

DECLASSIFIED BY AUTHORITY OF NND DECLASSIFICATION PROJECT 735072,
H.D. MAYER, NARS, SEPTEMBER 10, 1982

5436

[REDACTED]

[REDACTED]

Classification changed

by [REDACTED]

on [REDACTED]

Date [REDACTED]

[REDACTED]

[REDACTED]

~~CONFIDENTIAL~~

96-58

Classification changed to ~~CONFIDENTIAL~~
by E. A. BRADNAS, Lt. Col., AO
by F. M. MUENCH, Capt., AO
Date MAR 15 1946

WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
WASHINGTON

IMPORTANT: This report will be compiled by each Army Air Forces organization within 48 hours of the time personnel are officially reported missing.

ORGANIZATION: Location PO 520, c/o PM, NY, NY. Command or AF 15th A.F.
Group 464th Bombardment Group (H) Squadron 776th Bombardment Sq (H)

SPECIFY: Point of Departure A.A. Fld, Gioia, Italy Course Due North
Target Atzgerdorf Type of Mission Bombing
Aircraft Factory, Austria.

WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:
Weather clear with slight haze. Visibility 10 to 15 miles, not counting the smoke.

GIVE: (a) Date 29 May 1944 Time 1200 Location 45° 18' N. - 16° 45' E.
of last known whereabouts of missing aircraft.
(b) Specify whether: () Last Sighted () Last Contacted by Radio
() Forced Down (X) Seen to Crash; or
() Information not available.

AIRCRAFT AS LOST, OR IS BELIEVED TO HAVE BEEN LOST, AS A RESULT OF: (Check only one)
(X) Enemy Aircraft () Enemy Anti-Aircraft () Other circumstances as follows: Ship was crippled by flak and finished by enemy fighters.

AIRCRAFT: Type, Model & Series B-24-H AAF Serial No 41-28969

ENGINES: Type, Model & Series R-1830-43 AAF Serial No (a) GP-303056
(b) GP-303067 (c) GP-303023 (d) GP-302602

INSTALLED WEAPONS: (Furnish below Make, Type, and Serial Number)
(a) Browning Sub MG, .50 cal #982998 (b) Browning Sub MG, .50 cal #983355
(c) " " " 982913 (d) " " " 982221
(e) " " " 983273 (f) " " " 983406
(g) " " " 1237187 (h) " " " 983179
(i) " " " 983340 (j) " " " 983056

PERSONNEL LISTED BELOW REPORTED AS: (X) Battle Casualty () Non-Battle Cas.

NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 10 Passengers 0 Total 10
(Starting with "Pilot" furnish the following particulars; if more than 12 persons were aboard list similar particulars on separate sheet and attach to this form)

CREW POSITION	NAME IN FULL (Last Name First)	RANK	SERIAL NO	NEXT OF KIN, RELATIONSHIP, AND ADDRESS
RMC	Pilot Hendricks, Raymond E.	1st Lt.		Mrs. Martha (Teas) Hendricks, Wife, 5600 Valley Ridge Rd, Ft Worth, Texas.
RMC	Co-Pilot Hergenrother, Philip E.	2d Lt.		Mr. Edward P. Hergenrother, Father, 518 Knarr St., DuBois, Pa.
RMC	Bombardier McKeeney, Kenneth J.	2d Lt.		Mr. Bernard F. McKeeney, Brother, 80 St. Mark's Place, Staten Island, NY
FUS	Navigator Williams, Harold I.	2d Lt.		Mrs. Annette Williams, Wife, 103-25 121st St., Richmond Hill 19, N.Y.
RMC	Eng. Gunner ^{O'Rourke} Rourke, John W.	T/Sgt.		Mrs. Mary O'Rourke, Mother, 60 Roosevelt Ave., Lynbrook, N.Y.
DDP	Rad-Op-er-Gun. Samson, Roland J.	T/Sgt.		Mrs. Albeda Samson, Mother, 2023 Smith St. Centredale N. Providence, RI
DDP	Eng. Gunner Brothers, Arthur (MM)	T/Sgt.		Mrs. Jennie Brothers, Mother, 105 Prospect St., Johnstown, N.Y.
DDP	Gunner Wiley, Thomas B.	Sgt.		Mrs. Maybell Wiley, Mother, 4427 Devereaux St., Philadelphia, Pa.

