

1st Lt. Howard C. "Pete" Henry, Jr. was piloting this aircraft, with Lt. Albert E. Jones as his bombardier. Lt. Jones had these remarks in his diary, "I flew the waist position because of the size of the turret – it was just too small for me.

"Over the target, Sgt. Tillner, the other waist gunner, was hit in the leg with flak. At that time the flak was heavy and accurate, damaging the ship in several places. The trim tabs on the rudder were shot off, the prop on #4 engine was hit, but still continued to work, I'm happy to say.

"While still over the target I gave Norm some first aid as the fighters would not attack at that time. The flak was too heavy for them to venture too close to us. The piece of flak was still in Norm's leg, I discovered when I cut away his heated suit, so I put sulfa powder on the wound. I did not apply a tourniquet because bleeding wasn't too heavy, later almost stopping due to the cold. Tillner refused a shot of morphine for the pain.

"It was three hours before we got back over England and Pete left the formation at the coast and came in as fast as possible. He circled the field so we could fire red-red flares to alert emergency crews of wounded aboard and then landed. An ambulance followed us to the dispersal area and a doctor took care of Sgt. Tillner, then drove away with him.

Sgt. Tillner spent a considerable time in a hospital, then when almost fully recovered, was transferred to Africa, where he completed his combat tour from that area of operations. He still carried around with him that large piece of flak.

4 July 1944

Beaumont-Le-Roger Airfield, France

68th SQUADRON:

68th Sq., #42-100412 V, Schaffer

Crew bailed out

68th Squadron Crew: Entire crew bailed out safely over England

| | | |
|--------------------------------------|-------------------|---------|
| SCHAFFER, BENJAMIN L. ASN 0804518 | Pilot | 1st Lt. |
| PELLEGRINE, JOHN D. ASN 0806512 | Co-pilot | 1st Lt. |
| DUNDA, ANDREW ASN 0687935 | Navigator | 1st Lt. |
| MOORE, KENNETH J. ASN 39081967 | Nose Gun./Toggler | S/Sgt. |
| PARSONS, RUSSELL L. ASN 35662830 | Eng./Top Turret | T/Sgt. |
| GARVEY, JAMES T. ASN 37272533 | Radio Oper. | T/Sgt. |
| SWEENEY, GEORGE Jr. ASN 15335699 | RW Gunner | S/Sgt. |
| HOFKIN, JOSEPH ASN 12011009 | LW Gunner | S/Sgt. |
| McNUTTY, JOSEPH W. ASN 31193308 | Tail Turret | S/Sgt. |
| KRZYZEWSKI, IGNATIUS P. | Unknown | S/Sgt. |

After three days of inactivity, the group celebrated the Glorious Fourth by blasting the Beaumont-Le-Roger Airfield in France. Heavy cloud cover delayed the take-off until 0600. Of 28 planes taking off, 27 of them attacked. The one plane failing to bomb was the 68th's #42-1100412 V piloted by 1st Lt. B. L. Schaffer. This aircraft had problem with its #1 engine. The engine temperature began rising and the oil pressure was dropping. The pilots decided to feather the propeller on that engine, or shut it down, but could do neither. The navigator noticed oil and smoke coming from that ailing engine, so they elected to turn back. Shortly thereafter the engine simply ran away, completely out of control. Attempts to shut off the fuel supply also failed. The plane was shaking so badly that it could not be controlled, so the crew bailed out. There were no injuries.

Sgt. Garvey wrote, "First, I discovered that my chest chute was upside down. It took about ten minutes to work out that dilemma. Going down, I narrowly missed the steeple and lightning rod on a country church, then landed in a herd of dairy cows feeding in a pasture." An armed British soldier met him, rifle in hand, believing him to be a German airman. He led him to the castle of that infamous turncoat, Lord Haw Haw. There he was interrogated, met the other crewmembers, and returned to Shipdham.

The plane headed off on an erratic course southwest of London. Hours later it came down in an open field at Shalford near Guildford without damaging any property or killing anyone. It was salvaged on July 7.

Over the target, meager inaccurate flak was encountered but there was no damage to the group's planes.

7 July 1944

Aircraft Factory, Bernberg, Germany

On the wallmap of Europe a red tape was stretched all the way from England to Bernberg, deep into Germany. We were briefed to expect fighters and heavy flak as the target in a fighter production area. About five minutes before reaching the target we were hit by fighters, approximately sixty, lined up fifteen abreast, who came in at us from 1 o'clock and slightly higher. They fired as they came in and you could see their orange 20-mm shells coming through the air. Three 68th Squadron aircraft were hit, one going down early, while the other two straggled and so were escorted by P-38s. Both were lost on the return.

E.A. Meyer, the navigator on the Rickett's crew, wrote: "This was the day of the 'Big Shoot.' We could not get fighter cover because our fighters were engaged with German fighters. We were attacked by many types of enemy aircraft coming out of the sun just as we prepared to turn on the IP. Three aircraft were hit." Rickett's aircraft was also hit and the navigator's window was shot out.

Rickett's crew became the lead 68th aircraft. Some bombs hit the target, an aircraft plant, but most took out the main road through town.

68th SQUADRON:

68th Sq., #42-110035 Y, Steinke

ANY GUM CHUM

MACR #7355

68th Squadron Crew:

| | | | |
|---------------------------------------|--------------------------------------------|---------|------------------------------|
| STEINKE, DONALD H. ASN 0-807537 | Pilot KIA | 1st Lt. | Toluca, Illinois |
| SOUTHERN, WILLIAM A. ASN 0-886976 | Co-pilot KIA, buried Ardennes (D-9-37) | 2nd Lt. | Staten Island, New York |
| MITCHELL, DUANE E. ASN 0-698751 | Navigator POW, seriously injured | 1st Lt. | Grant City, Missouri |
| HYBARGER, TOM P. ASN 0-666673 | Bombardier KIA | 1st Lt. | Brackettville, Texas |
| RICH, FRED A. ASN 39276079 | Engineer KIA, buried Ardennes (D-37-16) | T/Sgt. | E. Los Angeles California |
| DUNN, EDWARD K. ASN 12126659 | Nose Turret KIA | S/Sgt. | New York City, New York |
| MALINOWYCZ, JEROME F. ASN 32286655 | Radio Oper. POW | S/Sgt. | Elmer Heights, New York |
| RABB, HAROLD M. ASN 18218358 | RW Gunner KIA, buried Ardennes (A-28-4) | S/Sgt. | Point, Texas |
| CHRISTIAN, CHARLES M. ASN 14094288 | LW Gunner KIA | S/Sgt. | Rome, Georgia |
| JONES, PHILIP G. ASN 36726983 | Tail Turret KIA | S/Sgt. | Palatine, Illinois |

The MACR states in part that this aircraft was hit by the first enemy aircraft attack on this formation at 0928 hours at the IP. #4 engine was shot out and began smoking as the aircraft went into a steep right bank. One crew reported that this plane crashed and no chutes were seen. However, the entire formation was under a heavy attack and most crewmen had little time for observations.

