

1657

RESTRICTED

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~~CONFIDENTIAL~~
~~U.S. GOVERNMENT PRINTING OFFICE~~
~~1964 O - 348-100~~

RESTRICTED

MAR 16 57

MAR 16 57

KU 461

Boeing Fortress, Downed 29 Nov. 1943, 1500, at dreiangel / Harpstedt.

SAWICKI, Joseph R.
Dead

ASN: 10601180 T 43

KU 461

Boeing Fortress, downed 29 Nov. 1943, 1500, at Dreielangel / Harpstedt.

RAY, D Ford

Ford, Roy D.

Sgt 6888102

BDD

ASN: 6888102

Fate?

KU 461 Apr. 29, 1943

Telegram
1524

Fortress

Petrolino, James Stuart 2 Lt. Tag: 0-738 662, prisoner

Hard, Robert Carver 2 Lt. Tag: 0-800 433, prisoner

Molnar, George 1 Lt. born May 14, 1921, tag:
0-730 443, prisoner

Ku 461 Nov. 29, 1943 Fortness - Confirmation
I. P. No. 105 5345/43
of Dec. 22, 1943

Stachowiack, Martin George, S/sgt.
Ident. Tag: 35-328181
Taken prisoner
wounded - Location in a
field hospital

Ku 3888
Fisher, George Chester, S/sgt.
Ident. Tag: 37 201008
Taken prisoner
wounded - Location: in a
field hospital

✓ Sawicki, Joseph R., S/sgt.
Ident. Tag: 10601180
Dead
Grave no. 229

✓ Two unknowns Dead
Comrades grave no. 230

The fallen were buried in the
Prisoner of War Cemetery Wechta
Germany

1657

Classification changed

MISSING AIR CREW REPORT

to RESTRICTED
by E. A. BRADY, Lt. Colonel
by P. A. BROWN, Lt. Colonel
Date _____ Report will be compiled in triplicate by each Army Air Forces organization within 48 hours of the time an aircraft is officially reported missing.

- ORGANIZATION: Location Molesworth ; Command or Air Force VIII
Group 303 ; Squadron 350th ; Detachment ---
- SPECIFY: Point of Departure MOLESWORTH ; Course See Diagram
Intended Destination Bremen, Germany ; Type of Mission Bombardment
- WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:
7-9/10ths Clouds. Tops 16-18000 Ft. Persistent Contrails
- GIVE: (a) Date 29 Nov 43 ; and Location ----
of last known whereabouts of missing aircraft.
(b) Specify whether () Last Sighted; () Last contacted by Radio;
() Forced down; () Seen to Crash; or (X) Information not Available.
- AIRCRAFT WAS LOST, OR IS BELIEVED TO HAVE BEEN LOST, AS A RESULT OF: (Check only one) () Enemy Aircraft; () Enemy Anti-Aircraft; (X) Other Circumstances as follows Cause of Loss Unknown

- AIRCRAFT: Type, Model and Series B-17F ; A.A.F. Serial Number 42-29498-3
- ENGINES: Type, Model and Series R1820-97 A.A.F. Serial Number (a) 41-55203
(b) 42-58661 ; (c) 41-58427 ; (d) 42-80627
- INSTALLED WEAPONS (Furnish below Make, Type and Serial Number)
(a) _____ ; (b) _____ ; (c) _____ ; (d) _____
(e) _____ ; (f) SEE ATTACHED SHEET ; (h) _____

- THE PERSONS LISTED BELOW WERE REPORTED AS: (a) Battle Casualty X
or (b) Non-Battle Casualty _____
- NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 11 ; Passengers -- ; Total 11
(Starting with Pilot, furnish the following particulars; if more than 10 persons were aboard aircraft, list similar particulars on separate sheet and attach original to this form).

Crew Position	Name in Full (Last name first)	Rank	Serial Number
1. Pilot			
2.			
3.			
4.	SEE ATTACHED SHEET		
5.			
6.			
7.			
8.			
9.			
10.			

- IDENTIFY BELOW THOSE PERSONS WHO ARE BELIEVED TO HAVE LAST KNOWLEDGE OF AIRCRAFT, AND CHECK APPROPRIATE COLUMN TO INDICATE BASIS FOR SAME:

Name in Full (Last name first)	Rank	Serial Number	Check Only One Column			
			Contacted By Radio	Last Sighted	Saw Crash	Saw Forced Landing
1.						
2.	NONE					
3.						

- IF PERSONNEL ARE BELIEVED TO HAVE SURVIVED, ANSWER YES TO ONE OF THE FOLLOWING STATEMENTS: (a) Parachutes were used ---; (b) Persons were seen walking away from scene of crash ---; or (c) Any other reason (specify) None
- ATTACH AERIAL PHOTOGRAPH, MAP, CHART, OR SKETCH, SHOWING APPROXIMATE LOCATION WHERE AIRCRAFT WAS LAST SEEN. SEE ATTACHED SHEET.
- ATTACH EYEWITNESS DESCRIPTION OF CRASH, FORCED LANDING, OR OTHER CIRCUMSTANCES PERTAINING TO MISSING AIRCRAFT. None
- ATTACH A DESCRIPTION OF THE EXTENT OF SEARCH, IF ANY, AND GIVE NAME, RANK AND SERIAL NUMBER OF OFFICER IN CHARGE HERE -----

Date of Report 1 Dec. 1943

Jesse M. Barrett
(Signature of Preparing Officer)
JESSE M. BARRETT, Major A.C.
Group S-2.

RESTRICTED
RESTRICTED

INSTALLED WEAPONS

AIRCRAFT #42-29498.

