

2nd Lt. John B. Adams 1

Mrs. Helen Adams, (mother)
Post Office 343
Fort Hunter, California.

2nd Lt. John J. Harris 2

Mr. Ernest C. Harris, (father)
22 Appleton Street,
Walling, Massachusetts.

2nd Lt. James H. Lock 3

Mrs. Fella Lock, (mother)
550-13th Avenue,
Brooklyn, New York.

2/0 Charles S. Dackin 3-371

Mrs. Marie S. Dackin, (mother)
Rural Free Delivery 21,
Greene, Iowa.

2/sgt. Jake J. Taborville 10

Mrs. Mary S. Taborville, (mother)
Route One, Box 27,
Waver, Washington.

1/4/A. Elmer F. Lee 8

Dr. John E. Lee, (father)
Lawrence, Minnesota.

2nd. Oswald C. Sabidon 9

Mrs. Lena Sabidon, (mother)
Rural Free Delivery Number One,
Hills, New York.

1st. Willard L. Loman 7

Mr. Stas L. Loman, (father)
221 Walnut Street,
Chattanooga, Tennessee.

1st. Harry J. Telford 4

Mrs. Fannie H. Telford, (mother)
1008 Sparks Street,
Joliet, Illinois.

1st. Billy L. Freeman 5-371

Mr. & Mrs. Charles A. Freeman, (parents)
Empire, Oklahoma.

MAG
3045

On 8 March 1944 at 1430

PLACE: Hannerstorf
Kirchheim

TYPE: Liberator
Markings: 126720

RANK	NAME	FU 1174
2nd Lt.	DERRIO J. J.	
Lt.	LACK Jesse H.,	0694883 ✓
P/O.	DASKAN Charles S	T 122613 ✓
Lt.	ADAMSON John D.	3 779644 ✓
T/Sgt.	TANGONIELLO Jake J.	6663411
Sgt.	BARIDIAN H.	C.
Sgt.	FREEMAN Billy L.	38269438 ✓
Sgt.	LOWMAN Willard L.	14092323 ✓
S/Sgt.	WEE Peder Elmer	19146147
Sgt.	FORBES H J	

LACK Jesse H. *JA*
O-994883 T 43-43 O

dead

EW 1174

KIA
MPCR 3345 SD *coal*
5763

At Hannersdorf near Kirchheim (Holland) on 8 March 1944, 14.30 h. -Liberator.-

LOWMAN W.L.
T 14092318 4343 0 (2221)

Willard L. 2nd

dead

KIA

FREEMAN B.L.

Sgt

dead

KIA

38269438 T 43-43 A

ADAMSON John D.
OUT39644 T 42-3 A

2nd

dead

KIA

DASKAN Charles S.
T-122613 T 43

KIA

SD case
5763
MACR 3345

Flug of Crash Report of Kirchheim Mallard on 2 March 1944, 14.30 h. Liberator. ---

Receiving Command:
Airfield Headquarters & 11/19
Pistaretsko-Mikolaisko

Pistaretsko-22, 14 March 1944

FIRL Report

Send numbers of enemy aircraft down.

1.) Precise time and place of the downing, of the death or of the recovery of an enemy aircraft number.

- a) Time: 1130 on 8 March 1944.
- b) Place: Two hundred meters from the locality's east north of Hornersdorf near Kirchhain, street Hornersdorf.

2.) Type of craft: Liberator No. 1287204 - 14 radial engine.

3.) Name, first name, rank, identification tag No.

- | | | | | |
|------------------------------|----------------|-----------|-----------|-------------|
| a) Kade, Jacob S. | identification | G-14103 | T 43-43 | 0 KIA |
| b) Frenson P.L. <i>Billy</i> | unknown tag | 3020000 | T 43-43 | KIA |
| c) Hanson, Charles S. | " 2110 | T 12251 | T 43 | KIA |
| d) Ideson, John D. | " 1-12-21 | G-77962 | T 42 - 32 | KIA |
| e) Loman, N.L. <i>Hiller</i> | " 29V | T 1409212 | T 43-43 | 0 (222) KIA |

4.) If no identification tag at hand, who possible any other identification:

None

5.) Which local headquarters or authority is in charge of the burial:
Community Hornersdorf (grave location)
Hornersdorf cemetery without No. mark

Waller
Captain

5KIA
SD case 5763

MACR 2345

Distributor

Dating (Date) Received, James P. x

ED 1174

Identification tag

Charles E. Carter

T-122613 T 13 8

Airfield Headquarters
 Finsterwäld 2. J.
 Receiving and receiving
 detachment

Finsterwäld, 16 March 1944

Subject: Report on recovery of the Liberator-plane which had been shot down on 8 March 1944 at 1430 near Komersdorf, Lucksau-county.

Reference: Basis for the report on recovery (enclosure to Airdistrict Headquarters A/III Stabsk. Br. 3. No. 13549/43 restricted from 7 Sept. 1943).

To: Distributor.

*SKIA
 SD case
 5763*

- I.
 - 1.) Location of the downing: Exit of the village Komersdorf near Kirchhain, two hundred meters north of the street.
 - 2.) Time of the downing: On 8 March 1944 at 1430.
 - 3.) Type of craft: Liberator.
 - 4.) Number of engines: Four engines, fourteen cylinders, double-radial-valve-engines.
 - 5.) Arrival of the receiving detachment: Captain Mueller, Testing-master Negerer, Airfield Headquarters Finsterwäld.