~~CONFIDENTIAL~~

(See Reverse Side)

ac1 #1

Handwritten notes and signatures at bottom left.

Gunner Fosmire, George A. S/Sgt. [REDACTED] Mrs. Ina Fosmire,
 Mother, 8 Thompson St., Broadalbin, N.Y.
 Armorer Gunner Sinnott, Colfer N. S/Sgt. [REDACTED] Mr. Nicholas Sinnott,
 Father, 135 92nd St., Brooklyn, N.Y.

IDENTIFY BELOW THOSE PERSONS WHO ARE BELIEVED TO HAVE LAST KNOWLEDGE OF AIRCRAFT AND CHECK APPROPRIATE (only one) COLUMN TO INDICATE BASIS FOR SAME:

NAME IN FULL	RANK	SERIAL NO	Contacted	Last	Saw
John W. Nance	Capt.	[REDACTED]			X
Martin H. Neuhaus	Sgt.	[REDACTED]			X
Stamford (M/T) Scherer	2d Lt.	[REDACTED]			X

- IF PERSONNEL ARE BELIEVED TO HAVE SURVIVED, CHECK ONE OF THE FOLLOWING:
 - Parachutes were used
 - Persons seen walking; away from scene of crash
 - Any other reason (specify) _____
- ATTACH AS AN INCLOSURE TO THIS REPORT, EITHER AERIAL PHOTOGRAPH, MAP, CHART, OR SKETCH, SHOWING APPROXIMATE LOCATION WHERE AIRCRAFT WAS LAST SEEN.
- ATTACH, AS INCLOSURES TO THIS REPORT, EYEWITNESS DESCRIPTIONS OF CRASH, FORCED LANDING, OR OTHER CIRCUMSTANCES PERTAINING TO MISSING AIRCRAFT.
- ATTACH, AS AN INCLOSURE TO THIS REPORT, A DESCRIPTION OF THE EXTENT OF SEARCH, IF ANY, AND GIVE NAME, RANK, AND SERIAL NUMBER OF OFFICER IN CHARGE HERE: (if no search, so state giving reason) No search was made due to planes being over enemy territory and undergoing attack by enemy fighters.

Date of this Report: 1 June 1944.

Signature of Officer: John W. Morris
 JOHN W. MORRIS,
 Major, Air Corps,
 Comdg, 776th Bombardment Sq (H).

