

6929

8/30; 25-5

1754.233

44

Classification changed

to **RESTRICTED**

by E. A. ... Lt. Col., AO  
by F. ... Capt., AO

Date: **MAR 13 1946**

~~SECRET~~  
"AIR DEPARTMENT"  
COMMUNICATIONS AIRCRAFT REPORT  
"CONFIDENTIAL"  
"RESTRICTED AIRCRAFT REPORT"

1. ORGANIZATION: Location **AAP 123**; Central of Air Force **8th-458th-753d**
2. SPECIFY: Point of departure **AAP 123**; Departure **1055**; Destination **MUNICH**  
Type of Mission **COMBAT**
3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF START OR TIME LAST REPORTED:  
**6-8/10 stratuscumulus and cumulus with base at 1500 ft. Visibility 4-5 miles in haze.**
4. TYPE: (a) Detail **Jul 44**; (b) Time **1520**; and Location **MUNICH, BAVARIA, GERMANY**  
of last known whereabouts of missing aircraft.  
(Specify whether (x) last sighted, (x) last contacted by radio, ( ) forced down, ( ) seen to crash, ( ) information not available.
5. AIRCRAFT TYPE, OR IS DESIGNED TO HAVE BEEN USED, AS A RESULT OF (Check each one) ( ) Heavy Aircraft; ( ) Heavy Anti-Aircraft; ( ) Other circumstances as follows: **Unknown**
6. AIRCRAFT: Type, Model & Serial **B 24 J**; S/N **42-100341**
7. ENGINE: Type, Model & Serial **1830-65**; S/N **RP-429180**  
(b) **RP-429144**; (c) **CP-309409**; (d) **RP-429421**
8. INSTALLATION: (Specify base name, type & serial no.)  
(a) **MAGNIN RT-944591**; (b) **EMERSON RT-943668**; (c) **TAIL RT-943694**; (d) **RAIL-944451**  
(e) **LT-943701**; (f) **LT-730487**; (g) **LT-944408**; (h) **LT-943744**  
(i) **VAIST RT-728467**; (j) **VAIST LT-728461**
9. THE AIRCRAFT HAD BEEN (a) Inspected Yes  
(b) Non-attle Company
10. NUMBER OF PERSONS ON BOARD AIRCRAFT: Crew **10**; Passengers **0**; Total **10**  
Crew Positions: **None in Ball**
1. Pilot: **WAGNER, JOHN F. JR.** *Ball* 1st Lt 0-128376a **RTD**
2. Co-pilot: **JOYCE, WILLIAM R.** *Ball* 1st Lt 0-1045479 **RTD**
3. Navigator: **MOORE, PHILIP W. PHIL Z.** *Ball* 2d Lt 0-702148 **RTD**
4. Bombardier: **HAMMOND, OTTO B. JR.** *Ball* 2d Lt 0-688669 **RTD**
5. Radio Operator: **KIFEL, GEORGE L. JR.** *Ball* S/Sgt 36735938 **RTD**
6. Tail Gunner: **PALMER, ROBERT A.** *Ball* Sgt 37572343 **RTD**
7. Ball Gunner: **FRYCK, CLARENCE M.** *Ball* SGT 38022058
8. Flight Writer: **LINGRO, JACK T.** *Ball* S/Sgt 39280257 **RTD**
9. Left Waist: **STENARD, CHARLES E. JR.** *Ball* Sgt 11071476
10. Tail Gunner: **311, KANEHAKI, MITCHELL A.** *Ball* Sgt 32484628
11. IDENTIFY PERSONS WHO WERE ON BOARD AIRCRAFT OR AIRCRAFT AND CHECK APPROPRIATE COLUMN TO INDICATE STATUS FOR EACH: Check only one column  
By: **None in Ball** Rank: **None** Serial No.: **None** Radio: **X** Sighted: **None** Crashed: **None** Landing: **None**
1. O'NEILL, FREDERICK M. Major 0-32659 **X**
2. Brown, Roger M. T/Sgt 35423728 **X**
- 3.
12. (a) Parachutes were used: **None** (b) If used, were parachutes used? (Check each one) ( ) Yes ( ) No (Specify)
13. AIRCRAFT SERIAL NUMBERS, AND, COLOR, OR OTHER APPLICABLE DATA
14. AIRCRAFT TYPE AND DESCRIPTION
15. REPORT OF OTHERS TO YOU: **None**

Date of Report: **13 Jul 44**

*Ellwood T. Claggitt*

(Signature of Preparing Officer)

**ELLWOOD T. CLAGGITT,**  
Capt, Air Corps,  
Asst Air Inspector.

*Serial 14*

1st Lt. John J. Jones, Jr.

Mrs. Margaret E. Jones, (wife)  
Box 566,  
Corinth, Mississippi.

Mr. John J. Jones, Sr., (father)  
Attica, Indiana.

1st Lt. William H. Joyce

Mr. Elmer J. Joyce, (father)  
7854 Almgrove Drive,  
Alhambra Park, Illinois.

2nd Lt. Phil E. Cole

Mrs. Edith E. Cole, (mother)  
141 Blackstone,  
Fresno, California.

2nd Lt. Otto E. Hammersmith, Jr.

Mr. Otto E. Hammersmith, Sr., (father)  
448 South California Street,  
Sycamore, Illinois.

✓ 4/Sgt. George L. Kifal, Jr.

Mrs. Margaret Kifal, (mother)  
7233 South Claremont Avenue,  
Chicago, Illinois.

✓ 4/Sgt. Jake T. Lucero

Mr. Phillip Lucero, (father)  
911 Ross Street,  
Alamosa, Colorado.

✓ Sgt. Robert A. Palmer

Mrs. Minnie A. Palmer, (mother)  
Warren, Minnesota.

✓ Sgt. Clarence M. Prentice

Mrs. Analla B. Prentice, (wife)  
1321 West London Street,  
El Reno, Oklahoma.

✓ Sgt. Charles E. Steward, Jr.

Mrs. Mary Steward, (mother)  
Pepias Street,  
Westagus City, Massachusetts.

✓ Sgt. Mitchell A. Kananicki 571

Mrs. Caroline Kananicki, (mother)  
235 Chansey Street,  
Bridgeton, New Jersey.

## STATEMENT ON CAPTURE OR RECOVERY OF MEMBERS OF ENEMY AIR FORCES

REPORT IS MADE THROUGH: DISTRIBUTOR: Dalag Luft Oberursel.OFFICE OR STATION: Air-Base-H.Q. E (v) 210/XILOCATION: Waldagen OFFICE OR APPRAISAL-VALUES:REGARDING: STEWARD )  
XXXXXXXXXXXXXXXXXXXX ) 1 Liberator DATE AND TIME: July 11, 1944, 15.30 o'clock  
CRASH )AT: Schoondijke near: 5 km south-southwest of Vlissingen, 2 km southeast of Brakens  
(Holland)

## PERSONAL RECORD OF MEMBERS OF ENEMY AIR FORCES

FAMILY NAME: STEWARD )  
LAST NAME )  
FIRST NAME: Charles E. )  
GIVEN NAME )Stamps  
Dalag Luft Wetzlar  
18 July 1944  
central file and reporting  
centerNAME: unknownIDENTIFICATION NUMBER: SERIAL SERVICE 11071476 T 43 - 4 A CNATIONALITY: U. S. A.