Lt. Hybarger, bombardier, was a temporary fill-in this day, normally flying with Captain Charles Koch's crew. He did not survive. Only two members got out to become POWs and I was able to contact only Lt. Mitchell, the navigator. He adds,

"I was on my 29th mission when we were hit by enemy aircraft between the IP and target. Our plane received a direct hit, and we immediately went into a spin. I do not know how I left the plane, but have always felt that the bombardier, Tom Hybarger, pushed me out the nose wheel door. I remember trying to exit, but the spin was throwing the doors shut.

"Therefore, I feel that he held the door handle and pushed me out as I was badly injured. I regained consciousness while free falling at about 4,000 feet. I realized I had a badly broken leg and was paralyzed from my waist down. I made a delayed jump, opened my chute at about 800 feet and slipped the chute to land in a small wheat field. I was knocked out again on landing and was out for some time.

"When I came back to consciousness, I realized that I was badly wounded and unable to move my legs. So I removed my Mae West vest and waved it above the wheat in hopes of summoning assistance. In a short time I was captured by a group of civilians. They took me to a small village and placed me in a barn. After about eight hours, I was picked up by a military ambulance and taken to a German hospital, where I was given an anesthetic and my leg was placed in traction. I was placed in a very small room with no windows, where I remained in traction for three months.

“At Frankfurt, I was told that the rest of my crew were alive and I would see them when I reached a POW camp. However at the small village, a German man and a young girl who spoke English told me that all of my crew were killed and they showed me pictures of them. These were the pictures we carried in our escape packs.

“After three months in this room, I was placed in a long cast and transferred by train with a 1st Lt. escort to the Dulag at Frankfurt. I had recovered from my paralysis during the three months.

“From there I was shipped by train with a group of wounded prisoners to Ober Masfield and a POW hospital. Here an American physician, who was a prisoner, reset my leg. After a few weeks at this hospital, I was sent to a POW hospital at Meinnigen, where I remained until liberated on April 9, 1945.

“It was not until I arrived in New York that I learned positively that all my crew were killed except Jerome Malinowycz and myself. I’ve tried several times to contact his family but was never successful.”

The second of the three 68th aircraft lost on 7 July was that piloted by 1st Lt. Ted L. Weaver.

68th SQUADRON:

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| 68th Sq., #42-99966 W, Weaver | FULL HOUSE | MACR #7353 |
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68th Squadron Crew:

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|---------------------------------------|------------------------------------------------------|---------|------------------------------|
| WEAVER, TED L. ASN 0-693829 | Pilot Injured, evaded, returned | 1st Lt. | Idaho Falls, Idaho |
| SHAMBARGER, WALTER B. ASN 0-700998 | Co-pilot KIA, murdered, buried Ardennes (D-11-28) | 1st Lt. | Montpelier, Ohio |
| PLATT, LAWRENCE Jr. ASN 0-706965 | Navigator POW, wounded, injured | 1st Lt. | St. Paul, Minnesota |
| REED, ROBERT E. ASN 0-699567 | Bombardier POW | 1st Lt. | Pittsburgh, Pennsylvania |
| GNIADEK, JOSEPH S. ASN 31258858 | Engineer POW | T/Sgt. | Northridge, Massachusetts |
| FAHEY, DONALD F. ASN 37506294 | Radio Oper. POW | T/Sgt. | Kansas City, Missouri |
| CROUSE, MARVIN L. ASN 35631988 | RW Gunner POW | S/Sgt. | Newark, Ohio |
| NALIPA, STANLEY G. ASN 15324363 | LW Gunner KIA, buried Ardennes (A-37-1) | Sgt. | Poland, Ohio |
| VOIGT, LORIN L. ASN 19186262 | Tail Turret POW | S/Sgt. | San Francisco, California |

Note: Sgt. Nalipa was a Ploesti veteran.

The MACR for this aircraft states that hits were observed on three engines, #1, #2 and #4, all occurring on the first pass by the enemy aircraft at the IP. This plane dropped to about 15,000 feet and straggled behind the formation. It successfully withstood another attack by Me 109s and was last seen flying with another 44th BG aircraft #170 – Wilson’s. Both planes were being escorted by two P-38s when last seen.

This aircraft eventually crashed near Valthe, 8 km north of Emmen at 1100 hours. Dutch records show that the call letter shown on the tail surface could be W.

Ted L. Weaver sent his recollections, "July 7th, 1944 we were on our 23rd bombing mission, which was to an airfield at Bernberg, Germany. I was flying high element lead that day and just as we were making the standard 'S' maneuver to maintain position of close formation during the final turn onto the bomb run, we were hit by Me 110s out of the sun at 2 o'clock, high. Between their exploding shells and the flak that we encountered at the same time, we lost three of our engines and were able to feather only one of them. The other two windmilled until they froze up, and consequently caught fire just before we abandoned ship.

"Charley Harrison had been wounded in the head by an exploding flak burst inside of our ship on a previous mission [27 June 1944], so was not with us this day. Stanley G. Nalipa, who was flying substitute waist gunner for Harrison, was seriously wounded. Even though Crouse and Voigt made sure he had a firm hold on his ripcord – and was conscious when they helped him out the window and yelled for him to pull as he went out, his chute did not open. The Germans picked his body up about a mile inside of Germany from the Netherlands border.

Note: Charley Harrison's head wound was not serious. He flew again on 16 July 1944.

"With the exception of myself, all the rest of my crew landed inside Germany and were captured. Lt. Platt, navigator, was wounded in one leg during the attacks and injured his other leg while landing with his parachute. My co-pilot, Bart Shambarger was captured by a Nazi sympathizer (NSB'r). After capturing Bart, he offered his hand in a handshake gesture. When Bart reached out his hand, the NSB'r grabbed it and jerked Bart toward him and simultaneously stabbed Bart with his bayonet. The Germans spread the story that Bart had impaled himself on a fence post during landing. Joe Gnaidek, my engineer, was shown Bart's body right after he was killed and they told him Bart's chute hadn't opened.

Note: The name of the Nazi sympathizer was G.J. Trechsel.

"Bart's body was moved after the war to the American Cemetery at Neuville-en-Condroz, Belgium. His murderer, the Dutch NSB'r, was turned in to the Allies after the war and sent to prison for eight and one-half years, then released.

"Being the ship's commander, and therefore, the last to bail out, I landed just barely on the border of Netherlands and Germany. FULL HOUSE was so near the ground when I got out that my chute barely had time to check my velocity before I hit the ground. I injured my back, but managed to crawl to a hiding place and later that evening got into contact with the Dutch Underground. I spent nine months in German-occupied Holland before getting back to Allied lines. All others from my crew became POWs.

"Incidentally, I am reasonably certain of the circumstances of Bart's death since I have personally visited with the Dutch farmer whose daughter witnessed it."

