

USAAF Mission #63: Bremen & Kiel

Sunday – June 13, 1943

June 13th, 1943 is a Sunday – Whit Sunday. Two days ago, the 8th USAAF had flown a mission against the city and port of Wilhelmshaven in northern Germany. This morning, the targets of the men in their B-17s are the U-Boat Yards in Bremen and Kiel. And they are met by the pilots of the Luftwaffe. Here is their story.

written by **Andreas Zapf**





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Introduction

For many years, the study of the history of aerial combat in World War II in general and the history of the German *Luftwaffe* in particular is almost "family tradition". It is an interest not driven by ideological or political views but by interest in the men, the technology and the historic events in general.

Looking back from my vantage point in history, distance is to be kept – my interest is in the history as such, not in taking sides or judging men, whichever side they had been fighting for. To me, they are the same – young men fighting a terrible war – when they are hurt, they all are bleeding their blood. When they are killed, they all have family and friends mourning. And when they had lost their life, they all had lost it far too early – they have all been robbed of their dreams, their hopes, their future...

This Mission Overview has been sparked by a forum post on a German internet forum: someone who had been an eyewitness to the events "from the ground" was curious about what he had been seeing on that day, almost 70 years ago – he wanted to know "*What happened?*"

While getting into my research, I came across people on an American internet forum – they have been searching for answers as well because on that day, they have lost members of their family and they are still looking to answer the question "*What happened?*"

As with any research, time has been covering up for many facts – documents are lost or buried, people being part of the events have died and those that live recall the events from so long ago with detail but not always with accuracy. Books have been written and others have been writing their own stories by taking information from these books, changing or accidentally falsifying it.

At the end of the day, I have compiled the information I was able to retrieve in the best possible way – yes, this summary is incomplete. Yes, it may have its own errors and mistakes. And yes, it also contains personal conclusions... no matter how careful one is, it is still written by man.

If there are any items you would like to discuss, correct or have additional information to – please do not hesitate to contact me (use <http://www.chronicles-of-the-luftwaffe.de>). I am happy to adjust and amend information as I receive new insights. But don't blame me if something is not the way *you* would have done it – you always have the opportunity to write your own story ☺.

Andreas Zapf

"Those who cannot remember the past are condemned to repeat it"
([George Santayana](#))



Acknowledgements

This work would not have been possible without some “helping hands” that provided input, support and encouragement. To name a few – in no particular order:

- **Manfred Boehme** for providing me the flight log of Helmut Lennartz, documenting the mission of June 13, 1943.
- **Dr. Theo Boiten** for providing input on the losses of two B-17 and for additional information on “Shackeroo!”.
- **Lewis and Myca Christensen** from Dayton, Ohio, for invaluable input and documentation on the 305th Bombardment Group. Their input allowed for most of the writing on the 1st Bombardment Wing.
- **Dequindre McGlaun**, Bombardier on “Shackeroo!” and his daughter, **Jan McGlaun Caves**, for the account on the mission and the information on Arvid Dahl. Their input was a great help in writing up the events around the losses of “Shackeroo!” and “Visiting Fireman”!
- **Robert B. Woods** for feedback, corrections, and input on the fate of 42-30164.
- **Dr. Uwe Kühnapfel** from Karlsruhe, Germany, for general encouragement and input on the losses of the Luftwaffe.
- My father – **Jürgen Zapf** – for support, encouragement and access to his library. Without him, I might have never had the interest in the first place nor would I have had access to the detailed information he has gathered over the past decades.

Literature & Sources

The following list provides an overview of the books, the sources and internet sites that have been used during the research for this Mission Overview.

ID	Author	Title	Year	ISBN
FREEMAN-1	Freeman, Roger	Airfields of the Eighth – Then and Now	1978	0900913096
FREEMAN-2	Freeman, Roger	Mighty Eighth War Diary	1981	978-0531037355
FREEMAN-3	Freeman, Roger	The Mighty Eighth	1986	1854090356
PRIEN-1	Prien, Jochen	Jagdgeschwader 1 und 11, Part 1	1993	978-3923457212
PRIEN-2	Prien, Jochen Stemmer, Gerhard Rodeike, Peter Bock, Winfried	Die Jagdfliegerverbände der Luftwaffe 1934 – 1945, Part 10 / Volume I	2007	978-3923457830
PRIEN-3	Prien, Jochen Stemmer, Gerhard Rodeike, Peter Bock, Winfried	Die Jagdfliegerverbände der Luftwaffe 1934 – 1945, Part 10 / Volume II	2008	978-3923457854
PRIEN-4	Prien, Jochen Stemmer, Gerhard Rodeike, Peter Bock, Winfried	Die Jagdfliegerverbände der Luftwaffe 1934 – 1945, Part 10 / Volume III	2009	978-3923457892
USAAF-1	USAAF	Bomber Command Narrative of Operations – Mission No. 63	1943	n/a
ZAPF-1	Zapf, Jürgen	Flugplätze der Luftwaffe 1934 – 1945, Volume 6	2008	978-3866190320
ZAPF-2	Zapf, Jürgen	Flugplätze der Luftwaffe 1934 – 1945, Volume 7	2011	978-3866190641
INET-1	Internet	http://forum.armyairforces.com/		
INET-2	Internet	http://www.forum-der-wehrmacht.de/		

Throughout the Mission Overview, references are made to particular pages in these books and sources. Wherever possible, the ID is used incl. the page number where applicable, to make references easier.



8th USAAF Mission #63: Bremen & Kiel

Allied Units in Action¹

The targets of the 8th USAAF are *Bremen* and *Kiel* this morning. In an attempt to scatter the German defense forces, the 1st Bombardment Wing receives *Bremen* as the designated target; the 4th Bombardment Wing is heading towards *Kiel*.

From their bases in south-eastern England, the B-17s of the 1st are starting from *Bassingbourn* (91st Bombardment Group), *Alconbury* (92nd BG), *Molesworth* (303rd BG), *Chelveston* (305th BG), *Polebrook* (351st BG), and *Kimbolton* (379th BG). Altogether, the 1st BW is taking 151 B-17F to the skies, 122 of which will be reaching the designated target area. The 8th USAAF War Diary² provides the following records on the flight:

	Dispatched	Eff.	Target	Bombs	Claims			Losses		Dam.	Aircrew Members			
					D	CD	Dam.	MIA	E		KIA	WIA	MIA	
1 st BW			Bremen U.Y. (P)	1015 x 500 GP (P)										
B-17F	91 BG	21	17	(102 a/c)	202 x 500 GP (T/O)	0	0	1	0		0	1	0	
	92 BG	17	16	T/Os		1	0	0	0		0	2	0	
	303 BG	27	24	(20 a/c)		0	0	0	0		0	0	0	
	305 BG	24	15			0	0	0	1		0	2	10	
	306 BG	28	28			0	1	0	1		0	3	10	
	351 BG	21	12			1	1	0	2		0	0	12	
	379 BG	13 ³	10			0	0	0	0		0	0	0	
Totals	151	122				2	2	1	4		0	8	32	

The aircraft of the 4th Bombardment Wing – involving the 94th, 95th, and 96th Bombardment Group – are taking off from *Earls Colne*, *Framlingham*, and *Snetterton Heath*. The entire setup this morning is reflected in the 8th USAAF Operations Diary:

	Dispatched	Eff.	Target	Bombs	Claims			Losses		Dam.	Aircrew Members		
					D	CD	Dam.	MIA	E		KIA	WIA	MIA
4 th BW			Kiel U.Y (P)	399 x 500 GP (P)									
B-17F	94 BG	26	22	(44 a/c)	79 x 500 GP (T/O)	8	2	3	9		1	9	80
	95 BG	26	24	T/O – Kiel P.A.		16	3	4	10	1	0	2	103
	96 BG	24	14	(16 a/c)		15	0	7	3		2	9	30
Totals	76	60				39	5	14	22	1	23	3	213

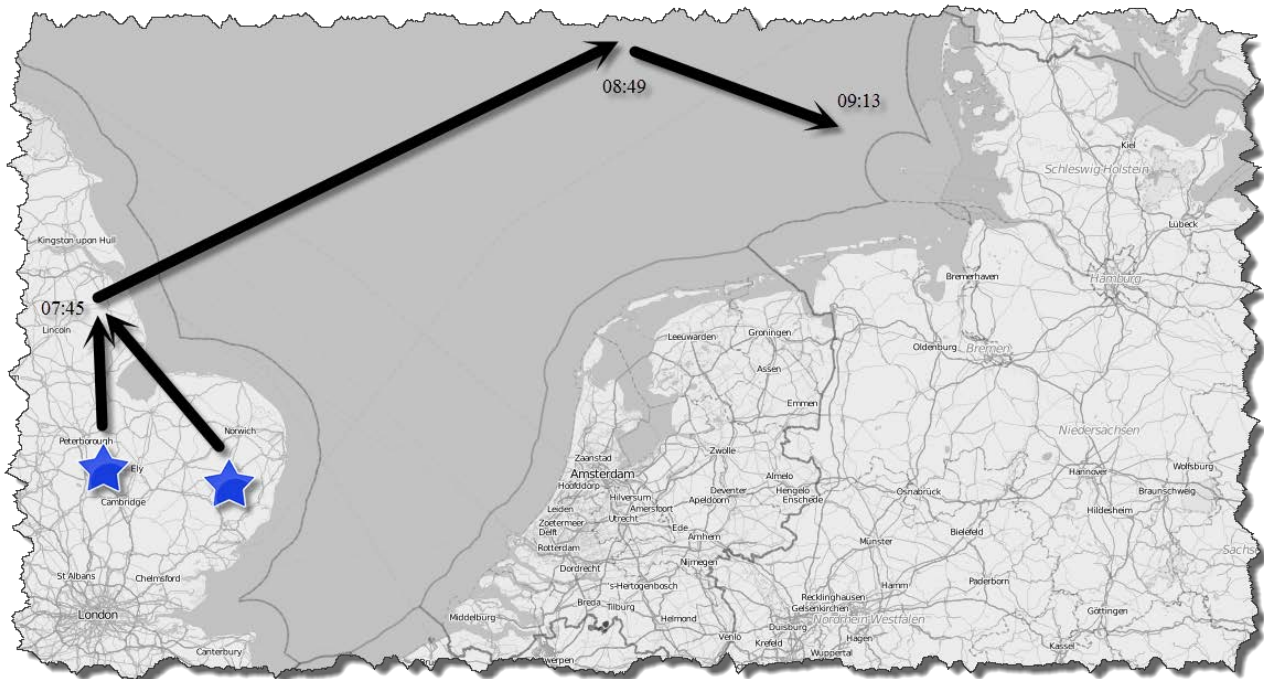
¹ FREEMAN-1

² FREEMAN-2

³ USAAF-1 indicates the 379th BG dispatched 14 aircraft, not 13.



In case of the 305th BG, the post-mission report indicates that the take-off time for the group was just after **0630** and the assembly point for the formation was probably over the airbase of *Thurleigh*, about 25 Miles (40 Kilometers) west of *Cambridge*. After formation has been established, the bomber force is moving to the north-east, heading 47° to the city of *March*, then onto a course of 353° to meet Waypoint No. 4 at 50°32'N 00°05'W where they are due at **0745**.⁴



After leaving the English coast, the formation is turning east, 66° and is climbing to 14.000 ft., later to 26.000 ft. By **0913**, the units of the 1st Bombardment Wing are reaching a point just 25 Miles (40 Kilometers) north-west of the island of *Helgoland*. By that time, their fellow comrades of the 4th Bombardment Wing are probably 20 Minutes ahead of them – further into enemy territory. And into trouble...

⁴ USAAF-1



German Units in Action

The Luftwaffe side of operations is seeing six Jagdgruppen in action this morning – their airfields scattered all across north-western Germany and the Netherlands:

- the I./JG 1 located in *Amsterdam*,
- the I./JG 11 (from *Husum*), II./JG 11 (from *Jever*), and III./JG 11 (from *Neumünster*),
- the III./JG 26 located in *Nordholz*, and
- the III./JG 54 located in *Oldenburg*

Additionally, the following units are also part of the developing aerial battle with at least parts of their aircraft:

- Jagdstaffel (Jasta) Helgoland (stationed in the island of *Helgoland* itself),
- Nachtjagdgeschwader 3 (NJG 3) and
- Erprobungskommando 25 (EKdo 25) in *Wittmund*.

The hopes of the 8th USAAF to scatter the German defenses by attacking the targets in *Bremen* and *Kiel* simultaneously are in vain – the Luftwaffe this morning concentrates on the men and aircraft of the 4th Bombardment Wing going to *Kiel* – their friends from the 1st Bombardment Wing will go to *Bremen* and back home almost unchallenged.

The first Luftwaffe fighters to start are the Focke-Wulf Fw 190 of I./JG 11 in *Husum* – they are airborne by **0854**. And so are the Bf 109 G of II./JG 11 in *Jever*. Just a minute later, the Bf 109 of III./JG 54 scramble in *Oldenburg*.

These forces are joined by the Bf 109 G of III./JG 11 from *Neumünster* (**0900**) and the Bf 109 T of Jasta Helgoland (**0903**). The III./JG 26 must have been airborne by then – it is mentioned to have scrambled “around **0850**”.

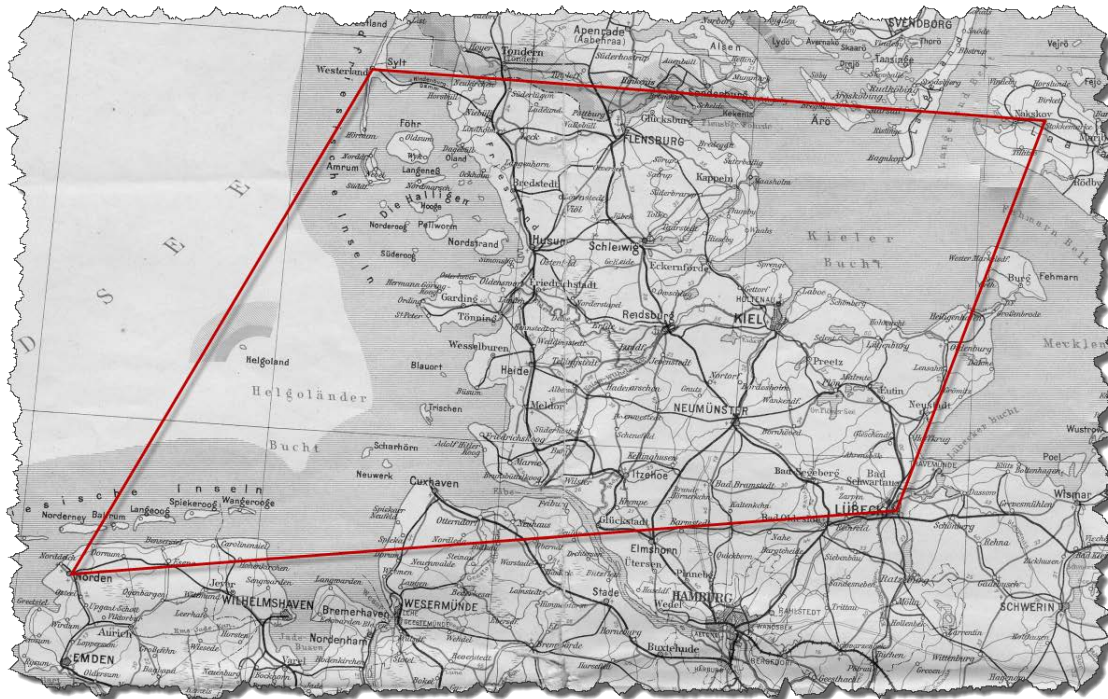
Wing	Group	Airfield	Aircraft	Scramble	Dispatched	Claims		Losses A/C		Aircrew		
						Dest.	Dam.	Dest.	Dam.	KIA	WIA	MIA
JG 1	I.	Amsterdam	Fw 190 A-4 (?)	0935		4						
JG 11	I.	Husum	Fw 190	0854	22	2		2				1
	II.	Jever	Bf 109 G	0854		8		1			1	
	III.	Neumünster	Bf 109 G	0900	15							
JG 26	III.	Nordholz	Bf 109 G-6	0850	32	5		1			1	
JG 54	III.	Oldenburg	Bf 109 G-4	0855		6		2	1			
			Bf 109 G-6									
Jasta Helgoland		Helgoland-Düne	Bf 109 T	0903	4	1		1	1			2
NJG 3		Vechta or Bad Zwischenahn ⁵	Bf-110 poss. Ju 88C		5	2						
EKdo 25		Wittmund	Fw 190 A-5	0935	4(?)	1						
Total					163	29		7	2	1	3	1

⁵ ZAPF-2, Page. 44



Through the Luftwaffe Eyes

From the distance, the events that now unfold seem to make up for one large aerial battle – the bombers of the Mighty Eighth against a large force of German Messerschmitt and Focke-Wulf. The battle ground: the skies over northern Germany – the edges marked by the city of *Norden*, the city of *Lübeck*, the Danish island of *Lolland* and the island of *Sylt*.