## STATEMENTS MADE AT TIME OF CAPTURE:

DATE OF CAPTURE:  
EXACT LOCATION OF CAPTURE:  
CAPTURE EFFECTED BY:

## STATEMENT MADE AT RECOVERY OF DEAD:

DATE & TIME & PLACE OF RECOVERY: 13.30 o'clock  
CONDITION OF BODY: place of crash  
burned

## THE PRISONER WORE (UNIFORM)

DESCRIPTION OF IDENTIFICATION TAG: Charles  
HOW WERE PERSONAL RECORDS OF DEAD E. STEWARD  
ASCERTAINED? 11071476 T 43 - 4 Aby identification-tag  
DATE AND TIME OF BURIAL: 16.30 o'clock  
GRAVE LOCATION: Local cemetery in Brakens  
line 3, grave U. 6.POSSIBLE IMPUTATION (PLACING) UNDER SERVICE OF THE  
G. F. P. OR S. D., FOR PURPOSE OF ASCERTAINING ENEMY  
PATRONAGE OR FAVOR:DELIVERED TO HOSPITAL:  
DATE:DATE AND TIME OF TRANSPORTATION TO  
PRISONER CONCENTRATION POINT:

## REMARKS:

(ATTEMPTED ESCAPE, PECULIARITIES IN BEHAVIOR OF PRISONER, ETC.)

INVENTORY OF SECURED, PERSONAL EFFECTS OF PRISONER OR DEAD:

INVENTORY OF PERSONAL EFFECTS AND EQUIPMENT OF PRISONER OR DEAD:

XII 2469

Stamp: Dulag Luft Weisler  
18. July 1944  
central file and reporting center.

July 11.        15.30    Liberator  
                  2 km southwest of Brekens,  
                  5 km south of Vlissingen  
                  flak

40 A 2900341 A

2 dead

4 Prisoner

( 1 injured.of them )

FORM LEAF #1:

Restricted.

EU 2469

## STATEMENT ON CAPTURE OR RECOVERY OF MEMBERS OF ENEMY AIR FORCES

REPORT IS MADE THROUGH:

DISTRIBUTOR:

Stamp: Dulag Luft Wetzlar  
21. July 1944

OFFICE OR STATION: Air-Base-H.O. E (v) 210/XI

central file and reporting  
center

LOCATION: Malsdegem

OFFICE OR APPRAISAL-VALUES:

REGARDING: ~~XXXXXXXXXXXX~~ )  
~~XXXXXXXXXXXX~~ ) 1 Liberator DATE AND TIME: July 11, 1944, 15.30 o'clock  
CRASH )AT: Schoondiylke near: 5 km south-southwest of Vlissingen, 2 km southeast of Brankens  
(Holland)

## PERSONAL RECORD OF MEMBERS OF ENEMY AIR FORCES

FAMILY NAME: SURNAME ]  
LAST NAME ] JONESFIRST NAME: CHRISTIAN NAME ] John J.  
GIVEN NAME ]

NAME: 1st Lt.

IDENTIFICATION NUMBER: SERIAL ~~XXXXXX~~ 0-1283784  
SERVICE

NATIONALITY: U. S. A.

## STATEMENTS MADE AT TIME OF CAPTURE:

DATE OF CAPTURE: 15.40 o'clock

EXACT LOCATION OF CAPTURE: Schoondiylke, 2 km southeast of Brankens

CAPTURE EFFECTED BY:

Infantry-unit, secret-name: Kuerbis

THE PRISONER WORE (UNIFORM):

uniform

## STATEMENT MADE AT RECOVERY OF DEAD:

DATE &amp; TIME &amp; PLACE OF RECOVERY:

CONDITION OF BODY:

HOW WERE PERSONAL RECORDS OF DEAD  
ASCERTAINED?

DATE AND TIME OF BURIAL:

GRAVE LOCATION:

POSSIBLE IMPUTATION (PLACING) UNDER SERVICE OF THE  
S.F.P. OR S.S., FOR PURPOSE OF ASCERTAINING ENEMY  
PATRONAGE OR FAVOR:

DELIVERED TO HOSPITAL:

DATE:

DATE AND TIME OF TRANSPORTATION TO

PRISONER CONCENTRATION POINT:

REMARKS:

(ATTEMPTED ESCAPE. PECULIARITIES IN BEHAVIOR OF PRISONER, ETC.)

INVENTORY OF SECURED, PERSONAL EFFECTS OF PRISONER OR DEAD:

INVENTORY OF PERSONAL EFFECTS AND EQUIPMENT OF PRISONER OR DEAD:

## STATEMENT ON CAPTURE OR RECOVERY OF MEMBERS OF ENEMY AIR FORCES

REPORT IS MADE THROUGH: DISTRIBUTOR: **Stamps Duleg Luft Wetzlar**  
 21 July 1944  
 OFFICE OR STATION: **Air-Base-R.G. E (v) 210/XI** central file and reporting center  
 LOCATION: **Maldegen** OFFICE OR APPRAISAL-VALUES:

REGARDING: ~~XXXXXXXXXXXXXXXXXX~~ } 1 Liberator DATE AND TIME: July 11, 1944, 15.30 o'clock  
 CRASH }

AT: **Schoondiylke** NEAR: **5 km south-southwest of Vlissingen, 2 km southeast of Brankens**  
 (Holland)

## PERSONAL RECORD OF MEMBERS OF ENEMY AIR FORCES

SURNAME )  
 FAMILY NAME: LAST NAME ) **KIFEL**

CHRISTIAN NAME )  
 FIRST NAME: GIVEN NAME ) **George**

RANK: **S./Sgt.**

IDENTIFICATION NUMBER: SERIAL SERVICE **36735938 T 43 - 43 0 C**

NATIONALITY: **U.S.A.**

## STATEMENTS MADE AT TIME OF CAPTURE:

DATE OF CAPTURE: **15.40 o'clock**

EXACT LOCATION OF CAPTURE: **Schoondiylke, 2 km southeast of Brankens**

CAPTURE EFFECTED BY:

**infantry-unit**

THE PRISONER WORE (UNIFORM): **secret-name: Kuerbis**

**uniform**

## STATEMENT MADE AT RECOVERY OF DEAD:

DATE & TIME & PLACE OF RECOVERY:

CONDITION OF BODY:

DESCRIPTION OF IDENTIFICATION TAG:  
 HOW WERE PERSONAL RECORDS OF DEAD ASCERTAINED

DATE AND TIME OF BURIAL:  
 GRAVE LOCATION:

POSSIBLE IMPUTATION (PLACING) UNDER SERVICE OF THE  
 S.F.P. OR S.D., FOR PURPOSE OF ASCERTAINING ENEMY  
 PATRONAGE OR FAVOR:

DELIVERED TO HOSPITAL:  
 DATE:

DATE AND TIME OF TRANSPORTATION TO  
 PRISONER CONCENTRATION POINT:

## REMARKS:

(ATTEMPTED ESCAPE. PECULIARITIES IN BEHAVIOR OF PRISONER, ETC.)