CONFIDENTIAL

(a) 450803 KHW	(b) 449044 KHW	(c) 80769 FCGM	(d) 365415 FCGM
(e) 150610	(f) 211851ACSPCGM	(g) 450587 KHW	(h) 449262 KHW
(i) 449122 KHW	(j) 752296 CPFA	(k) 589459 HS	(l) 752151 CPFA

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<u>Crew Position</u>	<u>Name in Full</u>		<u>Rank</u>	<u>Serial Number</u>
1. Pilot	CARL J. FYLER	5	1st Lt.	0-730443 RTD
2. Co-Pilot	ROBERT C. WARD	11	2nd Lt.	0-800433 RTD
3. Navigator Left Nose Gunner	GEORGE (NMI) MOLNER	6	1st Lt.	0-797382 RTD
4. BOMBARDIER Right Nose Gunner	JAMES S. PETROLINO	8	2nd Lt.	0-738662 RTD
5. ENGINEER Top Turret Gunner	BELL J. ADDISON	7	T/Sgt.	13064856 RTD
6. Assistant Engineer Left Waist Gunner	MARTIN G. STACHOWIAK	10	S/Sgt.	35328181 RTD
7. Radio Operator Radio Gunner	FAYMOND B. O'CONNELL	7	Sgt.	32457080
8. Asst. Radio Oper. Tail Gunner	JOSEPH R. SAWICKI	9	S/Sgt.	10601180
9. Gunner Ball Turret Gunner	RAY D. FORD	7	S/Sgt.	6888103
10. Gunner Right Waist Gunner	GEORGE C. FISHER	3	S/Sgt.	31201098 RTD
11. Photographer	NELLIES P.S. EGGE	2	Sgt.	37419389

~~CONFIDENTIAL~~

CONFIDENTIAL

TRACK CHART

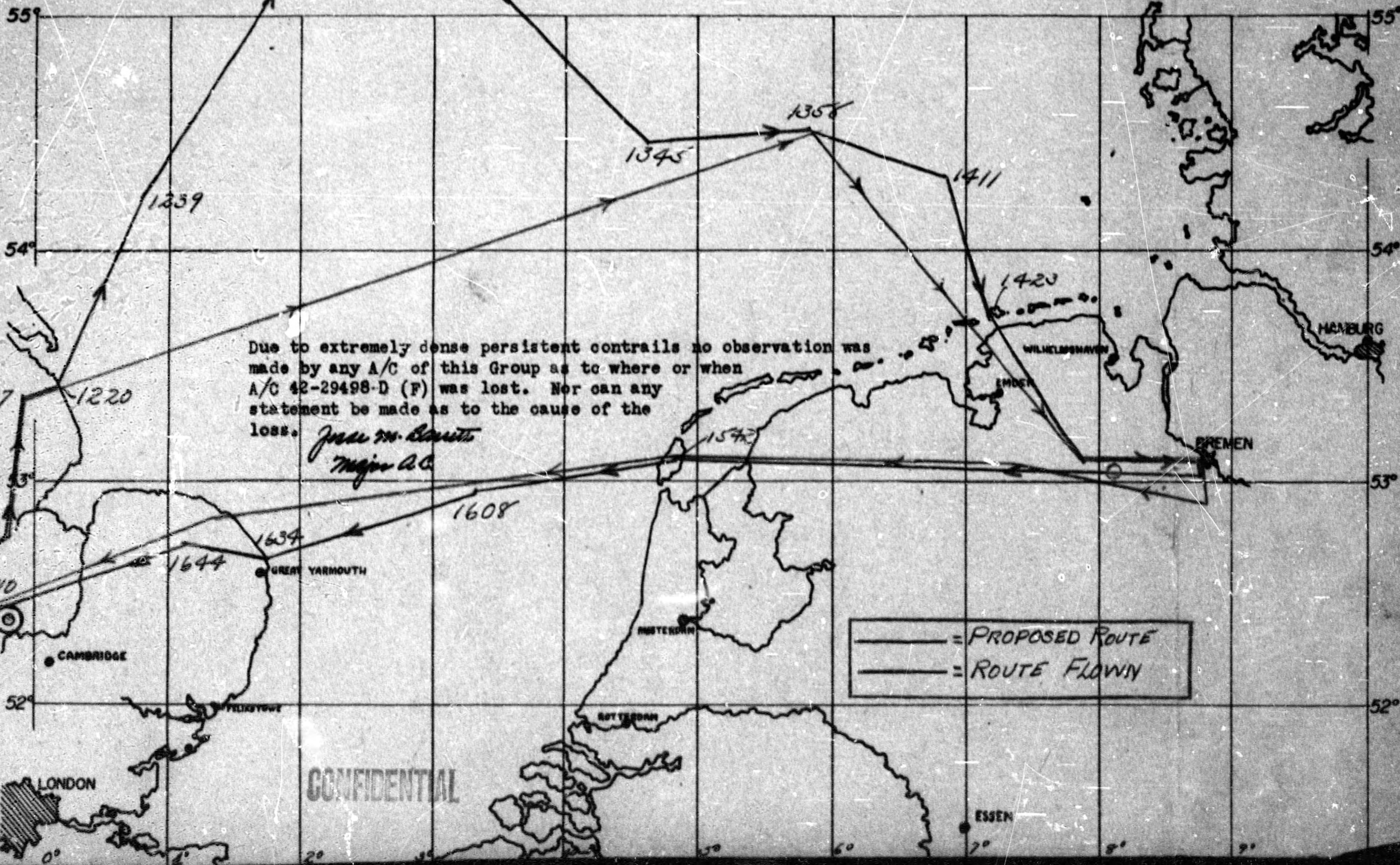
TARGET

Date 29 Nov, '43

Route followed by 323RD BOMB. GROUP (H.)

Primary BREMEN - GRY
 Secondary 1309
 Last Resort _____

_____	"	"	"	_____
_____	"	"	"	_____
_____	"	"	"	_____
_____	"	"	"	_____
_____	"	"	"	_____



Due to extremely dense persistent contrails no observation was made by any A/C of this Group as to where or when A/C 42-29498-D (F) was lost. Nor can any statement be made as to the cause of the loss.