However, this is not the complete picture – the intense fighting drags on and the B-17s are continuously attacked by the various Luftwaffe units almost until they are reaching the English coast again.

To make things a bit easier to follow, the order of events is now organized by the Luftwaffe Units engaging the Flying Fortresses.



Jagdstaffel (Jasta) Helgoland

This morning, four Messerschmitt Bf 109 T of Jasta Helgoland are involved in the fighting – they have scrambled from the small airfield at *Helgoland Düne* shortly after **0900** and followed the bombers of the 4th Bombardment Wing eastward. They are not the first to make contact with the B-17s – but they are the first to score an aerial victory this morning⁶:

Date	Time	Unit	Pilot	Victory	Aircraft	Location
June 13, 1943	0925	Jasta Helgoland (10./JG 11)	Uffz. Ewald Herhold	2.	B-17F	05 Ost / 95 / 8 / 7 / 6 at 7.000m7

But the defensive fire of the B-17 also takes its toll on the aircraft of Jasta Helgoland: two of the four Bf 109 T are hit^{8,9}:

Date	Unit	Pilot	Fate	Reason for Loss	A/C Type	WNr.	A/C Marking
June 13, 1943	Jasta Helgoland (10./JG 11)	Uffz. Ewald Herhold	Injured	Return fire of B-17 near Neumünster. Pilot bails out, injured. (100%)	Bf 109 T-2	7766	Green 4 + I
June 13, 1943	Jasta Helgoland (10./JG 11)	Fw. Erich Carius	Injured	Return fire of B-17, forced landing on the island of Föhr. (40%)	Bf 109 T-2	7769	

The map marks the locations – the red X is the claimed B-17 as reported by the coordinates. The two black X are the loss locations of the Bf 109.



⁶ PRIEN-4, Page 49

⁷ PRIEN-4, Page 61

⁸ PRIEN-4, Page 61

⁹ Dr. Uwe Kühnapfel, Karlsruhe



The III./JG 26

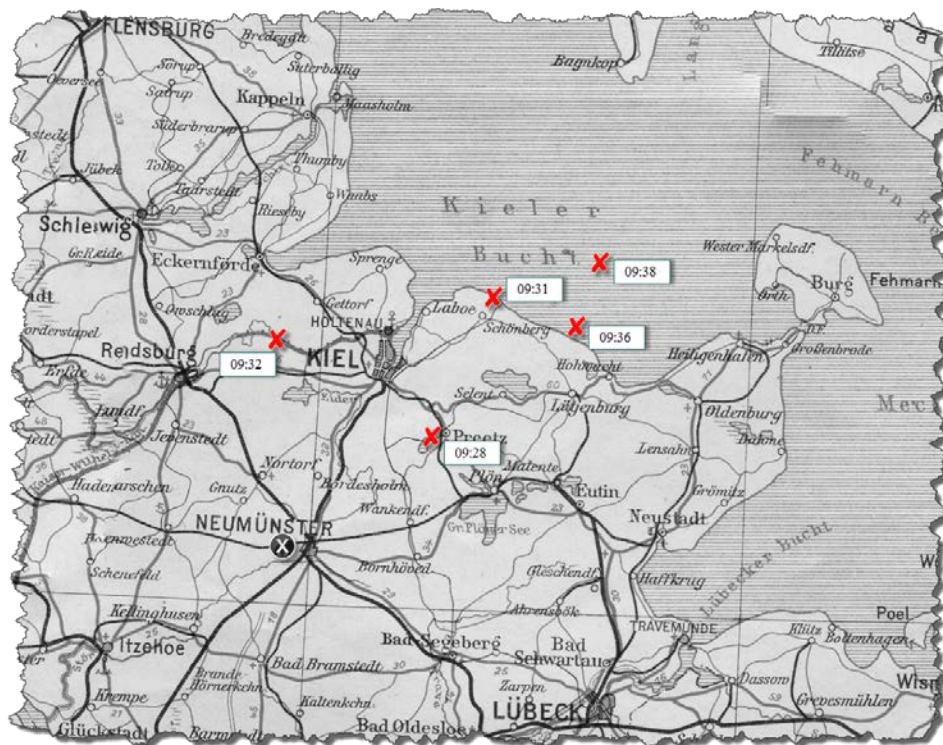
The III./JG 26 is the first group to attack the aircraft of the 4th Bombardment Wing this morning. Flying Messerschmitt Bf 109 G-6, the Gruppe scrambles 32 aircraft in *Nordholz*. They are guided to intercept the approaching bombers and make contact with a group of B-17 over the city of *Neumünster* around 09:20¹⁰.

Within the next 25 minutes – until 09:45 – the Gruppe flies several attacks on the B-17s and claims 5 victories – all are falling to the 9./JG 26¹¹:

Date	Time	Unit	Pilot	Victory	Aircraft	Location
June 13, 1943	0928	9./JG 26	Fw. Alfred Niese	4.	B-17F	9 km south-southeast of Kiel at 8,000m.
June 13, 1943	0931	9./JG 26	Lt. Melchior Kestel	3.	B-17F	Near Schönberg.
June 13, 1943	0932	9./JG 26	Uffz. Walter Holl	2.	B-17F	Königsförde at 7,500m. (Another source gives 0924 as the time for this claim)
June 13, 1943	0936	9./JG 26	Uffz. Günther Steinberg	1.	B-17F	12 km north-northeast of the Selenter See (Lake Selent)
June 13, 1943	0938	9./JG 26	Ofw. Hans Erbskorn	1.	B-17F (HSS)	18 km north of Lütjenburg at 8.000m

Again, the battle is not without losses for the Luftwaffe¹²:

Date	Unit	Pilot	Fate	Reason for Loss	A/C Type	WNr.	A/C Marking
June 13, 1943	Stab III./JG 26	Hptm. Kurt Ruppert	Killed	Return fire of B-17 at Wasbeck near Neumünster. Pilot bails out but fails to make a safe landing. (100%)	Bf 109 G-6	16 425	<< +1



¹⁰ PRIEN-4, Page 102

¹¹ PRIEN-4, Page 136

¹² Dr. Uwe Kühnapfel, Karlsruhe



The III./JG 54

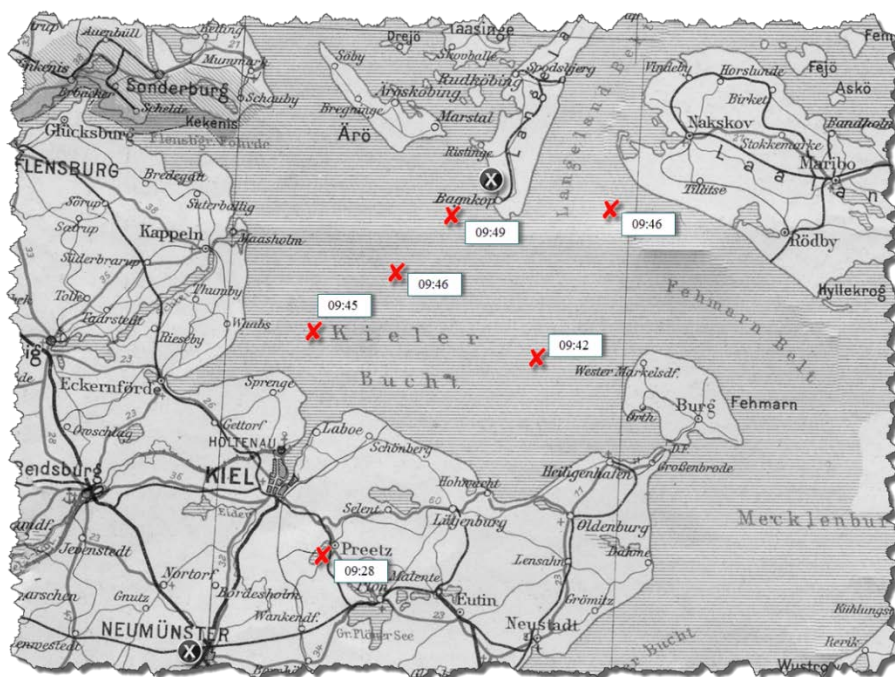
Scrambled in *Oldenburg* around **0855**, the III./JG 54 has a rather long way to the battle grounds – they are making contact with the B-17s heading for Kiel around **0930**. The group, flying Messerschmitt Bf 109 G-4 and G-6 claims a total of 7 B-17 shot down – only 6 of them are confirmed later¹³:

Date	Time	Unit	Pilot	Victory	Aircraft	Location
June 13, 1943	0930	Stab III./JG 54	Hptm. Siegfried Schnell	78.	B-17F	Preetz, sout-east of Kiel at 7,000 m
June 13, 1943	0942	8./JG 54	Uffz. Horst Sack	2.	B-17F	35 km east of Kiel at 6,700m
June 13, 1943	0945	9./JG 54	Uffz. Albert Elte	1.	B-17F	15 Ost S /SA-8/2 at 6,500m
June 13, 1943	0946	9./JG 54	Gefr. Rudi Wohlfahrt	1.	B-17F	15 Ost S / SB-3/3 at 8,000m
June 13, 1943	0946	8./JG 54	Fw. Hans Herrman	6.	B-17F	15 Ost S / SA-3 at 6,500m
June 13, 1943	0949	8./JG 54	Lt. Walter Brock	1.	B-17F	15 Ost S / SB-1 at 3,000m.
		7./JG 54	Uffz. Albert Pfeifer		B-17F	Claim is not recognized.

The Gruppe is losing three Bf 109 this morning – all three pilots survive^{14,15}:

Date	Unit	Pilot	Fate	Reason for Loss	A/C Type	WNR.	A/C Marking
June 13, 1943	8./JG 54	Fw. Wilhelm Eibelhäuser		Forced landing near Hesselbjerg, Denmark. (65%)	Bf 109 G-4	16 132	
June 13, 1943	8./JG 54	Lt. Walter Brock		Forced landing on the island of Langeland having run out of fuel. (< 10%)	Bf 109 G-4		
June 13, 1943	9./JG 54	Lt. Alfred Kromer		Aircraft lost after return fire of B-17 near Neumünster. Pilot bails out safely (100%)	Bf 109 G-6	19 811	

With the exception of the first B-17 shot down near *Preetz*, all the B-17 falling to the men of the JG 54 are lost over the Baltic Sea.



¹³ PRIEN-4, Page 257

¹⁴ PRIEN-4, Page 286

¹⁵ Dr. Uwe Kühnapfel, Karlsruhe



The I./JG 11

At **0854**, 22 Focke-Wulf Fw 190 of the I./JG 11 in *Husum* are scrambled to intercept the B-17s approaching *Kiel*.

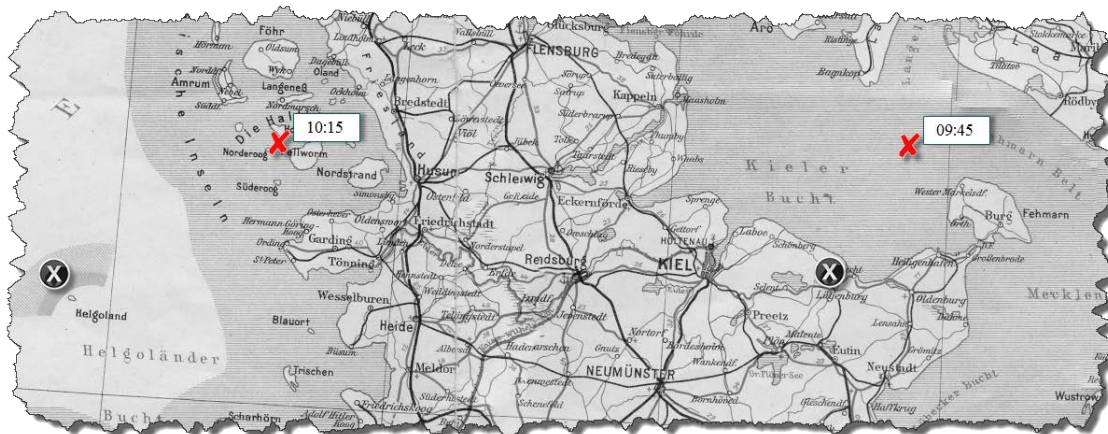
As it looks, the Gruppe was able to make contact with the B-17s just over the target area – as a result, they had been attacking the B-17s after they had dropped their load on their designated targets¹⁶. There are two B-17s lost to the fighters of the I./JG 11¹⁷:

Date	Time	Unit	Pilot	Victory	Aircraft	Location
June 13, 1943	0945	2./JG 11	Uffz. Siegfried Rudschinat	1.	B-17F	05 Ost / SB-6 at 8.000m
June 13, 1943	1015	3./JG 11	Oblt. Hans Pancritius	7.	B-17F	3 km south of Hallig Hooge

On the other hand, the I./JG 11 is losing three aircraft^{18,19} this morning due to B-17s defensive fire:

Date	Unit	Pilot	Fate	Reason for Loss	A/C Type	WNr.	A/C Marking
June 13, 1943	2./JG 11	Unknown		Forced landing near Lütjenburg. (80%)	Fw 190 A-4	7091	
June 13, 1943	2./JG 11	Unknown		Forced landing near Nakskov, Denmark (Lolland) (10%)	Fw 190 A-4		Black 4 +
June 13, 1943	3./JG 11	Lt. Erich Auth	Missing	Lost over sea, north of island of Helgoland. Pilot is still listed as MIA. (100%)	Fw 190 A-5	2637	Yellow 5 +

After returning to their airbase, the aircraft are refueled and rearmed – some of them are scrambled for a second sortie on the departing bomber force but fail to make contact again.



¹⁶ PRIEN-3, Page 369

¹⁷ PRIEN-3, Page 393

¹⁸ PRIEN-3, Page 395

¹⁹ Dr. Uwe Kühnapfel, Karlsruhe



The II./JG 11

At **0854**, the II./JG 11 scrambles from their home airport at **Jever**, the pilots heading their Bf 109 G towards the approaching B-17s²⁰. The Flight Log of Helmut Lennartz shows the entry for this morning – Flight #876.