INVENTORY OF SECURED, PERSONAL EFFECTS OF PRISONER OR DEAD:

INVENTORY OF PERSONAL EFFECTS AND EQUIPMENT OF PRISONER OR DEAD:

## STATEMENT ON CAPTURE OR RECOVERY OF MEMBERS OF ENEMY AIR FORCES

REPORT IS MADE THROUGH: DISTRIBUTOR: **Stamps  
Dolag Luft Wetzlar  
21 July 1944**

OFFICE OR STATION: **Air-Base-H.Q. E (v) 210/XI** central file and reportg.  
center.

LOCATION: **Maldegem** OFFICE OR APPRAISAL-VALUES:

---

REGARDING: ~~My name~~ )  
~~1 Liberator~~ ) 1 Liberator DATE AND TIME: **July 11, 1944, 15.30 o'clock**  
CRASH )

AT: **Schoondiylke** near: **5 km south-southwest of Vlissingen, 2 km southeast of Breakens**  
(Holland)

## PERSONAL RECORD OF MEMBERS OF ENEMY AIR FORCES

FAMILY NAME: SURNAME ) **JOYCE**  
LAST NAME )

FIRST NAME: CHRISTIAN NAME ) **William R.**  
GIVEN NAME )

RANK: **1 st.Lt.**

IDENTIFICATION NUMBER: SERIAL **0-1045479 T 43-43 A C**  
SERVICE

NATIONALITY: **U.S.A.**

STATEMENTS MADE AT TIME OF CAPTURE:	STATEMENT MADE AT RECOVERY OF DEAD:
DATE OF CAPTURE: <b>15.40 o'clock</b>	DATE & TIME & PLACE OF RECOVERY:
EXACT LOCATION OF CAPTURE: <b>Schoondiylke</b>	CONDITION OF BODY:
CAPTURE EFFECTED BY: <b>2 km southeast of Breakens</b>	
<b>Infantry-unit, secret-name: Kuerbis.</b>	
THE PRISONER WORE (UNIFORM): <b>uniform.</b>	DESCRIPTION OF IDENTIFICATION TAG: HOW WERE PERSONAL RECORDS OF DEAD ASCERTAINED?
	DATE AND TIME OF BURIAL: GRAVE LOCATION:

POSSIBLE IMPUTATION (PLACING) UNDER SERVICE OF THE  
G.F.P. OR S.O., FOR PURPOSE OF ASCERTAINING ENEMY  
PATRONAGE OR FAVOR:

DELIVERED TO HOSPITAL:  
DATE:

DATE AND TIME OF TRANSPORTATION TO  
PRISONER CONCENTRATION POINT:

REMARKS:

(ATTEMPTED ESCAPE. PECULIARITIES IN BEHAVIOR OF PRISONER, ETC.)

INVENTORY OF SECURED, PERSONAL EFFECTS OF PRISONER OR DEAD:

INVENTORY OF PERSONAL EFFECTS AND EQUIPMENT OF PRISONER OR DEAD:



July 11. 1944

1530

Liberator

J 4 0 8 7 2900341

flak ( A )

Air-District

2 dead

4 Prisoner.

Stamp:  
Dulag Luft Weislar  
17. July 1944  
central file and reporting center.

Enclosed two found identification-tags of 1 Air-Force-Man.  
Airmen probably dead or escaped.

Mitchell KAMONSKI      32484628    T 43 - 4    O C

Liberator

July 11. 1944      15.30 ?

2 km southeast of Brankens,

5 km southwest of Vlissingen (Holland).

DATE AND TIME AIRCRAFT  
WAS SHOT DOWN

11 July 44, time: 1530

CASUALTY NO. KU 2469

PLACE OF CRASH

Brashears

TYPE OF AIRCRAFT

Liberator

REPORTING OFFICE

Prisoners of war collecting center Brussels

NAME	RANK	SERIAL NUMBER	CAPT'D WOUNDED DEAD	PLACE OF INTERMENT
JONES John J. jr.	1st/Lt.	O-1263784	captured	Dulag Luft
COLE Phil. E. 9 July 22	2nd/Lt.	O-792148	" "	" "
JOYCE William Robert 1917 Oak Forest, Ill.	1st/Lt.	O-1045479	" "	" "
KIFEL George Leonard	S/sgt.	5658938	" "	" "
STEWART Charles E.	Sgt.	11071475	dead	community cemetery Breaker, row 3, gr. V. 6.

REMARKS:

Dulag Luft, 1 Aug 44 No.

Final - REPORT ON CAPTURED AIRCRAFT, Enemy equipments and crew.

POST: H.Q. Air-Base E (v) 210/XI Stamp: Dulag Luft Wetal  
18.July 1944  
LOCATION: Meldgen central file and reptg.  
center  
H.Q. Air-Base-District 22/XI  
DATE: July 11. 1944

DATE AND TIME of crash: July 11.1944, 15.30 o'clock  
~~XXXXXXXXXXXXXXXXXXXX~~ Distributor :  
Interrogation-center West  
Oberursel 1 x

PLACE OF CRASH: Schoondijke, 5 km south-southwest  
(NEAREST TOWN) of Vlissingen, 2 km southeast of Broekens (Holland)

KIND OF CAPTURE: (FLAK. HUNTER. NIGHT HUNTER. supposedly by flak  
EMERGENCY LANDING)

TYPE OF AIRCRAFT: Liberator B 24 , Return-Flight

MARKINGS OF CRAFT: star J A, letters A, Serial-No. 2100341 A  
(LETTERS, FRONT OR REAR OF INSIGNIA)

ADMITTANCE NO:

EQUIPMENT:  
P.T. FREQUENCIES: ./.  
CONDITION OF AIRCRAFT:

DELIVERED TO DISTRIBUTOR: ./.  
(SOLUC -LUFT. ETC.)

Remarks: Airplane crashed and burned, 100 % destruction.  
Guarding of the airplane by infantry-unit.

Technical statement:  
Condition of fuselage (% of damage) 100 %, of landing gear 100 %, of wings  
100 %, of tail-assembly 100 %

Type of engines: 1. 100 %, 2. 100 %, 3. 100 %, 4. 100 %

Metal-Propeller: No.of blade 3, Type: Hamilton standart, Serial-No.: blade 1 FE 3147

Arman ent: 12,7 Nr. <sup>944451</sup>~~944451~~ movable  
943744 |

Proportion of mixture: U.S. 43

State of California )  
                          )  
County of Los Angeles)

Deponent of lawful age after having been duly sworn deposes and states as follows.

My name is Phil E. Cole, Second Lieutenant, Air Corps, O-702148, That I was formerly assigned as a Navigator on a B-24 with the 488th Bomb Group, 753rd Bomb Squadron, 9th Air Force.

That on 11 July 1944 I departed on a bombing mission; the target was Munich FFF.

On returning from the target, we were flying at approximately 18,000 feet when Sgt. Charles E. Steward's oxygen supply went out. I brought him out of the turrett and put him on an oxygen system in the nose. Just at that time the alarm bell rang to bail out because we were out of gas.

