

loose, and was floating in front of the plane. The tail section and tail turret were still in good condition.

“*Conclusions:* This incident demonstrates that a B-24 aircraft can be ditched successfully provided the crew is adequately trained. However, a few mistakes were made, and are emphasized below:

“The effectiveness of the liaison set was reduced because it was necessary to use the fixed aerial for transmitting rather than the trailing antenna which was broken off by equipment jettisoned by the crew.

“The emergency kits should not have been released without a tie rope to keep them from washing away.

“The flight engineer should have assume his ditching station sooner and all members should have used padding to help absorb the shocks, particularly the radio operator over the fire extinguisher holder.

“The malfunction of the life rafts, something over which the crew has little, if any, control, could have been disastrous had the crew not been rescued quickly. This should be adequate proof of the care that must be exercised when packing and inspecting all life raft installations.”

8 May 1944

Brunswick, Germany

There was an operational mission to Brunswick this day, and all of the aircraft returned safely. But the 66th Squadron lost an aircraft and two crewmen killed in an apparent unrelated incident.

66th SQUADRON:

The 66th Squadron had had a tremendous turn over in personnel due to their being established as a Pathfinder (PFF) Squadron. One of the new crews being transferred into the 66th Squadron was a PFF aircraft #41-28795 and crew from the 466th Bomb Group. 1st pilot was Lt. Forest M. Musgrave. On this date, this crew was performing a practice flight at 23,000 feet, while on their way to Shipdham with a partial crew. They did this to gain experience and were making a practice run using their PFF equipment in the vicinity of Great Yarmouth.

66th SQUADRON:

66th Sq., #41-28795, Musgrave Shot down, crashed

66th Squadron Crew:

MUSGRAVE, FOREST M. ASN 0-677848	Pilot KIA, buried Cambridge (F-12-13)	1st Lt.	Tampa, Florida
RICE, RODERICK F. ASN 0-686494	Co-pilot Parachuted	2nd Lt.	Crystal River, Florida
BRANCH, WELDON P. ASN 0-759792	Navigator Parachuted	2nd Lt.	Atlanta, Georgia
DOVEY, ARNOLD J. ASN 0-808009	Nav-Radar Parachuted, injured spine, hospitalized	2nd Lt.	Newport Beach, California
PERMAR, DONALD S. ASN 0-671173	Bombardier Parachuted	2nd Lt.	Michigan City, Indiana

ROSS, ARTHUR B. ASN 0-694950	Bombardier Parachuted	2nd Lt.	Whittier, California
RUSSELL, GEORGE E. ASN 15330700	Engineer Parachuted	T/Sgt.	San Diego, California
CARGILL, LAWRENCE E. ASN 37464353	Radio Oper. KIA	T/Sgt.	Tabor, Iowa

Sgt. George Russell, engineer, states, "We took off about 1130 hours to go along the coast and practice bombing runs, using the new Radar equipment. This was the reason for the two bombardiers. We climbed to 23,500 feet, leveled off at this altitude for a simulated run on Yarmouth. Just as Lt. Musgrave throttled back, there was an explosion – and then another!

"The plane started into a dive which Musgrave and Rice both fought to correct. They succeeded, but it was very difficult to control. During these few seconds, I took off my oxygen mask and went in between the two pilots to see what was happening. The elevator control was turned full up and the auto pilot seemed to be still working. I pulled the emergency release but this did not seem to help. Musgrave and Rice were both struggling to regain control, but could not. Rice looked at Musgrave, and then both looked at me as if to say, 'What is wrong?' None of us knew. I had no ear phones on with which to talk with them at that time.

"I turned to leave them, and in getting down from the flight deck, I saw and felt that we were in a tight spiral to the right. I stepped on someone's feet – and drew back onto the flight deck to let whoever this was to get ahead of me and jump. This person did jump and Rice, being right behind me at this time, took his foot and nudged me as if to say, 'What are you waiting for?' I then stepped down onto the catwalk and jumped – and waited for a while to pull my chute.

"Branch and I landed close to each other – I in a pasture and he in a creek. On the way down, I could see the plane burning in the distance. Both Lt. Musgrave and T/Sgt. Cargill were killed, and Cargill did not get free of the plane.

"This was the first time this plane had been flown at high altitude. I have never known conclusively, but have suspected that we had been attacked by a German fighter that had come from out of nowhere. We never even saw the fighter coming. Even if we had, we had no guns or ammunition to protect ourselves. This flight was the first with our crew for Dovey, Branch and Ross. Ross and Dovey never flew with us again."

The aircraft came down near Halvergate, which is located between Acle and Yarmouth. The survivors were sent to a Rest Home on 12 May to help forget this experience.

The co-pilot, Lt. Rice, added, "We flew that day with a skeleton crew that had no gunners – our purpose was to test the new Pathfinder equipment, two navigators and two bombardiers. It was near noon when suddenly two sharp thuds jarred the plane and knocked it into a steep right wing-down attitude. The auto pilot was ineffective, so it was disengaged with the thought that maybe it was damage to that instrument that caused this sudden disruption.