- II.
 - 1.) Armaments: Ten machine guns type Sprenging model 82 caliber 12,7 mm with armor ammunition had been found on the place of the crash. The ignition of all these machine guns works mechanically, as do the triggers. Only two machine guns had electrical triggers. The ammunition was fed by disintegrating belts. The ammunition had been put on the machine gun belts in a mixed proportion including explosive bullets.
 - 2.) Armour: An armor plate of thirteen millimeters could be identified. The place where put in can't be determined.
 - 3.) Radio Frequencies: The Radio Frequencies had been totally destroyed by the crash and by five three type-plates which were found had the following inscription: SR-375-E Ser.No. 51322; Transmitter tuning unit TD-6-B Frequency range 3000-4500 KC; Rev.No. 11312 Frequency meter SR-223-M
 - 4.) Identification of the frequencies: Not possible, because of the total destruction of the apparatus.

- 5.) Construction markings: By the construction of the fins, the landing gear and the wing-profiles the plane has been identified as a Liberator-bomber. The type markings of the turret generally have the sign OK 32. The plane was equipped with four fourteen cylinder double-radial-valve engines. The engines are badly damaged by the crash. Type markings have not been identified. On the apparatus-bearer of the engine the following factory numbers were pressed in:
- | | |
|------------------------|-------------------------|
| First engine: NF 43940 | Second engine: NF 43795 |
| Third engine: 43678 | Fourth engine: 44077 |
- The factory markings taken away from the plane will be sent to the Air Force Ministry OK 1/37a.
- 6.) Identification markings of the plane: a big N in a white circle on the outer sides of the fins. Under that the number 120720. Under that figure the letter B.
- 7.) Gasoline and grease tests: There was no gasoline or grease at hand. The fuselage with wings and gasoline coast-ner was burned out.

III. No bombs.

IV. Crew members of the plane:

- 1.) Number of prisoners: five men

- a) Fieldguard and Airfield Headquarters A II/IV
- b) Airfield District A/III BRESCHEN-STRASSE Department ID
- c) 9 March 1944

- 2.) Number of the wounded: None

- 3.) Number of the dead: five men

Burial on the 9 March 1944 on the cemetery Aretary Hammerdorf, Luckau county in a common grave.

- 4.) There is no suspicion that any of the crew members escaped.

V. Remarks: None.

Signature
Air Force Staff Engineer Hartmann

Signature
Captain Müller

Distribution:
Bulg Luft Oberursel 1 x

CASUALTY QUESTIONNAIRE

1. Your name John Joseph Berrie Rank 1st Lt. Serial No. 0-810994
2. Organization 458 Gp Commander Isabel Rank Lt. Col CO Jameson Rank Major
(full name) (full name)
3. What year 1944 month March day 8th did you go down?
4. What was the mission, First, target, Berlin, target
time, 1430 hrs., altitude, 24,000 ft. route scheduled, direct
, route flown direct
5. Where were you when you left formation? Approx. 40 miles southeast of Berlin
6. Did you bail out? Yes
7. Did other members of crew bail out? Four others bailed out that I have knowledge of.
8. Tell all you know about when, where, how each person in your aircraft for whom no individual questionnaire is attached bailed out. A crew list is attached. Please give facts. If you don't know, say: "No Knowledge". Sgts. Moe, Forbes, Rabideau, and Tamburello bailed out about the same time as myself and in the same vicinity. We were all taken to the guardhouse at an airfield (radio school) near Finsterwalde, Germany.
9. Where did your aircraft strike the ground? On the outskirts of Finsterwalde
10. What members of your crew were in the aircraft when it struck the ground? (Should cross check with 8 above and individual questionnaires) Sgt. Lowman was the only man in the plane when it crashed to my knowledge. That is according to information received from Sgt. Rabideau.
11. Where were they in aircraft? He was in the waist.
12. What was their condition? Dead according to Sgt. Rabideau
13. When, where, and in what condition did you last see any members not already described above? ~~xxxxxxxxxxxxxxxxxxx~~. Lt. Adamson was last seen just before I bailed out, and he appeared to be well. Sgt. Freeman was seen about five minutes before the plane crashed. He appeared to be badly injured but he left the plane before Sgt. Forbes and Rabideau bailed out. Lt. Lack and F/O Daskam were last heard from about five minutes before the order was given to bail out. I have no knowledge that they bailed out.
14. Please give any similar information on personnel of any other crew of which you have knowledge. Indicate source of information. No knowledge
- _____

(Any additional information may be written on the back)

The plane was below 1,000 ft. when I bailed out and crashed nearby. There was one parachute wrapped around the tail, but I was unable to investigate as I was taken prisoner immediately by the Germans, and they would not permit me to go to the plane. I presumed the chute to be that of Lt. Adamson.

The plane was burning badly while in the air, but it was extinguished when it crashed.

INDIVIDUAL CASUALTY QUESTIONNAIRE

File- # 3345

Name of crew member: LACK Jesse Herbert
 Rank: 2nd Lt.
 Serial number: O- 694883
 Position: Crew (Bomber) or ~~Pilot~~ (Fighter): Navigator

Did he bail out? No knowledge

Where? _____

If not, why not? No knowledge

Last contact or conversation just prior to or at time of loss of plane: _____

Conversation about five minutes before bailing out.

Was he injured? No knowledge

Where was he when last seen? In plane

Any hearsay information: None

Source: _____

Any explanation of his fate based in part or wholly on supposition: None

Total number of missions of above crew member: One

Date and destinations if possible: 8 March 1944 Berlin

INDIVIDUAL CASUALTY QUESTIONNAIRE

Name of crew member: DASKAN Charles Sylvester

File- # 3345

Rank: F/O

Serial number: T- 122613

Position: Crew (~~Bombardier Pilot (Fighter)~~): Bombar:ier

Did he bail out? No knowledge

Where? _____

If not, why not? No knowledge

Last contact or conversation just prior to or at time of loss of plane: _____

Conversation about five minutes before bailing out.