Sergeant Charles E. Steward, Jr. then picked up a chute and went onto the flight deck to bail out. Because of the incident regarding his oxygen, Sgt. Steward had become highly nervous and almost hysterical.

About a minute after Sgt. Steward left I followed him onto the flight deck. When I got onto the flight deck Sgt. Steward turned to me and hysterically screamed, Lt, I've got the wrong chute. (There are two types of army chutes, one with rings on them and the other with snaps, and the harnesses on these chutes go on a snap harness, or vice versa; inasmuch as Sgt. Steward had a ring type harness on he could not attach the chute he had picked up )

I told him to go back to the nose and get his own chute and bail out through the nose doors which I had left open. These doors were opened by me to throw out all excess equipment in order to lighten the ship.

I bailed out at approximately 3,000 feet. I am unable to say what happened to Sgt. Steward, however, when interned in a Wehrmacht camp about 15 kil. from the point of capture, a Wehrmacht sergeant told me that one of my comrades, first name Charles, had gone in with the ship.

First Lieutenant John Jacob Jones, Jr., the pilot on my crew told me later that he saw a chute spilled on the flight deck as he bailed out, however, he did not see Sgt. Steward, or any of the other crew members as he bailed out.

Subscribed and sworn to before me  
this 5th day of October 1948,

Seaworth  
Notary Public

Phil E. Cole  
PHIL E. COLE  
2d Lt., Air Corps

State of California )  
County of Los Angeles)

Deponent of lawful age after having been duly sworn deposes and states as follows.

My name is Phil E. Cole, Second Lieutenant, Air Corps, O-702148. That I was formerly assigned as a Navigator on a B-24 with the 488th Bomb Group, 753rd Bomb Squadron, 8th Air Force.

That on 11 July 1944 I departed on a bombing mission; the target was Munich PFF.

On returning from the target, we were flying at approximately 18,000 feet when Sgt. Charles K. Steward's oxygen supply went out. I brought him out of the turret and put him on an oxygen system in the nose. Just at that time the alarm bell rang to bail out because we were out of gas.

Sergeant Charles K. Steward, Jr. then picked up a chute and went onto the flight deck to bail out. Because of the incident regarding his oxygen, Sgt. Steward had become highly nervous and almost hysterical.

About a minute after Sgt. Steward left I followed him onto the flight deck. When I got onto the flight deck Sgt. Steward turned to me and hysterically screamed, Lt. I've got the wrong chute. (There are two types of army chutes, one with rings on them and the other with straps, and the harnesses on these chutes go on a snap harness, or vice versa; inasmuch as Sgt. Steward had a ring type harness on he could not attach the chute he had picked up.)

I told him to go back to the nose and get his own chute and bail out through the nose doors which I had left open. These doors were opened by me to throw out all excess equipment in order to lighten the ship.

I bailed out at approximately 3,200 feet. I am unable to say what happened to Sgt. Steward, however, when interned in a Wehrmacht camp about 15 km. from the point of capture, a Wehrmacht sergeant told me that one of my comrades, first name Charles, had gone in with the ship.

First Lieutenant John Jacob Jones, Jr., the pilot on my crew told me later that he saw a chute spilled on the flight deck as he bailed out, however, he did not see Sgt. Steward, or any of the other crew members as he bailed out.

Subscribed and sworn to before me  
this 6th day of October 1945.

*Harriet Henderson*  
Notary Public

My Commission Expires April 3, 1946

*Phil E. Cole*  
PHIL E. COLE  
2d Lt., Air Corps

1st Ind. ESEAJ/hh  
HQ AAF REDISTRIBUTION STATION #8, Santa Monica, Calif., 4 October 1945.

TO: Commanding General, Army Air Forces, Washington 25, D. C.

Interrogation of Ed Lt. Phil E. Cole, G-70E148 forwarded herewith  
in compliance with basic communication.

FOR THE COMMANDING OFFICER:

GEORGE C. MERRILL, Jr  
Captain, Air Corps  
Adjutant

1 Inclosure  
As stated (In trip)

1st Ind. REMA/d/h  
HQ AAF REDISTRIBUTION STATION #8, Santa Monica, Calif., 4 October 1945.

TO: Commanding General, Army Air Forces, Washington 25, D. C.

Interrogation of 2d Lt. Phil E. Cole, O-702148 forwarded herewith  
in compliance with basic communication.

FOR THE COMMANDING OFFICER:

GEORGE C. HENKILL, Jr  
Captain, Air Corps  
Adjutant

1 Incl:  
As stated (in trip)



1st Ind. REBAJ/hh  
HQ AAF REDISTRIBUTION STATION #8, Santa Monica, Calif., 4 October 1948.

TO: Commanding General, Army Air Forces, Washington 25, D. C.

Interrogation of Ed Lt. Phil E. Cole, O-702148 forwarded herewith  
in compliance with basic communication.

FOR THE COMMANDING OFFICER:

GEORGE C. MERRILL, Jr  
Captain, Air Corps  
Adjutant

1 Incl:  
As stated (In trip)



IN REPLY REFER TO:

HEADQUARTERS, ARMY AIR FORCES  
WASHINGTON

PH 11  
SAVE REPLY  
JA



9 September 1946

SUBJECT: Second Lieutenant Phil E. Cole, O-702148

TO: Commanding Officer  
1030 Air Base Unit  
Santa Monica, California

1. It is requested that Lieutenant Cole be interrogated with reference to any information he may have concerning the death of Sergeant Charles A. Tomari, -R.

2. Lieutenant Cole was a crew member of the bomber of which Sergeant Tomari was left wing gunner when he was reported killed in action on 11 July 1944 on a mission to Munich, Germany.

BY COMMAND OF COMMANDING OFFICER:

*N. H. Reed*

W. H. REED  
Major, Air Corps  
Chief, Identification Section  
Personal Affairs Branch  
AC/AS-1

1st Ind.

RSSAJ/hh

HQ AAF REDISTRIBUTION STATION 43, Santa Monica, Calif., 4 October 1946.

TO: Commanding General, Army Air Forces, Washington 25, D. C.

Interrogation of 2d Lt. Phil E. Cole, O-702148 forwarded herewith in compliance with basic communication.

FOR THE COMMANDING OFFICER:

*George C. Merrill*  
GEORGE C. MERRILL, Jr.  
Captain, Air Corps  
Adjutant  
A.A.P.

1 Incl.  
As stated (In trip)

Basic ltr HQ AAF, dtd 6 Sept 45, subj: Staff Sergeant George L. Eifel, Jr.

2nd Ind.

D/WH/100

Headquarters Army Air Base, Office of the Base Intelligence Officer, Selfridge Field, Michigan, 17 September 1945.