"It required extreme effort by both of us to bring that wing up again. Then it went into a steep dive. Again, it took extreme effort to correct, but it didn't stop there. The nose kept rising to an acute climb attitude. Manipulation of throttles and trim tabs were of no consequence, so it was at this point that the decision was made: This equipment is completely out of control. We still have a good margin of altitude. We'd better evacuate while we can.

“Permar and Ross were in the nose section and escaped via the nose wheel hatch. Russell, Branch and Dovey were on the flight deck and went out the bomb bay, followed shortly by us two pilots. It was assumed that Cargill was at or near his station located in front of the waist position. He was the only one who did not get out and no one knows why. He may have been hit for all we know. Musgrave got out behind me but his parachute ripcord was still in place when he was found. Again, no one knows why.

“The plane went down in a spin and burned. Typically, very few minutes elapsed between the time of the attack and the plane’s impact with the ground. No one reported having seen or heard anything other than the two explosions so there was no eye-witness among the surviving occupants of the plane, but it is my firm belief that we were victim of an invading aircraft that had shadowed the bomber formations returning from that day’s bombing mission and had spotted an easy target.”

The records at Acle, near the crash site, shows that this aircraft, in fact, was shot down. Official records show that they found five 20-mm holes in the plane which had burned after crashing and not much was left for further examination.

Arnold Dovey was injured as he departed the airplane hit something as he went out that tore his parachute and his left side. The parachute did not open properly so was again injured when he hit the ground. He spent considerable time in the hospital. The pilot, Musgrave, was the last to leave the stricken ship, but he, too, apparently struck some part of the airplane that knocked him out so he never pulled his ripcord.

The Civil Defense records state: “Plane crashed at 12:20, Halvergate Marsh. Police, National Fire Service and USAAF informed. Ambulance sent from Acle. Two dead, one injured and two unhurt.”

9 May 1944

St. Trond/Brustrem Airfield, Belgium

This target was selected at the request of the RAF who had encountered night fighters in quantity operating from this base. Bombing results were excellent. However, one 68th Squadron aircraft had a pre-mature explosion of bombs just beneath the ship while over the target.

68th SQUADRON:

68th Sq., #42-100110 P, Larson	NORTHERN LASS	(Salvaged)
68th Squadron Crew:		
LARSON, ARNOLD V. ASN 0-684358	Pilot Returned	1st Lt. Billings, Montana
WILSON, JAMES A. ASN 0-690017	Co-pilot Returned, bailed out over England	2nd Lt. Cushing, Oklahoma
WEBER, ROBERT J. ASN 0-690514	Navigator Returned, bailed out over England	2nd Lt. Elm Grove, Wisconsin
MOYLE, GEORGE B. ASN 0-752346	Bombardier POW, blown out over target	2nd Lt. Saxton, Pennsylvania
KING, GERALD K. ASN 14058048	Engineer Returned	T/Sgt. Douglas, Georgia

11 May 1944

44th Bomb Group Roll of Honor and Casualties

KELLY, ABSOLAM H. ASN 15336171	Radio Oper. POW, bailed out over target	T/Sgt.	Austin, Indiana
BURKS, MILO B. ASN 37409588	Ball Turret POW, bailed out over target	S/Sgt.	Carroll, Missouri
HOM, JIM Y. ASN 12188925	Nose Turret Returned	S/Sgt.	New York City, New York
FERGUSON, REGINALD L. ASN 13063662	RW Gunner Blown out by explosions, evaded, returned	S/Sgt.	Emporia, Virginia
MANNING, FRANK A. Jr. ASN 17037062	LW Gunner POW, bailed out over target	S/Sgt.	Winnebago, Minnesota

At 0956 hours, the bombs of Lt. Larson's ship prematurely exploded directly below the ship. The bomb bay area caught fire, and an engine went out as a result of the explosions, probably damaged by shrapnel. Five crew members bailed out of the ship, the remaining crew extinguished the flames, and Lt. Larson flew his aircraft back safely to England where he elected to crash-land at Attleboro. Those returning were: Larson, pilot; Wilson, co-pilot; Weber, navigator; King, engineer; and Hom, nose turret gunner. These five men returned to duty unhurt.

The right waist gunner, Reginald Ferguson was blown completely out of the airplane, most likely through the waist window. Four others bailed out around the same time. All landed safely. Ferguson was the first man to leave the aircraft, so was separated from the others, evaded capture and returned to duty on 9 October.

1st Lt. John McClane, navigator in a nearby aircraft, tells of viewing this event, "I was always fascinated by the sight of bombs leaving the nearby planes. We reached the drop point and the bombardiers released the bombs using an intervalometer, a device that lets the bombs out one at a time. As they fell, it would appear the bombs were stacked one above the other, suspended in space in a long stream, especially when they were stacked 52 high.

"I was looking directly at one plane when flak set off the bottom bomb. It exploded and set off the one above it, which in turn, set off the next higher and so on until the last exploded in or very near the bomb bay of this unfortunate aircraft.

"The plane fell out of formation and began to go down with men bailing out. I then assumed that the plane and all the crew were lost, but later learned that Lt. Larson and a few crew members brought the damaged aircraft back to England."

Sgt. Kelly, radio operator, adds that this crew had flown 19 missions with the 449th BG in Italy and 9 more successful ones in England. He was one of the five men who bailed out over Belgium, and was a POW until 2 May, 1945 – almost one year.