Was he injured? No knowledge

Where was he when last seen? In plane

Any hearsay information: None

Source: _____

Any explanation of his fate based in part or wholly on supposition: None

Total number of missions of above crew member: One

Dates and destinations if possible: 8 March 1944 Berlin

INDIVIDUAL CASUALTY QUESTIONNAIRE

Name of crew member: ADAMSON John David
 Rank: 2nd Lt.
 Serial number: 0-739644
 Position: Crew (Bomber) ~~Engineer/Navigator~~: Pilot

File- # 3345Did he bail out? No definite knowledge

Where? _____

If not, why not? Too low an altitude

Last contact or conversation just prior to or at time of loss of plane: I spoke
with him just prior to loss of plane.

Was he injured? Apparently not.Where was he when last seen? In planeAny hearsay information: None

Sources: _____

Any explanation of his fate based in part or wholly on supposition: I believe
it was his chute which was wrapped around the tail of the plane.

I base this belief on the fact that he was directly behind me when
I bailed out.

Total number of missions of above crew member: OneDates and destinations if possible: 8 March 1944 Berlin

INDIVIDUAL CASUALTY QUESTIONNAIRE

File- # 3345

Name of crew member: FREEMAN Billy Lynn 271
 Rank: Sgt.
 Serial number: 38265438
 Position: Crew (Bomber) ~~or Navigator~~ Tail Gunner

Did he bail out? He either bailed out or jumped out.

Where? Somewhere in the vicinity of Finsterwalde, Germany.

If not, why not? _____

Last contact or conversation just prior to or at time of loss of plane: _____

Just a few minutes before the bail out order was given

Was he injured? Yes

Where was he when last seen? In the waist of the plane

Any hearsay information: According to Sgt. Forbes he was knocked out of the tail turret into the waist but was still conscious. Sometime during an attack by enemy fighters he either jumped out without a chute or bailed out.

Source: Sgt. Forbes

Any explanation of his fate based in part or wholly on supposition: He probably died from wounds received before leaving the plane.

Total number of missions of above crew member: Two

Dates and destinations if possible: 5 March 1944 Bordeaux, France
8 March 1944 Berlin

INDIVIDUAL CASUALTY QUESTIONNAIRE

File- # 3345

Name of crew member: LOWMAN Willard L. (i.o.)

Rank: Sgt.

Serial number: 14092318

Position: Crew (Bomber) on Flight (Fighter): Right Waist Gunner

Did he bail out? No

Where? _____

If not, why not? He was dead.

Last contact or conversation just prior to or at time of loss of plane: _____

He was seen in the plane by Sgt. Rabideau just before he bailed out.

Was he injured? Yes

Where was he when last seen? In the waist of the plane on the floor.

Any hearsay information: Only from Sgt. Rabideau

Sources: _____

Any explanation of his fate based in part or wholly on supposition: _____

Total number of missions of above crew member: Two

Dates and destinations if possible: 5 March 1944 Bordeaux, France

8 March 1944 Berlin

Jesse A. Lusk

SRID #2465A

Berrio, 810 954
Zamburrello 5663411
Moe 19146147
Forbes 36441569
Kebideau 12035281

Berrio States:

***We were hit by "flak" near Hanover *** the oil pressure on No. 4 engine began to drop *** near Berlin the turbo on No. 2 engine went out and we were forced to jettison our bomb load *** fighter protection was called for but they never came. In The enemy fighters (ME 210's, I believe) picked us up and made numerous attacks to our tail and sides. When the plane caught fire *** Lt. Adamson told me to give the order to bail out. *** When I left the plane, Lt. Adamson was standing with his parachute on. The plane crashed about 800 feet from where I landed and there was one chute wrapped around the tail. *** the crash took place on the outskirts of Finterwald, Germany ***

"As we were leaving the formation I called Lt. Lusk and asked for the course back to England. He gave me a course ***. I heard him talk to F/O Daskin *** I called later, while we were in under attack, but they never answered.

"According to Sgt Forbes, Sgt Freeman was hit in the first attack."

CASUALTY QUESTIONNAIRE

1. Your name Tumbarello, Jake J. Rank T/Sgt Serial No. 6663411
2. Organization 458th Op Commander Isobel Rank Col S/in CO Jamison Rank Major
(full name) (full name)
3. What year 1944 month March day 8 did you go down?
4. What was the mission, Berlin, target, Bell Bering Wks, target time, 1300, altitude, 25,000 route scheduled, _____, route flown _____
5. Where were you when you left formation? 3 minutes from IP
6. Did you bail out? Yes
7. Did other members of crew bail out? Found out later they did, didnt see any others at the time I left aircraft.
8. Tell all you know about when, where, how each person in your aircraft for whom no individual questionnaire is attached bailed out. A crew list is attached. Please give facts. If you don't know, say: "No Knowledge". No Knowledge.
9. Where did your aircraft strike the ground? North West of Fensterwalde
10. What members of your crew were in the aircraft when it struck the ground? (Should cross check with 8 above and individual questionnaires) No Knowledge.
11. Where were they in aircraft? Pilot in Pilots position. No Knowledge of other members of crew other than those bailed out
12. What was their condition? Pilot was unhurt.
13. When, where, and in what condition did you last see any members not already described above? Last saw Navigator, Bombardier, Tail gunner and left waist gunner at take-off.
14. Please give any similar information on personnel of any other crew of which you have knowledge. Indicate source of information. Left waist gunner killed by enemy fire (info from other crew member). Tail gunner badly injured when enemy aircraft made first pass at us. (info from other crew member) No knowledge of bombardier whatsoever.