TO: Commanding General, Headquarters, Army Air Forces, Langston, D. C.  
ATTENTION: Chief, Notification Section Personnel Affairs Branch, AG/AS-1

1. Reference basic communication your office dated 6 September 1945, above subject, submitted herewith is statement of Staff Sergeant George L. Eifel, Jr., 30739930, given on 17 September 1945, in the Base Intelligence Office:

I do not know whether or not Sergeant Charles E. Stenard, Jr., escaped from our aircraft, a B-24 named "Gatan's Kate", when it crashed in Holland on 11 July 1944. During our bombing mission, Sergeant Stenard flew in the nose turret, but had left his parachute in the flight deck. When our pilot warned us that our aircraft was running out of gasoline and that it was going to crash, Lieutenant Hammersmith, bombardier, accidentally spilled Sergeant Stenard's parachute. Shortly after this happened, Stenard came back to the flight deck to get his chute. I do not know if Stenard found any other chute, but I saw him return to the nose turret section. This was the last time I saw Sergeant Stenard, for I bailed out about five minutes later and upon landing, was captured by the Germans. I did not see any parachutes from our aircraft because of an overcast. The other members of our crew who bailed out and were later captured by the Germans were: First Lieutenant John Jones, pilot; First Lieutenant William Joyce, co-pilot; Second Lieutenant Phil Cole, navigator; and Staff Sergeant Jake Lucero, engineer.

*Robert E. Keiper*  
ROBERT E. KEIPER  
1st Lt., Air Corps  
Base Intelligence Officer

14 November 1945

SUBJECT: Sergeant Charles E. Stenard, Jr.

TO: First Lieutenant William E. Joyce  
7854 Elmgrove Drive  
Elmwood Park, Illinois

1. Records of this headquarters indicate that you were the co-pilot of a B-24 bomber of which Sergeant Stenard was the left waist gunner on the date he was reported missing in action, 11 July 1944.

2. It is requested that you furnish this headquarters with all information which you may know concerning the mission in which you participated on 11 July 1944 and any details regarding the death of Sergeant Stenard.

BY COMMAND OF GENERAL ARNOLD:

JOHN J. SMITH  
Lt. Col., Air Corps  
Chief, Notification Section  
Personal Affairs Branch  
Personal Services Division, AG/AS-1



C O P Y

12 November 1945

SUBJECT: Sergeant Charles E. Stenard, Jr.

TO: JOHN J. SMITH, Lt. Col., Air Corps, Chief, Notification Section,  
Personal Affairs Branch

1. In reply to your basic communication the following are the facts, to the best of my knowledge, of the mission of 11 July 1944, after which Sergeant Charles E. Stenard, Jr. was reported killed in action.

2. On 11 July 1944, target Munich, the mission was as usual until the return, approximately thirty minutes from the English Channel, when number two engine went out. Pilot feathered and we proceeded a little behind formation. A short time later, one and four went out, and the pilot ordered the crew to bail out. At the time, the aircraft was at sixteen thousand feet. The pilot and I stayed at the controls keeping the aircraft under control until about fifteen ~~thousand~~ hundred feet, when I left the seat preparatory to bailing out. As I left the flight deck I looked back to the waist, and up to the nose, and saw some of the crew remaining. The pilot followed the same procedure and saw none of the crew. Co-pilot bailed out, followed by the pilot, and both landed in the North Sea, at the border of Holland and Belgium. Upon reaching shore, both were captured by the Wehrmacht, stationed at invasion lookout posts. After capture, were united with navigator and radio operator. Later information indicated that engineer evaded successfully. Pilot, co-pilot, navigator, and radio operator were interred as prisoners of war. Questioning after cessation of hostilities on the continent, in England, and in the United States revealed no further information as to the whereabouts or fate of the other five crew members.

/s/ William R. Joyce  
1st Lt. A.C.

18 November 1945

SUBJECT: Sergeant Charles E. Steward, Jr.

TO: JOHN J. SMITH, Lt. Col., Air Corps,  
Chief, Notification Section, Personal Affairs Branch.

1. In reply to your basic communication the following are the facts, to the best of my knowledge, of the mission of 11 July 1944, after which Sergeant Charles E. Steward, Jr. was reported killed in action.

2. On 11 July 1944, target Munich, the mission was as usual until the return, approximately thirty minutes from the English Channel, when number two engine went out. Pilot feathered, and we proceeded a little behind formation. A short time later, one and four went out, and the pilot ordered the crew to bail out. At the time, the aircraft was at sixteen thousand feet. The pilot and I stayed at the controls keeping the aircraft under control until about fifteen hundred feet, when I left the seat preparatory to bailing out. As I left the flight deck, I looked back to the waist, and up to the nose, and saw none of the crew remaining. The pilot followed the same procedure and saw none of the crew. Co-pilot bailed out, followed by the pilot, and both landed in the North Sea, at the border of Holland and Belgium. Upon reaching shore, both were captured by the Wehrmacht, stationed at invasion lookout posts. After capture, were united with navigator and radio operator. Later information indicated that engineer evaded successfully. Pilot, co-pilot, navigator, and radio operator were interred as prisoners of war. Questioning after cessation of hostilities on the continent, in England, and in the United States revealed no further information as to the whereabouts or fate of the other five crew members.

*W. A. Joyce*  
WILLIAM A. JOYCE  
1st Lt. A.C.

*Handwritten signature*

MEMORANDUM FOR THE DIRECTOR, FBI  
FROM: SAC, [illegible] (100-100000)  
SUBJECT: [illegible]

1. [illegible] is a [illegible] person [illegible] per [illegible].

2. [illegible] office [illegible] [illegible] on [illegible] [illegible] [illegible] [illegible].

3. [illegible] office [illegible] [illegible] [illegible] [illegible] [illegible].

4. [illegible] [illegible] [illegible].

FOR THE DIRECTOR  
[illegible]  
[illegible]  
[illegible]

(THIS IS A MULTIPLE COPY)

(CLASSIFICATION OF INFORMATION CONTAINED)

1st Lt. Jones, John J. Jr. (O)

1st Ind.

LJR/lc

ATTN: 2nd Svc, 1507th SGT, Reception Station #8, Camp Atterbury, Ind. 13 Sep 45

TO: CO, AAF, Registr Sta #2, Cadillac Hotel, Miami Beach, Florida

- 1. Forwarded as a matter pertaining to your command.
- 2. Records this Hq. indicate that subject EM/O never arrived this station.
- 3. Subject EM/O transferred to your command per par # 57 DO # 178  
this headquarters dated 28 Jul 45.
- 4. Basic communication complied with.
- 5. Receipt acknowledged.
- 6. Careful search of our files reveals no record of subject EM/O at this headquarters.
- 7. Necessary entries have been made in Enlisted Men's Service Record.
- 8. Request copy of Special Orders transferring (EM or Officer) to this headquarters.
- 9. Attention is invited to par \_\_\_\_\_, basic communication.
- 10. Attention is invited to par \_\_\_\_\_, \_\_\_\_\_ memorandum.
- 11. Request compliance with basic communication.
- 12. Request voluntary payment of receipt by Informant Bureau.
- 13.

FOR THE COMMANDING OFFICER:

Inclures:

*[Signature]*  
 L. J. RODGERS  
 WOJG USA  
 Asst Adjutant





HEADQUARTERS, ARMY AIR FORCES  
WASHINGTON



IN REPLY REFER TO:

6 September 1945

SUBJECT: First Lieutenant John J. Jones, Jr., OIA 1702

TO: Commanding Officer  
Reception Station  
Atterbury, Indiana

1. It is requested that Lieutenant Jones be interviewed with reference to any information he may have concerning the death of Sergeant Charles A. Steward, Jr.