4 Incls:

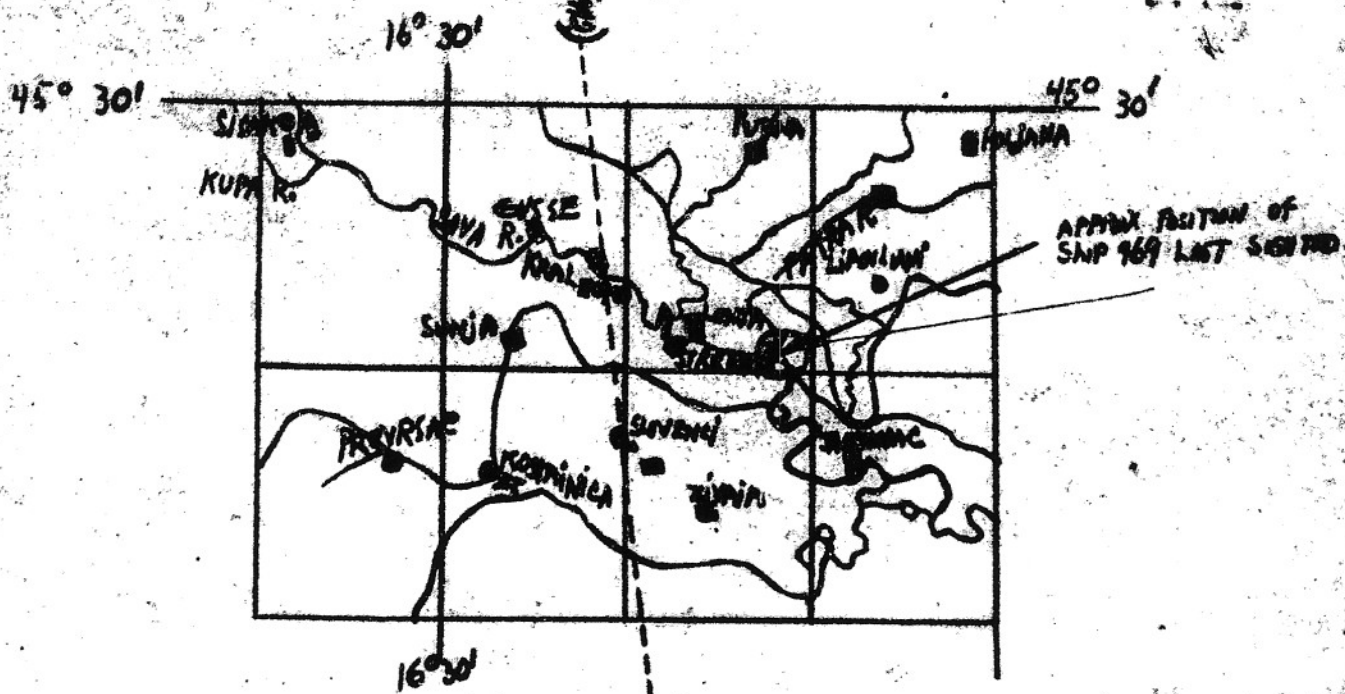
- Incl 1 - Sketches of approx location of aircraft last seen (3 copies)
- Incl 2 - Eye Witness Report of Capt. Nance (8 Copies)
- Incl 3 - Eye Witness Report of Sgt. Neuhaus (8 Copies)
- Incl 4 - Eye Witness Report of 2d Lt. Scherer (8 Copies)



7706 36 4112

N.E. 44/74

(GRID) MAP OF



SCALE
 10 STATUTE MILES

ABBREVIATED MAP OF SECTION OF
YUGOSLAVIA

Incl-1

~~CONFIDENTIAL~~

S T A T E M E N T

It Hendricks on Plane #969, with No. 3 engine feathered and the ship otherwise badly damaged by flak and gun fire from fighters was flying a beautiful formation on the wing of another airplane badly crippled.

There were three aircraft flying very close together for mutual fire power and a fourth aircraft that was flying some distance away.

It Hendricks had dropped back in this crippled formation because he was unable to keep up with the main group of bombers. He continued this excellent job of formation flying with extreme disadvantage, in spite of the fact that practically all of his guns had been previously silenced, until two bombers of the four-ship formation had been shot down by fighters. Then there were two aircraft remaining of the original four-ship formation.

The fighters took advantage of the blind spot created by the loss of guns in plane #969 and raked him thoroughly with gunfire. The ship moved away from the bad ship, lowered his wheels and bailed two (2) men out in rapid succession to indicate to the fighters that his aircraft was finished and that he desired a chance to bail out the crew. In spite of all this, the fighters continued to fire upon him vigorously pressing home each attack.

A total of two (2) parachutes were seen to blossom from the aircraft and the ship, though no doubt doomed, was last seen still in its feeble effort to fly but losing altitude rapidly.

A TRUE COPY:

J. D. Reel
WINDLE D. REEL,
Major, AC.

/s/
/t/

John W. Nance,
JOHN W. NANCE,
Capt., Air Corps,
Co-Pilot on
B-24 B Plane No. 275
Hq. 16th Bomb Gp (H).

Incl 1

~~CONFIDENTIAL~~

S T A T E M E N T

I was flying tail gun position in ship 402 about 1500 yards in front of the formation that was hit by flak and fighters and could see about 12 fighters attack the straggling four-ship formation. The only ship I saw was knocked out was a silver plane, markings of which I could not make out and its stabilizer was torn off and spinning down.

The plane dropped into a spin into a valley through which a river was running. I couldn't see whether or not the plane burst into flames after crashing but I think the plane hit the river between the two valleys.

During the entire scene of the action I could not see any parachutes blossom from any of the planes that were hit. The last bit of information that I can offer is that the terrain in which the ship that was hit crashed was very mountainous and in all probabilities there were no troop concentrations in the immediate or surrounding area.