Sgt. Dropek, on a plane in formation next to this plane, told me that his aircraft was blown completely out of formation by the force of those explosions, turning his aircraft almost 90 degrees away from the formation!

11 May 1944

Mulhouse, France

The Marshalling Yards at Mulhouse was the briefed primary target, but it was obscured by clouds, so several targets of opportunity were hit, including Orleans/Bricy Airdrome and Belfort

Marshalling Yards. The 506th Squadron was attacked by enemy aircraft, losing 2nd Lt. James H. Walsh and crew.

506 SQUADRON:

506th Sq., #42-94999 Bar-B, Walsh

MACR #4849

506th Squadron Crew:

WALSH, JAMES H. Jr. ASN 0-663211	Pilot Evadee, returned	2nd Lt.	St. Louis, Missouri
BAUDER, WARREN F. ASN T-1748	Co-pilot POW	Ft. Of.	Philadelphia, Pennsylvania
O'SHANICK, PETER ASN 0-689542	Navigator POW	2nd Lt.	Sharon, Pennsylvania
LUNDY, EMERY R. ASN 0-752872	Bombardier POW	2nd Lt.	Newburg, Oregon
PELOQUIN, JOSEPH O. ASN 11097446	Engineer Wounded, evadee, returned	S/Sgt.	Biddeford, Maine
MARTIN, DONALD R. ASN 37240513	Radio Oper. POW	S/Sgt.	South Haven, Kansas
ROPER, SYDNEY ASN 32768378	Ball Turret POW	Sgt.	Chatham, New Jersey
PUKSTA, EDWIN A. ASN 13115875	RW Gunner POW/Wounded	Sgt.	Scranton, Pennsylvania
RICHARDS, LAWRENCE C. ASN 33487589	LW Gunner Evadee, returned	Sgt.	Emmaus, Pennsylvania
FANARA, THOMAS J. ASN 32584939	Tail Turret POW	Sgt.	Rochester, New York

The MACR for Walsh's aircraft states that it was last seen at 1411 hours. An attack by enemy aircraft set their #1 engine afire. It left the formation "in difficulty" but still under control. Ten chutes were seen.

Sgt. Peloquin, engineer, gave me his story, "As I recall, the time of day was very close to 1420. It's always been a habit of mine to look at watches when things occur – and I do recall that very well. We were shot down by Me 109s. Our position in the formation was Purple Heart Corner. It turned out to be just that!

"As an engineer, my position was the top turret, and that is where I was just before it all started. Things were rather quiet, and as we had a fighter escort, Lt. Walsh suggested that I go back and transfer my fuel. It would seem to be a good time as we had used enough from our main tanks to transfer in from the outer cells. And the fuel would be out of the way in case we ran into trouble later and couldn't spare the time. So I went back to the waist section and told Sgt. Lawrence Richards to cover my position while I was doing my job of transferring the fuel. I could take his position if anything happened.

"Well, I had just had time to finish and was on my way back to the waist position when all hell broke loose. There was flak banging around us as well as fighters firing at us. One Me 109 hit us in the #2 engine, setting it on fire. Another shell exploded in front of us and blasted my head gear off just as I was scrambling to get my chest chute. Sgt. Puksta helped me to snap it on and

that's when I could see that he had been hit also. I opened the escape hatch and told him to jump. He looked at me and said, 'You go first!'

"The plane was going down and he didn't look too good, so I told him to be damned sure to follow me. Up to this day, that was the last time I saw Sgt. Puksta. Yes, he bailed out and was captured to become a POW.

"As for my experiences, they are ones that I still have nightmares about. When I jumped, I counted to about ten – enough to clear the plane. We were at about 15,000 feet at that time, and I pulled my ripcord – and nothing happened. No chute came out! So I was falling free at 120 mph and I tugged and pulled at the flaps on my chute – and finally pulled out a little of the silk or nylon. As I kept pulling, the pilot chute came out and it, in turn, released the main chute. All of this took so long that when it finally blossomed out, I was about 300 feet from the ground! This is one of the reasons why the Germans did not spot me coming down.

"When I landed, I injured my left heel and I, too, had been hit by the shrapnel from that exploding shell that had hit Puksta. I had one in my arm above the elbow and several small ones in my face, and another one in my neck, which I still have there. It just missed my jugular vein.

"This all took place near a little village which is about 20 miles from Orleans, or 80 miles south of Paris. The name is Patay, and is known for its association with Jeanne D'Arc (Joan of Arc).

"I met up with Richards a couple of weeks or so after we bailed out. To my surprise, we met on a bus, along with our Free French escorts, going to a farm camp about which the enclosed article was written. (Forest Of Hidden Men – Canadian Weekend Magazine). When the camp was started, there were only about eight or ten of us. But things changed rapidly and soon there were several hundred of us evadees."

The location was Forest of Freteval, where the Germans had an ammunition dump, and these men all hid out successfully, right under the German noses. Most of these men were liberated by the U.S. Third Army on 13 August, 1944. The article is well written, explicit, but not appropriate for this record.

12 May 1944

Zeitz, Germany

The primary target here was the synthetic oil plants, which were bombed with excellent results. One 67th Squadron aircraft did not return.