Flt. Nr. des Fluges	Pilot	Begleiter	Flitzer	Stapellings-Nr.	Zweck des Fluges	Abflug		Zielfeld		Zielfeld		Höhe	Richtwert	Bemerkungen
						Ort	Zeit	Ort	Zeit	Zeit	Zeit			
1	Fw. Wolf	Uffz. Lennartz	BFA08		Überführung	M. Gladbach	29.6.	2017	Jever	29.5.	2141	84'		12500
2	Lennartz		BFA07	+9	Schiessflug	Jever	1.6.	1920	"	1.6.	1937	19'		
3	"		"	"	Übungseinsatz	"	"	2103	"	"	2148	45'		
4	"		"	+3	Werkstattflug	"	3.6.	1847	"	3.6.	1901	12'		
5	"		Fw 44	CG+100	Überlandflug	"	4.6.	1720	Wesermünde	4.6.	1740	20'	50	
6	"	Kramer	"	"	"	Wesermünde	"	1942	Jever	"	2048	32'	50	
7	"		BFA07	+9	Übungsflug	Jever	"	2042	"	"	2145	58'		
8	"		BFA07	+15	Werkstattflug	"	7.6.	1108	"	7.6.	1124	16'		
9	"		BFA06	+9	Schiessflug	"	9.6.	1345	"	9.6.	1403	20'		
870	"		"	"	Übungseinsatz	"	"	2084	"	"	2058	34'		
1	"		"	"	Schiessflug	"	10.6.	1235	"	10.6.	1253	18'		
2	"		"	"	Übungseinsatz	"	"	2120	"	"	2216	46'		
3	"		"	"	Alarmstart	"	11.6.	1730	"	11.6.	1736	6'		W. Haven
4	"		Fw 44	CG+100	Werkstattflug	"	"	2130	"	"	2205	35'		
5	"		BFA07	+9	"	"	12.6.	1042	"	12.6.	1046	4'		
6	"		"	"	Alarmstart	"	13.6.	0854	Neumünster	13.6.	1004	67'	150	Luftkampf mit Boeing
7	"		"	"	Überlandflug	Neumünster	"	1046	Jever	"	1121	35'	150	
8	"		"	+3	Werkstattflug	Jever	1747	15.6.	"	15.6.	1852	65'		33659
9	"		"	+9	Luftschieszen	"	16.6.	1940	"	16.6.	1925	15'		479
880	"		"	"	"	"	"	2019	"	"	2038	19'		34158

Helmut Lennartz, by the way, will continue to fly and eventually will transfer to a unit called "Kommando 262" in 1944 – flying the first sorties with Messerschmitt Me 262 jet fighters. He will also become the first pilot in history to claim (and get confirmed) an aerial victory over a bomber flying a jet. But this is another story...

Back to the morning of June 13, 1943, the Gruppe claims its first victory of the day at **0939** – six more will follow in the next 15 minutes²¹.

Date	Time	Unit	Pilot	Victory	Aircraft	Location
June 13, 1943	0939	5./JG 11	Lt. Willibald Kilian	1.	B-17F	05 Ost / 6 / 5 / 1 at 8,000m
June 13, 1943	0939	4./JG 11	Fw. Franz Ritschel	1.	B-17F	35 km north-east of Kiel
June 13, 1943	0939	4./JG 11	Fw. Franz Ritschel	2.	B-17F	It is reported that both aircraft were involved in a mid-air collision, the first one being hit ramming the second one.
June 13, 1943	0944	4./JG 11	Lt. Wolfgang Gloerfeld	3.	B-17F	05 Ost / 6 / 2 / 4 at 8,000m
June 13, 1943	0950	6./JG 11	Fw. Günther Range	2.	B-17F	05 Ost / 95 / 4 / 6 / 6 at 1,500m
June 13, 1943	0952	4./JG 11	Uffz. Walter Heisel	11.	B-17F	05 Ost / 3 / 4 / 8 at 8,000m
June 13, 1943	0954	4./JG 11	Oblt. Gerhard Sommer	6.	B-17F	05 Ost / 3 / 4 / 9 at 8,000m

²⁰ PRIEN-3, Page 421

²¹ PRIEN-3, Page 465

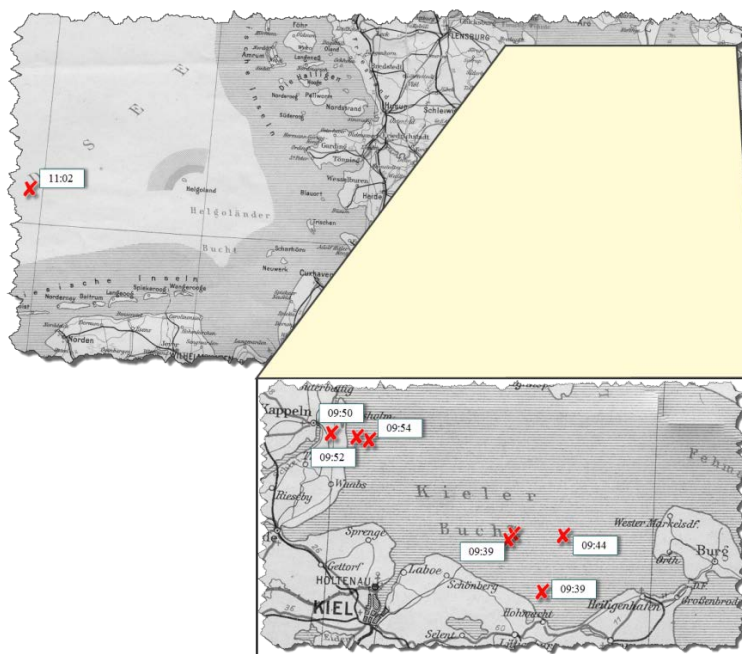


The aircraft return to their airbase afterwards, re-fuel and re-arm and then follow the homeward-bound B-17s over the North Sea where one more B-17 is claimed.

Date	Time	Unit	Pilot	Victory	Aircraft	Location
June 13, 1943	1102	6./JG 11	Obit. Hermann Hintzen	2.	B-17F	05 Ost / TO-95/5 (open water, north of Juist, west of Helgoland)

After having downed 7 B-17 in just about 90 minutes, II./JG 11 reports only one loss of their own^{22,23}:

Date	Unit	Pilot	Fate	Reason for Loss	A/C Type	WNR.	A/C Marking
June 13, 1943	4./JG 11	Uffz. Paul Rohe	Injured	Aircraft lost over Neumünster, pilot bails out with minor injuries. (100%)	Bf 109 G-6	15 482	White 11 +



The III./JG 11

The III./JG 11 is in the state of being formed – their targeted date of combat readiness is June 15 – however, two days ago, on June 11th, the Gruppe had been flying its first interceptor missions and is also in action this Sunday morning.

Starting in *Neumünster*, the Bf 109 G are directly coming in the approach path of the 4th Bomber Wing. However, one hour of intense fighting does not result in any countable results – no B-17 falls to the men of the III./JG 11. On the other hand, there are no casualties either – all the aircraft safely return home to *Neumünster*²⁴.

²² PRIEN-3, Page 468

²³ Dr. Uwe Kühnapfel, Karlsruhe

²⁴ PRIEN-4, Page 2



The I./JG 1 & EKdo 25

In comparison to the Luftwaffe units already covered, the I./JG 1 is different: the unit is stationed in *Amsterdam*, flying their missions out of *Schipol* airport. Attached to the Gruppe is a detachment of the Erprobungskommand 25 (EKdo. 25), a test and evaluation unit at this time assessing the abilities of the “BR 21 Werfer”, a launcher for unguided 21cm rockets²⁵.

This morning, the Gruppe (including the Fw 190 of the EKdo. 25) is scrambled at **0935** and makes contact with the departing B-17s over the North Sea, just off *Cuxhaven*. Two B-17s are claimed this morning:

Date	Time	Unit	Pilot	Victory	Aircraft	Location
June 13, 1943	1010	2./JG 1	Uffz. Willi Herzog	2.	B-17F (HSS)	05 Ost S / AS-6
June 13, 1943	1017	Z./EKdo. 25	Hptm. Eduard Tratt	28.	B-17F	05 Ost S / AP at 500m ²⁶ . This B-17 was shot down using the BR 21 unguided rockets.



²⁵ PRIEN-4, Page 294

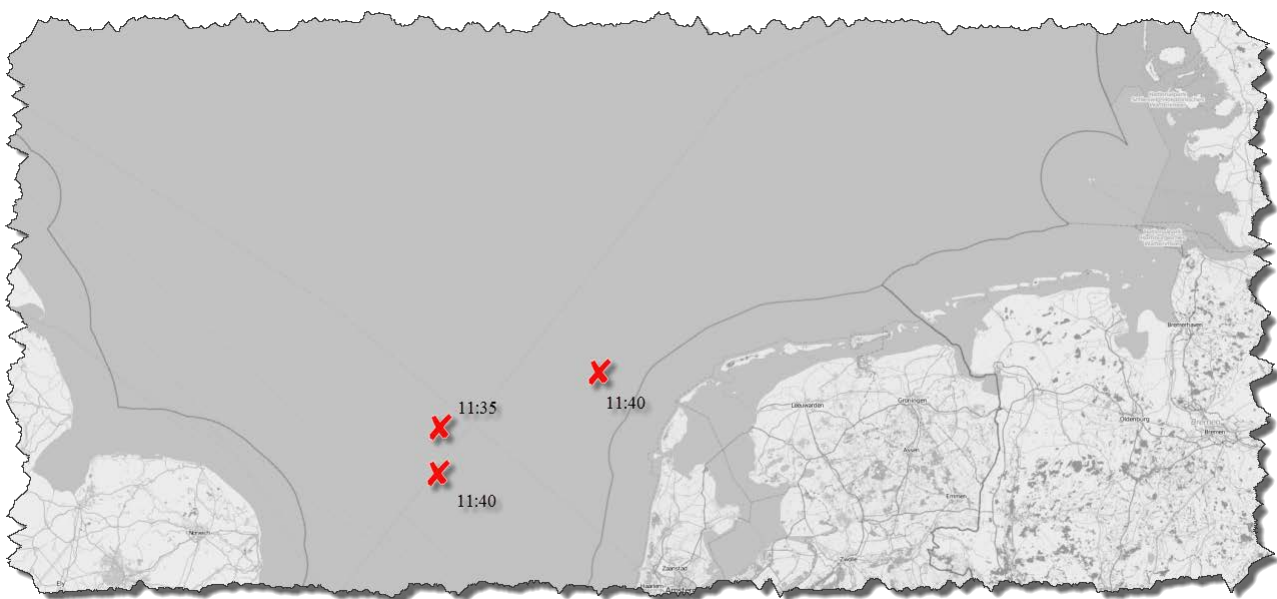
²⁶ PRIEN-4, Page 306



Returning to *Amsterdam*, the aircraft are re-fueled and re-armed, ready to launch for a second attack on the bombers²⁷. This time, they are making contact²⁸.

Date	Time	Unit	Pilot	Victory	Aircraft	Location
June 13, 1943	1135	1./JG 1	Uffz. Rudolf Hübel	1.	B-17F	05 Ost S / DG at 25m
June 13, 1943	1140	1./JG 1	Uffz. Bernhard Kunze	1.	B-17F	05 Ost S / EG-1 at 400m
June 13, 1943	1140	1./JG 1	Oblt. Rolf Strohal	2.	B-17F (HSS)	05 Ost S / CJ-8 at 800m

No losses or damaged aircraft are recorded for the 1./JG 1 that day – nor for EKdo. 25.



²⁷ PRIEN-3, Page 60

²⁸ PRIEN-3, Page 84



The I./NJG 3 & II./NJG 3

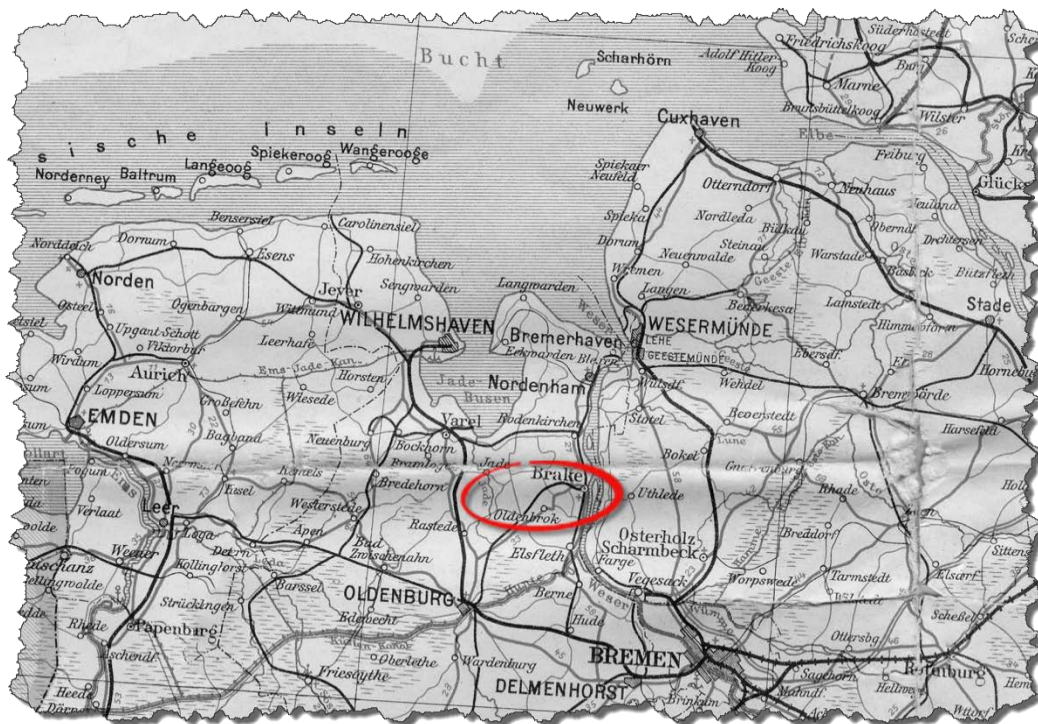
Although technically a Nightfighter Wing – Nachtjagdgeschwader – some aircraft of NJG 3 also join the action this Sunday morning. Two claims go to the men of NJG 3:

Date	Time	Unit	Pilot	Victory	Aircraft	Location
June 13, 1943	0957	3./NJG 3	Ofw. Wilhelm Schmale	4.	B-17F	near Oldenbroek at 4,000m
June 13, 1943	1012	6./NJG 3	Obit. Elstermann, Willi	2.	B-17F	6-7 km south-west of Tideroog (unconfirmed, probably misspelled location)

With respect to the two claims, clarification is required: the USAAF Loss List (most likely compiled using German records after the war) lists “Oldenbrok” instead of “Oldenbroek”.

13 Jun 43 0945	Boeing 17		In to sea near Kiel	111788,111789
13 Jun 43 1000	Boeing B-17-F		Railway Station Oldenbrok near Brake	111477
13 Jun 43 1447	Thunderbolt	16318	La Chapelle d'Armentieres 1 km south of Armentieres	AV 132/43

The clarification is essential because a town named Oldenbroek does not exist – *Oldenbrok*, however, does exist – near the city of *Brake*.



I am currently struggling to identify the second loss location – “Tideroog” does not exist either and so far, I have not been able to make any connection to a specific loss of a B-17 that morning.



Through the 8th USAAF's Eyes

The reconstructed chain of events so far is based upon the records of the Luftwaffe – flight logs, squadron logs, claim lists and loss lists. Time to take a look at the records of the US Army Air Force.