/s/ Martin H. Neuhaus,
/t/ MARTIN H. NEUHAUS,
Sergeant, ASN ~~██████████~~
Tail Gunner, B-24 Plane #402,
776th Bomb Sq-464th Bomb Gp (H),
APO 520, US Army.

A TRUE COPY:

WINDLE D. REEL,
Major, AG.

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

776th BOMBARDMENT SQUADRON (H)
OFFICE OF THE COMMANDING OFFICER
APO 520 U.S. Army

JWM/rc

313.3

1 June 1944.

SUBJECT: Transmittal of Missing Air Crew Report.

TO : Commanding Officer, Hq. 464th Bombardment Group (H), APO 520, U.S. Army.

1. Transmitted herewith are the Missing Air Crew Reports on combat crews assigned to this Squadron missing in action as of 29 May 1944, near Atzgerdorf, Austria:

1st Lt. (1024)	HENDRICKS, RAYMOND E.	[REDACTED]	MIA
2nd Lt. (1024)	HERGENROTHER, PHILIP E.	[REDACTED]	MIA
2nd Lt. (1035)	McWEENEY, KENNETH J.	[REDACTED]	MIA
2nd Lt. (1034)	WILLIAMS, HAROLD I.	[REDACTED]	MIA
T/Sgt. (748)	O'Rourke, John M.	[REDACTED]	MIA
T/Sgt. (757)	Samson, Roland J.	[REDACTED]	MIA
T/Sgt. (748)	Brothers, Arthur (NMI)	[REDACTED]	MIA
Sgt. (748)	Wiley, Thomas B.	[REDACTED]	MIA
S/Sgt. (748)	Fosmire, George A.	[REDACTED]	MIA
S/Sgt. (612)	Sinnott, Colfer N.	[REDACTED]	MIA

2. Subject personnel are battle casualties as defined by paragraph 2, Section II Circular #10, NATOUSA, dated 24 January 1944.

3. Battle Casualty Report forwarded your Headquarters 29 May 1944.

John W. Morris
JOHN W. MORRIS,
Major, Air Corps,
Commanding.

1 Incl:

Incl 1 - Missing Air Crew Report w/4 Incls. (7 copies)

~~CONFIDENTIAL~~



5435 11

HEADQUARTERS
GOODFELLOW FIELD
SAN ANGELO, TEXAS

Date:
September 1945

SUBJECT: Interrogation of former prisoners of war

TO : Commanding General, Army Air Forces, Washington 25, D.C.
Attn: Personal Affairs Branch, Room 4B15 Operations Building

1. In compliance with your TTX AFPS 9909, 23 Sep 45, the following information is submitted:

- a. Name of casualty: Roland G. Jackson, [REDACTED]
- b. Rank: 1/3rd
- c. Crew Position: Left waist gunner
- d. Date last seen: 29 May 44
- e. Place last seen: At time of take-off for bombing mission over Wienerstadt, Austria

f. Circumstances of loss of aircraft: At approximately 1200 on 29 May 44 we were hit by flak near Wienerstadt, Austria, causing the failure of two of our engines. We continued to return to our base as a straggler and were again attacked by enemy fighter aircraft south of Bras, Yugoslavia. About five minutes later the pilot gave the order to bail out because the aircraft was losing altitude. At that time our altitude was approximately 7300 feet and there was a 10,000 foot mountain range in the direction of the return to our base. Our inter-phone communication system was also shot out. I bailed out through the nose wheel.

g. Known information: I was navigator on this mission. During my descent by parachute, I saw the plane hit the ground, explode, and burn. I landed on the side of the cliff and the plane landed at the base of the cliff 600 feet to my right, approximately two miles East of Bosphrupa, Croatia. I was also shot at during my descent by rifle fire from the ground. I saw three parachutes when I was descending, but I could not distinguish whether the men were members of my crew or another B-24 from the squadron which was shot down in the immediate vicinity. After I landed, and while I was waiting to be taken to the German officials, I walked over to the wreckage of the aircraft and circumvented the aircraft from the right side around the tail section and to the left side of the plane. I could not observe the front section of the plane because the plane was lying at the edge of a cliff. I was not permitted to get more than 10 feet from the plane. I saw three bodies of enlisted crew members of our crew. One body was located rear of the left waist window; the second body was located rear of the right waist window, and the third body was located rear of the right wing between No. 3 and 4 engines. All of these bodies were outside of the airplane. I could not identify these bodies visually because of their condition, but I knew they were enlisted men because they were wearing blue heated flying suits. I was not permitted to search the clothing of the enlisted men, nor was I permitted to search through the wreckage. Survivors on this mission were 1st Lt. Robert