2. Lieutenant Jones was a crew member of the bomber of which Sergeant Steward was left waist runner when he was reported killed in action on 11 July 1944 on a mission to Lunich, Germany.

BY ORDER OF COMMANDING GENERAL:

*N. F. Reed*

N. F. Reed  
Major, Air Corps  
Chief, Notification Section  
Personnel Affairs Branch  
AG/AS-1

Basic Letter, Hq. AAF, 6 September 1945, Subject: 1st Lt.  
John J. Jones, Jr., O-1283784.

201-JONES, John J., Jr. (O) 4th Ind. 42-2-jg

Headquarters, AAF Overseas Replacement Depot and AAF Registration  
Station No. 5, Greensboro, N. C., 29 October 1945.

TO: Commanding General, Army Air Forces, Washington 25, D. C.  
Attention: Chief, Notification Section, Personal Affairs  
Branch, Personnel Services Division, AC/AS-1.

Attached hereto Casualty Interrogation report of Subject  
Officer who was interviewed by 1st Lt. H. P. Romanoff, Asst.  
Post Intelligence Officer, this station, 23 October 1945.

FOR THE COMMANDING OFFICER:

M. J. MALLETT  
Major, Air Corps  
Post Intelligence Officer

1 Incl:  
Incl #1 - Casualty Interrogation  
Report (dup).

~~SECRET~~

Hearsey information offered by JONES is to the effect that his German captors told him that one of his crew was drowned and another killed. No names were mentioned. JONES first learned of BIZARD's death upon his return to the United States on 24 July 1945 when so informed by his wife that she had received a letter from BIZARD's parents to the effect that their son had been killed in action.

Interrogating Officer: \_\_\_\_\_

E. F. MOLANOFF  
1st Lt., Air Corps  
Asst. Post Intelligence  
Officer

~~CONFIDENTIAL~~

HEADQUARTERS  
RAF OVERSEAS REPLENISHMENT DEPOT  
AND RAF REDISTRIBUTION STATION NO. 5  
Greensboro, North Carolina

CASUALTY INTERROGATION REPORT

Date of Interrogation: 23 October 45

Full Name of Deceased: Sgt. CHARLES E. STEWARD, JR.

Unit: 458th Bomb Group, 753rd Squadron, 8th Air Force

Date of mission: 11 July 1944 Type aircraft: B-24 J

Date & Place of Death: 11 July 1944, place unknown

Witness: 1st Lt. JOHN J. JONES, JR., O-1283784, was interviewed by the undersigned as directed in basic communication.

JONES stated that Sgt. CHARLES E. STEWARD, JR., was a member of his crew serving in the capacity of nose gunner on a mission dated 11 July 1944.

JONES further stated that while piloting a B-24 J on the return leg of a mission over Munich, Germany, the aircraft ran out of fuel. The order to bail out was given by JONES at ten thousand feet. JONES was the last to leave the aircraft. At that time the altitude was fifteen hundred feet. The only person seen by JONES prior to his bailing out was 1st Lt. WILLIAM N. JONES, co-pilot, who (it was assumed by JONES) had accounted for the crew. JONES stated that he does not know how many of the crew were checked by the co-pilot even though it was the co-pilot who called his attention to the low altitude and to the fact that all of the crew were out of the ship.

JONES further stated that he had no view of the nose-wheel door, could not see anyone from the catwalk. He did notice, however, that the bomb bay was open.

After his descent, approximately three hundred feet off-shore and in waist-deep water in the North Sea near the Dutch-Belgian border, JONES was taken prisoner by the military and held until released as a result of being liberated by elements of the Russian Army on 2 May 1945. After leaving his aircraft, JONES did not see STEWARD again.

~~CONFIDENTIAL~~

Page 2

697.4  
Basic Letter, Hq. AAF, 6 September 1945, subject: 1st Lt.  
John J. Jones, Jr., O-1283784.

ZOI-JONES, John J., Jr. (O) 4th Inv. 42-2-18

Headquarters, AAF Overseas Replacement Depot and AAF Redistri-  
bution Station No. 5, Greensboro, N. C., 25 October 1945.

TO: Commanding General, Army Air Forces, Washington 25, D. C.  
Attention: Chief, notification section, Personal affairs  
branch, Personal Services Division, AC/AS-1.

Attached hereto Casualty Interrogation report of Subject  
Officer who was interviewed by 1st Lt. H. P. Romanoff, Asst.  
Post Intelligence Officer, this Station, 23 October 1945.

FOR THE COMMANDING OFFICER:

*H. J. Wallete*  
H. J. WALLETE  
Major, Air Corps  
Post Intelligence Officer

1 Incl:  
Incl #1 - Casualty Interrogation  
Report (dup).



HEADQUARTERS, ARMY AIR FORCES  
WASHINGTON



IN REPLY REFER TO:

6 September 1945

SUBJECT: Staff Sergeant George L. Wifel, Jr., 3-735931

To: Commanding Officer  
146th AAF Base Unit  
MIS Detachment  
Miami Beach, Florida

1. It is requested that Sergeant Wifel be interrupted with reference to any information he may know concerning the death of Sergeant Charles G. Steward Jr.

2. Sergeant Wifel was a crew member of the bomber of which Sergeant Steward was left wing gunner when he was reported killed in action on 11 July 1944 on a mission to Lunich, Germany.

BY COMMAND OF GENERAL WELLS:

*W. H. Reed*

W. H. REED  
Major, Air Corps  
Chief, Notification Section  
Personnel Affairs Branch  
AG/AS-1

1st Ind.

1/da

Eq. AAF Redistribution Station No. 2, Miami District, AAFPC, Intelligence & Security Division, Miami Beach, Florida. 11 September 1945.

To: Commanding Officer, 146th AAF Base Unit (COTS-MAF), Selfridge Field, Mt. Clemens, Michigan.  
Attention: Intelligence Officer

Forwarded as a matter pertaining to your command. Subject EM transferred your headquarters, per par 8, SO 236, dated 24 August, this headquarters.

FOR THE COMMANDING OFFICER:

*Ernest L. Withers, Jr.*

ERNEST L. WITHERS, JR.  
Major, Air Corps  
Asst. Chief, Intell & Security Division



IN REPLY REFER TO:

HEADQUARTERS, ARMY AIR FORCES  
WASHINGTON



*Handwritten signature*

6 September 1950

*I*

SUBJECT: Staff Sergeant John T. Luero, PW (217)

TO: Commanding Officer  
1103 AAF Base Unit  
Av. Park Beach, Florida

1. It is requested that Sergeant Luero be interrogated with reference to any information he may have concerning the death of Sergeant Charles W. Stenard, AAF.

2. Sergeant Luero was a crew member of the bomber of which Sergeant Stenard was left waist runner after he was reported killed in action on 11 July 1944 on a mission to Munich, Germany.