67th SQUADRON:

67th Sq., #42-110042 J-Bar, Vance

MACR # not known

67th Squadron Crew:

VANCE, LEWIS I. ASN 0-749359	Pilot POW	2nd Lt.	Retz, West Virginia
BARNETT, THOMAS P. Jr. ASN 0-817814	Co-pilot POW	2nd Lt.	Roanoke, Virginia
SWINBURNSON, GILBERT E. ASN 10601400	Navigator POW, wounded	T/Sgt.	Saskatchewan, Canada
DAVIDOWITZ, EDWARD ASN T-122578	Bombardier KIA	Flt. Of.	Brooklyn, New York

HOLT, NATHAN J. ASN 18098442	Engineer POW	S/Sgt.	Henderson, Texas
DAVIDSON, ANDREW C. Jr. ASN 16149997	Radio Oper. POW	S/Sgt.	Detroit, Michigan
MILLER, RAY E. ASN 35548368	Ball Turret POW	S/Sgt.	Nappanee, Indiana
ROSINSKI, STANLEY J. ASN 12050666	RW Gunner POW	S/Sgt.	Elizabeth, New Jersey
HOCKMAN, ROBERT O. ASN 37493297	LW Gunner POW	Sgt.	Hutchingson, Kansas
PEASE, THOMAS H. ASN 37342137	Tail Turret POW	Sgt.	Colorado Springs, Colorado

The MACR states in part, "042 J was hit by four fighters at location 5040N-0820E at 1504 hours as it was straggling behind the formation. The left wing caught fire and the ship gradually lost altitude. Ten chutes were seen to come out of this stricken ship even though it seemed under control. It then crashed."

Lt. Vance, pilot, said, "We had engine trouble, returned to base, ran to the spare, took off and caught the formation as it crossed the coast. We had been scheduled for R & R but decided to take the mission when we were asked. The war was over before we finally got to London.

"We took one or two flak hits just under our plane that severely damaged it. Both men in the nose were wounded at this time. Davidowitz, bombardier, was covered with blood and couldn't move. Navigator Swinburnson, recently transferred in from the RAF, though wounded, was able to bail out successfully – Davidowitz did not get out. So the tenth parachute observed could have been from the fighter that we shot down. It was flak, not fighters that got us.

Note: Swinburnson's injuries left him hospitalized for months.

"Damages included rudder cables cut, flak hits on the left wing, setting it on fire and making it necessary to abandon ship. Two flak hits under the rear of the ship made holes so large that the men there eventually exited through them!

"One gunner on the crew, on his first mission, lost control and had to be restrained from throwing things. Other crew members held him, got his chute on, and tossed him out. So nine of the crew got free from the aircraft.

"I put the plane on automatic pilot to hold it reasonably level so that my crew, and eventually myself, could bail out. I was captured and placed in a POW camp southeast of Berlin."

25 May 1944

Belfort, France

Primary target was the Belfort Marshalling Yards located on the main railroad line between Paris and Switzerland, and only ten miles from the Swiss border. Flak was meager and slightly accurate and the fighter support was excellent. Yet one 67th Squadron aircraft was lost.

67th SQUADRON:

67th Sq., #42-94962 I-Bar, Tomer

MACR #5158

67th Squadron Crew:

TOMER, FRANK J. ASN 0-693433	Pilot KIA, buried Normandy (B-11-25)	2nd Lt.	Corona, California
SANDERS, JAMES E. ASN 0-700988	Co-pilot KIA, buried Normandy (C-21-43)	2nd Lt.	Byron, Ohio
FRANSON, QUINTEN A. ASN 0-707579	Navigator KIA	2nd Lt.	Sedgewich, Colorado
PRINCE, BERTIS R. ASN 0-700389	Bombardier KIA	2nd Lt.	McLeansboro, Illinois
NAVISH, KENNETH C. ASN 35052331	Engineer KIA	S/Sgt.	Cleveland, Ohio
KATZ, ERVIN ASN 16144626	Radio Oper. KIA	S/Sgt.	Chicago, Illinois
STEBURG, WILLIS L. ASN 19063345	Ball Turret POW/Burned	Sgt.	Los Angeles, California
BROSE, WILLIAM F. ASN 12203454	RW Gunner Evadee, returned	Sgt.	Fords, New Jersey
THURMAN, HOMER A. ASN 37211941	LW Gunner KIA, buried Normandy (C-2-6)	Sgt.	Turner, Kansas
ANDERSON, ELDON B. ASN 18029464	Tail Turret POW	Sgt.	Stanford, Texas

The MACR states in part that at 0842 hours, this aircraft (962 I-Bar) left formation, went into a steep dive with #2 engine feathered and #3 engine smoking. It apparently was under control and seemed to be headed for Switzerland. Weather was good.

All three survivors have been located. Sgt. Anderson, tail turret gunner, said, "After we left the formation, we flew around a bit trying to decide what to do with our bombs. We finally found a big, open space and let them go. We then discussed what to do – to go on to Switzerland, which wasn't that far away, or to attempt to make it back to England.