Greeness, pilot; 2d Lt. Phillip Greenough, co-pilot; 2d Lt. Pamela J. McGreeney, bombardier; 1st Lt. John J. Courke. All of these evaded. He had a crew of ten men.

4. Hear say information: On August 19, 1949, 2d Lt. McGreeney in New York City and he informed me that when he landed at Paris, he heard from the partisans that three members of our crew were dead, and that the partisans knew that I had been captured. McGreeney further stated that the partisans expressed the view that the two other crew members may have been shot either during their descent, or after they landed. McGreeney remarked that he was shot at during his descent.

2d Lt. Robert Doris and 1st Lt. Kirkland, whose first name I do not recall, who were crew members on another B-24 from our squadron that was shot down in the same vicinity as our plane was, told me that when they were descending by parachute, they thought they saw seven parachutes descending from our plane. It is possible that Lt. Doris and 1st Lt. Kirkland were confused, because during my descent I could not determine whether the three parachutes I saw descending were from my plane or another B-24.

Harold J. Williams
Major, USAF, 1st Lt. AD

cc: 11, AFHQ, Inters. Affairs Off. [redacted] Goodfellow Field, Texas
cc: 11, AF SAC, Inters. Affairs Off.



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**HEADQUARTERS
GOODFELLOW FIELD
SAN ANGELO, TEXAS**

MEM:odv

7 November 1945

SUBJECT: Interrogation of Former Prisoners of War

TO : Commanding General, Army Air Forces, Washington 25, D.C.
Attn: Personal Affairs Branch, Room 4315 Munitions Building

1. In compliance with your TWX AFPPS 3909, 29 Sep 45, the following information is submitted:

- a. Name of casualty: Arthur Brothers, [REDACTED]
- b. Rank: T/Sgt
- c. Crew Position: Right waist gunner
- d. Date last seen: 29 May 44
- e. Place last seen: At time of take-off for bombing mission over Wienerstadt, Austria

f. Circumstances of loss of aircraft: At approximately 1200 on 29 May 44 we were hit by flak near Wienerstadt, Austria, causing the failure of two of our engines. We continued to return to our base as a straggler and were again attacked by enemy fighter aircraft south of Bras, Yugoslavia. About five minutes later the pilot gave the order to bail out because the aircraft was losing altitude. At that time our altitude was approximately 7800 feet and there was a 10,000 foot mountain range in the direction of the return to our base. Our interphone communication system was also shot out. I bailed out through the nose wheel.

g. Known information: I was navigator on this mission. During my descent by parachute, I saw the plane hit the ground, explode, and burn. I landed on the side of the cliff and the plane landed at the base of the cliff 600 feet to my right, approximately two miles East of Bsn Kruppa, Croatia. I was also shot at during my descent by rifle fire from the ground. I saw three parachutes when I was descending, but I could not distinguish whether the men were members of my crew or another B-24 from the squadron which was shot down in the immediate vicinity. After I landed, and while I was waiting to be taken to the German officials, I walked over to the wreckage of the aircraft and circumvented the aircraft from the right side around the tail section and to the left side of the plane. I could not observe the front section of the plane because the plane was lying at the edge of a cliff. I was not permitted to get more than 10 feet from the plane. I saw three bodies of enlisted crew members of our crew. One body was located rear of the left waist window; the second body was located rear of the right waist window, and the third body was located rear of the right wing between No. 3 and 4 engines. All of these bodies were outside of the airplane. I could not identify these bodies visually because of their condition, but I knew they were enlisted men because they were wearing blue heated flying suits. I was not permitted to search the clothing of the enlisted men, nor was I permitted to search through the wreckage. I saw a pair of low cut shoes in the vicinity