Note: Ted Weaver's wife Silvia has published a book of Ted's experiences called "The Twenty-Third Mission."

Other sources have informed me that this NSB'r had been hounded by the Dutch ever since his release until he is thought to have committed suicide. Too, during the 40th anniversary celebration of the liberation of the Netherlands, Lt. Shambarger was distinctly honored by the people of Holland. At their request, I sent his photo to them so that they could display it in the Place of Honor at their ceremonies.

The third and last 68th aircraft lost on the 7th was that piloted by 1st Lt. James A. Wilson.

68th SQUADRON:

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| 68th Sq., #42-100170 G, Wilson | PATSY ANN II | MACR #7354 |
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68th Squadron Crew:

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|-----------------------------------------|----------------------------------|---------|-----------------------------|
| WILSON, JAMES A. ASN 0-690017 | Pilot POW | 1st Lt. | Cushing, Oklahoma |
| MURPHY, CHARLES B. ASN 0-755594 | Co-pilot POW | 1st Lt. | Ft. Smith, Arkansas |
| WHOLLEY, FRANCIS G. ASN 0-814470 | Navigator POW | 1st Lt. | Malden, Massachusetts |
| MOOS, JAMES D. ASN 0-752892 | Bombardier POW | 1st Lt. | Shreveport, Louisiana |
| RAUSCH, WILLIAM H. ASN 12170970 | Engineer POW | T/Sgt. | Troy, New York |
| YOCCO, DOMINIC P. ASN 12024064 | Radio Oper. KIA | S/Sgt. | Niagara Falls, New York |
| STEELE, CHAUNCEY H. Jr. ASN 33289520 | RW Gunner POW | S/Sgt. | Pittsburgh, Pennsylvania |
| WILLEMS, FRANK J. ASN 15060809 | LW Gunner POW | S/Sgt. | Kenosha, Wisconsin |
| HOM, JIM Y. ASN 12188925 | Nose Turret POW, badly beaten | S/Sgt. | New York City, New York |
| SCHNEIDER, ALLEN P. ASN 35720564 | Tail Turret POW | S/Sgt. | Evansville, Indiana |

Note: It is believed that Jim Hom was badly beaten, but further details are not available.

The MACR for this aircraft reads almost the same as for 966 W above. It was damaged at the IP, fell behind and joined up with 966 W, and was escorted by the two P-38s. The Germans reported that this plane was shot down 7 km southeast of Halberstadt by fighter pilot 1st Lt. Gabler.

Lt. Albert Jones, the bombardier in Capt. Henry's aircraft, wrote, "I was just swinging the sight on the target when I chanced to look up. Just at that moment about 75 to 100 Me 410s hit the squadron ahead of us. I shut my eyes, expecting all of the 24s to be knocked down. However, they only got one (Steinke's). I thought we were next to get an attack, but because of our position, high and to the right, and with a good formation, the Me's took the lower section, the 68th's squadron."

A member of this crew [probably C.B. Murphy] provided this account: "Morrison had finished his tour on July 4, 1944, and Shanley, who was in the base hospital, did not make the mission of July 7th. Another 68th pilot, Arnold Larson, had completed his tour about the same time as Morrison, so his co-pilot, James A. Wilson was assigned to our crew as pilot for this last mission. Larson's tail gunner, Jim Y. Hom, also filled in for Shanley.

"With a new pilot, I suppose we were considered a "new" crew and were assigned a position in the low element at the end of the squadron's formation. Between the IP and the target, our group and squadron sustained a frontal attack by several Me 210s, resulting in the loss of our #1 engine. Out of formation as we crossed the target, in trail of our squadron, we dropped our bombs on the target, then tried to close the interval with a reduced load after bombs away. Before rejoining the formation, however, several Me 109s began attacks from the rear. Evading their fire as much as possible, our gunners later reported they succeeded in destroying two of the

attacking fighters. As a fire in the forward waist section became uncontrollable, crewmembers in the rear bailed out. Seconds later, when the rudder controls went out and the plane fell off in a spin, the rest of us abandoned the aircraft. This action occurred between Bernberg and Halberstadt. Though several crewmen were slightly injured in the encounter, all left the plane and were picked up by Germans upon hitting the ground. The radio operator was later reported killed. Details are not known. Four of the crew, including myself, fell on the edge of the Halberstadt fighter base and were captured immediately by members of the Luftwaffe attached to the station.

“As Luftwaffe personnel at this base were relieving me of all personal effects except shirt, pants, shoes, socks, and underwear, a very excited young pilot came up to me and, through sign language, let me know that he was the one who had shot me down. [This must be the Lt. Gabler mentioned above.]

“Some accounts stated that eyewitnesses reported that our aircraft joined up with one of the other damaged 68th planes and both were seen being escorted by two P-38s, but I don’t recall this.

“We were never able to determine what happened to the radio operator, Yocco. I did not see him as I exited the plane through the bomb bay.

“Eventually, the officers of the crew were sent to Stalag Luft III at Sagan (90 miles NE of Berlin) and the other crewmen to other camps in, I believe, northern Germany. Wholley, our navigator, was met at the front gate of Center Compound, Stalag Luft III, by his brother, who had been shot down about a year earlier. We were kept at this camp until late January 1945, when the Russians advanced their front to within 18-20 miles of Sagan. The Germans surprised all of us and marched the entire camp out across the countryside with about a foot of snow on the ground. We were marched to the west for about a week (about a hundred kilometers), placed on small box cars (WWI type), and transported to Stalag VII B at Moosburg, (not far from Munich). Here, we remained under much worse conditions than at Sagan, until liberated by the 14th Armored Division of Patton’s Third Army on 20 April 1945.”

11 July 1944

Munich, Germany

The briefed target was Rein airfield near Munich, but heavy cloud coverage prevented visual bombing, so Munich city was bombed on a PFF assisted attack. Two aircraft were lost with one each from the 66th and 68th failing to return.