Juan M. Santos
Major A.C.

CONFIDENTIAL

This is in reply to your letter of May 2nd, concerning your brother First Lieutenant George Molnar.

I deeply regret that you were furnished an incorrect crew list of the crew members who were on the plane with your brother. The list received by you was that of the crew members who were in the plane of another George Molnar. In an effort to rectify the error there is inclosed a list of the crew members who were in the plane with your brother and the names and addresses of them next of kin. ~~Inclosed~~ It is apparent that this is the first instance in which an error was made in the headquarters with reference to your brother and the other Lieutenant Molnar and I wish to assure you that the necessary corrections have been made in our records.

1 - Ed MacR. 1657

HEADQUARTERS
HENRY HILL ARMY AIR FIELD
Office of the Ground Safety Officer
Salina, Kansas

AHS-5 704 (5 Dec 46)

12 December 1946

SUBJECT: Casualty Information No. 731

TO: The Adjutant General
Washington 25, D. C.

CHARACTER: Casualty Branch

1. In compliance with your request the following information is being submitted. Information is hearsay, and my personal opinion. It is my belief that the three men mentioned in your letter along with one other crew member, S/Lgt Swicki, I do not remember his first name, nor serial number, went down with the airplane. This assumption is based on a statement made to me at Dulag Luft, Frankfurt, Germany, by the German Officer who interrogated me. He made the statement to me that four bodies were found in the wreckage of our airplane. Whether or not this was intended to be a leading statement to me, to test my reactions, or to see if I would divulge any information, I do not know; as the interrogating officer did not offer any additional information. However he did state that the nose of the plane had been burned. The following detailed information is given for each of the three crew members mentioned:

S/Lgt Roy D. Ford, S 885122 : This crew member was last seen by me on the ground prior to take off. The last conversation heard from this man by me was when he checked in with the bombardier that his oxygen system was working properly. As to his fate, I was told later by one of the waist gunners, that prior to his bailing out he attempted to assist Sgt Ford out of the ball turret, according to the waist gunner Sgt Ford did not want any help. It was the waist gunners opinion that Sgt Ford was injured to the extent that he did not want to leave the plane.

Sgt William F. E. Egan, SP418889, this crew member was last seen by me on the ground, prior to take off. He was the cameraman, and I told him that I would inform him of our approach to the enemy coast, also when the bomb run began. The last conversation I remember of his, was of my telling him a few minutes before we were hit, that we were approaching the enemy coast. I told him that there was a solid undercast beneath us, and I didn't believe it would be of much use to turn the camera on. I believe his last remarks were "Okay Sir, Thank you". A few minutes later we were hit, and the InterCom system ceased functioning. It is my belief that he was killed in the radio room along with the radio operator, and did not bail out. I base this assumption on the fact that we were receiving a tremendous amount of 25mm cannon fire, from the three o'clock position. It sounded and appeared as if most of the shells were hitting in the vicinity of the radio room.

AMPC-5 (6 Dec 45)

Sgt Raymond E. O'Donnell, 32457080. This crew member was last seen by me on the ground, prior to take off. His last conversation to the best of my memory was with the Bombardier, concerning the workability of his oxygen system, which was all right. I have no hearsay information concerning him. It is my opinion that he and Sgt Egge were both killed in the radio room, which was due to the tremendous amount of 20mm cannon fire, that appeared to be striking the plane in that vicinity.

2. If I can be of any further assistance whatsoever, I will be more than glad to help.

GEORGE MOLVAR
1st Lt. Air Corps
Ground Safety Officer

1 Incl
Basic Ltr

56 Godman Park
Roxbury, Mass.

War Department
The Adjutant General's Office
Washington, D. C.

Dear General Witsell,

In regard to your letter of December 6th requesting information concerning Sgts. Ford, Egge, and O'Connell.

All three men bailed out. One of them disappeared in a burst of flack, which one I do not know, but I think it was Sgt. Ford, because he was the last one out, and it was the highest chute that was hit. It is possible that he opened his chute after the other two. All three men were wounded, how seriously, I do not know.

I remember a German Air Corps Officer telling me afterwards that two Americans had been shot by a farmer close to the spot where I landed, but whether they had any connection with our crew I do not know.

Sincerely

George C. Fisher.

Dec. 13th '46

Jan. 22, 1947

Dear Sir:

In regards to your letter EMM/MHH/1E473/731, Dec 6, 1946.

When I bailed out of plane the 29th of November I looked into the radio room and Sgt Nellins P. S. Egge (37419389) and Sgt. Raymond B. O'Connell (32347080) were not there. I think they were thrown out of radio window (above) when we went into a spin. As to Sgt. Ray D. Ford (6888102) I think that he was killed in the ball turret. To the best of my knowledge this is all that I can tell you.

Sincerely yours

MARTIN G. SPACHOWIAK
1524 Belmont Ave.,
Toledo, Ohio

192 Park Hols
Newport, R. I.
January 26, 1947

Maj. Gen. Edward F. Wittell

Sir:

I have received your letter dated 1-9-47 due to the fact that I have moved, your first letter has not been received.

The evening of the day we went down one of the waist gunners told me that S/Sgt Ray D. Ford 6888102 was dead in his ball turret, when he left the ship. The other waist gunner was not sure but told me that he believed Ford was dead in the airplane.

Both gunners believed that Sgt. Mellins P. S. Egge #37419369 and Raymond B. O'Connell #32457069 parachuted before the plane crashed. To my knowledge no one on the crew ever saw them after that. Since the end of the war I have hear rumors that they were killed after landing.

The airplane crashed about thirty five miles southwest of Bremen, on the outskirts of a small town. It is possible that some information might be available in that locality.

Very truly yours

ROBERT C. WARD.