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of the plane that I identified as belonging to Sgt. Brothers. However, at the time we bailed out all the crew were wearing flying boots. Survivors on the mission were 1st Lt. Robert Hendricks, pilot; 2d Lt. Phillip Terenrocher, co-pilot; 1st Lt. Kenneth J. McKeeney, bombardier; 1/Sgt John W. O'Rourke. All of these evaded. We had a crew of ten men.

h. Hearsay information: In August 45, I saw Lt. McKeeney in New York City and he informed me that when he landed by parachute, he heard from the partisans that three members of our crew were dead, and that the partisans knew that I had been captured. McKeeney further stated that the partisans expressed the view point that the two other crew members may have been shot either during their descent, or after they landed. McKeeney remarked that he was shot at during his descent.

2d Lt. Robert Joris and F/O Kirkland, whose first name I do not recall, who were crew members on another B-24 from our Squadron that was shot down in the same vicinity as our plane was, told me that when they were descending by parachute, they thought they saw seven parachutes descending from our plane. It is possible that Lt. Joris and F/O Kirkland were confused, because during my descent I could not determine whether the three parachutes I saw descending were from my plane or another B-24.

Harold I. Williams
HAROLD I. WILLIAMS, 1st Lt, AC
O-301534, Goodfellow Field, Texas

cc: CG, AFTRC, Attn: Pers. Affairs Off.
cc: CG, AAFORTC, Attn: Pers. Affairs Off.

HEADQUARTERS
GOODFELLOW FIELD
SAN ANGELO, TEXAS

5436 15
LH:odw

3 November 1945

SUBJECT: Interrogation of Former Prisoners of War

TO : Commanding General, Army Air Forces, Washington 25, D.C.
Attn: Personal Affairs Branch, Room 4315 Munitions Building

1. In compliance with your FWX AFPPS 3007, 23 Sep 45, the following information is submitted:

- a. Name of casualty: Colfer C. Sinnott, [REDACTED]
- b. Rank: S/Sgt
- c. Crew Position:
- d. Date last seen: 29 May 44
- e. Place last seen: At time of take-off for bombing mission over Wyernerstadt, Austria
- f. Circumstances of loss of aircraft: At approximately 1200 on 29 May 44 we were hit by flak near Wienerstadt, Austria, causing the failure of two of our engines. We continued to return to our base as a straggler and were again attacked by enemy fighter aircraft South of Gras, Yugoslavia. About five minutes later the pilot gave the order to bail out because the aircraft was losing altitude. At that time our altitude was approximately 7500 feet and there was a 10,000 foot mountain range in the direction of the return to our base. Our inter-
phone communication system was also shot out. I bailed out through the nose wheel.
- g. Known information (eye witness only): I was navigator on this mission. During my descent by parachute, I saw the plane hit the ground, explode, and burn. I landed on the side of the cliff and the plane landed at the base of the cliff 600 feet to my right, approximately two miles East of Bosn Kruppa, Croatia. I was also shot at during my descent by rifle fire from the ground. I saw three parachutes when I was descending, but I could not distinguish whether the men were members of my crew or another B-24 from the squadron which was shot down in the immediate vicinity. After I landed, and while I was waiting to be taken to the German officials, I walked over to the wreckage of the aircraft and circumvented the aircraft from the right side around the tail section and to the left side of the plane. I could not observe the front section of the plane because the plane was lying at the edge of a cliff. I was not permitted to get more than 10 feet from the plane. I saw three bodies of enlisted crew members of our crew. One body was located rear of the left waist window; the second body was located rear of the right waist window, and the third body was located rear of the right wing between No. 3 and 4 engines. All of these bodies were outside of the airplane. I could not identify these bodies visually because of their condition, but I knew they were enlisted men because they were wearing blue heated flying suits. I was not permitted to search the clothing of the enlisted men, nor was I permitted to search through the wreckage. Survivors on this mission were 1st Lt. Robert

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Hendricks, pilot; 2d Lt. Phillip Derenrother, co-pilot; 2d Lt. Kenneth W. McWeeney, bombardier; T/Sgt John J. Clourke. All of these evaded. We had a crew of ten men.

h. Hearsay information: In August 1945, I saw Lt. McWeeney in New York City and he informed me that when he landed by parachute, he heard from the partisans that three members of our crew were dead, and that the partisans knew that I had been captured. McWeeney further stated that the partisans expressed the view point that the two other crew members may have been shot either during their descent, or after they landed. McWeeney remarked that he was shot at during his descent.