66th SQUADRON:

66th Sq., #41-28776 E+, Zweig MACR # not known

66th Squadron Crew (with two exceptions):

| | | | |
|-------------------------------------|-----------------------------------|---------|-----------------------------|
| ZWEIG, LOUIS E. Jr. ASN 0-691130 | Pilot Evadee, returned | 1st Lt. | San Antonio, Texas |
| CONRAD, JAMES D. (448th BG) | Command Pilot Evadee, returned | Major | |
| BURCE, HAROLD L. ASN 0-697098 | Co-pilot KIA | 2nd Lt. | Shinnston, West Virginia |
| QUAIL, JOHN L Jr. ASN 0-739499 | Navigator Evadee, returned | 2nd Lt. | Fresno, California |

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|------------------------------------------------|----------------------------------------------|---------|----------------------------|
| BRUCE, JAMES C. Jr. ASN 0-547126 | Bombardier KIA | 2nd Lt. | Gainesville, Georgia |
| THIELEN, CHARLES M. (448th BG) ASN 0-701346 | Bombardier KIA, buried Normandy (I-24-26) | 2nd Lt. | Racine, Wisconsin |
| MOLLEN, MILTON ASN 0-698486 | Radar Oper. POW, leg broken | 2nd Lt. | Brooklyn, New York |
| BAXTER, ORUS Jr. ASN 18193549 | Engineer KIA | T/Sgt. | Holdenville, Oklahoma |
| CALLAHAN, CORNELIUS J. ASN 32316551 | Radio Oper. KIA | T/Sgt. | Bronx, New York |
| JESSEN, MAX M. ASN 38267506 | RW Gunner KIA, buried Normandy (J-17-35) | S/Sgt. | Lake Charles, Louisiana |
| STRALLY, SAMUEL R. ASN 32734072 | Gunner KIA | S/Sgt. | Waterloo, New York |
| SMITH, LOUIS F. ASN 31311918 | Gunner KIA | S/Sgt. | Seymour, Connecticut |

Note: Major Conrad and Lt. Thielen were from the 448th BG.

This 66th Squadron aircraft (PFF) was flying lead position for the 448th BG. On the route out from the target, in the vicinity of Ghent, Belgium, Lt. Zweig the pilot, reported by radio to Lt. Peterson, flying deputy lead, that he was running low on gasoline and that he, Lt. Peterson, should take over the lead as Lt. Zweig was going to take a shorter route back to base. Lt. Peterson assumed the position, and Lt. Zweig's aircraft was last seen heading toward England at approximately 1520 hours. This information obtained from the MACR.

Note: The crash site is near Noyelles, France, 8 kilometers from Lille.

1st Lt. John L. Quail, Jr. sent me the following: "Only four of our crewmen survived the bombing mission of Munich, Germany: Major James Conrad, Lts. Louis E. Zweig, Jr., Milton Mollen, and myself.

"We were part of the Pathfinder Squadron (66th) and, consequently flew to pick up Command Personnel from the designated Group and Squadron for each mission. This is the reason Conrad and Thielen are on the list. Major Conrad was flying co-pilot, which accounts for our co-pilot Burge being in the rear of the plane. This was my 18th mission.

"We had been damaged by flak over Munich so we left the formation and headed across France toward Dover, England. Near Lille, France, with the English Channel in radar range, we ran out of fuel. Suddenly the engines started sputtering and we knew we were out of gas. Orders were given to bail out, so Mollen and I opened the bomb bay doors and were the first out. What happened afterwards is not fully known, but I heard a B-24 aircraft go into a spin. It was a cloudy day and I couldn't see the plane, but I did hear the explosion when it hit the ground. Everyone in the back of the plane went down with it.

"I landed in a field of chest-high grain, where I was able to hide temporarily; then I was found by some Frenchmen. They took me to a house and fed me – and gave me a place to rest. From the time that I bailed out until I landed and bundled up my chute, I seemed to be acting automatically. I did not even think of the predicament I was in until after that.

"With the help of the French, I met up with Zweig and together we found Mollen. He had broken his leg and we had to leave him, hoping he wouldn't be caught. Later, we learned that the

Germans did locate him but never knew what they did with him. Also, we found out that Conrad, like us, was picked up by the French Underground.

“Zweig and I moved out of the area with the help of French farmers, and after three days of moving toward Paris and Allied lines, we were picked up by the French Force of Interior. We stayed with a French family who took great risks in hiding and feeding us until liberated by the British Army in September. While living with this family, I was told that Conrad was safe and being cared for, but that all other crewmen were found dead in the aircraft. This family treated us royally, allowing us to have the Saturday night bath water first, while they waited their turn. Occasionally, when the Germans were not in the vicinity, we would don farmer clothing and make the trip into the local village.”

68th SQUADRON:

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|---------------------------------------|-------------------------------------------|---------|-------------------------------|
| 68th Sq., #41-29544 T, Bonnet | FLAK ALLEY II | | MACR #8250 |
| 68th Squadron Crew: | | | |
| BONNET, ALFRED D. ASN 0-805387 | Pilot Injured, rescued | 1st Lt. | Indianapolis, Indiana |
| VAN DYKE, THURSTON E. ASN 0-813980 | Co-pilot Injured, rescued | 2nd Lt. | Brockton, Massachusetts |
| OLSEN, OLAF W. ASN 0-702173 | Navigator Injured, rescued | 1st Lt. | Lihue, Kauai, H.I. |
| McCANDLESS, DONALD G. ASN 13038391 | Nose Turret KIA, drowned, WOM Ardennes | S/Sgt. | New Castle, Pennsylvania |
| KUSHINSKI, EDWARD W. ASN 16004932 | Engineer KIA, WOM Cambridge | T/Sgt. | Lake Bronson, Minnesota |
| GARVEY, JAMES T. ASN 37272533 | Radio Oper. Injured/Rescued | T/Sgt. | Tracy, Minnesota |
| BUTLER, RICHARD J. ASN 13044499 | RW Gunner KIA, WOM Cambridge | S/Sgt. | Philadelphia, Pennsylvania |
| BELSKY, GEORGE ASN 33300775 | LW Gunner KIA, WOM Cambridge | S/Sgt. | Aliquippa, Pennsylvania |
| BANNING, CHARLES E. ASN 12012298 | Tail Turret KIA, WOM Cambridge | S/Sgt. | Wilmington, Delaware |

The following information was obtained from the MACR: “Ditched in Channel, four survivors. Just prior to bombs away, this aircraft was believed to have been hit by flak. #4 propeller began to run away, oil pressure dropped; consequently, the pilot (Bonnet) feathered this engine. He dropped his bombs and held formation until approximately one hour from the enemy coast. Here #2 engine oil pressure dropped and #2 prop had to be feathered.

“Lt. Bonnet left the formation and was picked up by four P-38 aircraft which escorted him. At the coast, #3 engine cut out, so he called the P-38s on Channel B of VHF and he called Colgate on distress procedure. He jettisoned as much equipment as possible, hoping to reach the English coast, but this appeared impossible. He ordered his crew to their ditching stations. He ditched!

“On hitting the water, the nose and top turret caved in and the aircraft broke apart at #6 bulkhead, with the rear section of the aircraft sinking almost immediately. The engineer was either killed or pinned by the falling top turret. The nose turret gunner McCandless, right waist

gunner Butler, left waist gunner Belsky, and tail gunner Banning all drowned when the rear portion of the aircraft sank. The pilot, co-pilot, navigator and radio operator were rescued.”

The radio operator, James Garvey, wrote: “One at a time, our engines began to fail. Every 500 miles we would lose another. When we got down to one engine, and it was coughing and faltering. Bonnet and Van Dyke were trying to bring the plane down slowly.