AD 704 - Missing (30 Nov 44)

CASUALTY BRANCH

STATUS REVIEW AND DETERMINATION SECTION

REVIEW AND DETERMINATION UNDER
SECTION 5, PUBLIC LAW 490,
7 MARCH 1942, AS AMENDED.

S T A T U S

O F

THREE CREW MEMBERS OF AN AIRCRAFT
MISSING IN ACTION IN THE EUROPEAN
AREA SINCE 29 NOVEMBER 1943.

S. R. & D. No. 1662

VAD
30 November 1944.

MEMORANDUM FOR: Chief, Casualty Branch.

SUBJECT: Determination of Status under
Public Law 490, as amended.

I. - FACTS.

1. The following named enlisted men of the 360th Bombardment Squadron, 303rd Bombardment Group, have been carried on the records of this office as missing in action in the European Area since 29 November 1943:

<u>Name</u>	<u>ASN</u>	<u>Grade</u>
Ford, Ray D.	6,888,102	Staff Sergeant
Edge, Hellins P. S.	37,419,389	Sergeant
O'Connell, Raymond B.	32,457,080	Sergeant

2. Confidential message number W 9068, from USSOS London to AGWAR, dated 6 December 1943, reports the above named persons missing in action, 29 November 1943, locality undetermined, in flying pay status.

3. Confidential Missing Air Crew Report number 1837, dated 1 December 1943, states that the persons named in paragraph 1, above, and paragraph 4, below, comprised the crew of B-17 F (Flying Fortress) aircraft number 45-29498-D, which departed from Moleworth (England), 29 November 1943, on a bombardment mission to Bremen, Germany. Weather conditions and visibility are given as "7-9/10ths Clouds, Tops 16-18000 Ft. Persistent Contrails". Place and cause of loss unknown. Attached to the report is a Track Chart showing the route flown to and from the target. The formation came into the target from the northwest and departed towards the south and then headed due west across western Germany and Netherlands to England.

4. The names and present status of the other crew members are as follows:

<u>Name</u>	<u>ASN</u>	<u>Crew Position</u>	<u>Present Status</u>	<u>Source</u>	<u>Date</u>
Fyler, Carl J.	0739443	Pilot	POW	US/1471	29 Feb 44
Ward, Robert C.	0800433	Co-pilot	POW	US/1356	4 Jan 44
Molnar, George	0797353	Nav.	POW	US/1356	4 Jan 44
Petrolino, James H.	0738862	Bomb.	POW	US/1356	4 Jan 44
Addison, Bill J.	13,064,855	Engn	POW	US/1669	13 May 44
Stanchowiak, Martin G	35,328,181	L Waist Gunner	POW	US/1442	12 Feb 44
Fisher, George C.	31,201,008	R Waist Gunner	Evac		1 Oct 44
(Fisher initially reported POW (wounded) by US/1442, 12 Feb 44)					
Sawicki, Joseph R.	10,601,180	Tail Gunner	KIA	US/1442	
(Two unknowns also reported as dead with Sawicki)					

5. Pertinent parts of confidential letter from the Adjutant General's Office to the Commanding General, European Theater of Operations, dated 1 September 1944 (file AG 201 O'Connell, Raymond B.), with inclosures are quoted as follows:

a. Paragraph 2 of basic communication.

"2. A letter dated 19 June 1944, to the mother of Sergeant O'Connell, from Sergeant John Grady, 32,457,318, 33rd Stn. Compl. Sqn., APO 557, contains the following statements concerning the status of this missing soldier:

"I'm sorry I haven't written you sooner - the reason being that I had been unable to get any kind of news on Ray. Believe me I tried - and it wasn't until today that I learned from a most reliable source that Ray is safe I don't know where he is - but I have been assured that he is safe It may still be months till you hear anything - don't know - The important thing is that he is safe I have been very careful, not to write you anything that was just hearsay. That is another reason I haven't written you sooner than this"

b. Sworn statement of Sergeant John J. Grady, 32,457,318, dated 13 September 1944.

"Finally, in June of 1944, after repeated inquiries from Mrs. O'Connell, I asked 2nd Lt. Fite, a flying control officer of a station complement squadron operating with the 303rd Bomb Group, whether he could secure any information regarding Sgt. O'Connell's situation. Several days later Lt. Fite phoned the control tower at this station and inasmuch as I was off duty and absent left the message that I could tell Sgt. O'Connell's mother that he was "safe" but that I was permitted to say nothing further. I then wrote Mrs. O'Connell that I didn't know where her son was but that I had been assured that he was safe.

"Several weeks later I saw Lt. Fite at our control tower and asked him how he had secured the information that Sgt. O'Connell was safe and he told me that he had gotten it through the Intelligence Section at his station. Both Lt. Fite and Sgt. O'Connell were assigned to the same station, that of the 303rd Bomb Group."

c. Sworn statement of Second Lieutenant Bodie G. Fite, dated 23 September 1944.

"On or about June 15, 1944 I inquired of the Intelligence Officer of the 303rd Bombardment Group (H) of the status of the crew of A/C 42-29498, Lt. Tyler pilot, which became missing on 29 November 1943 while on a mission to Bremen, Germany. The Intelligence Officer of the 303rd Bombardment Group (H) informed me that several members of Lt. Tyler's crew had been officially reported to be prisoners of war and that one member of the crew had been officially reported as: Killed in Action. I was further told that there was no report on four members of the crew of which Sgt. O'Connell, Raymond B., 52457080 was one that was not reported. The foregoing inquiry was made by me at the request of Sgt. Grady. I gave him the information and cautioned him that in any correspondence he might say no more than that there might yet be hope of hearing of Sgt. O'Connell inasmuch as official reports had been received regarding some members of this crew."