2d Lt. Robert Joris and F/O Kirkland, whose first name I do not recall, who were crew members on another B-24 from our Squadron that was shot down in the same vicinity as our plane was, told me that when they were descending from their plane by parachute, they thought they saw seven parachutes descending from our plane. It is possible that Lt. Joris and F/O Kirkland were confused, because during my descent I could not determine whether the three parachutes I saw descending were from my plane or another B-24.

Harold I. Williams

HAROLD I. WILLIAMS, 1st Lt, AC
C-301534, Goodfellow Field, Texas

cc: CG, AFTRC, Attn: Pers. Affairs Off.
cc: CG, AFCEPC, Attn: Pers. Affairs Off.



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HEADQUARTERS
GOODFELLOW FIELD
SAN ANGELO, TEXAS

OK:olw

9 November 1945

SUBJECT: Interrogation of Former Prisoners of War

TO : Commanding General, Army Air Forces, Washington 25, D.C.
Attn: Personal Affairs Branch, Room 4315 Munitions Building

1. In compliance with your TWX AFPPS 5909, 28 Sep 45, the following information is submitted:

a. Name of casualty: George A. Fosmire, [REDACTED]

b. Rank: S/Sgt

c. Crew Position:

d. Date last seen: 29 May 44

e. Place last seen: Crawling through catwalk in nose section of our B-24 plane just before I bailed out.

f. Circumstances of loss of aircraft: At approximately 1200 on 29 May 44 we were hit by flak near Wienerstadt, Austria, causing the failure of two of our engines. We continued to return to our base as a straggler and were again attacked by enemy fighters south of Gras, Yugoslavia. About five minutes later the pilot gave the order to bail out because the aircraft was losing altitude. At that time the altitude was approximately 7300 feet and there was a 10,000 foot mountain range in the direction of the return to our base. Our interphone communication system was also shot out. I bailed out through the nose wheel.

g. Known information: I was navigator on this mission. During my descent by parachute, I saw the plane hit the ground, explode, and burn. I landed on the side of the cliff and the plane landed at the base of the cliff 600 feet to my right, approximately two miles East of Bosn Kruppa, Croatia. I was also shot at during my descent by rifle fire from the ground. I saw three parachutes when I was descending, but I could not distinguish whether the men were members of my crew or another B-24 from the squadron which was shot down in the immediate vicinity. After I landed, and while I was waiting to be taken to the German officials, I walked over to the wreckage of the aircraft and circumvented the aircraft from the right side around the tail section and to the left side of the plane. I could not observe the front section of the plane because the plane was lying at the edge of a cliff. I was not permitted to get more than 10 feet from the plane. I saw three bodies of enlisted crew members of our crew. One body was located rear of the left waist window; the second body was located rear of the right waist window, and the third body was located rear of the right wing between No. 3 and 4 engines. All of these bodies were outside of the airplane. I could not identify these bodies visually because of their condition, but I knew they were enlisted men because they were wearing blue heated flying suits. I was not permitted to search the clothing of the enlisted men, nor

was I permitted to search through the wreckage. The last time I saw Sgt. Fosaire he was crawling through the catwalk in the nose section to get his seat back parachute just before I bailed out. I am inclined to believe that the body I saw right behind the No. 3 and 4 on line was Sgt. Fosaire due to the position he was in when I left the plane.

h. hearsay information: In August 1945 I saw Lt. Mcweeney in New York City and he informed me that when he landed by parachute, he heard from the partisans that three members of our crew were dead, and that the partisans knew that I had been captured. Mcweeney further stated that the partisans expressed the view point that the two other crew members may have been shot either during their descent, or after they landed. Mcweeney remarked that he was shot at during his descent.

and Lt. Robert Joris and F/O Kirkland, whose first name I do not recall, who were crew members on another B-24 from our Squadron that was shot down in the same vicinity as our plane was, told me that when they were descending by parachute, they thought they saw seven parachutes descending from our plane. It is possible that Lt. Joris and F/O Kirkland were confused, because during my descent I could not determine whether the three parachutes I saw descending were from my plane or another B-24.