(OVER)

(Any additional information may be written on the back)

When I was captured I was taken to the point where our craft hit the ground. I saw a parachute entangled around the left horizontal and vertical stabilizer. It seemed as though this chute had been opened too soon and wearer apparently carried down with falling aircraft.

I was informed by the Germans that four of my crew members were dead in the aircraft. (This was when we were at the scene of the crash). They also told me one member was taken to a hospital.

Later that evening, while in prison at the Fensterwalde Air Base (sounded like a twin engine base to me from aircraft engines) the Germans informed us (four other crew members and I) that the man taken to the hospital had died.

Having a limited speaking knowledge of the German language I was able to learn that the above mentioned town was approximately twenty kilometers north east of Berlin.

I recall no other information either facts or hearsay.

INDIVIDUAL CASUALTY QUESTIONNAIRE

Name of crew member: Jesse H. Lack
 Rank: Second Lieutenant
 Serial number: 0694883
 Position: Crew (Bomber) or Flight (Fighter): Navigator

Did he bail out? No knowledge.

Where? _____

If not, why not? No knowledge.

Last contact or conversation just prior to or at time of loss of plane: Last heard him on intercomm at time pilot asked for heading home.

Was he injured? No knowledge.

Where was he when last seen? Seen at home base prior to take-off

Any hearsay information: None whatsoever

Source: _____

Any explanation of his fate based in part or wholly on supposition: Believe he may have been injured or killed when ME210 made second pass at ship, raking us with MG fire and 20mm, hitting upper-turret, number two engine, and just forward of instrument panel. Some fragments entered flight deck. Enemy fire was pretty thorough that time.

Total number of missions of above crew member: 1

Dates and destinations if possible: "Berlin"

I gave Lt Lack's family no information whatsoever. I was in no position to do so, for I knew nothing of him. I felt that if I were to give them information incorrectly it would do more harm than good. It was not my position, nor duty to inform them of this tragedy.

CASUALTY QUESTIONNAIRE

1. Your name RABIRCAU HAROLD Rank 1ST Serial No. 12035281
2. Organization KIP Gp Commander ? Rank ? Sqn CO 3 Rank ?
(full name) (full name)
3. What year 1944 month MARCH day 8 did you go down?
4. What was the mission, OPERATIONAL, target, BERLIN, target time, ?, altitude, 2200 route scheduled, ?
?, route flown ?
5. Where were you when you left formation? OVER - I. P.
6. Did you bail out? Yes
7. Did other members of crew bail out? Yes
8. Tell all you know about when, where, how each person in your aircraft for whom no individual questionnaire is attached bailed out. A crew list is attached. Please give facts. If you don't know, say: "No Knowledge". MAJ. ELMER - FIBBS HEAVY - BERRIO, JOHN - TAMBRARIELLO, TAKE - ALL BAILED OUT ABOUT SAME TIME, BERRIO - MOE AND TAMBRARIELLO WENT OUT BY BAY DOORS & FIBBS WENT THROUGH CAMERA HATCH.
9. Where did your aircraft strike the ground? NO KNOWLEDGE
10. What members of your crew were in the aircraft when it struck the ground? (Should cross check with 8 above and individual questionnaires) LOWMAN, WILLARD NO KNOWLEDGE OF REMAINDER OF CREW
11. Where were they in aircraft? (NO KNOWLEDGE) LOWMAN - WAIST
12. What was their condition? LOWMAN - KILLED
13. When, where, and in what condition did you last see any members not already described above? LAST SEEN AT TAKE OFF TIME.
14. Please give any similar information on personnel of any other crew of which you have knowledge. Indicate source of information. NO KNOWLEDGE.

(Any additional information may be written on the back)

INDIVIDUAL CASUALTY QUESTIONNAIRE

Name of crew member: Jesse H. Lack
 Rank: Second Lieutenant
 Serial number: 0694883
 Position: Crew (Bomber) or Flight (Fighter): Navigator

Did he bail out? NO KNOWLEDGE.

Where? NO KNOWLEDGE

If not, why not? NO KNOWLEDGE

Last contact or conversation just prior to or at time of loss of plane: LAST CONTACT

HE NOTIFIED PILOT THE NAME OF A TOWN WE FLOW
OVER AFTER ENTER GERMANY A SHORT TIME,
 Was he injured? NO KNOWLEDGE

Where was he when last seen? NOISE OF PLANE

Any hearsay information: NO KNOWLEDGE

Source: _____

Any explanation of his fate based in part or wholly on supposition: IN MY
OWN MIND I THINK HE WAS KILLED ON
FIRST PASS OF FIGHTER ATTACK.

Total number of missions of above crew member: ONE

Dates and destinations if possible: MARCH 8, 1944 BERLIN.

NO KNOWLEDGE SENT TO PARENTS.
Should CR abidean

CASUALTY QUESTIONNAIRE

1. Your name BARIDEAU HAROLD C Rank ST Serial No. 12035291
2. Organization 458 Gp Commander Rank ? Sqd CO ? Rank MAJOR
(full name) (full name)
3. What year 1944 month MARCH day 20 did you go down?
4. What was the mission, BALL BEARING, target, BERLIN, target time, ?, altitude, 33,000 route scheduled, ?, route flown ?
5. Where were you when you left formation? FEW MINUTE FROM TWP
6. Did you bail out? YES
7. Did other members of crew bail out? YES
8. Tell all you know about when, where, how each person in your aircraft for whom no individual questionnaire is attached bailed out. A crew list is attached. Please give facts. If you don't know, say: "No Knowledge".
ONE TAMBERICO, BERRIO SAME TIME BOMB
RAY FORBES CAMERA HATCH.
9. Where did your aircraft strike the ground? NO KNOWLEDGE
10. What members of your crew were in the aircraft when it struck the ground? (Should cross check with 8 above and individual questionnaires)
LOWMAN WAIST GUNNER - KILLED
11. Where were they in aircraft? LOWMAN AT POSITION
12. What was their condition? KILLED
13. When, where, and in what condition did you last see any members not already described above? TAKE OFF TIME,
14. Please give any similar information on personnel of any other crew of which you have knowledge. Indicate source of information. NO KNOWLEDGE