BY ORDER OF CHIEF OF STAFF:

*N. H. Reed*

W. S. REED  
Major, Air Corps  
Chief, Notification Section  
Personnel Affairs Branch  
AG/3-1

201 - Lucero, Jake T. (Mnl)

1st Ind.

D-3888/P/100/bfs

Hq., 1103d AAF Base Unit, Caribbean Division, ATC, Morrison Field, West  
Palm Beach, Florida. 11 September 1945.

TO: Commanding General, Army Air Forces, Washington 25, D. C.

1. Sergeant Lucero states that the bomber on which he was a crew member was battle-damaged and that the occupants were forced to bail out. He further states that, to the best of his knowledge, he was the first man to leave the ship and that he saw only one other parachute open. He did not see the ship crash. He states further that the people who concealed him in Holland informed him that one man had gone down with the ship but they did not know his name. Sergeant Lucero was of the opinion that it was the pilot until he returned to his old group at which time he was informed that Sergeant Stenard was the man who was killed in the crash.

2. According to the information received by Sergeant Lucero, four of the crew members have been recently released from prisoner of war camps. He suggests that they be contacted inasmuch as they would undoubtedly possess more information than he does. Their names are:

Pilot	1st Lt. John J. Jones
Co-pilot	1st Lt. William Joyce
Navigator	2nd Lt. Phil Cole
Radio Operator	S/Sgt. George Eifel

Nothing has been heard from the remainder of the crew and Sergeant Lucero has no knowledge of whether they are living or dead.

FOR THE COMMANDING OFFICER:

*Henry L. Kerr*  
HENRY L. KERR  
1st Lt., Air Corps  
Assistant Adjutant



HEADQUARTERS  
EUROPEAN THEATER OF OPERATIONS  
P/W and X Detachment  
Military Intelligence Service

REPORT FOR THE ADJUTANT GENERAL'S OFFICE

Jake T. LUCERO S/Sgt 39230257

25 Oct 1944

(Name) (Rank) ASN

(Date)

488 Bomb Gp., 753 Sqdn.

(Unit)

E&E 2506

I.S. 9WRA/1/230

MEMBERS OF CREW

PRESENT  
OFFICIAL STATUS

PILOT	0-1283794	1st Lt	John J. JONES	P/W
CO-PILOT	0-1048479	1st Lt	William R. JOYCE	P/W
NAVIGATOR	0-702143	2d Lt	Phil E. COLE	P/W
BOMBARDIER	0-688669	2d Lt	Otto B. HAMBERSMITH, JR	MIA
RADIO OPERATOR	36735938	Sgt	George L. RIFKEL, Jr.	P/W
TOP TURBO GUNNER	39230257	S/Sgt	Jake T. LUCERO	RTD
BALL TURBO GUNNER	11071478	Sgt	Charles E. STEWARD, JR	MIA
WING GUNNER	37572343	Sgt	Robert A. PALMER	MIA
WING GUNNER	3302253	Sgt	Clarence M. PRENTICE	MIA
TAIL GUNNER	32434623	Sgt	Mitchell A. RAMBERKI	MIA

Date, time and approximate location of plane crash or landing.

11 July 1944 - 1 BRESKEN, HOLLAND

Nature and extent of damage to plane when source bailed out. Was it on fire, etc?

Not given

At approximately what altitude did source bail out?

Bailed out at 5,000 feet

Were any of the crew injured or killed before the plane crashed?

Not given

What members of the crew bailed out? Did their parachutes open?

Not given

Did the plane explode on striking the ground?

Not given

Did source see any other members of the crew dead or alive after reaching the ground?

Not given

Did he receive any information from others as to whether any other members of the crew were dead or alive? If so, give details furnished by his informant and whether the other crew members were identified by name or otherwise. Yes. Was informed by people who helped us that pilot was killed in crash landing. 6 or 7 PW, 1 to be evading.

Did source observe the wreckage of the plane? If so, what was its condition?

No

If the plane crashed in water how far was the plane from land and by what means was source rescued and what life rafts, wreckage, etc., remained on the surface that would have assisted other personnel to keep afloat.

What is source's opinion as to the fate of the other crew members and his reason for his opinion?

Not given

## INDIVIDUAL CASUALTY QUESTIONNAIRE

Name of crew member: Falmer, Robert A. File # 6929  
 Rank: Sgt  
 Serial number: 3772043  
 Position: Crew (Bomber) 3rd Pilot ~~3rd Pilot~~ Top Turret

Did he bail out? UNKNOWN TO ME, AS I WAS THE FIRST TO

ABANDON AIRCRAFT.

Where? BRESKENS HOLLAND.

If not, why not? \_\_\_\_\_

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

JUST BEFORE TAKE OFF.

Was he injured? NOT TO MY KNOWLEDGE.

Where was he when last seen? LEFT WING GUNNER POSITION  
PINING CREW WAS IN AIRCRAFT I DROPPED

Any hearsay information? I WAS INFORMED AT ONE TIME BY THE  
UNDERGROUND, THAT FOUR OTHER MEMBERS WERE IN  
CONTACT WITH THE UNDERGROUND, IN THE SAME VICINITY AS I.  
ANOTHER MEMBER OF THE UNDERGROUND INFORMED ME  
THAT THEY HAD GONE ON TO BELGIAN GUERRILLAS. I HAVE NO

Source: Way of authenticating either statement.

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

Total number of missions of above crew member: FIVE

Dates and destinations if possible: \_\_\_\_\_

## INDIVIDUAL CASUALTY QUESTIONNAIRE

Name of crew member: Frankie, Clarence E. File # 6929  
 Rank: Sgt  
 Serial number: 3022098  
 Position: Crew (Bomber) on flight (Fighter): Ball turret

Did he bail out? No knowledge Was first to ~~ABANDON~~ FRANKLIN BIRCHETT

Where? BRECKENS HOLLAND

If not, why not? \_\_\_\_\_

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

UNDER PHONES checking oxygen.

Was he injured? Not to my knowledge

Where was he when last seen? At Pilot Gunner's position

Any hearsay information: I was informed <sup>at one time</sup> by the underground

that four other MEMBERS WERE IN CONTACT

with the underground, IN THE SAME VICINITY AS I

ANOTHER MEMBER OF THE UNDERGROUND INFORMED

ME that they had gone on to join the BELGIAN

Guerillas. I have no way of authenticating either statement.

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

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Total number of missions of above crew member: Five

Dates and destinations if possible: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

WILLIAM SHAW

- 1. The first national bank was established in 1791.
- 2. The first national bank was established in 1791.
- 3. The first national bank was established in 1791.
- 4. The first national bank was established in 1791.
- 5. The first national bank was established in 1791.
- 6. The first national bank was established in 1791.
- 7. The first national bank was established in 1791.
- 8. The first national bank was established in 1791.
- 9. The first national bank was established in 1791.
- 10. The first national bank was established in 1791.
- 11. The first national bank was established in 1791.
- 12. The first national bank was established in 1791.
- 13. The first national bank was established in 1791.
- 14. The first national bank was established in 1791.
- 15. The first national bank was established in 1791.
- 16. The first national bank was established in 1791.
- 17. The first national bank was established in 1791.
- 18. The first national bank was established in 1791.
- 19. The first national bank was established in 1791.
- 20. The first national bank was established in 1791.