Harold I. Williams
HAROLD I. WILLIAMS, 1st Lt, AC
O-801534, Goodfellow Field, Texas

cc: O1, APTAC, Attn: Pers. Affairs Off.
cc: O1, AAFPCIC, Attn: Pers. Affairs Off.



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HEADQUARTERS
GOODFELLOW FIELD
SAN ANGELO, TEXAS

11 K:odw
4 November 1945

SUBJECT: Interrogation of Former Prisoners of War

TO : Commanding General, Army Air Forces, Washington 25, D.C.
Attn: Personal Affairs Branch, Room 4315 Munitions Building

1. In compliance with your LHX AFMPS 9909, 28 Sep 45, the following information is submitted:

- a. Name of casualty: Thomas B. Wiley
- b. Rank: Sergeant
- c. Crew position:
- d. Date last seen: 29 May 44
- e. Place last seen: At time of take-off for bombing mission over Wienerstadt, Austria

f. Circumstances of loss of aircraft: At approximately 1200 on 29 May 44 we were hit by flak near Wienerstadt, Austria, causing the failure of two of our engines. We continued to return to our base as a straggler and were again attacked by enemy fighter aircraft south of Graz, Yugoslavia. About five minutes later the pilot gave the order to bail out because the aircraft was losing altitude. At that time our altitude was approximately 7800 feet and there was a 10,000 foot mountain range in the direction of the return to our base. Our interphone communication system was also shot out. I bailed out through the nose wheel.

g. Known information: I was navigator on this mission. During my descent by parachute, I saw the plane hit the ground, explode, and burn. I landed on the side of the cliff and the plane landed at the base of the cliff 600 feet to my right, approximately two miles East of Bosn Kruppa, Croatia. I was also shot at during my descent by rifle fire from the ground. I saw three parachutes when I was descending, but I could not distinguish whether the men were members of my crew or another B-24 from the same squadron which was shot down in the immediate vicinity. After I landed, and while I was waiting to be taken to the German officials, I walked over to the wreckage of the aircraft and circumvented the aircraft from the right side around the tail section and to the left side of the plane. I could not observe the front section of the plane because the plane was lying at the edge of a cliff. I was not permitted to get more than 10 feet from the plane. I saw three bodies of enlisted crew members of our crew. One body was located rear of the left waist window; the second body was located rear of the right waist window, and the third body was located rear of the right wing between No. 3 and 4 engines. All of these bodies were outside of the airplane. I could not identify these bodies visually because of their condition, but I knew they were enlisted men because they were wearing blue heated flying suits. I was not permitted to search the clothing of the

enlisted men, nor was I permitted to search the clothing of the enlisted men, nor was I permitted to search through the wreckage. While in this vicinity, one of the native soldiers showed me a calendar of a Philadelphia Savings Bank or Society. This soldier said that he picked it up but did not specify whether or not it was from a body or the plane wreckage. I believe this card belonged to Sgt. Wiley because he was the only crew member from Philadelphia. The survivors on this mission were 1st Lt. Robert Hendricks, pilot; 2d Lt. Phillip Hergenrother, co-pilot; 2d Lt. Kenneth J. Mcweeney, bombardier; T/Sgt John M. O'Dourke. All of these evaded. We had a crew of ten men.

h. Hearsay information: In August 1945, I saw Lt. Mcweeney in New York City and he informed me that when he landed by parachute, he heard from the partisans that three members of our crew were dead, and that the partisans knew that I had been captured. Mcweeney further stated that the partisans expressed the view point that the two other crew members may have been shot either during their descent, or after they landed. Mcweeney remarked that he was shot at during his descent.

2d Lt. Robert Joris and F/O Kirkland, whose first name I do not recall, who were crew members on another B-24 from our Squadron that was shot down in the same vicinity as our plane was, told me that when they were descending by parachute, they thought they saw seven parachutes descending from our plane. It is possible that Lt. Joris and F/O Kirkland were confused, because during my descent, I could not determine whether the three parachutes I saw descending were from my plane or another B-24.

Harold I. Williams

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