“Four P-38s had been escorting us from the time that we left the formation. At the coast the #3 engine went out, so Bonnet ordered all unnecessary equipment to be jettisoned. When it was obvious that the plane could not make it to England, he radioed a distress signal to the P-38; and ordered the crew to assume ditching stations. The P-38 continued to circle, overseeing the ditching and fracture of the plane as it struck the water.

“When the B-24 hit the Channel, the nose and top turret caved in. The aircraft broke apart at the #6 bulkhead and the rear section sank almost immediately. Kushinski, the engineer, was either pinned or killed by the falling top turret. Butler, Belsky, and Banning all went down with the back section of the plane. The nose turret collapsed, taking Donald McCandless to the bottom.

“I was in ditch position with my back to the pilot. Kushinski lay between my legs. We hit the water so hard that the plane split in half. Kushinski’s head struck my shoulder and fractured the bone. Part of the turret landed on him, causing his death. A piece of armor plating crashed into my 5th and 6th vertebrae, so when I was dashed into the icy water, I was helpless. The waves were eighteen feet high, but somehow the three officers were able to get the dinghy.

“I remember seeing a green translucent light above me. It was the sea. To me, there was a glimmering of hope in this lightened space. I thought, ‘I could fill my lungs with bubbles and escape this certain death.’ At this point, Lt. Olsen grabbed Garvey by his epaulets. Olsen, whose leg was badly injured, still managed to pull Garvey alongside the dinghy, where he held him until help came. They were picked up by an English destroyer. Garvey had survived a bail-out only a week before with the Schaffer crew.

From a contemporary account: “Lt. Bonnet returned to base sporting a huge black eye, and Lt. Olsen, whose leg was broken, will be returned to the States. Sgt. Garvey is in the hospital and is in bad shape with a broken collar-bone and a broken leg. Looks like his flying days are over. Banning and Belsky were on their last mission and Sgt. Butler also had quite a few. There-in lay the problem. It was for this reason that they did not want to bail out and become POWs.”

18 July 1944

Troop Support, Troan, France

506th SQUADRON:

| | | |
|------------------------|-----------|------------------|
| 506th Sq., #42-94952 A | SHACK RAT | Returned to base |
|------------------------|-----------|------------------|

506th Squadron Crew:

| | | |
|---------------------|---------------|-----------|
| KEARNEY, JACK L. | Pilot | Lt. |
| | Badly injured | |
| SMITH, THOMAS L. | Co-pilot | Lt. |
| STROVROFF, IRWIN J. | Navigator | Flt. Off. |
| FOSTER, EVERETTE E. | Bombardier | S/Sgt. |
| WRIGHT, WILLIAM H. | Radio Oper. | S/Sgt. |

| | | |
|----------------------|-----------------|--------|
| PARKS, JOSEPH W. Jr. | Eng./Top Turret | S/Sgt. |
| MILLER, DONALD R. | Ball Turret | S/Sgt. |
| SITEMAN, HENRY O. | RW Gunner | S/Sgt. |
| ROBISON, WALLACE R. | LW Gunner | S/Sgt. |
| HOPKINS, HENRY A. | Tail Turret | S/Sgt. |

Mission was briefed at 0200 hours for an 0400 hours takeoff to the German lines which were about eight miles southeast of Caen. The British troops were to start a drive through this area later on in the day. The British requested we help out. We bombed just 3,000 feet from the British and Canadian troops. We bombed from 14,000 feet and the pilot, Lt. Kearney, was hit by flak in both feet and legs. S/Sgt. William H. Wright, the radio operator, gave him first aid and the co-pilot brought the plane home.

In his diary, Henry Siteman wrote: Lt. Smith [the co-pilot] did a beautiful job. Our pilot almost lost his left foot at the ankle. We gave him morphine to deaden the pain. We had a hard time with him while in the air and also getting him out of the plane after landing." Having completed his 30th mission, Siteman concluded, "I am glad that it is all over now, at least I will be able to sleep nights."

This was Kearney's 17th and last mission.

21 July 1944

Oberpfaffenhofen, Germany

The mission was a long one to an armaments center near Munich. Flak was moderate and accurate and the enemy aircraft gave fierce challenge, causing the loss of four aircraft over the continent and one plane crash-landed at Warningford, England. Happily, two of the lost planes managed to land in Switzerland.

68th SQUADRON:

| | | |
|----------------------------------|--------------|------------|
| 68th Sq., #42-110049 A, Anderson | MARY HARRIET | MACR #7287 |
|----------------------------------|--------------|------------|

68th Squadron Crew:

| | | | |
|-----------------------------------------|---------------------------------|---------|-------------------------------|
| ANDERSON, JOHN R. ASN 0-725729 | Pilot Interned, returned | 1st Lt. | Freeport, Illinois |
| YOUNG, THOMAS JEFF ASN 0-819245 | Co-pilot Interned, returned | 2nd Lt. | Oma (?), Mississippi |
| HEWLETT, JAMES A. ASN 0-707526 | Navigator Interned | 2nd Lt. | San Bernardino, California |
| JENNINGS, JOHN T. ASN 0-698564 | Bombardier Interned | 2nd Lt. | Baton Rouge, Louisiana |
| BABIN, LESLIE J. Jr. ASN 18134873 | Engineer Interned | S/Sgt. | Hawkins, Texas |
| VAN DERWEIDE, EDWARD B. ASN 37470100 | Radio Oper. Interned | T/Sgt. | Sioux Center, Iowa |
| TURLEY, HAROLD N. ASN 36451597 | RW Gunner Interned, returned | Sgt. | Sault St. Marie Michigan |
| HOFFMAN, LEO J. ASN 13173525 | LW Gunner KIA | S/Sgt. | Bloomsburg, Pennsylvania |

ELLIOTT, RICHARD R.
ASN 16118695

Tail Turret
Interned

S/Sgt.

Greenview,
Illinois

The MACR states, in part, that this aircraft, at 1040 hours, in the area of Munich, was damaged and #1 engine was feathered. Bombs were salvoed before hitting the target, and left formation, headed for Switzerland. At this same time, they reported on VHF that they were going to try for Switzerland. This was the crew's eleventh mission.

They were at an altitude of 5,000 feet (3,000 above ground) and flying on three engines in normal flight when all bailed out. Leo Hoffman came down near the town of St. Gallen, Switzerland, not injured at the time of leaving the plane, but was dead on the ground. His chute was only partially opened. All others landed safely near the village of St. Gallen, where a priest came to them saying, "Una Morte".

When the crew congregated at Appenzell, one of the gunners, Richard Elliott, said that he had seen Leo J. Hoffman Jr. dead with his chute barely opened beside him. Hoffman either had bailed out of the waist window or camera hatch. Failure of the chute to open probably was due either to faulty packing or his fear of falling – and panic.

Lt. Hewlett, navigator, added that indeed, they were shot up over Munich, and they all bailed out when they got above Swiss territory. James did not escape from internment as a few from his crew did, and eventually married a Swiss girl.

The aircraft came down at Silberplatte, Nesselau.