First of all, there are the mission details from the official USAAF Chronicles:

VIII Bomber Command Mission Number 63: 151 B-17s are dispatched against the Bremen, Germany U-boat yards; 122 hit the target claiming 2-2-1 Luftwaffe aircraft; we lose 4 and 31 are damaged; casualties are 8 WIA and 32 MIA. A smaller force of 76 B-17s is dispatched against the Kiel, Germany U-boat yards; 60 hit the target and claim 39-5-14 Luftwaffe aircraft; we lose 22, 1 is damaged beyond repair and 23 are damaged; casualties are 3 KIA, 20 WIA and 213 MIA. Heaviest fighter attacks to date against Eighth Air Force accounts for 26 B-17s, mostly of the force attacking Kiel.

So the USAAF accounts for 26 B-17s lost on the mission – but the claims of the Luftwaffe Pilots list 29 B-17s. As the USAAF is certainly in a better position to judge how many planes had been sent out and how many returned home, there must be three Luftwaffe claims that are either redundant or incorrect for other reasons. Reading up the Bomber Command Narrative of Operations, the story only differs slightly:

Bomber Command Narrative of Operations
Day Operation - 13 June, 1943
Mission No. 63

TARGETS: Deschimag U-Boat Building Yard at Bremen
Deutsche Werke U-Boat Building Yards at Kiel.

152 B-17s of 1st Wing and 76 B-17s of 4th Wing were dispatched to attack U-Boat building yards at Bremen and Kiel respectively. Considerable damage was caused in the target area at Bremen, while results at Kiel have not yet been determined due to a lack of strike photographs. 21 a/c of 1st Wing and 16 of 4th Wing attacked German targets of opportunity with poor or unobserved results. 4th Wing encountered approximately 100 e/a in vicious and continuous attacks. There was no fighter support. 26 B-17s were lost and claims against e/a are 43 7 7 - 15.

Primary Sources

Primary source for the information about the 1st Bombardment Wing's operation is the *Narrative Report of Operations for the 305th Bomb Group* as well as the *Bomber Command Narrative of Operations for Mission No. 63*. Both reports have been kindly provided by Lewis and Myca Christensen via <http://forum.armyairforces.com>.

Additionally, the USAAF document *Air Crashes by Date* (NARA M1380, Record Group 92) lists 28 references to losses marked "Boeing", "Boeing Fortress", "B-17F" or "4-eng. bomber" for June 13, 1943. Some more entries relating to the raid on June 13th are recorded for the days thereafter.

Finally, the *USAAF Missing Air Crew Reports (MACR)* with records in reference to June 13, 1943, there are 16 MACRs available for aircraft associated with the 4th Bombardment Wing.



Other Sources

Then, there are – of course – other sources

- A loss list containing the B-17s Aircraft Tail Numbers is available – listing 21 B-17s lost June 13th, 1943.
- the Danish site www.airmen.dk – also lists a couple of the USAAF's B-17s as much as they are in the scope of this site.

Time to see if the pieces and be put together...



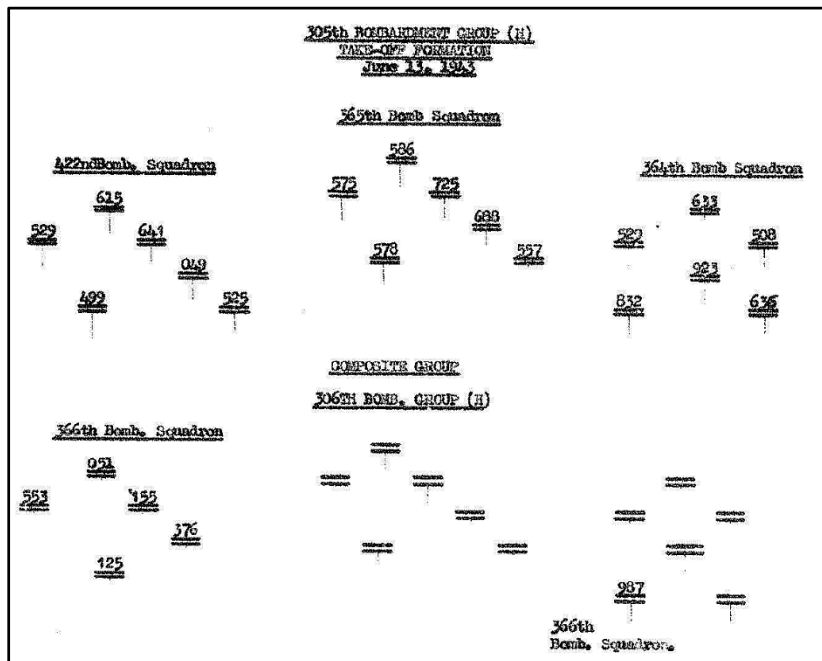
The 1st Bombardment Wing

As previously listed, the 1st Bombardment Wing has been sending seven Bombardment Groups into combat on June 13, 1943. As the Luftwaffe concentrated its forces on the 4th Bombardment Wing, the raid on *Bremen* did not meet too much resistance.

The 305th Bombardment Group

Narrative Report of the 305th Bombardment Group

The Narrative Report of the 305th BG indicates that the attacking force to *Bremen* consisted of 10 Groups, the 305th BG was the 3rd Group in the force. The 305th was dispatching a total of 24 aircraft, 18 for a closed group of the 305th, 6 for a composite group led by the 306th Bombardment Group.



The post-mission Narrative Report of Operations contains a detailed section on German opposition – hard to read but clear enough to guess the meaning:

4. Between 5 and 7 E/A were observed composed of 2 Me 110's, 2 Me 210's and 2 Me 109's. E/A were first observed at 0940 near Emden at 26,000 feet at 0940 hours and continued under observation until 1026 hours at Heligoland at 25,000 ft. There were only two direct attacks reported, both from the tail. E/A appeared to wait for stragglers. One of the two attacks was made on our A/C returning alone and one on our A/C well out of formation. It is impossible that one E/A was damaged. The only color mentioned was silver.

"Between 5 and 7 E/A were observed [unreadable] of 2 Me 110's, 2 Me 210's and 2 Me 109's. E/A were first observed at 0940 near Emden at 26.000 feet at 0940 hour and continued under observation until 1026 hours at Heligoland at 25.000 feet. There were only two direct attacks reported, both from the tail. E/A appeared to wait for stragglers. One of the two attacks was made on our A/C returning alone and one on our A/C well out



of formation. It is impossible that one E/A was damaged. The only color mentioned was silver."

There are some more accounts to German aircraft attacking the flight of B-17s as early as the passed the island of *Baltrum*:

Air to air bombing-
 0930 hours near *Baltrum*- 26,000 feet, large black burst seen above following group and under a departing *Me 109*. About five miles away. 1007 hours at 53 deg. 50' N 08 degrees 30' - 25,000 feet, an unidentified E/A dive-bombed a following group releasing bomb 2000 feet, above that group. The explosion was large and black with a glowing red core accurate to altitude but too far behind the group.

"0930 hours near Baltrum – 26,000 feet, large black burst seen above following group and under a departing Me 109. About five miles away. 1007 hours at 50 deg. 50'N 08 degrees 30' – 25,000 feet, an unidentified E/A dive-bombed a following group releasing bomb 2000 feet, about that group. The explosion was large and black with a glowing red core accurate to altitude but too far behind the group."

The report also indicates four losses that have been observed by other crews – the losses are related to the entire flight, not only to the aircraft of the particular group.

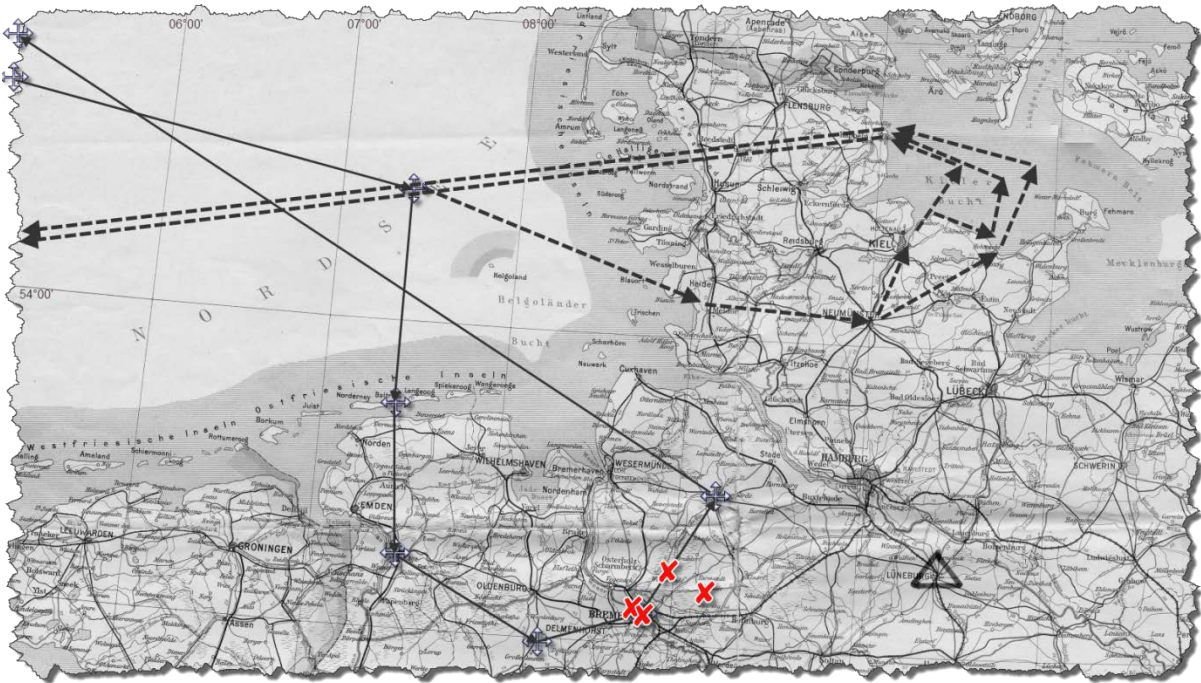
6. B-17 was last seen over the target area going down under control five to ten parachutes were seen. A B-17 was last seen over the target area spiraling down with its number two engine on fire, one to five parachutes were seen.
 A B-17 was last seen at 0953 ten to fifteen miles north of the target going down under control. One parachute was seen.
 A B-17 was seen going down at 53 degrees 10' - 09 deg. 10' under control, four parachutes were seen. **SECRET.**

"A B-17 was last seen over the target area going down under control five to ten parachutes were seen. A B-17 was last seen over the target area spiraling down with its number two engine on fire, one to five parachutes were seen.

A B-17 was last seen at 0953 ten to fifteen miles north of the target going down under control. One parachute was seen.

A B-17 was seen going down at 53 degrees 10' – 09 deg. 10' under control, four parachutes were seen."

Marking these reports onto a map, this is what it would look like – possible but not in line with what I had expected.



Further into the report, another detailed section on losses is available:

REPORT

At 1010 hours at 53 degrees 55' - 02 degrees 50' an object was observed in the sea which looked like a B-17, two E-Boats were leaving the vicinity. A B-17 being fired on by a Me 210 was observed heading back towards land in control at 53 degrees 50' - 08 degrees 00'. A B-17 was observed at 54 degrees 00' - 07°45' at 1021 hours heading 298 degrees with one engine on fire but is believed to have gone home. At 1046 about 54 degrees 29' - 5 degrees 36' a large object was observed to hit the water, A/C 557 turned on 10' in emergency position at 1047, no parachutes or dinghys were seen. A B-17 et vpru turned around and headed for the enemy coast at 54 degrees 30' - 05 degrees 30'. A B-17 was seen going in a straight dive toward the water followed by two planes in it's formation at 1103. At 1220 a B-17 was seen to hit the water at 53 degrees 10' - 01 degrees 47'. The observing plane attempted a 10' DF 3rd class fix. No parachutes or dinghy was seen although it circled the spot. A concentration of small cargo ships heading 270 degrees was observed at 1405 hours at 53 degrees 50' - 09 degrees 00'. A concentration of vessels possibly small naval craft was observed at 53 degrees 40' - 01 degrees 00' at about 0758 hours.

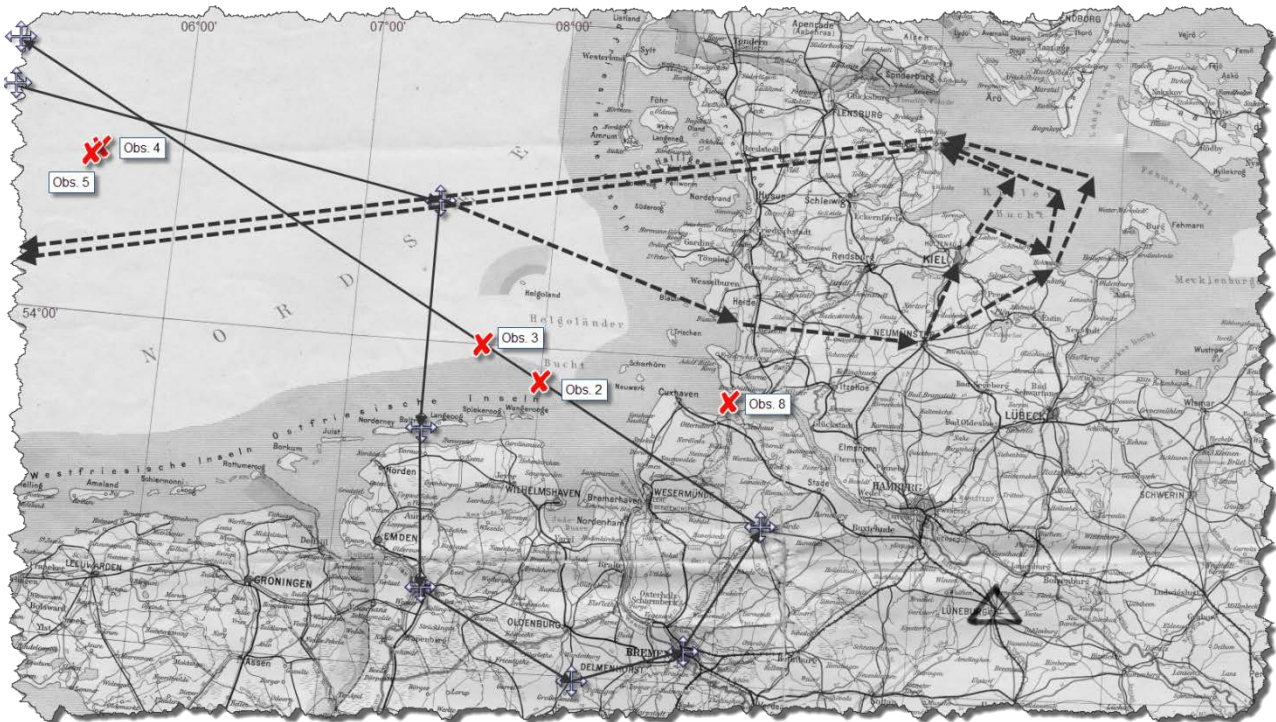
For a better overview, the following transcript has been broken into numbered items:

1. "At 1010 hours at 53 degrees 55' - 02 degrees 50' an object was observed in the sea which looked like a B-17, two E-Boats were leaving the vicinity.
2. A B-17 being fired on by a Me 210 was observed heading back towards land in control at 53 degrees 50' - 08 degrees 00'.
3. A B-17 was observed at 54 degrees 00' - 07°45' at 1021 hours heading 298 degrees with one engine on fire but is believed to have gone home.