"By that time we were down to about 10,000 feet due to those ailing engines, but thought that with luck, we could get back to base. We flew at this altitude because we couldn't get any higher – and were prime targets for the German flak batteries. Eventually we were hit again by flak, and this time I believe it was the nose section because the plane started falling at once. Those of us in the back never heard anything from up front over the intercom, but it was time to get out. I was the first one out, Brose was right behind me, and Steburg was last. But about the time that he was leaving, there was an explosion, and Steburg was pretty badly burned. "I broke my ankle when I hit the ground so had no chance to attempt evading. But the last time that I saw Brose, he was heading for a forest. We were in the county of Champagne, France, about 60 miles west of Paris. The doomed plane went straight to the ground carrying the rest of our crew to their deaths. It exploded again and burned.

Note: The crash site is near Erchau, 30 kilometers southwest of St. Quentin.

"Steburg and myself were at Stalag Luft IV until February 1945, when I was marched out and was liberated May 12th. I never knew what happened to Brose and am happy to learn that he made it."

 28 May 1944

Zeitz, Germany

This mission was a deep penetration into Germany with the oil plants located at Zeitz the primary target, reportedly to assist the Russians. Results of the bombing were excellent. The 506th Squadron lost an aircraft to the slight but accurate flak that the Group experienced.

506th SQUADRON:

506th Sq., #42-110045 Bar-K, Gurman	THE BANANA BARGE		MACR #5353
506th Squadron Crew:	ALL MEN POW		
GURMAN, IRVING S. ASN 0-610141	Pilot POW	2nd Lt.	Brooklyn, New York
JIPSON, ROBERT F. ASN 0-815493	Co-pilot POW	2nd Lt.	Lansing, Michigan
KAULBACH, ANDREW J. Jr. ASN 0-702445	Navigator POW	2nd Lt.	Beaumont, Texas
WIITALA, EINO J. ASN 33403476	Nose Turret POW	Sgt.	Daisytown, Pennsylvania
COSTELLO, GEORGE B. ASN 36216016	Engineer POW	S/Sgt.	Iron River, Wisconsin
CARSON, JOSEPH ASN 11047446	Radio Oper. POW	S/Sgt.	Cambridge, Massachusetts
WILLIS, THEODORE D. ASN 13061728	RW Gunner POW	Sgt.	Erie, Pennsylvania
McMASTER, JAMES H. ASN 36065138	Ball Turret POW	Sgt.	Galesburg, Illinois
WILLIAMS, CHARLES D. ASN 32766643	Tail Turret POW	Sgt.	Joppa, Maryland

The MACR states that at 1347 hours, in the vicinity of Dummer Lake, Germany, this aircraft was hit in #2 engine by flak. It left the formation under control, escorted by several of our friendly fighters. Two chutes were observed, and then the aircraft disappeared into the haze below. At that time #2 engine was on fire.

Jim McMaster, the ball turret gunner, wrote: "When the order to bail out was given, I was the last one to leave the plane as I waited to make sure the tail gunner, Chuck Williams was out. I landed in the middle of a small village (name unknown) like a ton of bricks.

"The mayor shoved a gun against my chest and walked me to where some soldiers were based nearby with anti-aircraft guns, etc. The soldiers hauled me by truck to Dummer Villate jail. I didn't see any of my crew until morning but learned that Williams had landed about two miles away and was free for about an hour before he was also captured."

Sgt. Eino Wiitala, nose turret gunner, sent this information, "It was just our fifth mission and our bombardier was sick that day. There was no replacement, so we flew with only nine men. I was the nose turret gunner.

"After the plane was hit by flak, we turned back, but the pilot, Irving S. Gurman, notified us that he could not maintain altitude, and we would have to bail out. The pilot sent the navigator,

Andrew Kaulbach, down to see that I got out of the turret okay. When he got me out, he jumped first and I followed, but I landed first as I delayed my chute opening longer than he did.

“I landed in an open field and some German farmer was shooting at me with a rifle. I was hit in the buttocks, but managed to get loose from my parachute and run away from him. I was later captured by a group of German soldiers. By evening, the Germans had captured the entire crew, and we were all put together in a local jail before they took us to an interrogation center near Frankfurt, Germany.

“The officers and Costello were sent to Stalag Luft III, while the rest of us were put into a boxcar and shipped to Stalag Luft IV at Gross Tychow.”

After nine months there, the entire POW camp went on the road to escape the advancing Russians, and then part way back again when the British were advancing from the west. It was starvation diet for 86 days until liberated by the British! Their regular bombardier, Morton Bauman, was shot down and became a POW as well, on 7 October 1944.

29 May 1944

Politz, Germany

Once again, the specific target was an oil refinery. On the bomb run, the Group experienced some very determined attacks by the enemy with FW 190s. Approximately 50 fighters took part in these attacks and nine of them were destroyed. The flak in the target area was fairly inaccurate. Two of our aircraft were forced to seek refuge in Sweden – one each by the 68th and 506th Squadrons.