Jerry Folsom wrote, "This plane was flying on our left wing. They had contacted us to look for damage via radio. They reported that their controls were not working well. In conversation it was discussed as to whether they should try to make it home or go to Switzerland. I had suggested that we were quite a ways from home and if controls were not working, well, it might be a good idea. A while later they called and said that they were going to Switzerland. I wished them well and they left the formation.

"About a month later I was in the latrine shaving when a voice behind me asked the usual question of a new crew: How are the missions? I probably gave the usual reply. Rough, lots of flak, cold, not many enemy fighters, etc. Then the voice said, 'You don't know who you are talking to, do you?' I turned around and there was the fellow I had been talking to in the plane [John Anderson]. He recounted their trip to Switzerland, how they had bailed out and one chute did not open. The Swiss had given that crewmember [Hoffman] a nice funeral and put a cross near the rock where he fell. He told about being interned and that conditions were quite good, lots of freedom. He was interned in a building near a security fence that had a locked gate. One evening he was advised that the gate would be open sometime that evening and to look for a fellow in a white shirt. He later recounted how the underground got him to the coast and back to England. He did comment, 'Do as the underground tells you.' He did not once and almost got shot and captured by the Germans. The underground reprimanded him severely and almost kicked him out."

The second 68th aircraft to be lost on the 21st was that flown by Flight Officer Donald F. Tofte.

68th SQUADRON:

68th Sq., #42-95226 C, Tofte

CHANNEL HOPPER

MACR #7286

68th Squadron Crew:

| | | | |
|-----------------------------------------|--------------------------------------|---------|-------------------------------|
| TOFTE, DONALD F. ASN T-123159 | Pilot Interned, returned | Flt Of. | Milwaukee, Wisconsin |
| WESSINGER, JAMES C. Jr. ASN 0-553989 | Co-pilot Interned, returned | 2nd Lt. | Columbia, South Carolina |
| JAQUIS, JOHN R. ASN 0-717217 | Navigator Interned | 2nd Lt. | Jefferson, Iowa |
| ALBERTS, DONALD H. ASN 0-762880 | Bombardier Interned, returned | 2nd Lt. | Brookline, Massachusetts |
| JONES, CLARENCE R. ASN 12096377 | Engineer Interned, returned | S/Sgt. | Utica, New York |
| ROGERS, HAROLD E, ASN 3747600;F | Radio Oper. Interned | S/Sgt. | Rapid City, South Dakota |
| PARSONS, HOYT D. ASN 34381899- | RW Gunner Interned | Sgt. | Georgetown, South Carolina |
| DOWD, JOHN F. ASN 20113596 | LW Gunner Interned, repatriated | Sgt. | Bridgewater, Massachusetts |
| BROWNING, ALBERT E. Jr. ASN 36593040 | Tail Turret Interned, repatriated | Sgt. | Detroit, Michigan |

The Missing Air Crew Report states, in part, that at 1002 hours and in the Munich area – apparently before hitting the target – this ship was last seen flying alone, under control, with no apparent damages.

Sgt. Dowd, waist gunner, remembers, “We were flying in bad weather on the way to the target, and the formation had difficulty. In fact, some of the planes had new positions by the time that we got to the target. We did drop our bombs on the target and were immediately hit by flak. Some of the flak hit in the bomb bay, some hit engine #3, knocking out our hydraulic system. I can vouch for the flak as a piece of it scraped the skin off my shinbone. Both Hoyt Parsons (the other waist gunner) and I were showered with a combination of hydraulic fluid and gasoline.

“We did leave the formation after that, and we saw enemy bandits, but we were looking for our own fighters for escort at the time. We headed for Switzerland, but with considerable concern as our bomb bay doors were open and inoperative. The procedure for landing in a neutral country called for the bomb bay doors to be closed or we could be shot at.

“I do not recall that any of the crew bailed out, but we were ready to do so. (Both Dowd and Jaquis were officially reported as POWs) We had thrown most of our equipment overboard including our guns and ammunition to lighten the plane in order to maintain altitude. We crash-landed near Dubendorf.

“I was sent to Adelboden (Beausite) and remained there until early August, then was sent to Wengen. I escaped from there but was apprehended near Mieux. I was taken to a jail near Montreaux and interrogated. Apparently they thought I had come from France – and I may have wandered around and actually had crossed the border. I do not know. I was then sent to a detention camp at Wauwielermoos, where there were a few Americans, but mostly Polish, Italian and British soldiers.

“There I was eventually visited by an envoy from the U.S. and was told that I should not have been held incommunicado by the Swiss. Then sent to Wengen.

“Later, I again escaped but was captured quickly, and was taken to Hunenberg. An emergency appendectomy was performed on me, thanks to a Lt. who spoke German fluently and got the Commandant to get a doctor. This no doubt saved my life. I was repatriated 17 February, 1945. Both “Yank” and “Stars and Stripes” claimed that Hunenberg and Wauwielermoos were as rough as most Stalags in Germany.” [See Dan Culler’s book “Black Hole of Wauwielermoos.”]

Tail turret gunner, Albert E. Browning, added, “When we ran into heavy clouds, the formation broke up, but before the target, we reformed but not in our assigned positions. Flak was extremely heavy at our altitude, heavier than I had ever seen before. Some German fighters were seen attacking the formation to our rear and at a lower altitude. Before we could close our bomb bay doors after the bomb run, flak hit between the fuselage and the right, inboard engine (#3), and came into the bomb bay, damaging the hydraulic system and rupturing a gas tank where the wing meets the fuselage. The bomb bay and rear of the aircraft was showered with a mixture of gasoline and hydraulic fluid. The bomb bay doors remained open and we opened every other door and window to get rid of that explosive mixture.

“I can remember being by the rear escape hatch with my parachute on, ready to jump. Lt. Tofte was having trouble with one engine and the prop governor on another, explosion and fire imminent, so we headed for Switzerland. Finally, Swiss fighter planes guided us to Dubendorf, where we crash-landed on the grass field, nose wheel collapsing, and we skidded nose down and tail up into a cornfield adjacent to the airport.

“We were all sent to Adelboden, then split us with the officers going to Davos while we went to Wengen. I was repatriated near the end of February, 1945 and returned to the 44th BG for a short while before returning to the States.”

506th SQUADRON:

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|------------------------------------|----------------------|------------|
| 506th Sq., #42-110034 Bar-R, Allen | SOUTHERN COMFORT III | MACR #7805 |
|------------------------------------|----------------------|------------|

Note: Although this aircraft was the third one named SOUTHERN COMFORT, and therefore is SOUTHERN COMFORT III, it only had “II” painted on the aircraft.