4. At 1046 about 54 degrees 29' – 5 degrees 36' a large object was observed to hit the water, A/C 557 turned on IFF on emergency position at 1057, no parachutes or dinghies were seen.
5. A B-17 [unreadable] turned around and headed for the enemy coast at 54 degrees 30' – 05 degrees 30'.
6. A B-17 was seen going in straight dive towards the water followed by two planes in it's formation at 1103.
7. At 1226 a B-17 was seen to hit the water at 53 degrees 10' 01 degrees 47'. The observing plane attempted a [unreadable] 3rd [unreadable] fix. No parachutes or dinghy was seen although it circled the spot.
8. A concentration of small cargo ships heading 270 degrees was observed at 1005 hours at 53 degrees 50' – 09 degrees 00'.
9. A concentration of vessels possibly small naval craft was observed at 53 degrees 40' – 01 degrees 00' at about 0758 hours”

Placed on a map and numbered in accordance with the list above, the following picture emerges:



Observation #1 and Observation #7 are – by their given coordinates – too far west for this map. Observation #6 is not marked with coordinates but given the claims of the Luftwaffe, it is possibly west of Texel as the timing falls into the last wave of attacks over open water, flown by the men of JG 11.

Bomber Command Narrative Report of Mission #63

Together with the reports of the other Bombardment Groups, the story of the 305th is combined into the Bomber Command Narrative of Operations – naturally, redundancies are to be expected but also additional information from the other groups' reports. The Bomber Command Report is split into two



parts, Part I dealing with the 1st Wings attack on Bremen, Part II dealing with the 4th Wings attack on Kiel (which is currently not available to me)

With respect to German opposition by the Luftwaffe, this report more or less restates the findings of the 305th BG but goes a bit more into detail:

ENCOUNTERS: E/a opposition was very slight. Not more than 10 e/a - FW 190s, ME 109s, ME 110s, ME 210s and a JU 88 - were reported sighted as the formation neared Emden on the way to target. The e/a followed the bombers out toward Heligoland, watching for stragglers. One FW 190 was reported as firing, from 7 o'clock and out of range, a projectile of 2" x 8" which passed over tail and right wing of reporting a/o and burst 200 yards beyond with a large white puff. Two instances of air-to-air bombing by FW 190s were reported.

Also, the Bomber Command Narrative is providing a bit more detail on the type of German Aircraft encountered and the way in which they executed their attacks:

b. Direction and level of attack. Attacks were reported from high, level and below at 3, 4, 5, 6, and 7 o'clock. The majority of the attacks were on the tail from 5 to 6 o'clock.

Analysis of combat claim reports shows that out of a total of 10 attacks, 2 were on a/o of the leading Combat Wing. These attacks were both from 6 o'clock, one from below and one level.

c. Types of E/A and number of each attacking. E/A were:

- 4 - Me. 210's
- 2 - Me. 110's
- 3 - Ju. 88's
- 1 - FW 190

According to this, the 1st Wing encountered Me 210, Me 110, Ju 88 and Focke Wulf Fw 190 – here, no Messerschmitt Me 109 are mentioned although the 305th BG's report specifically mentions them. To no surprise, the Luftwaffe mainly attacked from the rear, catching up with the bombers while attacking their targets.

The German Flak was also reported to be "generally inaccurate" but heavy – not much of a mention in the report.

FLAK: Over Bremen intense but generally inaccurate flak was encountered. Inaccurate heavy flak was also reported at Norddornoy, Baltrum, Nordholz, Cuxhaven, Wosorundo, Aurich, Langeoog, Emden and Dornum.

The report of the 305th did not contain any usable indicators with respect to the weather on that Sunday morning – the Bomber Command Narrative does: a light cloud cover of 2/10 to 4/10 small cumulus at



2000 – 3000 feet is reported and a visibility of 8 – 15 miles, slightly reduced over the target – Bremen – where visibility is given at 4 – 6 miles in haze, further reduced by smoke screens.

WEATHER: At take-off there was little or no low cloud with a trace of alto-cumulus at 11-12,000 ft. and visibilities of 4-6 miles. On the route out from the English coast to 05°E. there was nil to 3/10 cumulus - base 2500 ft., tops 35-4500 ft. - with small patches of altocumulus at 10-12000 ft. and visibility restricted in haze layer to 4-6 miles. From 05°E. to target there was 2/10-4/10 small cumulus, 2-3000 ft. thick, with visibility of 8-15 miles. Over the target there was 1/10-2/10 small cumulus with no medium cloud, and visibility of 6-8 miles in slight haze was further reduced by effective smoke screen. On return route over North Sea visibility was 4-6 miles with 4/10-6/10 small cumulus. Bases on return had 4/10-7/10 small cumulus 2-4000 ft. thick, occasional patches of medium cloud, and visibility of 6-10 miles. Temperatures and winds were as forecast.

The report also contains a section on claims over Luftwaffe aircraft: the 1st BW claims 2-2-1 (2 Destroyed, 2 Probably Destroyed, 1 Damaged) – the 4th BW claims 39-5-14.

In air combats our 5/1 destroyed 2 1/1, probably destroyed 2 and damaged 1.

	Destroyed	Probably Destroyed	Damaged	No Claim
Fw 190	0	1	0	0
Me 109	0	0	0	0
Me 110	0	0	0	2
Me 210	1	1	1	1
Ju 88	1	0	0	2
TOTAL:	2	2	1	5

Assessment of the available USAAF Reports

First and foremost, a remark must be made to the quality of the reports as such: everywhere a report refers to information from before the start or after the mission was finished, the information must be considered as generally good to very good.

While in flight, especially after encountering enemy opposition or enroute to target, the information should be seen as “loosing accuracy” – a natural development under stress. In addition to that, there is a general doubt about the accuracy in relation to the identification of aircraft types: the standard fighters of the Luftwaffe in 1943 are the single-engine Messerschmitt Bf 109 and Focke-Wulf Fw 190. Both have seen action on that day.

Claims on Me 110 and Ju 88 are possible as the *Nachtjagdgeschwader 3* was involved in the fighting with some planes – they have been flying the twin-engine Messerschmitt Me 110 and Junker Ju 88 (as of mid-1943). A Messerschmitt Me 210 seems unlikely as none of the units involved this morning is reported to have this type in operation.



Flight Plan

From their bases in England, the B-17 of the 1st Bombardment Wing assemble, then head north and finally turn eastward out into the North Sea²⁹.

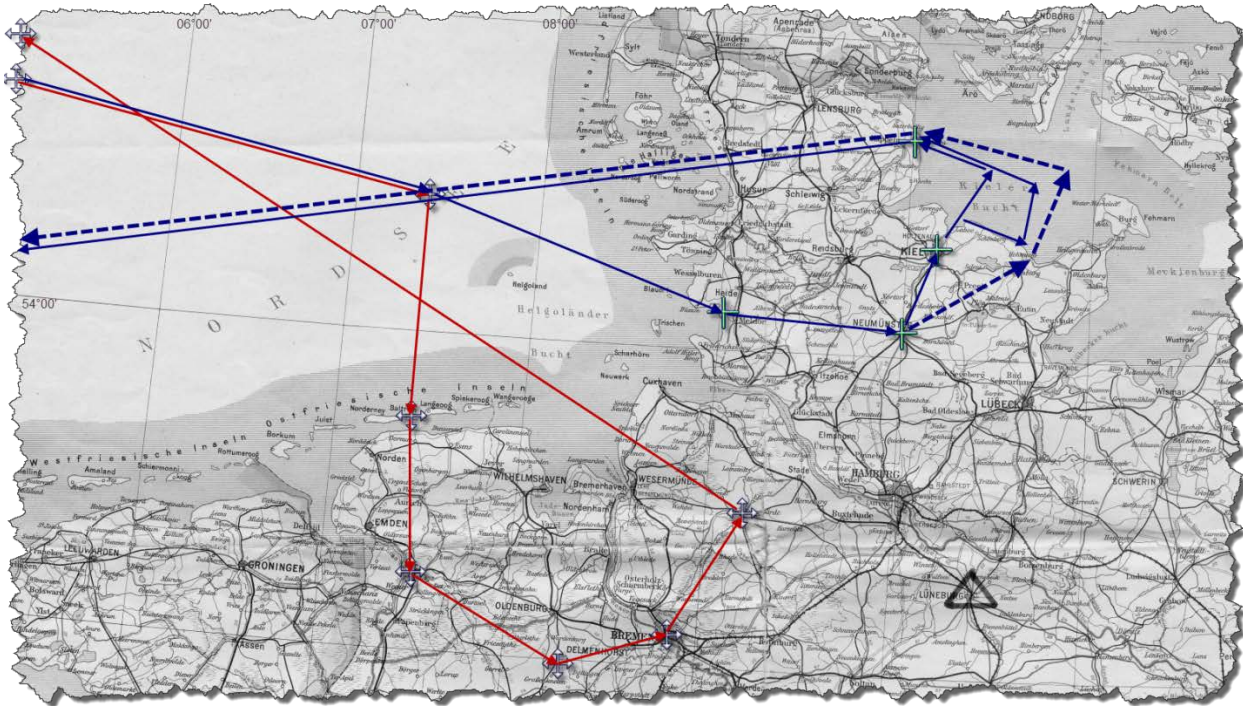
Position	Time	Course	Height	G.S.	Distance	Time
Base	0707		5500			
Thurleigh	0710	47	5500	159	28	11
March	0722	353	5500	127	49	23
No. 4 53°21'N – 00°05'E	0745	66	5500	184	195	64
54°40'N – 05°00'E	0849	104	14000	218	84½	24
54°20'N – 07°20'E	0913	176	26000	200	36	11
Baltrum Isle	0924	175	26000	200	30	9
Leer	0933	117	26000	255	32	8
52°59'N – 08°17'E – Huntlosen IP	0941	64	26000	267	19	4
Target	0945	34	26000	244	27	7
Bremervörde	0952	296	25000	132	163	74
54°40'N – 05°00'E	1106	232	5000	133	165	75
Cromer	1221	241	5000	140	78	33
Base	1254					

North-west of the island of Helgoland, the 1st Bombardment Wing turns south, almost exactly. They are passing the island of *Baltrum* in roughly 26.000 feet and continue to the city of Leer. From there, the wing turns east-south-east towards the IP – the Initial Point.

²⁹ Narrative of Operations – 305th BG



Attacking the target from 26.000 feet, the flight turns into a north-easterly direction, towards the city of *Bremervörde* and from there is heading back out to the North Sea to return to the bases in England. The following map shows the flight paths of both wings – the red track is the 1st Bombardment Wing, the blue track is the 4th Bombardment Wing.





Losses of the 1st Bombardment Wing

The 1st Bombardment Wing lost four B-17 on the attack on Bremen – all four are listed in the Mission Summary:

Unit	Number of A/C					Claims	Personnel Casualties		
	(Dispatched)	Attacking	Abortive*		Lost		(Killed)	Wounded	Missing
			A.	B.					
1st Wing									
91	21	17	4	0	0	0-0-1	0	1	0
92	17	16	1	0	0	1-0-0	0	2	0
303	27	24	3	0	0	0-0-0	0	0	0
305	24	15	8	1	1	0-0-0	0	2	10
306	28	28	0	0	1	0-1-0	0	3	10
351	21	12	4	5	2	1-1-0	0	0	12
379	14E	10	3	1E	0	0-0-0	0	0	0
	<u>152</u>	<u>122**</u>	<u>23</u>	<u>7</u>	<u>4</u>	<u>2-2-1</u>	<u>0</u>	<u>8</u>	<u>32</u>

- One B-17, belonging to the 305th BG, was piloted by 1st Lt. Higgs and had the serial number 42-5125. It was nicknamed "Boomtown Jr."
- One B-17, belonging to the 306th BG, piloted by 1st Lt. Marcotte and carrying the serial number 42-5218. It was nicknamed "Skywolf".
- Two B-17, belonging to the 351st BG, one piloted by 1st Lt. Forest (42-5814) and one piloted by 1st Lt. Jackson (42-5815, nicknamed "Stardust")

Group	Squadron	Aircraft	Nickname	Tail Number	MACR	Suspected Loss	Location of	Comment
305 th BG		B-17F	Boomtown Jr.	42-5125		Into the North Sea		
306 th BG		B-17F	Skywolf	42-5218		North of Bremen		
351 st BG		B-17F		42-5814		Into the North Sea near British Coast.		
351 st BG		B-17F	Stardust	42-5815		Oldenbrok, near Brake		



42-5125 "Boomtown Jr."

This ship from the very beginning of my research on the topic had a special meaning to me – and that is because I had gotten in contact with family members of one of the perished crew members.

As such, the information in this section is backed by documentation I would not like to disclose in detail but would like to summarize.

From the official documentation, the crew list and the position of each crew members is the only reliable information available. Plus the fact that this B-17 failed to return from the mission.

Position	Last Name	First Name	Rank	Fate	Comment
Pilot	Higgs	Grant B	2 nd Lt.	MIA	
Co-Pilot	Olmstead	Harvey L	2 nd Lt.	POW	O-665711
Navigator	Goldfine	Bernard A.	2 nd Lt.	MIA	
Bombardier	Van Dyke	Stanley M.	2 nd Lt.	MIA	
Top Turret Gunner	Leith	Guyford D.	S/Sgt.	MIA	
Gunner ³⁰	Nolan	William T.	S/Sgt.	MIA	
Right Waist Gunner	Granese	Frank J.	S/Sgt.	MIA	
Left Waist Gunner	Haesen	Raymond	S/Sgt.	MIA	
Tail Gunner	Craggen	Robert W.	S/Sgt.	POW	
Radio Operator	Fort	Victor L.	S/Sgt.	MIA	

One of the things that amazed me was the fact that the MACR did not contain any post-war interrogation information on the two surviving crew members – possibly just a matter of documentation loss in the post-war activities. Eventually, it turned out that there is a part of the story that is not covered in the MACR:

Post-war interrogation reports are available on the loss of this aircraft and its crew – one statement was given by T/Sgt. Lee Gordon (19049886) – a member of the 305th Bombardment Group – who's B-17 (reportedly 41-24623) was lost on February 26th, 1943 during a raid on Wilhelmshaven. He has received his information while being held in the same POW camp than S/Sgt. Craggen.

T/Sgt. Gordon states that he was told *"the aircraft was ditched in the North Sea and crew took to dinghies."* – at that time, he adds, that three of the crew members had already died as result of the final attack on the aircraft and the subsequent crash into the sea. He also relays the information that the remaining crew members – except for the two survivors – then died in the dinghies while *"Lt. Olmstead and S/Sgt. Craggen were picked up six days after the crash"*.

S/Sgt. Craggen gives a more detailed account in a 1946 inquiry: he also indicates the three members of the crew that died when the ship crashed into the sea on June 13th. The remaining seven crew members managed to get into two dinghies which got separated in the rough seas on or around June 18th. On June 22nd, his account finishes, he and Lt. Olmstead were finally picked up. The crew members in the other dinghy were not seen after the two boats lost contact.

³⁰ S/Sgt. Nolan is listed as Ball Turret Gunner but information provided suggests that this information is incorrect and that he more likely was flying as one of the Waist Gunners (as he is reported to have done on the June 11 Mission to Wilhelmshaven).



The most detailed account on the events is delivered by Lt. Olmstead, the navigator – he also lines out the events that preceded the actual loss of the aircraft:

"[...] we were hit by flak over the target and lost two engines. We dropped out of formation, losing altitude. We were attacked by fighters on the coast (altitude 14,000) and [one crew member] was wounded [...]. We hit the dykes where flak boats started shooting at us and the fighters left. We were out over the North Sea about an hour when fighter hit us again [...]. The ship crash landed in the North Sea which was very rough."