68th SQUADRON:

68th Sq., # 42-73500 F, Foy

MACR #5218

68th Squadron Crew:

Entire crew interned

FOY, FRANK L. ASN 0-803177	Pilot Injured, interned, returned	1st Lt.	Gastoria, North Carolina
BROWN, ROBERT A. ASN 0-547405	Co-pilot Interned, returned	2nd Lt.	New York City, New York
BERKOWITZ, SAMUEL I. ASN 0-695857	Navigator Interned, returned	1st Lt.	Wilmington, Delaware
ROWINSKI, ELLSWORTH P. ASN 0-668782	Bombardier Interned	1st Lt.	Passaic, New Jersey
KOZLOSKY, ZIGGIE L. ASN 13084282	Engineer Interned	S/Sgt.	Quecreek, Pennsylvania
UNDERWOOD, OSCAR B. ASN 33532304	Radio Oper. Interned, returned	T/Sgt.	Fries, Virginia
FICK, KENNETH M. ASN 37549574	RW Gunner Interned, returned	S/Sgt.	St. Charles, Minnesota
FANNING, PHILLIP J. Jr. ASN 11082349	LW Gunner Interned	S/Sgt.	Arlington, Massachusetts
SPURGEON, DEAN H. ASN 39552176	Tail Turret Interned	S/Sgt.	Los Angeles, California
CARNELL, WILLIAM F. ASN 33169697	Radar Obs. Interned, returned	S/Sgt.	Philadelphia, Pennsylvania

The MACR states that at 1223 hours, the section in which this aircraft was flying was attacked by six to eight FW 190s. It is believed that 500 F was hit on this attack at 1330 hours, south of Dovns Cliff, Kiel Bay. This aircraft was heard on VHF radio reporting low on fuel and heading for Sweden. It was straggling behind the formation, but with escort.

The above crew gave me this information: "Take off was at 0809 hours; departed English coast at 0956 hours at 10,000 feet. Crossed enemy coast at 22,000 feet at Tønning.

"Our ship was attacked by 15 Me 109s at approximately 1245 hours. These attacks came from 12 o'clock on through to 3 o'clock, and pressed their flight through the formation behind us. We spotted the fighters just before our IP, which was the southwestern part of Stettin Lake. This was at 1156 hours. FW 190s were attacking two formations ahead of us at 12 o'clock (position).

"When we turned in on the IP, we spotted 15 of our P-51s, which immediately went down on the deck, engaging in dog fights. The next time that we saw enemy aircraft was the time that we were attacked. Then, on our way out, eight P-38s covered us over Denmark while on our way to Sweden.

"Our #4 engine was knocked out by enemy fighters. Our left rudder was hit by 20 mms, leaving a hole two inches in diameter. .30 caliber slugs came through the right side of cockpit, striking the radio jack box and injuring Lt. Foy in back of his head, bleeding freely. One 20 mm exploded in the tail section, damaging the control cables as well as the parachute of the tail gunner, Sgt. Spurgeon. Another engine and our wing were damaged.

"We dropped out of formation and straggled behind, deep in enemy territory. We were almost alone for 20 minutes, and at 1315 hours, decided to head for the nearest friendly territory. There was a headwind on the way back to England, which would have given us a very slow ground speed. We were about 15 miles south of Gedser.

"Nose gunner, Sgt. Fick, claimed one Me 109; top turret gunner Ziggy Kozlosky, also claimed one Me 109. Tail gunner Spurgeon verified both of these kills, and claimed another Me 109G for himself. We saw three parachutes come out of these enemy aircraft. Our right waist gunner took some photographs, but the camera was later jettisoned; and the left waist gunner claimed a probable. All of this took place around 1156 hours.

"On our way to Sweden, our bomb sight was destroyed and thrown into the water. Our IFF was detonated; Carpet was jettisoned into the Baltic. Most everything else possible was jettisoned, as well." Foy said that the aircraft landed at 1500 hours.

The Swedes reported that this aircraft landed at Save Military airfield just outside of Göteborg. It had been sighted by Swedish fighters in the air above the town of Halmstad and was forced or led to Save. After the war, this same aircraft was brought back to England on 29 May 1945, exactly one year later.

The second aircraft finding haven in Sweden on 29 May was PRINC-ESS:

506th SQUADRON:

506th Sq., #42-63962 Bar-W, Golubock PRINC-ESS

MACR #5219

Note: This aircraft had three names, beginning with Prince and followed by Prince-ass and Princ-ess.

506th Squadron Crew:

GOLUBOCK, RALPH ASN 0-742418	Pilot Interned, returned	1st Lt.	St. Louis, Missouri
CONNER, CHARLES R. ASN 0-735362	Co-pilot Interned, returned	1st Lt.	New Albany, Indiana
CHAMBERS, HAROLD R. ASN 0-698659	Navigator Interned, returned	2nd Lt.	La Porte City, Iowa
FITZSIMMONS, WILLIAM D. ASN 0-688332	Bombardier Interned, returned	1st Lt.	Denver, Colorado
DUNLOP, WALTER E. ASN 39458474	Engineer Interned	T/Sgt.	Parkwater, Washington
NEELY, JOHN C. ASN 19004778	Radio Oper. Interned, returned	T/Sgt.	Chicago, Illinois
KILLIAN, JACK L. ASN 39550864	RW Gunner Interned, returned	S/Sgt.	Los Angeles, California
GREENLEE, WILLIAM J. ASN 14161982	LW Gunner Interned, returned	S/Sgt.	Knoxville, Tennessee
SMITH, GEORGE N. ASN 39261113	Hatch Gun. Interned, returned	S/Sgt.	Inglewood, California
HAWLEY, EUGENE H. ASN 32258291	Radar Jam. Interned, returned	S/Sgt.	New York City, New York
JONES, STEPHEN E. ASN 17127659	Tail Turret POW	S/Sgt.	Hale, Missouri

Note: Several engineers, including Walter Dunlop, were detained in Sweden to assist the Swedish workers in repairing the many American aircraft that landed there during the war.