506th Squadron Crew:

| | | | |
|----------------------------------------|--------------------|---------|------------------------------|
| ALLEN, JOHN W. ASN 0-696413 | Pilot POW | 2nd Lt. | Tarentum, Pennsylvania |
| JACOBS, JOHN R. Jr. ASN 0-768561 | Co-pilot POW | 2nd Lt. | Lansford, Pennsylvania |
| HEALY, DANIEL J. ASN 0-709366 | Navigator POW | 2nd Lt. | Buffalo, New York |
| FLORA, ORVILLE E. Jr. ASN 0-765788 | Bombardier POW | 2nd Lt. | New Castle, Pennsylvania |
| PATELLI, ALEX ASN 36436916 | Engineer POW | Sgt. | Peru, Illinois |
| KEMPOWICZ, JOHN J. Jr. ASN 13004024 | Radio Oper. KIA | S/Sgt. | Askam, Pennsylvania |
| SHAY, WILLIAM E. ASN 35622574 | Well Gun. POW | Sgt. | Springfield, Ohio |
| PETZ, STEVE J. ASN 36419271 | RW Gunner POW | Sgt. | Stephenson, Michigan |
| PRIDAY, GEORGE C. ASN 13144419 | LW Gunner POW | Sgt. | Washington, Dist. of Col. |

| | | | |
|--------------------------------------|--------------------|------|--------------------------|
| PACYLOWSKY, FRANK P. ASN 12157034 | Tail Turret POW | Sgt. | Arlington, New Jersey |
|--------------------------------------|--------------------|------|--------------------------|

MACR #7805 states that this aircraft, at 1036 hours in the Munich area, is believed to have been attacked by twin engined aircraft. It went into a steep dive, under control. The tail gunner (Frank Pacylowsky) was seen to be firing at pursuing enemy aircraft, which in turn, were being attacked by our P-51s. One chute was sighted and one chute did not open.

Lt. Dan Healy, navigator, states, "SOUTHERN COMFORT was shot down by an anti-aircraft battery despite strong evasive action taken by pilots Allen and Jacobs. One engine failed – I believe #4 – and we stalled, but then righted ourselves when #1 & #2 were adjusted, etc. We had not bombed Munich because of cloud cover, but bombed a target of opportunity not far from Munich. SOUTHERN COMFORT had two new engines on one side and two old one on the other. We could not keep up with the formation then and set off for England alone. When the battery hit the other engine, the bells went off. I got Lt. Flora out of the nose turret and followed him out the nose wheel hatch. Kempowicz, radio operator, I was told, did not pop his chute after the crewmen had put him out through the bomb bay.

"I never saw fighters on us – but then, I couldn't from my position. We were collected in a small village (Leonbronn), transported to the Stuttgart area. We were interrogated at Oberusal (near the Leica Works outside of Frankfurt), then sent by train to Stalag I.

"To the best of my knowledge, all survived except the radio operator who had been at Pearl Harbor on 7 December 1941, and had also survived a mid-air collision in B-17 training."

Lt. Orville Flora then added, "Stalag I was located on a peninsula jutting out into the Baltic Sea, 90 miles north of Berlin and just 60 miles from Sweden. Some 10,000 officers including 8,000 Americans were confined in barracks there behind barbed wire.

"For me the war was a short one. I was on my fourth mission when enemy flak struck a wing and touched off an oil-fed fire. Because of our heavy concentration of 110+ octane gasoline in the wing tanks, we were under orders to jump anytime we had a fire. So an open field near a small Austrian village just across the border from Munich provided a convenient landing place and an opportunity for the village home guard to capture its first American. One member of the bombing crew, a radio operator, had to be pushed out of the plane and never was heard from again alive. The others were scattered over 60 miles of German and Austrian countryside before being taken prisoner."

Neither of these crewmembers make mention of enemy aircraft, so again it is possible that the MACR may not be completely accurate.

Note: Lts. Allen, Jacob, Flora, and Healy were all at Stalag Luft I until liberated by the Russians in May 1945.

The second 506th aircraft to be lost and last of the four ships that did not return on the 21st, was that piloted by Lt. Myron H. Butler.

| | | | |
|------------------------------------|---------------------|---------|----------------------------|
| 506th Sq., #42-95142 Bar-K, Butler | CAPE COD SPECIAL #2 | | MACR # 7288 |
| 506th Squadron Crew: | Entire crew POW | | |
| BUTLER, MYRON H. ASN 0-702232 | Pilot POW | 2nd Lt. | Greentown, Pennsylvania |
| KINCAID, JACK A. ASN 0-765257 | Co-pilot POW | 2nd Lt. | Sacramento, California |

29 July 1944

44th Bomb Group Roll of Honor and Casualties

| | | | |
|----------------------------------------|----------------------------|---------|----------------------------|
| McKAY, JOHN E. ASN 0-712638 | Navigator POW | 2nd Lt. | Detroit, Michigan |
| PERRY, OLIVER C. ASN 0-716944 | Bombardier POW | 2nd Lt. | Somerset, Massachusetts |
| RASMUSSEN, JACK D. ASN 39243286 | Engineer POW | S/Sgt. | Los Angeles, California |
| MANN, ROBERT E. ASN 11056808 | Radio Oper. POW/Injured | S/Sgt. | Methuen, Massachusetts |
| HUMPHRIES, PAUL C. Jr. ASN 38320472 | Well Gun. POW | Sgt. | Tulsa, Oklahoma |
| CONNELLY, JOHN J. ASN 42009812 | RW Gunner POW | Sgt. | Newark, New Jersey |
| DEIFER, LOUIS W. ASN 35708185 | LW Gunner POW | Sgt. | Mt. Vernon, Indiana |
| ERAMO, LEONARD A. ASN 32804732 | Tail Turret POW | Sgt. | Brooklyn, New York |

The MACR briefly states that the weather was poor, high clouds and haze. At 1038 hours, in vicinity of Munich, this aircraft called over the VHF to say that they had a three-foot section of wing tip shot off by flak. However, all four engines were running and the crew was going for Switzerland.

They did not make it. However, all ten men survived to become POWs. Bombardier Oliver C. Perry, told me that, "We were hit over Munich and had a very large hole in the wing that made it most unlikely that we could get back to base. So we proceeded to go toward Switzerland, but we were hit again before we got there. That was southwest of Munich, over a town named Lorach (Eurach or Durach?) where we lost an engine and a rear stabilizer was shot off. Not then being able to make Switzerland, we all bailed out.

"I think that we encountered some fighter action south of Munich, but it was in very cloudy conditions and they lost contact with us in the 10/10th overcast. We had been told that we would have had to fly at least eight miles into Switzerland before we could be considered safe as internees, as those people living in the border area with Germany might be tempted to sell or give us back to the Germans.

"Our radioman, Robert E. Mann, was injured while either bailing out or upon landing as he had a broken arm. A few of the crewmembers got banged up on landing, too. We were captured and made prisoners.

"We were taken to Mulhouse, France and then to a Frankfurt jail for a couple of days; then to Dulag Luft for interrogation for a few more days before we took the trip to Stalag I, Barth, on the Baltic Sea. We remained there until the war ended and were liberated by the Russians."