He continues the story as follows:

"The ship broke in two when it hit the water and the nose sank immediately. I got out of the co-pilot's window and when I came up, two dinghies were floating about fifty feet apart and the tail of the ship was still afloat"

Next, Lt. Olmstead's account backs the reported three crew members killed during the attack and the crash – he further outlines the initial distribution of the crew into the two dinghies. The situation the remaining crew found itself in he summarizes as

"The dinghy radio was broken in the crash, the chemicals for inflating the balloon and the kite were broken beyond repair. There was no water and very little food in either of the dinghies. There was a flare gun and cartridges in each dinghy. Three of the flares failed to go off and we used the other flares the first two nights signaling aircraft."

After detailing the wounds and fates of some of the crew members, Lt. Olmstead closes his account as follows:

"The sixth day we drifted in to the Dutch Islands where Craggen and I were hospitalized for a month."

Lt. Olmstead also confirms that both dinghies failed to maintain close contact in the rough sea and got separated.

Maybe we will never know...

... what really happened to "Boomtown Jr." and her crew – but some indications can be taken from the information available now:

- The ship was over Bremen around **0945 – 0950** this morning, it was damaged but made it back out to the North Sea, route unknown but certainly on its own, outside the formation.
- From the Luftwaffe Units in action, only very few claims were made for B-17s downed over the North Sea: Oblt. Hintzen of 6./JG 11 (**1102**), Hptm. Tratt of Z./EKdo. 25 (**1017**), Uffz. Hübel of 1./JG 1 (**1135**), Uffz. Kunze of 1./JG 1 (**1140**) and Oblt. Strohal of Stab I./JG 1 (**1140**).

From my perspective, it is unlikely that the crew of "Boomtown Jr." made it all the way back to the British Channel to finally fall to the pilots of 1./JG 1 – leave alone that the flight time would vastly exceed the "one hour" given by Lt. Olmstead.



That leaves two claims that currently are unaccounted for:

1. the claim of Hptm. Tratt at **1017**, just north of the island of Norderney and
2. the claim of Oblt. Hintzen at **1102**, about 50 miles north of the island of Borkum



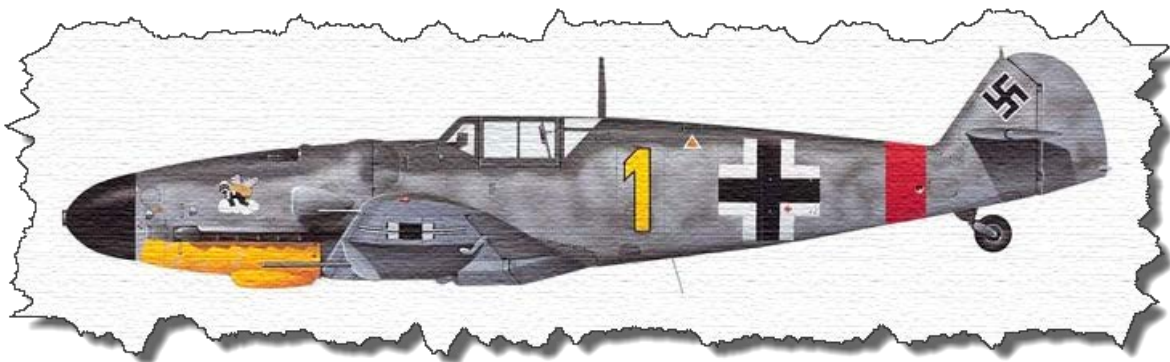
One of the two is – I assume – the loss of 42-5125. I cannot say which one and this is why:

- Assuming that the three other ships of the 1st Bombardment Wing are accounted for, one of the claims should be 42-5125, and the other one should be a ship from the 4th Bombardment Wing returning from Kiel.
- The claim of Hptm. Tratt – I am almost certain! – is not 42-29737 “Louise” as sometimes suggested – there is a good 80 Miles between Baltrum and the Island of Amrum where “Louise” was lost. But given that “Louise” was lost around **1000**, it is hard to believe that any aircraft departing from Kiel made it to the location of the claim in that short time... from Kiel to Norderney, it is a good 125 Miles!
- The shortest way from Bremen to the North Sea is down the river Weser to Bremerhaven and out into the North Sea – that is about 30 Miles. It looks like 42-5218 “Skywolf” tried that one... it would have cost “Boomtown Jr.” probably less than 15 Minutes depending of the shape the aircraft was in to get “to the dykes” that way. Let’s say around **1000**. They would not have made the location given by Hptm. Tratt in the time left...
- “One hour” flight time over the water before being hit by fighters again would more or less coincide with the claim of Oblt. Hintzen (**1102**) which would mean that the crew had decided to take the long way home, possibly to avoid more fighters when flying close to the coast...



- ...unless the pilot would have flown the ship out to sea first, then made a left turn to shorten the way home... this would also provide for an hour flight time but would not match the claim time of Hptm. Tratt.
- The location given by Oblt. Hintzen is right on the planned return route for the 1st Bombardment Wing – which then would say that “Boomtown Jr.” maintained the planned route even with two engines out. But it is likewise the return route of the 4th Bombardment Wing, coming from Kiel...
- If Hptm. Tratt’s claim would be a bit later – say **1045 ± 10** or so – and not **1017** – I would have put him as the prime “suspect” for downing 42-5125...
- ...but if the crash of the ship would have been close to the coast (Hptm. Tratt’s claim is about 30 miles out), the surviving crew members probably would not have drifted for such a long time – which makes it reasonable to believe that the “further out” location might make more sense in that respect.

But as I said: we will never know unless – one day – the sea may reveal more information... until then, everyone can make up their own mind based on what has been gathered on information.



The above image shows a painting of Oblt. Hintzen’s “Yellow 1” as he flew it on June 13th, 1943... he became Hauptmann on July 1st, 1943 and survived the war. In total, he was credited 6 victories, the victory of June 13th, 1943 being his second one. He died in the city of Herne in 1962, at the age of 51 years.



42-5218 "Skywolf"

In earlier versions of this document, I have reported "Skywolf" being the B-17 shot down at Oldenbrok near Brake – thanks to input from Dr. Theo Boiten, an expert on the Nachtjagd units of the Luftwaffe, I was advised that I had actually mixed the fates of two B-17s, "Skywolf" and "Stardust"...

"Skywolf", piloted by 1st Lt. William H. Marcotte, managed to finish its bombing run but is then reported to be hit by flak twice. An E&E Report by S/Sgt. Glen Loveland, who managed to escape from German captivity, quotes Loveland with the following words:

"On our way out we received two direct hits from the very heavy flak over Bremen. I bailed out at about 20,000 foot. I lit on my back and was almost knocked out. Before I could get out of my harness the farmers were on me with their pitchforks, but one of them said in English: "Do not worry. You will receive good food and be taken care of."

S/Sgt. Loveland also indicated that the Pilot, 1st Lt. Marcotte, was also taken prisoner and brought up by a German soldier "at the point of a bayonet". He further indicates that once they had been driven to a guard office, the whole crew except the Co-Pilot and the Bombardier were re-united.

The following crew is listed for 42-5218. The fate of the crew members has been completed by the listing in his E&E Report, dated September 11, 1944.

Position	Last Name	First Name	Rank	Fate	Comment
Pilot	Marcotte	William H	1 st Lt.	POW	
Co-Pilot	van Troyen	Joseph J.	2 nd Lt.	KIA	
Navigator	Carvalho	Joseph M.	2 nd Lt.	POW	
Bombardier	Pitts	Marc F.	2 nd Lt.	KIA	
Top Turret Gunner	Dostie	Edward J.	T/Sgt.	POW	
Ball Turret Gunner	Loveland	Glenn	S/Sgt.	POW	
Waist Gunner	Patten	Charles R.	Capt.	POW	
Waist Gunner	Huschle	Lawrence	S/Sgt.	POW	
Tail Gunner	Mason	Earl S.	S/Sgt.	POW	
Radio Operator	Houchens	Mason E.	T/Sgt.	POW	

The Ball Turret Gunner – S/Sgt. Loveland – managed to escape from POW Camp and returned in August 1944



42-5814

Little is known about the loss of this B-17. The 351st BG Web Site lists the plane as “ditched” with two crew members MIA³¹.

A brief quotation, dedicated to “the Kiel Report” – which possibly is the post mission report – states:

“Members of ship no 814 [...] 351st group were reported safe. Previously reported as down at sea, they were picked up at 2150 hrs 13th June 1943 by a Walrus after being adrift 9 hours and 20 minutes. Two other members of the crew T/Sgt. Harry C. Roebuck and S/Sgt. Joseph H. Hayes were separated from the dinghy and last seen drifting in their Mae Wests at a point approximately 20 miles from Cromer.”

Position	Last Name	First Name	Rank	Fate	Comment
Pilot	Forest	Willart T.			
Co-Pilot					
Navigator					
Bombardier					
Top Turret Gunner					
Ball Turret Gunner					
Right Waist Gunner					
Left Waist Gunner					
Tail Gunner					
Radio Operator					

³¹ <http://www.351st.org/ken.harbour/missdetailFreeman-1.HTML>



42-5815 "Stardust"

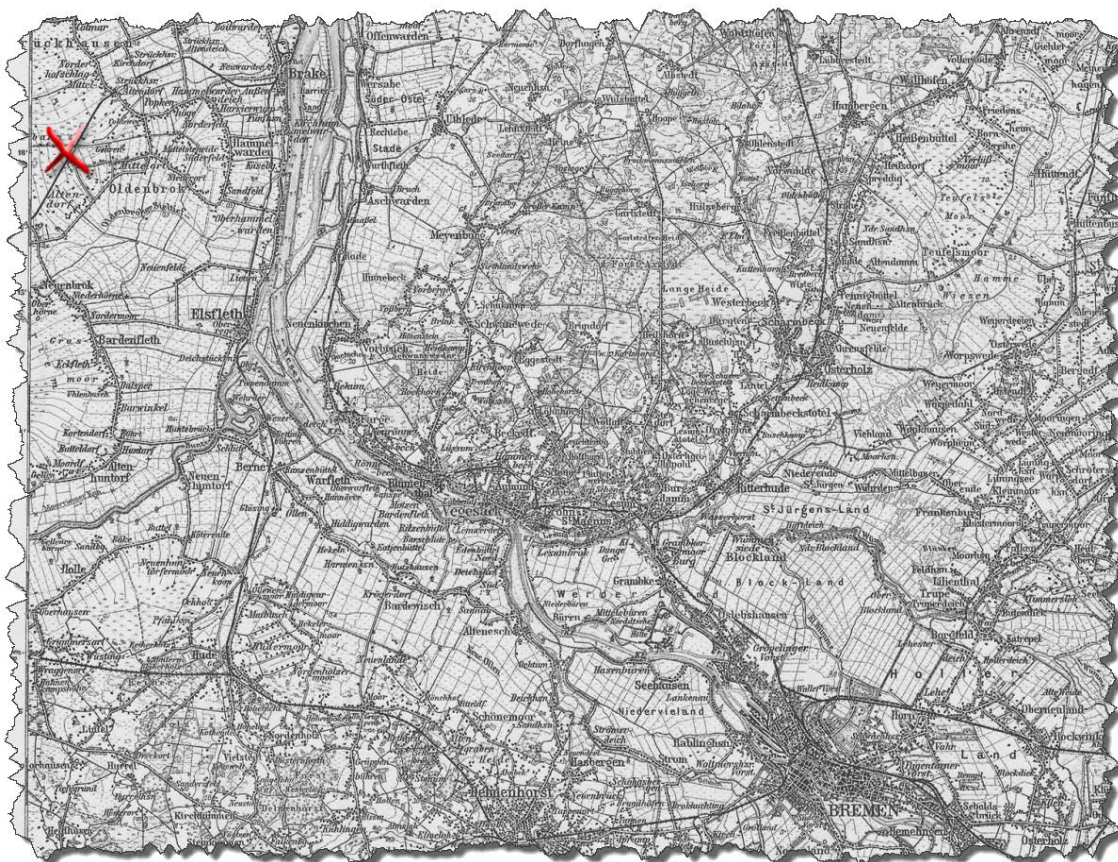
This is the second B-17 involved in the "mixed fates" that Dr. Theo Boiten pointed out to me (the other one being 42-5218 "Skywolf"). This is the corrected section for "Stardust".

Circumstantial evidence at its best surrounds the loss of this B-17. She is reported to be hit by flak over Bremen – this is reported to have happened around "bombs away". However, "Stardust" must have managed to keep to the skies, possibly a bit lower and slower than the rest of the B-17s, eventually dropping out of formation.

The pilot, 1st Lt. Robert W. Jackson, probably has chosen to deviate from the briefed course or has been pushed off the course. In any case, "flak" only was the initial reason for the loss of this ship: it is well documented that a group of Messerschmitt Bf 110 Night Fighters was involved in the fighting this morning.

One of them, Ofw. Wilhelm Schmale, claimed a B-17 at a relative low altitude of 4.000 m. The location provided for that claim: Oldenbroek. Given that time and place match so closely and the location is off the briefed path of the bomber formation, it is almost certain that this particular B-17 and this particular Luftwaffe pilot met in the morning hours of June 13, 1943.

The train station of *Oldenbroek*, by the way, is about 20 miles from *Bremen*... Looking at the more detailed 1:200.000 Maps, it shows that *Oldenbroek* as such is part of the municipality *Ovelgönne* north west of the city of *Bremen*.





Until today, the loss of this B-17 is only vaguely documented. Either way, the majority of her crew went into captivity.

Position	Last Name	First Name	Rank	Fate	Comment
Pilot	Jackson	Robert W.	1 st Lt.	POW	O-665307
Co-Pilot	Lott	Chester L.	FO	POW	T-000337
Navigator	Lindsey	Herman M.	2 nd Lt.	POW	O-794908
Bombardier	Noetzel	Charles	2 nd Lt.	KIA	O-734378
Top Turret Gunner	Adams	John E.	T/Sgt.	POW	37135203
Ball Turret Gunner	Berry	Edward H.	S/Sgt.	KIA	13036564
Right Waist Gunner	Whittaker	William W.	Sgt.	POW	14072668
Left Waist Gunner	Johnson	Roy	Sgt.	KIA	19013895
Tail Gunner	Viles	Floyd W.	Sgt.	POW	14134735
Radio Operator	Patton	Wallis	S/Sgt.	POW	38534964



The 4th Bombardment Wing

Post-Mission Reports

Post-mission information had been requested from the 95th Bombardment Group and the 96th Bombardment Group, both of whom provided partial data.

The 95th Bombardment Group

From the 95th Bombardment Group, the Base Engineering Report, a Formation Plan of the Main Group (with the Composite Group partially readable 'on the back'), Takeoff Sheet, and Pilot Interrogation Reports have been received.

Base Engineering Report

The Base Engineering Report provides some high-level damage assessment of the ships as well as an indication to those ships that aborted the mission and those that failed to return.