6. German List of American Dead number 20, compiled in Berlin and dated 16 March 1944, (filed in Office of the Provost Marshal General) shows that Staff Sergeant Sawicki was buried in grave number 329 while the two unknown crew members of the "Flying Fortress" shot down on 29 November 1943 were buried in grave number 330 of the Prisoner Cemetery at Vechta, Germany.

7. Vechta, Germany, is approximately 35 miles southwest of the target of Bremen, and 50 miles east of the Netherlands border. Vechta is near the route flown by the formation on the return trip from Bremen. That part of the Netherlands lying west of Vechta was under German occupation on the date the subject persons became missing in action and has been under their control up to the date of this review.

8. Staff Sergeant George C. Fisher, one of the crew members who was reported as a wounded prisoner of war and who was recently evacuated to the United States, has supplied the following answers to an E & E Casualty Questionnaire:

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

"Nov. 29, 1943 3:30 P. M. Bailed Out"

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

"On automatic control, wing surfaces gone, no horizontal stabilizers, was in a spin, but came out of it, and flew on automatic, engines faltering."

c. At approximately what altituded did you bail out?

"28,000 ft."

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

"9 parachutes were open below me.

"11 men in plane. Tail gunner (Sawicki) did not get out.

"Ball Gunner (Ford) - Not sure of.

"Pilot (Tyler), Co-pilot (Ward), Bombardier (Petroline), Navigator (Molnar), Engineer (Addison), Waist Gunner (Stachowiak), Radio operator (O'Donnell), Camera man (Egge), all were seen alive on the ground, after parachute."

e. What is your opinion as to the fate of the other crew-members and the reasons for your opinion?

"All are alive except tail gunner (Sawicki), and ball turret (Ford) whom I am not sure of."

9. Reports received from the Prisoner of War Information Bureau, PWCO, and the Memorial Division, OQMG, show that these agencies have no pertinent information concerning the status of these individuals since they became missing in action.

10. Examination of the AG 201 and the Casualty Branch files, and the enlisted records of the subject persons, fails to disclose any information pertaining to their disappearance not hereinbefore set forth.

11. No official report has been received in the War Department to indicate that any of these men have returned to duty, are prisoners of war or internees.

II. - CONCLUSIONS

1. The subject three enlisted men and eight other members of the 380th Bombardment Squadron, 303rd Bombardment Group, became missing in action 29 November 1943, when the B-17F "Flying Fortress" aircraft, in which they comprised the crew, failed to return from a bombing mission to Bremen, Germany.

2. The German Government has reported the names of seven members of this crew as prisoners of war and one as dead. Along with the name of the one dead they also reported two unidentified dead, who are believed to be two of the three subject enlisted men. Since these dead were reported as being buried at Vechta, Germany, which is located near the return route from Bremen, it is apparent that the subject aircraft was heading towards the Netherlands when shot down. Probably in the vicinity of Vechta.

3. The possibility that one of the three persons herein considered is still living seems favorable when it is considered that the repatriated member of this crew states that after parachuting from the damaged plane he saw two of the subject enlisted men alive on the ground, and that the Netherlands, where a strong "underground" is known to exist, was within fifty miles from the place where the plane is believed to have crashed.

4. In view of the foregoing facts and circumstances, and since it is not known which one of these three men may have reached the Netherlands, it is concluded that the persons whose status is herein considered may "reasonably be presumed to be living" within the meaning of Section 5, Public Law 490, as amended.

III. - RECOMMENDATION

It is recommended that the persons named in Part I, paragraph 2, above, be continued in a missing in action status, as of 30 November 1944 under

the provisions of Section 5, Public Law 490, 7 March 1942, as amended.

CLAUDE A. BUGG
Investigator
Status Review and
Determination Section

CONCURRED IN:

GARLIN MADON
Captain, A. G. D.
Status Review and
Determination Section

DANIEL P. POTNEY
Colonel, A. G. D.
Determination Section

APPROVED:

GEORGE F. HERBERE
Colonel, A. G. D.
Chief, Casualty Branch

Ford, Ray D. 6,988, 102
Staff Sergeant Air Corps
and two others

AG 704 - Missing (30 Nov 44)

REFERENCES

Confidential message number W 9068 from USSS London to AGWAR dated 6 December 1943, Casualty message number 858, CM-IN-4775 (9 Dec 43), Casualty Branch number 42001, File AG 704 (6 Dec 43).

Confidential Missing Air Crew Report number 1657 dated 1 December 1943, Filed in Headquarters Army Air Forces.

AG 704 - Dead (3 Sept 45)
S. A. & D No. 1652-A

3 September 1945

MEMORANDUM FOR: Chief, Casualty Branch

SUBJECT: Subsequent Review and Determination
of Status under the Missing Persons Act.

I - FACTS

1. The following named persons of the 300th Bombardment Squadron, 303rd Bombardment Group were officially reported missing in action, inflying pay status, in the European Area, A. of 29 November 1943:

<u>NAME</u>	<u>AGE</u>	<u>GRADE</u>
Ford, Roy D.	6,888,132	Staff Sergeant
Edge, Hellins Y. S.	27,419,375	Sergeant
O'Connell, Raymond B.	32,457,080	Sergeant

2. Pursuant to the authority conferred upon the Secretary of War by Section 5 of the Missing Persons Act and delegated to the Chief, Casualty Branch, AGO, the above named persons were continued in a missing in action status as of 30 November 1944. The facts and circumstances considered at the time of the initial review and determination of status of the above named persons are set forth in S. A. & D No. 1652; file reference; AG 704 Missing (25 Nov 44), and are incorporated herein by reference. Circumstances now warrant a subsequent review and determination of their status pursuant to the provisions of Section 5 of said Act.

3. Since the initial review and determination of status of the persons named in paragraph 1, above, no additional information concerning their disappearance or absence has been received in the War Department.

4. An examination of the files of these persons in Casualty Branch and Enlisted Branch, AGO, and the index in Prisoner of War Information Bureau, PWIC, does not reveal any further information relevant to this review.