(Any additional information may be written on the back)

INDIVIDUAL CASUALTY QUESTIONNAIRE

File # 3345

Name of crew member: LACK Jesse Herbert
 Rank: 2nd Lt.
 Serial number: 0-694883
 Position: Crew (Bomber) or Flight (Fighter): Navigator

Did he bail out? NO KNOWLEDGE

Where? NO KNOWLEDGE

If not, why not? NO KNOWLEDGE

Last contact or conversation just prior to or at time of loss of plane: TOLD

PILOT OF A SMALL TOWN PASSED OVER

was he injured? NO KNOWLEDGE

Where was he when last seen? NO KNOWLEDGE

any hearsay information: NO KNOWLEDGE

Sources: ✓

Any explanation of his fate based in part or wholly on supposition: I

THINK HE WAS KILLED BY FIGHTER
ATTACK.

Total number of missions of above crew member: ONE

Dates and destinations if possible: MARCH 8, 1944

BERLIN

INDIVIDUAL CASUALTY QUESTIONNAIRE

Name of crew member: ABRAMSON John David
 Rank: 2nd Lt.
 Serial number: 0-737644
 Position: Crew (Bomber) CO-PILOT (CO-PILOT); Pilot

File # 3345Did he bail out? NO KNOWLEDGEWhere? NO KNOWLEDGEIf not, why not? NO KNOWLEDGE

Last contact or conversation just prior to or at time of loss of plane: _____

OXYGEN CHECK HALF HOUR IN GERMANYWas he injured? NO KNOWLEDGEWhere was he when last seen? AT CONTROLSAny hearsay information: AT CONTROLS AND TOLD CO-PILOT TO BAIL OUT AS TOLD BY CO-PILOTSource: CO-PILOTAny explanation of his fate based in part or wholly on supposition: S/SGTMAJ ENG. SAID HE SAW A SHUTE ONTAIL OF SHIP AND A MAN LYING NEARPLANE AND THOUGHT IT WAS PILOT.Total number of missions of above crew member: ONEDates and destinations if possible: MARCH 8, 1944BERLIN

INDIVIDUAL CASUALTY QUESTIONNAIRE

Name of crew member: DASKAN Charles Sylvester
 Rank: F/O
 Serial number: T- 122613
 Position: Crew (Bomber) or Pilot (Fighter): Bombardier

File- # 334CDid he bail out? NO KNOWLEDGEWhere? NO KNOWLEDGEIf not, why not? NO KNOWLEDGELast contact or conversation just prior to or at time of loss of plane: NO KNOWLEDGEWas he injured? NO KNOWLEDGEWhere was he when last seen? NO KNOWLEDGEAny hearsay information: NO KNOWLEDGESource: LAny explanation of his fate based in part or wholly on supposition: NO KNOWLEDGETotal number of missions of above crew member: ONEDates and destinations if possible: MARCH 8 1944
BERLIN

INDIVIDUAL CASUALTY QUESTIONNAIRE

File # 334

Name of crew member: LOWMAN Willard L. (i.o.)
 Rank: Sgt.
 Serial number: 14092318
 Position: Crew (Bomber) ~~or Navigator (Navigator)~~: Right Waist Gunner

Did he bail out? NO

Where? NO

If not, why not? KILLED

Last contact or conversation just prior to or at time of loss of plane: _____

NONE

Was he injured? YES - KILLED

Where was he when last seen? AT POSITION

Any hearsay information: NONE

Sources: ✓

Any explanation of his fate based in part or wholly on supposition: He

WAS KILLED WHEN I LEFT PLANE
~~AT~~ I WAS LAST OUT OF WAIST
AND A EYE WITNESS TO HIS DEATH

Total number of missions of above crew member: TWO

Dates and destinations if possible: MARCH 5, 1944 BORDEAUX
FRANCE MARCH 8, 1944 BERLIN

INDIVIDUAL CASUALTY QUESTIONNAIRE

File # 3345

Name of crew member: FREEMAN Billy Lynn
 Rank: Sgt.
 Serial number: 38269438
 Position: Crew (Bomber) ~~or Pilot (Lightning)~~ Tail Gunner

Did he bail out? NO KNOWLEDGE

Where? NO KNOWLEDGE

If not, why not? NO KNOWLEDGE

Last contact or conversation just prior to or at time of loss of plane: SAID

BOTH HIS GUNS HAD JAMED

Was he injured? YES

Where was he when last seen? SEEN BY SGT. FORRES IN TAIL

Any hearsay information: ~~HE~~ HE WAS BLOWN FROM HIS POSITION BY JUMM AND INJURED IN HEAD + FEET.