INDIVIDUAL CASUALTY QUESTIONNAIRE

Name of crew member: Frontice, Clarence M. File # 6929  
Rank: Sgt  
Serial number: 3822098  
Position: Crew (Bombardier) Ball Turret

Did he bail out? Yes

Where? near Lake, Holland, at the coast of the North Sea.

If not, why not? -----

Last contact or conversation just prior to or at time of loss of plane: Did not acknow-  
ledge when last Sgt. Frontice was in contact prior to sounding bell,  
which was silent when cockpit bailed out.

Was he injured? No

Where was he when last seen? Ball in flight

Any other information: None

Source: -----

Any explanation of his fate based in part or wholly on supposition: Could obtain no  
information in Germany or Holland after liberation.

Total number of missions of above crew member: -----

Dates and destinations if possible: -----

## INDIVIDUAL CASUALTY QUESTIONNAIRE

Name of crew member: Kamenski, Mitchell A. File # 6929  
 Rank: Sgt  
 Serial number: 32421628  
 Position: Crew (Bomber) ~~or Pilot/Fighter~~: Tail Gunner

Did he bail out? Yes.

Where? Near Eugie, Holland, at the coast of the North Sea.

If not, why not? ---

Last contact or conversation just prior to or at time of loss of plane: Did not acknowledge alarm bell, tail was clear when co-pilot bailed out.

Was he injured? No.

Where was he when last seen? Prior to bailout

Any hearsay information: None

Source: -----

Any explanation of his fate based in part or wholly on supposition: Could obtain no information in Germany or England after liberation.

Total number of missions of above crew member: ---

Dates and destinations if possible: -----

## INDIVIDUAL CASUALTY QUESTIONNAIRE

Name of crew member: Palmer, Robert A.  
 Rank: Sgt  
 Serial number: 37572363  
 Position: Crew (Bomber) ~~xxxxxxx~~ Engineer: Top Turret

File # 6929Did he bail out? YesWhere? Near Route, Holland, on the North SeaIf not, why not? ----

Last contact or conversation just prior to or at time of loss of plane: Andrew led me  
 message prior to bail out order, did not acknowledge alert call.  
 Was not in waist when co-pilot bailed out.

Was he injured? No.Where was he when last seen? Prior to ejection.Any hearsay information: NoneSource: ----

Any explanation of his fate based in part or wholly on supposition: no information  
 gathered in Germany or Holland after liberation.

Total number of missions of above crew member: ---Dates and destinations if possible: -----

ICR: Sgt Palmer flew at a waist gun or machine gun position.

## CASUALTY QUESTIONNAIRE

1. Your name WILLIAM E. JOYCE Rank 1st Lt. Serial No. C-1F48479
2. Organization 4FR Gp Commander [REDACTED] Rank 1st Lt. Sqn CO C-4XII Rank 1st Lt.  
(full name) (full name)
3. What year 1944 month July day 11 did you go down?
4. What was the mission, ben. bombing, target, Luftwaffe paratrooper target  
time, unknown, altitude, 12,000 ft route scheduled,  
unknown, route flown as scheduled
5. Where were you when you left formation? France, just preceding North Sea.
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". Sgt. Lifer & Lucero bailed out on order of co pilot. Sgt. Farnsworth & Cole followed. Lt. Joyce left seat, flight deck was clear. Prop cut-back, door to waist was open, waist was clear. Co-pilot bailed out. Pilot followed exactly same procedure
9. Where did your aircraft strike the ground? near Luise, Holland
10. What members of your crew were in the aircraft when it struck the ground? (Should cross check with 8 above and individual questionnaires) Rich Kearney - Sgt.  
Richard was in the aircraft when it struck ground.
11. Where were they in aircraft? In formation
12. What was their condition? Killed upon impact. (Kearney)
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. None.

(Any additional information may be written on the back)



## INDIVIDUAL CASUALTY QUESTIONNAIRE

Name of crew member: Kozanski, Mitchell A. File # 6929  
 Rank: Sgt  
 Serial number: 3268628  
 Position: Crew (Bomber) Tail Gunner

Did he bail out? All the answer the same as Palmer

Where? \_\_\_\_\_

If not, why not? \_\_\_\_\_

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

Was he injured? \_\_\_\_\_

Where was he when last seen? \_\_\_\_\_

Any hearsay information: \_\_\_\_\_

Source: \_\_\_\_\_

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

Total number of missions of above crew member: \_\_\_\_\_

Dates and destinations if possible: \_\_\_\_\_

## INDIVIDUAL CASUALTY QUESTIONNAIRE

Name of crew member: **Prentice, Clarence H.** File **6929**  
 Rank: **Sgt**  
 Serial number: **39022098**  
 Position: Crew (Bomber) **at Pilot (Position): Ball Turret**

Did he bail out? ( All under the same as Palmer

Where? \_\_\_\_\_

If not, why not? \_\_\_\_\_

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

Was he injured? \_\_\_\_\_

Where was he when last seen? \_\_\_\_\_

Any hearsay information: \_\_\_\_\_

Source: \_\_\_\_\_

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

Total number of missions of above crew member: \_\_\_\_\_

Dates and destinations if possible: \_\_\_\_\_

## INDIVIDUAL CASUALTY QUESTIONNAIRE

Name of crew member: Falmer, Robert A. File # 6929  
 Rank: Sgt  
 Serial number: 37572343  
 Position: Crew (Bomber) Wingman, (Fighter): Top Turret

Did he bail out? do not know

Where? \_\_\_\_\_

If not, why not? \_\_\_\_\_

Last contact or conversation just prior to or at time of loss of plane: I was the

Navigator on the ship and was in the nose he was a waist gunner  
and I seem to remember him giving me an oxygen check about 2 hr. before  
 Was he injured? do not know

Where was he when last seen? do not know I did not see him after take off

Any hearsay information: none what so ever

Source: ----

Any explanation of his fate based in part or wholly on supposition: The way that we  
figured it out was that he did not jump. However Lt. Jones the Pilot  
said that the waist was clear when he jumped.

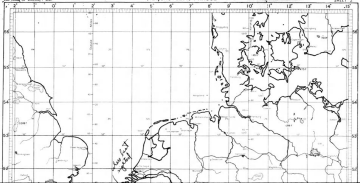
Total number of missions of above crew member: 5

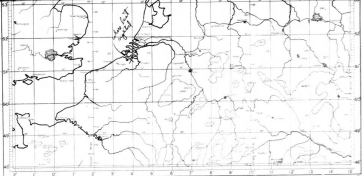
Dates and destinations if possible: All France except July 11, 1944 to Munich

~~CONFIDENTIAL~~

An A/C believed to be F311 was seen leaving formation in vicinity of NEUKEN, NETHERLANDS, at 1530 hours, with one engine feathered and another sputtering. It went below undercast. At same time, radio message was picked up presumably from same A/C asking for position.

~~CONFIDENTIAL~~





HEIGHTS IN FEET

CONFIDENTIAL