1. The following information is submitted concerning combat mission of the 95th Bomb Group (H) of June 13, 1943.
 - a. Twenty six (26) B-17F airplanes took-off, two (2) returned to base before completing mission.
 - b. Thirteen (13) airplanes completed mission and returned to base.
 - c. Eleven (11) airplanes did not return to base.
2. There were two (2) abortive airplanes.
 - a. 42-5882 - Could not control superchargers at high altitude, engine rough, Oxygen leak at filter plug ball turret believed to have been caused by ice.
 - b. 42-29853 - No. 3 engine supercharger ran away.
3. Battle damage is as follows:
 - a. engine tank, retracting gear, air duct, oil cooler damage. 42-29787
 - b. 42-29783 - wing panel - sheet metal damage.
 - c. 42-29807 - No. 2 Prop to be replaced.
 - d. 42-3090 - wing damage - sheet metal damage in general.
 - e. 42-3213 - No. 1 Engine damaged.
 - f. 42-29703 - No. 9 Cylinder No. 2 Engine damaged. Left outboard wing panel to be changed.
 - g. 42-29754 - No. 2 and No. 3 props to be changed. Bombardier's window out.
 - ~~h. 42-3175 - Supercharger and induction system No. 3 engine out.~~
 - i. 42-29591 - Plexiglass Nose and glass in upper turret damaged. Prop nicked.
 - j. 42-5791 - Hole in Prop - Outer wing (left) shot up.
 - k. 42-29067 - Three (3) small holes in sheet metal.
 - l. 42-29919 - Critical damage - possible salvage.

Section 1 – in cold words – marks the tremendous loss the group has taken on the raid: from 26 planes that took off, 2 aborted the mission (42-5882, piloted by Lt. Bender and 42-29853, piloted by Lt. Massey) and a total of 11 failed to return.

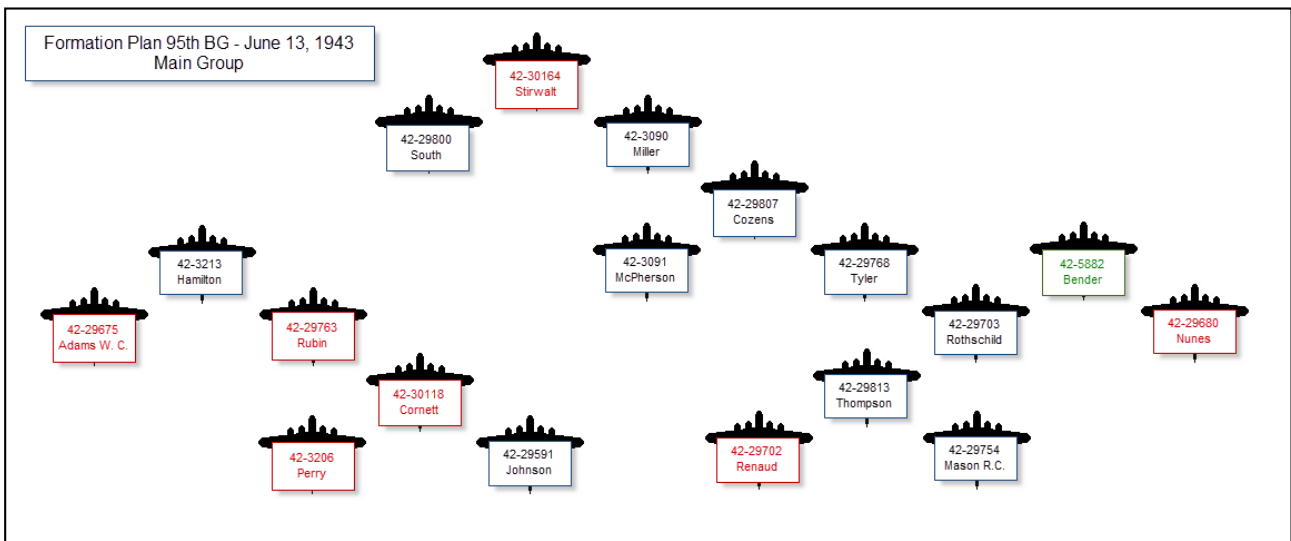
Those which returned had different type and severity of damage to report – worst hit was probably 42-29919 “Carbondale Special”, piloted by Lt. Eastling.



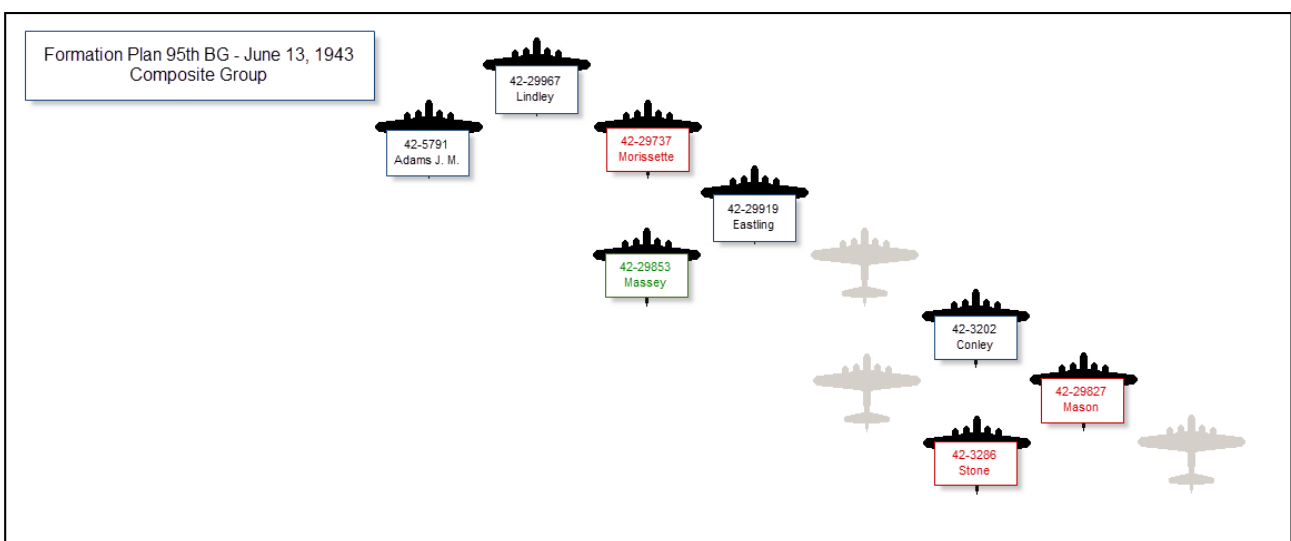
Formation

The 95th Bombardment Group this morning must have been flying lead formation – their Main Group had Brigadier General Nathan B. Forrest on board of ship 42-30164, piloted by Capt. Stirwalt. It is reasonably safe to assume that the General was leading the attack...

From the 95th BG records, the setup of the main group is clearly visible:



Planes marked in red failed to return, planes marked in green aborted the mission early. If this group is also considered the lead formation of the attack, the composite group containing the remaining elements of the 95th potentially was the second group but there is no hard evidence on that. The layout was determined by a close examination of the sheet for the main formation: the composite group had been noted on the back side and by flipping the scanned image, the text became readable.



Those aircraft grayed out are considered to be not part of the 95th but it is currently unclear which other group the composite was made up with.



The "Forrester Formation"

The interesting aspect of that day's formation is that it has not been the "classic" Combat Box formation – Brig. Gen. Forrest had proposed a new formation type, one that he was convinced would allow a better coordination of defensive fire from the B-17s³².

The experimental layout was a "flat" formation, with planes wingtip to wingtip. The Combat Box, to the contrary, usually stacked the planes within a group at slightly different altitude and it stacked the groups in the formation itself at different altitude.

To my knowledge, the formation was flown a one and only time before it was abandoned – on the Mission to Kiel.

The same source holds feedback from two pilots having flown for the 95th that day – Lt. Lindley flew the lead plane in the composite group and Lt. Cozen was in the main group. Here is what is said they reported³³:

"Landfall was made on the Kiel peninsula and within seconds the Luftwaffe fighters appeared. There were so many more black dots on the horizon, thicker than the gnats around the rear end of a camel. About the time I made the turn from the I.P. [Initial Point] toward the target, heavy and accurate flak began bursting among our formation; the fighters pulled in front of us. The flak looked awesome but the FW-190s and ME-109s would put the fear of God in anyone. To see them attack head-on from the twelve o'clock position with their wings flaring and smoking from their machine-gun fire is frightful to say the least. The 109s also fired their cannon located in the nose hub. Awesome, particularly when one realized they were firing directly at us.

For the next fifteen minutes I was in a state of absolute and incredulous shock. Between the exploding flak shells, the burning aircraft going down, excited voices yelling over the radio, and those concentrated and continuous fighter attacks, I spent half the time with my head in my steel helmet ducked down behind the instrument panel. The airplane was on automatic flight-control equipment, being steered by the bombardier. He managed to get the bombs away over the target area."

William Lindley

"I was instructed to keep the nose of my B-17 tucked up under the tail of the lead aircraft. The Forrest formation was subjected to the 'true test' when, just as we completed the bomb run, the formation received a massive diving frontal attack from the German FW-190s and ME-109s. In our position in the formation, as well as that of our wingmen, we were unable to clear any of our guns on the attacking aircraft because of the line of sight through our lead echelon aircraft. Consequently, the lead aircraft was raked with enemy fire from one end to the other and immediately fell out of the formation."

Robert Cozens

³² <http://flattopshistorywarpolitics.yuku.com/topic/478/Brigadier-General-Nathan-Forrest-USAAF#UEhKYZZvnTA>

³³ Gerald Astor, *The Mighty Eighth: The Air War in Europe as Told by the Men Who Fought It* (Dell Publishing: New York, 1997)



The 96th Bombardment Group

The 96th Bombardment Group was able to provide a narrative summary report, taken from the original post-mission report:

"The mission of 13 June was directed against Kiel. The mission took off as scheduled, and visibility was good until near land, where clouds obscured landfall and also the target area. Poor visibility caused failure to identify the target. The 96th had 18 aircraft and three in the 402nd Composite, and three in the 401st Composite. Take-off was from 0605 to 0703, and landing was from 1220 to 1343.

Bombing results were at best fair, the general target area receiving the attack. There were five abortives.

Enemy aircraft met the formation some 120 miles from the German coast, and encounters were continuous for nearly an hour, with FW 190's predominant among ME 109's ME 110's and Ju 88's. Many angles of attack were made close in, encounters came in several types; nose attacks in tandem, level, by series of three to five aircraft; formation of three to six ships in "V" on nose, rolling under our ships and coming up on following group; enemy aircraft carrying bombs, which would release and then attack from above after burst; long range attack on nose followed by sweep to side and attack on wing; a few unpredicted single attacks.

Markings were red, yellow noses, black top and silver bottom, zebra stripes all silver and grey green brown dazzle camouflage. The attack was resumed near the English coast. Many enemy aircraft were destroyed. Flak was meager to moderate, accurate in altitude, both barrage and predicted; bad in deflection, both barrage and predicted. All busts black.

Leading the 96th Group was A/C 927, piloted by Capt. W. E. Flagg, of the 413th Squadron. Major F. E. Tiller, 338th Squadron C.O. flew as aircraft commander. The Navigator was 1st Lt. M.C. Hamilton and the Bombardier 1st. Lt. R.P. Millikin."

The 96th lost 3 aircraft, with 30 crew missing in action, 2 were killed in action and 9 wounded. Aircraft missing were

- *42-29748, 338th Squadron, "Paradise Lost", shot down by fighters in the Kiel area, 8 crew KIA and 2 POW*
- *42-3107, 337th Squadron, "Miss Carriage", lost to fighters. 8 KIA and 2 POW. A/C crashed at Dorphof south of Kappeln, Flensburg, Germany*
- *42-29576, 339th Squadron, "Big Chief II" 5 KIA and 5 POW. A/C crashed at Pellworm/Halligkoog."*



Flight Plan

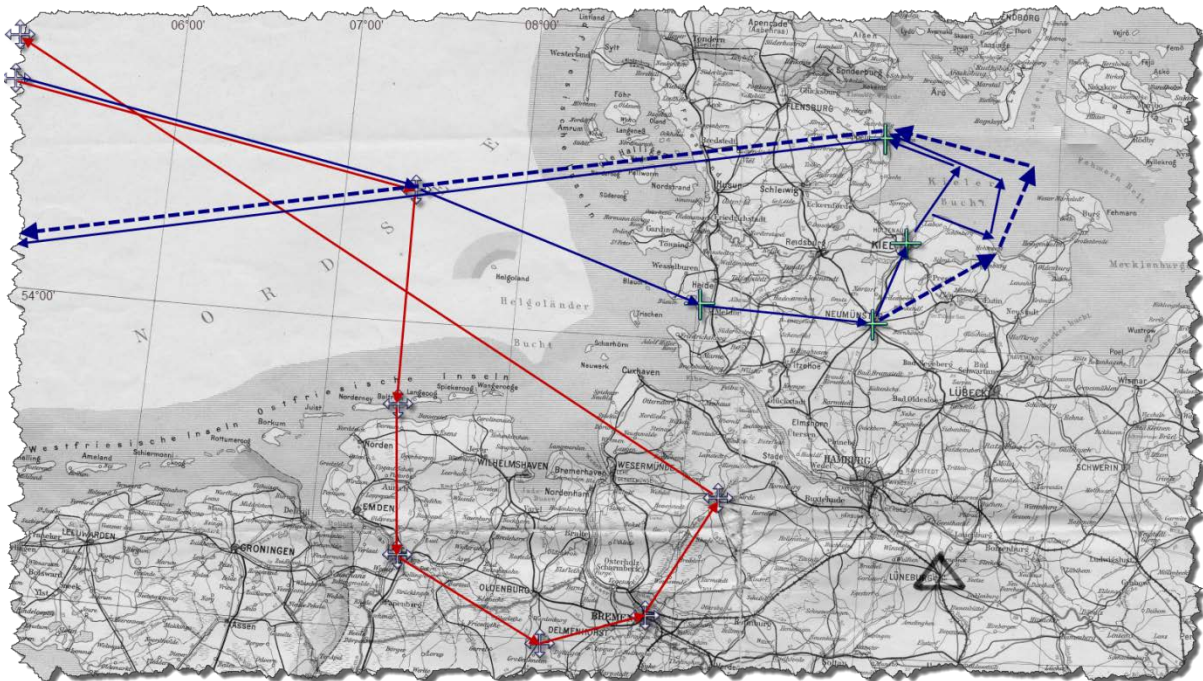
Despite the post mission reports not being available yet, the flight plan has been determined from a secondary source³⁴.

“The bombers are flying without fighter escort this morning and are closing in on their waypoint north west of the island of Helgoland – around 0850. By 0915, they are crossing the German coast in the vicinity of Eiderstedt and the Dithmarschen Bay. The B-17 continue east, crossing the Kaiser-Wilhelm-Kanal near Grünthal and continue towards Neumünster.

Around 0930, the formation is turning north east, towards their target – Kiel. The first wave of bombers – about 60 B-17 – are coming in in seven groups, following close. Reaching the outer parts of the Kiel Bay, the German fighters are attacking and the formation is dissolved. The larger part is leaving on a northbound track, towards the Danish island of Langeland. The smaller group is driven to the east and south-east, along the coast to Hohwachter Bay. From there, they are turning north and finally west, heading for home.

The second wave, attacked by the Luftwaffe and driven off by strong westerly winds, passes Kiel to the south, crosses the Lake Selent and is heading out via the Hohwachter Bay towards Langeland and then home. They are not making the target area.”

The course for the 4th Bombardment Wing is marked in blue – the red course is the 1st BW attacking Bremen.