Source: SGT. FORRES WING GUNNER

Any explanation of his fate based in part or wholly on supposition: WHEN I LEFT PLANE THE TAIL WAS A FIRE AND COULDN'T REACH IT, THINK HE DIED OF WOUNDS RECEIVED IN ACTION

Total number of missions of above crew member: ONE

Dates and destinations if possible: MARCH 8, 1944
BERLIN

CASUALTY QUESTIONNAIRE

1. Your name Elmer P. Mos Rank S/Sgt. Serial No. 19 146 147
2. Organization 458 Gp Commander _____ Rank _____ Sqn CO _____ Rank _____
(full name) (full name)
3. What year 1944 month March day 8 did you go down?
4. What was the mission, Bombing, target Erkner hall near Berlin target
time, 1445--1500, altitude, 23000 route scheduled, Straight,
bomb run N.W., route flown as scheduled
5. Where were you when you left formation? S.E. of Berlin
6. Did you bail out? Yes
7. Did other members of crew bail out? All known survivors
8. Tell all you know about when, where, how each person in your aircraft for whom an individual questionnaire is attached bailed out. A crew list is attached. Please give facts. If you don't know, say: "No Knowledge". Forbes by rear entr. hatch Rabideau by left waist window. Tambara llo, Mos, & Berrio by right bomb bay door. Believe all exits were made in above order and in about 2 minutes or less S.E. of Berlin Near Furstenwalde.
9. Where did your aircraft strike the ground? Just W. or N.W. of Furstenwalde
10. What members of your crew were in the aircraft when it struck the ground? (Should cross check with 8 above and individual questionnaires) Believe all 5 of missing men. Not sure as I could only see Adamson and he may have tried to jump after I ~~did~~ did.
11. Where were they in aircraft? Evidently in or near their position.
12. What was their condition? No knowledge.
13. When, where, and in what condition did you last see any members not already described above? _____

14. Please give any similar information on personnel of any other crew of which you have knowledge. Indicate source of information. _____

(Any additional information may be written on the back)

CASUALTY QUESTIONNAIRE

1. Your name Moe Elmer P. Rank S/Sgt Serial No. 19146147
458 Bomb. Gp. 7558qdn.
2. Organization Gp Commander Rank Sqn CO Rank
 (full name) (full name)
3. What year 1944 month March day 8 did you go down?
4. What was the mission, Berlin, target Erkner ball-bearing playtarget
 time, Approx. 1445, altitude, 23000 route scheduled Straight to B.
cir. S. bomb. NW. return route flown Same
5. Where were you when you left formation? Between I.P. and target
6. Did you bail out? Yes
7. Did other members of crew bail out? Yes. all known survivors
8. Tell all you know about when, where, how each person in your aircraft for whom no individual questionnaire is attached bailed out. A crew list is attached. Please give facts. If you don't know, say: "No Knowledge". Forbes-rear entrance hatch; Rabideau-L. waist window; Tambarello myself and Berrio-R. bomb bay door. Others- no knowledge. Bail outs took place in above order at low alt. the last two landing about 1/2 mile from plane.
9. Where did your aircraft strike the ground? in open field near Furstenwalde
 Think it was west or northwest of city.
10. What members of your crew were in the aircraft when it struck the ground? (Should cross check with 8 above and individual questionnaires) No positive knowledge. Saw one body with opened chute near or under left wing of plane. Think it was pilot, nav. or bomb. Lowman (L. waist) was killed by gunfire before Forbes or Rabideau left.
11. Where were they in aircraft? in or near ass. positions (last known)
12. What was their condition? Lack & Daskam-no knowledge; Lowman-dead; Freeman-believed to be wounded; Adamson-at controls, possibly hit.
13. When, where, and in what condition did you last see any members not already described above?

14. Please give any similar information on personnel of any other crew of which you have knowledge. Indicate source of information. _____

Over

(Any additional information may be written on the back)

The following is in reply to P.S. on letter I recieved today concerning information I gave to the family of Jesse H. Lack. May vary slightly as this is from memory only.

Last July I recieved a letter from Mr. Henry Lack in which he stated that he had received rumors that his son was still alive and asked if I could help him get straightened out on the events that took place so he could have a little more to work on. Here is the bulk of my reply:

as to
"I am sorry to hear you are still in doubt of your son's fate and this is to prevent you from holding any false hopes. I too had some hope that your son was okay, but have given it up as we would surely have heard for sure by now. I did not tell this before as we had orders it would add to confusion etc. Also that you would be properly notified by War Dept. and I have given them several written reports on this. Therefore this is meant only for your information and not to be repeated as it may add to trouble and confusion.

On March 8 our target was Berlin. Your son was in the nav. comp. in the nose and the bomb. was in the nose turret. They could not be seen by any other of the crew and their only means of communication was by interphone. Bailout signal was to be given over interphone and by alarm bells located at the various plane compartments One bell being near your son. We went through scattered flak and one turbo supercharger went out which cut our power from one engine and near the target the oil pressure on another went out. We could not keep altitude and so decided to hit the deck where we would get more power from the engine with the turbo out and try to make it home. The pilot called for a compass heading, got it and soon we were jumped by fighters. One made a pass or rather three passes at us from the rear knocking out tail turret and left waist gun. On last pass, after tail and left waist guns were quiet, he got in close and gave us about a three second burst that set us on fire and must have put several hundred holes in our plane. All this time he was too low for me to get a shot at but believe ball gunner at least hit him. My gunsight went out so I switched to other filament and took a shot at him as he pulled up to our left, but he turned away and by this time gasoline was burning from a large hole in our left wing, our interphone was out and the radio operator was getting up and motioned down and so I snapped on my chute and followed him out as the copilot was right behind me. To get to your son one of us would have had to crawl on hands and knees and then may have hinderea their exit as they had an escape hatch in the nose too. In this case there was absolutely no time as I hit the ground before my chute had fully slowed me up. I was captured even before I got my chute off and the Germans would not let us any nearer to the plane. As the country was quite thickly settled there was little chance anyone got away and if they were picked up I am quite sure they would have come to the same place as we were. Or if they were injured, they would have gone to hospital and You would have heard through the Red Cross. If they did not get out of the plane they must have met death instantly. Surely if your son was alive, he would be home now or have let you know where he is. That is about all I know that could clear up any false rumors you may have heard. I think he did not get out in time."