II - CONCLUSIONS

In view of the facts and circumstances set forth in the initial review the lapse of approximately four months since the cessation of the hostilities

L. P. & D. No. 1945-4

in Europe, and the fact that no report indicating that he is alive has been received in the War Department during the twenty-one months, which have elapsed since the inception of the subject person's missing in action status, it is concluded that they may not "reasonably be presumed to be living" within the meaning of Section 5 of the Missing Persons Act.

III - RECOMMENDATION

It is recommended that findings of death be made under the provisions of Section 5 of the Missing Persons Act, in the cases of the persons named in paragraph 1, Part I, above, and that these findings show the presumed date of death in each case to be 3 September 1945.

Investigator

Captain AGD

RECOMMENDED BY:

APPROVED:

JOHN T. JONES
Lieutenant Colonel, AGD
Officer in Charge
Status Review and
Information Section

GEORGE F. HUBERT
Colonel, AGD
Chief, Casualty Branch

Statement of Sgt. John J. Grady, 32457318, 33rd Station Complement Squadron, APO 557, U. S. Army.

Until May, 1944, I resided at 4A Dwight Street, Jersey City, N. J. Sgt Raymond B. O'Connell was a friend and neighbor of mine residing at 4 Dwight Street, Jersey City, N. J. Upon Sgt. O'Connell's arrival in the European Theater of Operations he got in touch with me and we spent a number of our passes together.

Some time in December, 1943, I phoned the orderly room of the 360th Bomb Squadron, 303rd Bomb Group, Sgt. O'Connell's unit, to arrange another appointment with him, but was told that he was missing in action. Approximately three or four weeks later I received a letter from Sgt. O'Connell's mother, Mrs. Mildred O'Connell, stating that she had received notice from the War Department that her son was missing in action and asking me whether I could give her any further information regarding her son. I replied trying to reassure and console her, stating that her son was probably all right and not to give up faith. Subsequently I received another letter from Mrs. O'Connell asking me whether I could give her any additional information about her son. I continued to answer her letters but told her nothing further about her son's whereabouts or condition.

Finally, in June of 1944, after repeated inquiries from Mrs. O'Connell I asked 2nd Lt. Fite, a flying control officer of a station complement squadron operating with the 303rd Bomb Group, whether he could secure any information regarding Sgt. O'Connell's situation. Several days later Lt. Fite phoned the control tower at this station and inasmuch as I was off duty and absent left the message that I could tell Sgt. O'Connell's mother that he was "saf" but that I was permitted to say nothing further. I then wrote Mrs. O'Connell that I didn't know where her son was but that I had been assured that he was safe.

Several weeks later I saw Lt. Fite at our control tower and asked him how he had secured the information that Sgt. O'Connell was safe and he told me that he had gotten it through the Intelligence Section at his station. Both Lt. Fite and Sgt O'Connell were assigned to the same station, that of the 303rd Bomb Group.

I swear that the above statement is true to the best of my knowledge, information and beliefs.

JOHN J. GRADY 32457318
Sgt., Air Corps

Sworn to before me this 18th day of September 1944 at APO 557 U S Army

JOHN D. HERBERT
1st Lt., Air Corps
Actg. Personnel Officer

3RD STATION COMPLEMENT SQUADRON
AAF STATION 107 - APO 567
U S ARMY

23 September 1944.

Statement of 2nd Lt. Bodie G. Fite - 3rd Station Complement
Squadron - A.A.F. Station 107

On or about June 15, 1944 I inquired of the Intelligence Officer of the 303rd Bombardment Group (H) of the status of the crew of A/C 42-29498, Lt. Fyler pilot, which became missing on 29 November 1943 while on a mission to Bremen Germany. The Intelligence Officer of the 303rd Bombardment Group (H) informed me that several members of Lt. Fyler's crew had been officially reported to be prisoners of war and that one member of the crew had been officially reported as: Killed in Action. I was further told that there was no report on four members of the crew of which Sgt. O'Connell, Raymond B. 32457080 was one that was not reported. The foregoing inquiry was made by me at the request of Sgt. Grady. I gave him the information and cautioned him that in any correspondence he might say no more than that there might be hope yet of hearing of Sgt. O'Connell inasmuch as official reports had been received regarding some members of this crew. I swear that the above statement is true to the best of my knowledge, information and belief.

BODIE G. FITE
2nd Lt., A. C.

Sworn to before me this 23rd day of September 1944.

FRANK J. DOHERTY
Major, A. C.
Adjutant.

CASUALTY QUESTIONNAIRE

- A
D
1. Your name CARL J. FYLER Rank CAPT. Serial No. O-730443
 2. Organization 303d Gp Commander Stevens Rank col. Sqn CO Schuler Rank Maj.
(full name) (full name)
 3. What year 1945 month Nov. day 29 did you go down?
 4. What was the mission, Bombing, target, Bremen, Germany, target time, 14:00, altitude, 24,000 route scheduled, yes
route flown yes
 5. Where were you when you left formation? On the bomb run over Bremen.
 6. Did you bail out? Just beyond Bremen, at 1,500 feet.
 7. Did other members of crew bail out? All, except the tail gunner. (I am not positive. out from other crew members I have the above report. You see we were horribly shot up, and with out interphone.
 8. Tell all you know about when, where, how each person in your aircraft for whom no individual questionnaire is attached bailed out. A crew list is attached. Please give facts. If you don't know, say: "No Knowledge". The navigator and co-pilot were the first to bail out at about 18,000 feet. (The navigator was wounded in the back, and was taken to Delmenhorst, from outskirts of Bremen after bail out. The co-pilot, lost a eye, above same. Engineer bailed out about 15,000: was wounded in leg-badly. was taken prisoner very near (cont
 9. Where did your aircraft strike the ground? About 5 miles east of ~~the~~ ^{Delmenhorst, Germany} over ~~the~~
 10. What members of your crew were in the aircraft when it struck the ground? (Should cross check with 8 above and individual questionnaires) The Germans informed me that one man was in the plane. That I believe to be the tail gunner. The waist gunners report on the ground later, that he had an arm shot off, and body wounds, and would no
 11. Where were they in aircraft? yes
 12. What was their condition? His condition must have been pretty bad for him not to want to jump.
 13. When, where, and in what condition did you last see any members not already described above?