The MACR reports that this aircraft was last seen at 1250 hours straggling behind the formation, under control and with friendly fighter escort. This does not appear to be true.

The pilot, Ralph Golubock, sent me his recollections: “This was our 27th mission. Just prior to this one, we had been on leave for a week at the “Flak Shack.” While we were on our leave, our airplane had some new equipment installed – Radar Jamming Equipment. I can only assume this equipment was installed in my aircraft because it was an old ‘D’ model and was a good deal lighter and a good deal faster than most of the other Squadron aircraft at that time. So the addition of this equipment did not hamper us in any way.

“With this new equipment, a first pilot from another crew was flying my right seat, a new navigator on his first mission going along to gain some experience, Sgt. Hawley, a Radar Jammer with us for his first mission – we were on our way. It is interesting to note that while we were over the target, we received very little accurate flak. Whether this was a result of Sgt. Hawley’s action or not, I can only speculate.

“We were flying the lead position in the low element of the low squadron, which put us pretty well back in the overall formation. Our target was in Poland, and in making our approach, we came in over the North Sea, made a feint toward Berlin, and then turned into a northwesterly direction and continued on until we reached the target. It appeared that we hit the target quite well, because when leaving, we saw a great deal of smoke arise. Up to this point, I had not seen any [enemy] aircraft.

“We headed out over the Baltic Sea and were feeling pretty good, like the mission was over. But in reality, we were a long, long way from home.

“Shortly after breaking the coast and going out over the Baltic, we were hit by a lone Me 410 or Me 210. It was very difficult to identify because he came slashing through. I don’t think he was aiming at my aircraft. I think he was just spraying the formation and he luckily hit me. Our #1 engine was knocked out immediately and the fuel cells in the left wing were also hit and fuel was flowing out in huge amounts. Had any of this fuel hit our hot superchargers, I’m sure we would have gone up immediately. But for some reason it did not and the fuel was siphoned off the wing harmlessly. But we did lose a good deal of fuel.

“The main problem we faced at this time was that when our #1 engine was hit and knocked out, I was not able to feather it because the feathering motor was inoperative. We were almost on our back at this time. I was finally able to get the ship righted and into a somewhat normal position: Our wings were level, but we were in a dive and the #1 engine was winding up, unable to feather it. This created a tremendous amount of drag on the port wing and it was extremely difficult to keep the ship flying straight and level. I, then, cranked in full trim tab on our rudder, and full aileron tab. Even with the full trim tabs rolled in, I found it extremely difficult to plane in a straight position. I was forced to lock my right leg on the right rudder, holding it down as hard as I could in order to maintain any semblance of true flight.

“Shortly after being hit, I rang the bell one time, which was to alert the crew to buckle up their chutes and prepare to bail out. I did not ring the bell the second time because it appeared that the airplane was flyable and we would be able to get somewhere. However, our tail gunner, Sgt. Jones, having seen what happened and seeing the gasoline flowing off the port wing, decided it was time to part company, and he bailed out. He was the only one to leave the ship.

“At this time, I felt the airplane was flyable and I called the navigator, who was inexperienced, and asked him for a heading either back to England or to Sweden. Unfortunately, he did not have any charts that showed him how to get to Sweden. I then contacted our engineer, Sgt. Dunlop, to determine our fuel situation and to transfer the fuel he could from the port to starboard wing. He was able to salvage enough fuel that I felt we could make Sweden. The chances of getting back to England was zero!

“I was unable to maintain altitude with that windmilling propeller, so I ordered the crew to dump everything over board. All the ammunition, machine guns, even the Norden bombsight which Lt. Fitzsimmons took a great deal of pleasure in tossing out. This, then, allowed us to maintain altitude at near 10,000 feet.

“Just at this time a large formation of German fighters were approaching, and when I saw them coming in on us, I thought there was no way we were going to reach Sweden. They would surely shoot us down and that indeed, we were dead people. Why they never attacked, I’ll never know, except that possibly they felt that we were gone already and no need to waste any more ammunition or risk a plane to knock us down. They flew very close to us as they went by and I could only look at them and pray that one of them would not peel off and attack, as we had no defense at all – totally helpless.

“We then continued on, hoping that we had a heading for Sweden. As luck would have it, we did come back over land, which I learned later was the island of Barnholm. Then, finally, Sweden. In very short order, several Swedish aircraft, which were early American P-35s, picked us up and escorted us to the Swedish city of Malmo.

“One other incident before we landed. When we were hit, our bomb bay doors were knocked open and we were not able to close them. One Swedish fighter, seeing those open doors, tried to

fly under us to look into the aircraft, presumably to check for bombs. But when he did, he hit our left wing! It was only his radio antenna which hit us, but it did tear off his antenna, and our damaged wing withstood the collision. We made an excellent landing on their grass field, were immediately surrounded by Swedes in various trucks and vehicles, all armed with sub-machine guns and were politely, but firmly, ushered into the headquarters building and interrogation. We landed at Malmo at 1325 hours.