29 July 1944

Bremen, Germany

The shipbuilding area of Bremen, Germany was the target for this day's mission. Specific area was Oslebshausen. 34 aircraft were dispatched but only 32 hit the target due to a collision earlier only a few miles off the English coast near Cromer. Only one man survived from the two crews.

67th SQUADRON:

| | | |
|---------------------------------------|--------------------------------------------|----------------------------------------|
| 67th Sq. #42-109820 N-Bar, Green | THE WASP'S NEST | MACR #7804 |
| 67th Squadron Crew: | Entire crew KIA | |
| GREEN, WILLIAM F. ASN 0-700447 | Pilot KIA, on WOM Cambridge | 2nd Lt. Hamilton, Ohio |
| MORTENSEN, DOUGLAS W. ASN 0-768169 | Co-pilot KIA, buried Cambridge (E-3-93) | 1st Lt. Port Orchard, Washington |
| LENTZ, HERBERT B. ASN 0-709412 | Navigator KIA, on WOM Cambridge | 2nd Lt. Baltimore, Maryland |
| KENNER, JAMES D. Jr. ASN 0-766282 | Bombardier KIA | 2nd Lt. King City, California |
| BROOME, GARLAND R. ASN 34623016 | Engineer KIA, on WOM Cambridge | Sgt. Prentiss, Mississippi |
| SHERWOOD, LAWRENCE J. ASN 39261528 | Radio Oper. KIA, on WOM Cambridge | S/Sgt. Oceanside, California |
| LANDRY, HENRY C. ASN 31143933 | RW Gunner KIA | Sgt. Meridan, Connecticut |
| McARTHUR, EARL R. ASN 11017929 | LW Gunner KIA, on WOM Cambridge | Sgt. Brattleboro, Vermont |
| BYERS, CLIFFORD L. ASN 37704580 | Tail Turret KIA, on WOM Cambridge | Sgt. Hereford, Colorado |

The MACRs for these two aircraft will be covered together as the information is almost identical. At 0830 hours and with visibility fair, the above aircraft was flying in #3 position of low left element. While the formation was in a turn, this element slid under the center section of formation. 2nd Lt. Eberhardt, pilot in aircraft #42-95309, came down and its #2 propeller chewed off the tail of aircraft #820, Lt. Green's. This aircraft, The Wasp's Nest, went into a dive immediately, while #309, Eberhardt's, went into a flat spin.

Four chutes were in the air from both aircraft, two of which were caught in the falling debris. Air-Sea Rescue boats were dispatched immediately to the area but they did not arrive in time to save any lives. However, they did recover the bodies of Mortensen, Kenner and Landry – all from Green's crew, with the six others being listed on the Wall of the Missing.

One man from Eberhardt's crew, and the only man to survive from either aircraft, was S/Sgt. Alva F. Favors. Sgt. Favors was picked up by Dutch seamen in a boat that was in the area at the time of the collision.

506th SQUADRON:

| | | |
|-------------------------------------------|----------------------------------------------------------|------------------------------------------|
| 506th Sq., #42-95309 Bar-V, Eberhardt | | MACR #7803 |
| 506th Squadron Crew: | Eight Men Listed on the Wall of the Missing in Cambridge | |
| EBERHARDT, BERNARD J. Jr. ASN 0-681359 | Pilot KIA, WOM Cambridge | 2nd Lt. Philadelphia, Pennsylvania |
| AIROLDI, JOHN A. ASN 0-759546 | Co-pilot KIA, WOM Cambridge | 2nd Lt. Joliet, Illinois |
| GLEICHENHAUS, SEYMOUR ASN 0-702411 | Navigator KIA, WOM Cambridge | 2nd Lt. New York City, New York |
| BEIRNE, MILTON R. ASN 0-699505 | Bombardier KIA, WOM Cambridge | 2nd Lt. Richmond, Virginia |

| | | | |
|-----------------------------------|-----------------------------------------------|--------|-------------------------------|
| FAVORS, ALVA F. ASN 35572908 | Engineer Rescued | S/Sgt. | Frankton, Indiana |
| RANIELLO, JOHN V. ASN 31269979 | Radio Oper. KIA, WOM Cambridge | S/Sgt. | Brockton, Massachusetts |
| PARKER, VICTOR ASN 33586476 | RW Gunner KIA, WOM Cambridge | Sgt. | Philadelphia, Pennsylvania |
| GARRETT, WAYNE D. ASN 39294443 | LW Gunner KIA, WOM Cambridge | Sgt. | Lomita, California |
| BEHNKE, GEORGE C. ASN 32736648 | Nose Turret KIA, WOM Cambridge | Sgt. | Syracuse, New York |
| GROSS, GALE H. ASN 39167088 | Tail Turret KIA, buried Cambridge (F-1-71) | S/Sgt. | Vancouver, Washington |

Except for Sgts. Gross and Favors, all other men from this crew are listed on the Wall of the Missing at Cambridge American Cemetery. Apparently the body of Sgt. Gross was recovered later after the MACR was prepared, as his burial place is shown to be at Cambridge, England. Sgt. Favors was taken to a hospital.

After recovering from his injuries, Sgt. Favors was returned to Shipdham. Sgt. Harry Lemond, formerly of the 464th Sub-depot at Shipdham, noted that Sgt. Favors was taken off combat as he was over 30 years of age at that time and was placed under the supervision of Sgt. Lemond repairing airplanes. Sgt. Favors told Lemond that he saw the collision coming, had his chute on, and was attempting to escape the aircraft when the collision occurred! He said that the formation was executing a turn to the left when the two aircraft approached each other on a collision course. Apparently this forewarning was sufficient for him to get to snap on his chute and to get free of the aircraft without serious injury. He stated that an ammunition can fell on him as he tried to get out. Except for that, shock and exposure, he was not seriously injured.

Also, I am told that later, Sgt. Favors became a Crew Chief on General Leon Johnson's aircraft for a period of time.

Another account states that Sgt. Favors was standing between the two pilots at the time of the collision. Lt. Green's ship came in too close and the props on his plane hit the pilot's compartment of his plane and sheared off Eberhardt's head. The nose turret on Green's plane with the gunner in it went down like a sinker. Airolti (the co-pilot) took over and tried to get out of a flat spin, but could not. Favors bailed out. He went around and around with the plane. Some force kept him close to the plane and he could not open his chute. He finally pushed himself away and pulled the ripcord. He hit the water and his chute pulled him under and he almost drowned. Finally, he got it off and was picked up by a British Air Sea Rescue boat (after 15 minutes in the water). They brought him around with brandy. It was said that when he returned to the base and his hair turned from red to gray or white

6 August 1944

Hamburg, Germany

Hamburg is another great port city in Germany, but this day an oil refinery was the target for the bombs of the Group. Our bombs hit directly on the MPI (Mean Point of Impact) with 80% within 1,000 feet. No enemy aircraft was observed, but flak was intense and accurate. One of the 66th