 14. Please give any similar information on personnel of any other crew of which you have knowledge. Indicate source of information. When I was taken prisoner the Germans had a B-24 tail gunner who had serious head wounds, that I dressed as best possible. And the engineer from the same crew. They were shot down the same afternoon. The engineer was OK but I doubt if the B-24 tail gunner lived. As he had fallen in his tail turret many thousand feet without a chance to jump. We were together in a prison in Bremen Germany - they went down same time as I did. 14:00 Nov. 29 1945.

(Any additional information may be written on the back)

Engineer---cont.

This man was taken prisoner near Bremen. Also the two waist gunners had head wounds, and broken arms, and bailed out about 10,000 feet. Were taken prisoner between Bremen and Delmenhorst, Germany.

The bombardier did not leave the ship till just before I did. I believe that he jumped about 4,000 feet---did not appear to be wounded.

I left the ship, on fire and out of control at about 1,500 feet. was taken prisoner just west of Bremen, and was taken to Delmenhorst that evening.

INDIVIDUAL CASUALTY QUESTIONNAIRE

File 1697

Name of crew member: **Ray D.**

Rank: **S/Sgt.**

Serial number: **62222**

Position: Crew (Bomber) **Engineer/Engineer** **Engineer Bill Forrest Cannon**

Did he bail out? I have no knowledge of RAY D. FORD

Where? _____

If not, why not? _____

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

Was he injured? _____

Where was he when last seen? _____

Any hearsay information: _____

Source: _____

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

Total number of missions of above crew member: _____

Dates and destinations if possible: _____

INDIVIDUAL CASUALTY QUESTIONNAIRE

File 1657

Name of crew member: **SAWICKI Joseph R.**
Rank: **S/Sgt.**
Serial number: **10601180**
Position: Crew (Bomber) ~~Asst. Radio Oper.~~ **Asst. Radio Oper. Tail Gunner**

Did he bail out? I HAVE NO KNOWLEDGE OF J.R. SAWICKI

Where? _____

If not, why not? _____

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

Was he injured? _____

Where was he when last seen? _____

Any hearsay information: _____

Source: _____

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

Total number of missions of above crew member: _____

Dates and destinations if possible: _____

INDIVIDUAL CASUALTY QUESTIONNAIRE

Name of crew member: **O'CONNELL Raymond B.**
Rank: **Sgt.**
Serial number: **32157030**
Position: Crew (Bomber) ~~Radio Operator~~ **Radio Operator Radio Gunner**

Did he bail out? I HAVE NO KNOWLEDGE OF R.B. O'CONNELL

Where? _____

If not, why not? _____

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

Was he injured? _____

Where was he when last seen? _____

Any hearsay information: _____

Source: _____

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

Total number of missions of above crew member: _____

Dates and destinations if possible: _____

INDIVIDUAL CASUALTY QUESTIONNAIRE

File 1697

Name of crew member: **EGGE Mellins P.E.**
Rank: **Sgt.**
Serial number: **37419389**
Position: Crew (Bomber) ~~and Navigator (Navigator)~~: **Photographer**

Did he bail out? I have no knowledge of N.P. EGGE

Where? _____

If not, why not? _____

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

Was he injured? _____

Where was he when last seen? _____

Any hearsay information: _____

Source: _____

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

Total number of missions of above crew member: _____

Dates and destinations if possible: _____

CASUALTY QUESTIONNAIRE

1. Your name JAMES S. PETROLINA Rank 1st Lt Serial No. 0-738662
2. Organization 303 Bldg Commander WALTER SHAFER Rank 1st Lt Sqn CO - Rank -
(full name) (full name)
3. What year 1947 month NOV day 29 did you go down?
4. What was the mission, 12th, target, BREMEN, target time, UNKNOWN, altitude, UNKNOWN route scheduled, UNKNOWN, route flown UNKNOWN
5. Where were you when you left formation? _____
6. Did you bail out? OVER outskirts of BREMEN
7. Did other members of crew bail out? SOME I know of others unknown
8. Tell all you know about when, where, how each person in your aircraft for whom no individual questionnaire is attached bailed out. A crew list is attached. Please give facts. If you don't know, say: "No Knowledge". No Knowledge
9. Where did your aircraft strike the ground? UNKNOWN
10. What members of your crew were in the aircraft when it struck the ground? (Should cross check with 8 above and individual questionnaires) No Knowledge
11. Where were they in aircraft? No Knowledge
12. What was their condition? No Knowledge
13. When, where, and in what condition did you last see any members not already described above? No Knowledge
14. Please give any similar information on personnel of any other crew of which you have knowledge. Indicate source of information. No Knowledge

(Any additional information may be written on the back)

INDIVIDUAL CASUALTY QUESTIONNAIRE

File 1677

Name of crew member: SAWICKI Joseph R.
 Rank: S/SGT.
 Serial number: 20401160
 Position: Crew (Bomber) ~~...~~ Asst. Radio Oper. Tail Gunner

Did he bail out? I do not believe that he did, nor did he want to.

Where? _____

If not, why not? He had his left arm shot off at the shoulder, and body wounds.

Last contact or conversation just prior to or at time of loss of plane: Sawicki talked to the two waist gunners, as he put their chutes on, and pushed them out the escape hatch. (They were incapable of helping themselves) But Sawicki did not want to jump. --- But he is the greatest hero I know.