INDIVIDUAL CASUALTY QUESTIONNAIRE

Name of crew member: Jesse H. Lack
 Rank: Second Lieutenant
 Serial number: 0694883
 Position: Crew (Bomber) or Flight (Fighter): Navigator

Did he bail out? No Knowledge Think he did not.

Where? _____

If not, why not? Lack of time or did not get order. Interphone shot out.

Last contact or conversation just prior to or at time of loss of plane: Gave pilot
 compass heading after leaving formation. Several minutes before crash.

Was he injured? No knowledge.

Where was he when last seen? In nose compartment.

Any hearsay information: Was not seen bailing out by any of surviving crew.

(The following is uncertain, I could not then understand any German.)

Think one of the Germans at the Luftwaffe ~~and~~ field near Furstenwalde
 said something about five being killed. (Presumably in plane.)

Source: Surviving crew members.

Any explanation of his fate based in part or wholly on supposition: In every report

I have said that I think he was killed in plane Possibly by gunfire

or if he jumped was too late for chute to open fully.

Total number of missions of above crew member: First. Also one diversion.

Dates and destinations if possible: 8-Mar-44 Berlin

Diversion was about a week earlier too close to the coast of Denmark.

INDIVIDUAL CASUALTY QUESTIONNAIRE

Name of crew member: Lt. Jesse Herbert
 Rank: 2nd Lt.
 Serial number: 0-691283
 Position: Crew (Bomber) of Flight (Squadron); Investigator

File- # 3345

Did he bail out? Think not

Where? _____

If not, why not? Lack of time or did not get order to bail out.
Possibly shot up.

Last contact or conversation just prior to or at time of loss of plane: _____

Gave pilot compass heading.Was he injured? No knowledge

Where was he when last seen? _____ in nav. comp: _____

Any hearsay information: _____

Source: _____

Any explanation of his fate based in part or wholly on supposition: Did not
 receive bail out signal as communication system was shot out or
 did not have sufficient time to jump.

Total number of missions of above crew member: 1Dates and destinations if possible: 8-Mar-44 Berlin

INDIVIDUAL CASUALTY QUESTIONNAIRE

Name of crew member: ANDERSON John Du vid
 Rank: 2nd Lt.
 Serial number: 0-779644
 Position: Crew (Bomber) Navigator/Engineer: Pilot

File- # 3345

Did he bail out? Believe not. Too late if he did.

Where? _____

If not, why not? To late and may have tried to crash land.

Last contact or conversation just prior to or at time of loss of plane: He was
at controls when I left.

Was he injured? Possible but think not before crash.

Where was he when last seen? Controls.

any heresy information: _____

Sources: _____

any explanation of his fate based in part or wholly on supposition: -

If he tried to jump his chute did not have time to open or got
fouled on tail. Believe death was quick.

Total number of missions of above crew member: 1

Dates and destinations if possible: 8-Mar-44 Berlin.

DANKAN INDIVIDUAL CASUALTY QUESTIONNAIRE
~~Source by [redacted]~~

File # 3345

Name of crew member: P/O
 Rank: 2nd Lt
 Serial number: [redacted] Bombardier
 Position: Crew (Bomber) or Flight (Fighter):

Did he bail out? Think not.
 Where? _____

If not, why not? Lack of time or failure to get order. Possibly shot up.
 Last contact or conversation just prior to or at time of loss of plane: Okay
at I.P.

Was he injured? No Knowledge.
 Where was he when last seen? In nose turret.

Any hearsay information: _____

Source: _____
 Any explanation of his fate based in part or wholly on supposition: Believe he
was in ship when it crashed. Did not jump because of lack of time, orders
or was shot up.

Total number of missions of above crew member: 1
 Dates and destinations if possible: 8-Mar-44 Berlin.

INDIVIDUAL CASUALTY QUESTIONNAIRE

File # 3345

Name of crew member: LOWMAN Willard L. (i.o.)
 Rank: Sgt.
 Serial number: 14092318
 Position: Crew (Bomber) or Flight (Fighter): Right Waist Gunner

Did he bail out? Quite sure not.

Where? _____

If not, why not? Believe he was killed by fighter.

Last contact or conversation just prior to or at time of loss of plane: _____

Was he injured? Yes

Where was he when last seen? Seen by Forbes & Rabideau lying in waist.

Any hearsay information: All above information

Source: Forbes and Rabideau

Any explanation of his fate based in part or wholly on supposition: _____

Total number of missions of above crew member: 2

Dates and destinations if possible: 5-Mar-44 Near Bordeaux, France

8-Mar-44 Berlin

INDIVIDUAL CASUALTY QUESTIONNAIRE

File- # 334

Name of crew member: FREEMAN Billy Lynn
 Rank: 1st
 Serial number: 38269438
 Position: Crew (Bomber) ~~xxxxxx~~ Trill Gunner

Did he bail out? No knowldge.

Where? _____

If not, why not? Badly shot up or dead

Last contact or conversation just prior to or at time of loss of plane: Called out

fighter coming in just before interphone failure

Was he injured? Presumably

Where was he when last seen? _____

Any hearsay information: All Above from Forbes and Rabideau. I know nothing

not learned from them.

Source: Forbes and Rabideau

Any explanation of his fate based in part or wholly on supposition: I saw one chute

that looked like it was fauled ontail and a body on ground near left

side of plane after crash. Could have been any of five missing except

possibly Lowman.

