cargo, aircraft, and personnel to the theaters of WWII worldwide. The red oval highlights the area of operation for the Caribbean Wing of the ATC. Source: "The South Atlantic Route," in *The Army Air Forces in World War II, Vol. VII: Services Around the World*, 228.

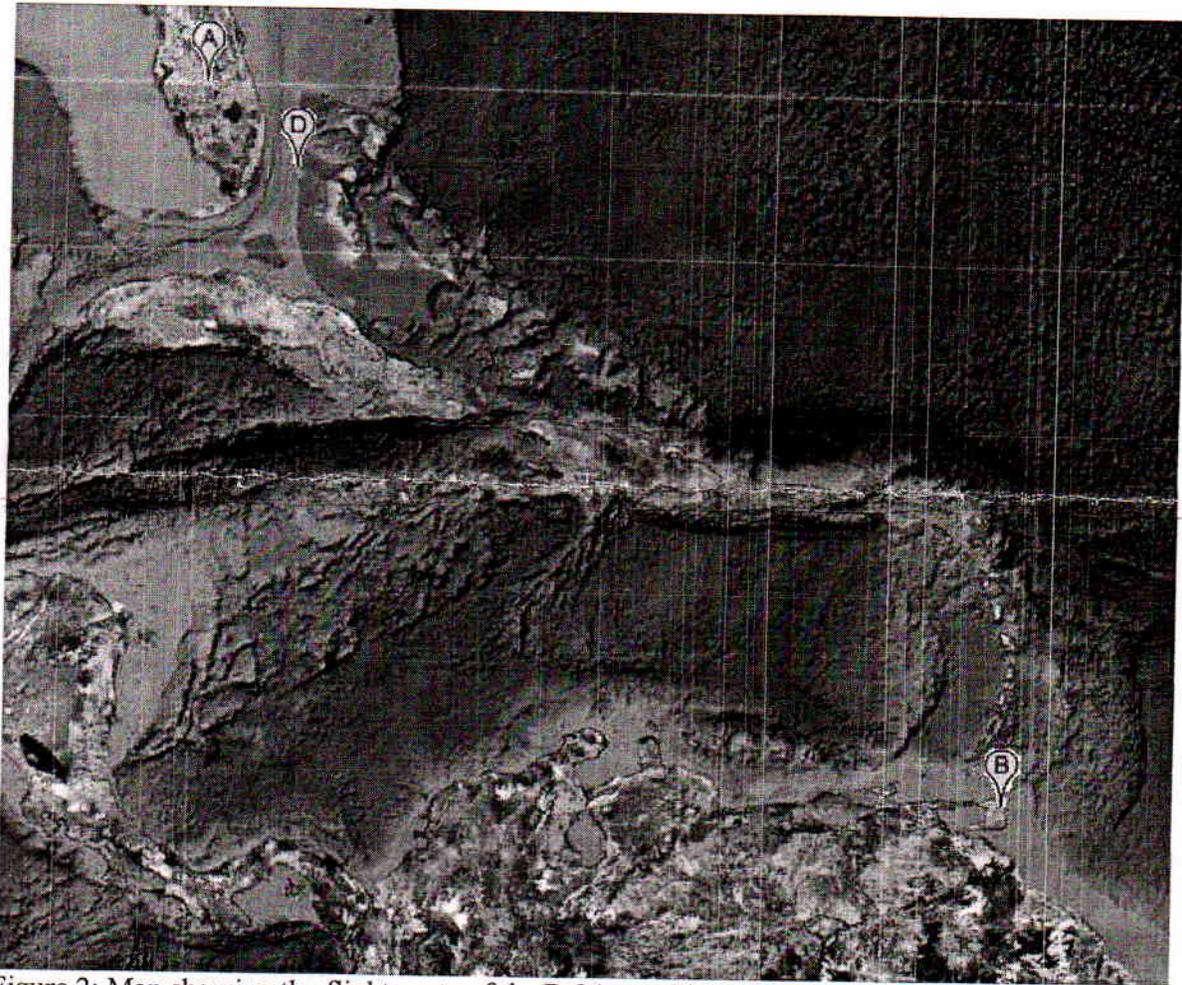


Figure 2: Map showing the flight route of the B-24 on which 2d Lt Savage acted as co-pilot on 9 January 1944. The aircraft was lost between Morrison Field, Florida (A) and Waller Field, Trinidad (B). An empty, inflated life raft, possibly associated with the loss of aircraft 42-52349, was found 26 miles southeast of Great Isaac Light, Bahamas (D).  
Source: ACME Mapper