Was he injured? Yes, lost left arm at shoulder, and had terrible body wounds.

Where was he when last seen? In the waist compartment helping the two gunners.

Any hearsay information: Sawicki had his left arm shot off, and had bad body wounds: But he realized we were going down, so he crawled to the waist and helped the two waist gunners that had broken arms and who were incapable of helping themselves. He placed the chutes on these men and pushed them out the hatch: (But he would not himself jump, or could not, I really

do not know why he did not leave the ship: Where I was I had no possible way of knowing what happened to him back there.

Source: S/Sgt. Fisher, and S/Sgt. Stechowiak.

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

Then the crash of the plane, along with his terrible wounds; he

died; in the plane.

Total number of missions of above crew member: R.A.F. is unknown but he had received legion of merit from Polish Gov. And he had about 12 missions
 Dates and destinations if possible: with the USAAF.

(Unknown)

When I was in France, I wrote this man up for the Congressional Medal, for his brave heroic actions. Please see that something is done.

C. F. 1er. cont. A.C.

C. J. Fyles.

Photostat copy forwarded to D + A Branch

19 June 47 Eum

INDIVIDUAL CASUALTY QUESTIONNAIRE

File 1657

Name of crew member: FORD Ray D.
 Rank: S/Sgt.
 Serial number: 6888102
 Position: Crew (Bomber) ~~no flight instructor~~ Gunner Ball Turret Gunner

Did he bail out? (I do not know) The waist gunner reports that he was with Ford on the ground, in a ~~burn~~ burn near Bremen. Ford escaped, and was killed that evening.
 Where? _____

If not, why not? _____

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

The interphone went soon after we were hit by the flak, and 14 fighters.

Was he injured? _____

Where was he when last seen? By S/sgt. G. Fisher in Bremen.

Any hearsay information: S/sgt. G. Fisher, said that Ford was with him in a burn near, or in Bremen. After dark, Ford left Fisher and was killed

in the attempt to escape. I believe that civilians and military personnel were responsible for his death.

Source: S/sgt. G. Fisher told S/sgt. Stachowiak, and T/sgt. B. Addison during one of his periods of memory-----he had a head injury.
 Any explanation of his fate based in part or wholly on supposition: _____

(Given above.) Civilians, police, and the soldiers from the flak battery, probably killed him as he tried to evade capture.

Total number of missions of above crew member: ~~I believe that it was his 25th~~

Dates and destinations if possible: we had flown with another crew several times: but I can remember hearing him say that that was his last mission,

No. 25.

INDIVIDUAL CASUALTY QUESTIONNAIRE

File 1657

Name of crew member: **WAGGE Neilins P. S.**
 Rank: **Sgt.**
 Serial number: **37419389**
 Position: Crew (Bomber) ~~XXXXXXXXXXXXXXX~~: **Photographer**

Did he bail out? ~~I believe that he did.~~

Where? _____

If not, why not? _____

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

Was he injured? No, by reports.

Where was he when last seen? ~~In a barn near Bremen Germany, by S/Sgt Fisher~~

Any hearsay information: S /S gt. G. Fisher said that he ~~g/s~~ saw this man in a barn near or in Bremen, Germany. About evening this man tried

to evade capture; but was killed by civilians and military personnel of that area.

Also the Lt. Dr. Haas that interrogated me at Das Jag Luft. Asked about the passenger that I carried---if he was a paratrooper--so the ~~scope of~~ above might not be true. The report above is from Geo. Fisher.

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

Unknown.

Total number of missions of above crew member: Do not know but suppose it is

Dates and destinations if possible: _____

INDIVIDUAL CASUALTY QUESTIONNAIRE

Name of crew member: ~~XXXXXXXX~~ Edward B.
 Rank: ~~XXXX~~
 Serial number: ~~XXXXXX~~
 Position: Crew (Bomber) ~~XXXXXXXXXXXXXXXXXXXX~~ Radio Operator Radio Officer

Did he bail out? I believe that he did.

Where? _____

If not, why not? _____

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

Was he injured? no, if reports are right.

Where was he when last seen? In a barn near Bremen, Germany.

Any hearsay information: S/Sgt. G. Fisher, said that he was with this man in a barn, in or near Bremen. Then about dark this man tried to evade capture, and was killed by the civilians, and the military personnel of that area.

Source: S/Sgt. G. Fisher and S/pt. Stachowick.

Any explanation of his fate based in part or wholly on supposition: Wien-bowe.

Total number of missions of above crew member: No. 5d.

Dates and destinations if possible: _____

Swainfurt, Germany Aug. 17, 1943 was his first trip. after which he made several with other crews.

TELETYPE FORM

MESSAGE - MESSAGE

-CORRECTION-

NAME OF DISTRICT-RESERVE WRITER:

ACCEPTED:

DELIVERED:

RECEIVED:

DATE:

TIME:

TO:

DATE: 4 November 1943

THROUGH:

TIME: 1535

BY:

FROM: GIB

THROUGH: *Chicago*

29 Nov 43

*APP report in
plane
Perryman
29 Nov 43
GIB*

REMARKS:

1. IFRM sent 28 5 November 1943, 1745 ZCZC
to Air Marshal General II, 15 Bombay
communicated to Air Marshal General II, 15 Bombay
before 07 Bombay 01-6 - Rec.
John G I with Sherwood

In refer to 1 (1-43) 27472
Regarding recovery of enemy aircraft
The below with a return

- 1. 29 November 1943 about 1500 hrs.
- 2. Report (1 serial)
- 3. Return
- 4. Report
- 5. Return
- 6. 1 to Chicago, 29000 1.
- 7. 1-43
- 8. W. J. Bergman

*Return
to Mac
1/29/43*

*See
P*

Approved: General I G/II Techn. Serv. USA

12796 (small return 25-11-43)
in further information.