Total number of missions of above crew member: _____

Dates and destinations if possible: 8-Mar-44 Berlin

EX 1174

Identification tag

Charles C. Boston

Y - 122413 Y 43 0

7

SN 1174

Identification tag

missing

2

EE 1174

Identification tags

John A. Taboralis

44621 T-4-43 6

6

Elmer H. Eno

151617 T-4-43 A

Mr. John Eno

EE, 1

Lawrence, Mich.

Identification tags

Freeman Billy L. A

3826936 T 43-43

F

Freeman Billy L. A

3826936 T 43-43

F

Jesse A. Leak

0-094883 T 43-43

O

H

John D. Adams

0-739644 T 43-3

A

P

Crew members for downing record

Case No.	Name	Identification tag No.	Rank	Authority
KV 933	Bell H.J.	12137132	-	Identification tag
KV 933	Sullivan, Edward	39623668	-	"
KV 1174	Frascan Billy L.	38269438	-	"
KV 1174	Rank James H.	0-494863	-	"
KV 1174	Johnson John D.	0-739644	-	"
KV 1098	Begnoch Jack L.	0- 24747	-	"
KV 1098	Egan John F.	0-494863	-	"
KV 1174	Frascan, Charles B.	7-122613	-	"

Receiving Detachment
 1500th Headquarters & Hq/Troop
 Pirmasens-Weidenhütte

Pirmasens-Weidenhütte, 14 March 1944

Fifth Report

Lead numbers of enemy aircraft crews

1.) Precise time and place of the downing, of the death or of the recovery of an enemy airplane number.

a) Time: 1430 on 8 March 1944

b) Place: Two bushes west from the locality's exit north of Kommerodorf near Kirchhain, street Kommerodorf.

2.) Type of craft: Liberator No. 127900 - 14 radial engine.

3.) Names, first name, rank, identification tag No.

a) Cook, Jesse H.	Lieutenant	0-94683	T 43-43 0
b) Freeman D.L.	unknown	0-99438	T 43-43
c) DeWitt, Charles R.	"	T 128-719	T 43
d) Adams, John D.	"	0-79614	T 42 - 54
e) Loman, W.L.	"	T 1092318	T 43-43 0 (2221)

4.) If no identification tag at hand, make possible any other identification

None

5.) Which local headquarters or authority is in charge of the burial:
 Community Kommerodorf (grave location)
 Kommerodorf cemetery, without No. mark

Kueller

Captain

Distributors

Dulag (Inf) Oberursel, Forms 1 & 2

Airfield Headquarters
 Finsterwalde H.-L.
 Receiving and recovering
 detachment

Finsterwalde, 16 March 1944

Subject: Report on recovery of the Liberator-plane which had been shot down on 8 March 1944, at 1430 near Kemmersdorf, Lucken-county.

Reference: File for the report on recovery (enclosure to Air District Headquarters 4/III Stuka Hq. No. 13549/43 restricted from 7 Sept. 1943).

To: Distributer.

- I.
 - 1.) Location of the downings: Exit of the village Kemmersdorf near Kirchhain, two hundred meters north of the street.
 - 2.) Time of the downings: On 8 March 1944, at 1430.
2.
 - 3.) Type of craft: Liberator.
 - 4.) Number of engines: Four engines, fourteen cylinders, double-radial-valve-engine.
 - 5.) Arrival of the receiving detachment: Captain Weiler, Testing-master Wagner, Airfield Headquarters Finsterwalde.
- II.
 - 1.) Ammunition: Ten machine guns type Browning model M2 caliber 12,7 mm with spare ammunition had been found on the place of the crash. The ignition of all these machine guns works mechanically; so do the triggers. Only two machine guns had electrical triggers. The ammunition was fed by disintegrating belts. The ammunition had been put on the machine gun belts in a mixed proportion including explosive bullets.
 - 2.) Armour: An armour plate of thirteen millimeters could be identified. The place where put in can't be determined.
 - 3.) Radio Frequencies: The Radio Frequencies had been totally destroyed by the crash and by five three type-plates which were found had the following inscriptions: BC-375-B Ser.No. 31532; Transmitter tuning unit TR-6-B frequency range 3000-4500 KC, Ser.No. 31532 Frequency meter BC-221-B
 - 4.) Identification of the frequencies: Not possible, because of the total destruction of the apparatus.

- 5.) Construction markings: By the construction of the fuselage, the landing gear and the wing-profiles the plane has been identified as a Liberator-bomber. The type markings of the turret generally bore the sign GE 12. The plane was equipped with four fourteen cylinder double-radial-vaive engines. The engines are badly damaged by the crash. Type markings haven't been identified. On the apparatus-bearer of the engine the following factory numbers were pressed in:
 First engine: 42280 Second engine: 42725
 Third engine: 43078 Fourth engine: 44039
 The factory markings taken away from the plane will be sent to the Air Force Ministry GE 2/2a.
- 6.) Identification markings of the plane: a big E in a white circle on the outer sides of the fuselage. Under that the number 128720. Under that figure the letter F.
- 7.) Gasoline and grease tests: There was no gasoline or grease at hand. The fuselage with wings and gasoline container was burned out.

III. No bombs.

IV. Crew members of the plane:

1.) Number of prisoners, five men

- a) Fieldguard and airfield Headquarters I 31/IV
- b) Airfield District 4/III BERNHARD-SPEAKER Department 7b
- c) 9 March 1944

2.) Number of the wounded: None

3.) Number of the dead: five men

Burial on the 9 March 1944 on the community cemetery Sennersdorf, Lohran county in a common grave.

4.) There is no suspicion that any of the crew members escaped.

V. Remarks: None.

Signature
Air Force Staff Engineer Hartmann

Signature
Captain Wendler

Distribution:
Dulag Luft Oberursel 1 x