“During the fighter attacks, one waist gunner saw our tail gunner fire at one of them and saw it go down in flames. The time was 1220 hours.”

“Our tail gunner, Steven E. Jones, known as ‘Zeke’, had made headlines earlier in the year when he got two Me 109s with one burst. It seemed he hit the top one, who in turn, fell into the lower one. He got credit for both of them!

“After he bailed out of my ship, he was picked up at sea by the Germans and remained a POW until the end of the war.”

After the war at Scott Field, Belleville, Illinois, Lt. Golubock saw PRINCESS, which had been returned sometime in 1945.

68th SQUADRON:

68th Sq., 42-50381 D, Smith	FLAK MAGNET		Returned to base
68th Squadron Crew:	All returned to base, one crewmember KIA		
SMITH, JOY M. ASN 0-690265	Pilot	2nd Lt.	Weeping Water, Nebraska
COOPER, PAUL J.	Co-pilot	2nd Lt.	Colorado Springs, Colorado
POWNER, BENJAMIN ASN 0-700765	Navigator	2nd Lt.	Long Island, New York
COMMISA, PATRICK J.	Nose Turret/Toggler	Private	Dobbs Ferry New York
SPROWL, KENNETH ASN 15389068	Radio Oper. Wounded	T/Sgt.	Bradenton, Florida
CORLEW, PAUL M.	Eng./Top Turret	T/Sgt.	Dickson, Tennessee
ABESHOUSE, HOWARD L.	Ball Turret Gun.	Sgt.	New Haven, Connecticut
SHELTON, JOHN H. ASN 17159935	RW Gunner	S/Sgt.	Centralia, Illinois
WILLIAMS, CHARLES E. ASN 36451793	Engineer KIA, buried Cambridge (E-4-19)	S/Sgt.	Big Bay, Michigan
BURNS, ROBERT C.	Tail Turret	S/Sgt.	Davenport, Nebraska

Note: This aircraft was lost on 18 October 1944 with a different crew.

One aircraft returned to base with a crew casualty, Sgt. Charles Williams, who was on board a 68th Squadron ship that was piloted by 1st Lt. Joy Smith. Kenneth Sprowl sent me his story:

“I guess I spent a number of years getting rid of many unpleasant memories. Some of them have haunted me in various ways.

“The mission of 29 May ‘44 was my 6th, flying under Joy Smith as pilot. We were attacked by Me 109 and this particular one came in at about 2 o’clock, nearly level, firing at us with his cannons. A 20-mm round came in over my head (I was the radio operator) and struck the top turret, exploding. The seat gave way and Sgt. Williams fell from the turret to the flight deck, very seriously wounded in the small of his back. Burns [the tail gunner] and I attempted first aid, using sulfanilamide powder and compresses. But Chuck died shortly afterwards.

“I had received some of the fragments in my scalp, so Burns attended to me. I was taken to the waist and instructed to sit in the corner of the waist at the rear bulkhead of the bomb bay, until we got back to base.

“I had an unusual attachment to Chuck Williams – we were very close friends. He taught me to play cribbage and always was the winner.”

4 June 1944

Ground Crew Incident, Shipdham, England

This incident that resulted in the deaths of Sgt. Monroe Atchley and Private Ted Bunalski, both members of the 2033rd Engineer Fire Fighting Platoon.

2033rd Engineer Fire Fighting Platoon:

2033rd Engineer Fire Fighting Platoon Casualties

2033rd Engineer Fire Fighting Platoon

ATCHLEY, MONROE A. ASN 35579833	Fire Fighter DIED	Sgt.	Anderson, Indiana
BUNALSKI, TED R. ASN 32756508	Fire Fighter DIED	Private	Camden, New Jersey

Note: Atchley and Bunalski were on loan from the 68th Squadron.

In the late afternoon, a formation of 492nd Bomb Group planes were assembling for a late attack over Europe in the general area south and east of Shipdham airfield. The time was 1720 hours. At an altitude of 17,000 feet, Lt. Frank Haag saw Lt. Sachtleben suddenly make a steep bank to avoid a collision. The other plane, not identified, also made a steep climbing turn. Lt. Sachtleben stalled, fell off on his left wing and went down through the overcast. The aircraft was reported to have made a one or one and a half turn spin, leveling off on its back similar to a pursuit dive. No further observations could be made. This aircraft, 44-40160, crashed into an unoccupied house near Garveston.

Sgt. Atchley and Pvt. Bunalski were off duty and eating supper when they heard men yelling that a plane had crashed. They left their meals, ran out on the road, and jumped on the first fire truck going to the fire. Upon their arrival at the crashed plane, they proceeded to extinguish the flames, disregarding the danger of bombs going off and a gas tank which was burning and full of gasoline. When one or more of the bombs exploded, both of these men were killed. They both were awarded the Soldier Medal posthumously.

Cpl. Anthony Mastradone, 67th Squadron Medic, Capt. Worrall, Doctor, and Cpl. George Houston responded to the emergency, too. Tony reported that he drove the ambulance to the scene, to immediately get instructions to go into the inferno to retrieve the bodies of the two firefighters. Bombs were still exploding, fire very hot. The two of them crawled along in a ditch,