³⁴ Hempel, Niels: Fliegenschicksale in Schleswig-Holstein (eBook, no pages)



Losses of the 4th Bombardment Wing

From the 4th Bombardment Wing, three Bombardment Groups were included in the attacks on *Bremen* and *Kiel* on June 13, 1943

Group	Squadron	Aircraft	Nickname	Tail Number	MACR	Suspected Loss	Location of	Comment
94 th BG	410 th BS	B-17F	Ole Tobe	42-3063	6142	Into the Baltic Sea		
94 th BG	410 th BS	B-17F	Buckshot	42-3187	15839	Into the Baltic Sea		See here .
94 th BG	333 rd BS	B-17F	Shackeroo!	42-29708		Into the North Sea		MACR not available as crew was immediately picked up by rescue units.
94 th BG	410 th BS	B-17F	Klo Kay	42-29715	15162	Honigsee, between Großbarkau and Pohnsdorf.		
94 th BG	331 st BS	B-17F	Visiting Fireman	42-29822	n/a	Into the North Sea.		No MACR available but eye witness accounts.
94 th BG	332 nd BS	B-17F		42-29940	16200	West of Neumünster. Exploded mid-air.		MACR unavailable. An interesting (german) post can be found here . Wreck site is reported found.
94 th BG	332 nd BS	B-17F	Sick Call	42-29949	n/a	Großkönigsförde		A (german) report about the loss can be found here . Wreck site has been located.
94 th BG	410 th BS	B-17F	Helno Gallen II	42-29957	15556	Possibly near or over Kiel.		Reported "lost between Initial Point and Target"
94 th BG	333 rd BS	B-17F	Wolfpack	42-30113	n/a	Possibly near Rendsburg.		
95 th BG	412 th BS	B-17F		42-3206	4403	Barkau, south of Eutin		
95 th BG	336 th BS	B-17F		42-3286	2453	Into the Baltic Sea		See here .
95 th BG	336 th BS	B-17F		42-29675	2169	Into the Baltic Sea, south of Lolland.		See here .
95 th BG	335 th BS	B-17F		42-29680	2751	Into the Baltic Sea		Reported lost in the Baltic Sea off Oldenburg/Holstein.
95 th BG	336 th BS	B-17F	Rat Killer	42-29702	4896	Into the Baltic Sea, south of Langeland.		See here .
95 th BG	412 th BS	B-17F	Louise	42-29737	4898	Island of Amrum		
95 th BG	335 th BS	B-17F		42-29763	4899	Into the Baltic Sea		Reported lost in the Baltic Sea off Heiligenhafen. She may have been one of the two B-17s reported having had a mid-air collision.
95 th BG	335 th BS	B-17F		42-29827	4901	West of Neumünster.		Reported lost over land, between Langstedt and the North Sea. Other sources have her down "near Silzen, about 5 miles of Hohenweststedt" ^{35, 36}
95 th BG	335 th BS	B-17F		42-30118	4738	Into the Baltic Sea		See here .
95 th BG	334 th BS	B-17F		42-30164	8960	Into the Baltic Sea		The aircraft has been reported colliding with a German fighter but no German records sustain that claim. It rather seems that the aircraft had been attacked before reaching Kiel, continued over the target and was attacked again, falling into the Baltic Sea. See here .
96 th BG	337 th BS	B-17F	Paradise Lost	42-29748	15631	Possibly over Kiel or into the Baltic Sea.		
96 th BG	339 th BS	B-17F	Big Chief II	42-29756	16142	Into the North Sea, between Pellworm and Hallig Hooge.		
96 th BG	337 th BS	B-17F	Miss Cariage	42-3107	2458 3687	Dörphof, South of Kappeln		MACR not available.

³⁵ <http://forum.armyairforces.com/m68485-print.aspx>

³⁶ <http://www.forum-der-wehrmacht.de/thread.php?postid=285028>



42-3063 - "Ole Tobe"

Little is known about the loss of this particular B-17. The only survivor, 2nd Lt. Blair Hale, has filed the usual Casualty Questionnaires after having been released from captivity.

According to his feedback, the aircraft had been suffering numerous attacks by Luftwaffe fighters. Lt. Hale is suggesting that the pilot might have tried to reach land in Denmark or Sweden. He is reporting the last conversation to be

"We can't stay with the formation; salvo the bombs; fire in the radio room; Engine #1 on fire".

In addition, Lt. Hale must have been with the navigator, Lt. Fussell, right before leaving the aircraft. He states

"He had been injured in the shoulder. I helped him buckle his chest-pack chute onto his body harness; he hesitated as if he wished me to bail out first, knowing there wasn't a second to lose and that the aircraft was out of control. I bailed out, expecting him to follow immediately; however, at that moment the wing came off, and the aircraft was less than 1,000 ft. above the water. I don't believe the Navigator, Lt. Fussell, had time to get out of the airplane."

Also stated in the MACR – but not in any way confirmed or denied by Lt. Hale – is the statement

"An aircraft believed to be the one piloted by Pilot Johnson was reported to have exploded at an altitude of 300 feet, ½ mile from enemy coast on course out."

If this is true, 42-3063 might have been one of the B-17s crashed into the Baltic Sea very closely to the coast and on the way out.

The original MACR is missing two pages which showed up on a "search by name" on www.fold3.com. The last of these two holds an account given by Lt. Blair after having been released from captivity:



I did not actually see the aircraft hit the water, but I did hear what I assumed was the crack and splash which resulted. I did see the wing of the ship float down alongside my parachute. I believe I was suspended in the air for less than two minutes before falling into the water. I could see land to the North. I was in the water from approximately 09:35 to 11:30. I could not get free from my parachute and was dragged along the water by a heavy surface wind which kept the chute inflated and pulled me in the direction of East-South East. A German boat picked me up and took me to Luebeck, Germany. I could not make the crewmen understand that possible other members of the crew could be found out on the water. I mentioned that there was one other parachute seen by me in the air. I have no idea which crew-member he was. He could only have lit somewhere in the water. The sea was extremely rough and cold. I do not believe a person could have survived for long, nor do I believe that the Mae Wests we wore would have been sufficient to keep one from drowning. I believe my life can be attributed to the fact that I was unable to get free of my parachute harness and was held up by it. I realize that any information I have been able to give is extremely meager, but I remember little, and in fact, knew practically nothing about other members of the crew. I believe each crewman was doing his best to stick by his guns and with the ship as long as it was flying, and that the pilot was unable to give any bailout order because of lack of means of communication. In the last few minutes the ship seemed to go completely out of control. I, from a vantage point in the nose of the aircraft realized that only seconds were left. In a frantic effort to get out of the plane I failed to check on any other members of the crew except for what has been said about the Navigator, Lt. Fussell. On further thought, however I knew not whether the ship had been deserted and the Navigator and I were the only ones left inside. There had been no communication between other members of the crew for what seemed to be about the last 15 minutes of the flight.

Blair Hale
 Blair Hale
 Captain, Air Corps
 4135th AAFBC, Hill Field, Utah

Next to the first-hand account of bail-out, survival and rescue there are two interesting comments in what Lt. (now Captain) Hale has to report:

1. *"I could see land to the North"*: given that his time in the air was short – only about two minutes according to his own account (although time may be perceived differently under the circumstances given) – and that he probably bailed out at a relative low altitude. In this case the land he was seeing might have been the coast of the Danish islands, either Langeland or Lolland.
2. *"I [...] was dragged along the water by a heavy surface wind which [...] pulled me East-South-East"* – another source also reports strong winds from the west for that day, having dragged crew members which left their aircraft close to the German coast out and into the Baltic Sea.

Position	Last Name	First Name	Rank	Fate	Comment
Pilot	Johnson	Harold Austin	1 st Lt.	MIA	O-791304
Co-Pilot	Kvevli	Henry August	2 nd Lt.	KIA	O-735400
Navigator	Fussell	David Clark	2 nd Lt.	MIA	O-795228
Bombardier	Hale	Blair	2 nd Lt.	POW	O-733559
Top Turret Gunner	Dalaski	John	T/Sgt.	MIA	35378235
Ball Turret Gunner	Leland	Alfred Leslie	S/Sgt.	MIA	38212647
Right Waist Gunner	DeRouchie	Harold Horace	S/Sgt.	MIA	16108845
Left Waist Gunner	Wortney	Lawrence Calvin	S/Sgt.	MIA	34134047
Tail Gunner	Thomas	Robert Hibbard	Sgt.	MIA	13081400
Radio Operator	Bennett	Earl Junior	T/Sgt.KIA	MIA	33191001



42-3187 - "Buckshot"

Very little is known about this particular aircraft and the circumstances of its loss. Despite a survivor, Top Turret Gunner Charles Hale, there is no casualties questionnaire attached to the MACR, hence there is no additional information but the crew list available at this time.

One source³⁷ is suggesting that 42-3187 is one of the aircraft lost over the Baltic Sea, where the Top Turret Gunner, S/Sgt. Hale, was picked up by ships after bailing out. Three of his crew mates are reported found dead and buried in *Magleby Churchyard, Langeland* until they were taken home in 1948:

- the Co-Pilot, 2nd Lt. Brown, has reportedly been found end of July 1943 floating in the sea,
- the Bombardier, 2nd Lt. Williams, has reportedly been found, and
- the Tail Gunner, S/Sgt. Gonzales, has reportedly been found

Position	Last Name	First Name	Rank	Fate	Comment
Pilot	Welden	Lloyd H.	1 st Lt.	MIA	
Co-Pilot	Brown	Wilson F.	2 nd Lt.	KIA	
Navigator	Curtis	Robert L.	2 nd Lt.	MIA	
Bombardier	Williams	Quinten S.	2 nd Lt.	KIA	
Top Turret Gunner	Hale	Charles L.	S/Sgt.	POW	
Ball Turret Gunner	Beadle	Reggie L.	S/Sgt.	MIA	
Right Waist Gunner	Pyle	Harry R.	S/Sgt.	MIA	
Left Waist Gunner	Collins	Samuel L.	S/Sgt.	MIA	
Tail Gunner	Gonzales	John S.	S/Sgt.	MIA	
Radio Operator	Rosenberger	Willis L.	T/Sgt.	MIA	

³⁷ <http://www.airmen.dk/p186.htm>



42-29708 - "Shackeroo!"

I almost missed this B-17 as it does not appear in most of the loss lists covering the mission to Bremen and Kiel.

The aircraft flew lead position in its group and was lost on the return leg to the UK. According to the internet post, the ship was attacked by Bf 109 fighters while flying at about 3,000 ft. It lost three engines and its left rear stabilizer.

The pilot, Capt. Kirk, managed to keep her barely above the waves, limping her westbound for another 30 miles when the last engine was lost. The ship ditched but the crew was rescued about 10 hours afterwards.

Position	Last Name	First Name	Rank	Fate	Comment
Pilot	Kirk	Howard N.	Capt.	Rescued	
Co-Pilot (Pilot in Command)	Thorup	Louis G.	Maj.	Rescued	
Navigator	Dahl	Arvid S.	1 st Lt.	Rescued	
Bombardier	McGlaun	Dequindre	1 st Lt.	Rescued	
Top Turret Gunner	Hoffman	Warren F.	S/Sgt.	Rescued	
Ball Turret Gunner	Evans	Warren W.	S/Sgt.	Rescued	
Waist Gunner	Ferrin	Charles G.	S/Sgt.	Rescued	
Waist Gunner	Jones	Eugene F.	S/Sgt.	Rescued	
Tail Gunner	Markoff	Vasil M.	F/O	Rescued	Regular Co-Pilot. Flew as Tail Gunner as ship was leading formation.
Radio Operator	Griffen	Joseph R.	S/Sgt.	Rescued	

This loss is very well covered by the accounts of two men – 1st Lt. Dequindre McGlaun³⁸ who was the bombardier on that aircraft and Capt. Colby³⁹, who was flying another B-17 and witnessing the events. This is what they report:

"I then followed in loose formation behind the bunch I had joined (about 10 ships) which turned out to be the combined remains of the 94th and the Comp. Group.

We were now down to about 3000 ft. over the sea and all relaxed when we were suddenly attacked by 4 ME109s. They got Hendershot, setting his wing on fire, and they said the wing burned off and he spun in. Another ship ahead of us had an engine burning, and we went over to give him extra protection and discovered it was Thorup. Before we could get close, they hit him again and blew the entire left horizontal fin clean off the tail and knocked out both left engines. He managed to stagger along, about 10 ft. off the water for a good thirty miles before his power failed and he pancaked into the sea. We flew back and forth above him to give him some protection, as all the rest had left, and although we saw one fighter in the distance, he didn't attack us.

We tried to drop him (Thorup/Shackeroo) our spare life raft and also our portable radio, but neither inflated when they hit the water and sank before they could be recovered. So

³⁸ Dequindre McGlaun was promoted to Captain later but flew this mission as 1st Lt. so throughout the document, I have decided to maintain the then current rank to avoid confusion.
³⁹ <http://forum.armyairforces.com/m/tm.aspx?m=188256&fp=3&p=2>



we climbed up to where we could radio England and sent an SOS and a position fix on them (which we found out later was what started the action for their rescue). When we got home (Bury St. Edmunds) we passed all our information on to the British Air Sea Rescue, and one of their Boston aircraft sighted Thorup at 10:30 pm that night, and signaled a nearby Motor Torpedo Boat, on operations, who came over and rescued the Boys. They picked them up after 11 hours in the water and brought them in to Lowestoft, just south of Yarmouth.”

1st Lt. McGlaun remembers the events as well – his account reads

“On return, off the coast of Holland, we were intercepted by four German ME-109 fighters. Lt. Hendershofs plane caught fire and went down. One fighter concentrated on our plane, making head-on attacks. On the second head-on attack, a 20 mm explosive shell exploded just as it got to the nose of "Shackeroo", where Dahl and I were stationed.

We were both busy firing our 50 caliber machine guns. I was firing directly ahead, Dahl to the left side. I felt something begin to sting and I saw blood getting into my left boot. But the fighter came back around for the third pass before I asked "Spanky" to give me the first aid kit. I applied a tourniquet above my knee. The intercom was silent, so I told Dahl I was going to the radio room, for him to follow. As I went up the hatch, I saw red fluid and I looked to see if Kirk and Thorup were OK - it was hydraulic fluid! They were struggling to keep the plane from stalling out. They weren't talking.

I went through the bomb bay into the radio room with the open hatch above. The radio operator had a spent 20mm incendiary shell in his hand and had stamped out a fire in his parachute.

We flew for a few more minutes before ditching in the North Sea. Dahl and some of the gunners were there by then. I immediately got out of the hatch onto the right wing and reached back inside to pull the life-raft cable. We managed to get both rafts (dinghies) to the right side. I climbed into one while it was still pumping up. We lashed them together and beat water to get out of the way of the plane as it was going under.

We floated around in this icy water for eleven hours before two air-sea rescue planes located us as "Spanky" fired flares. They radioed three British torpedo boats that came in about an hour, as a number of British fighters gave us a scare. We were all put on one boat that carried us back to Lowestoft, England, where "Spanky" and I spent the night in the hospital. I was then removed to a regional hospital. I rejoined Kirk, Dahl, Markoff and Shacleroo II for my next mission on July 28th. Just made Captain as did Dahl.”

With this description and the chain of events known so far, the aircraft has fallen to the men of I./JG 1, flying a second sortie on the departing bombers out of Amsterdam that day. The Gruppe claims three B-17 on that sortie.

The one claimed by Oblt. Rolf Strohal is marked as “HSS” – “Herausschuss” (an aircraft that was so severely damaged that it was either unlikely to survive or got separated from its group, becoming an easy prey for other pilots) – and as such would be a perfect match for the accounts of the two men on the B-17. He would be my most likely suspect to claim this aircraft.



42-29715 - "Klo Kay"

The loss of this B-17 is fairly well documented – mainly a tribute to the survival of the pilot, Capt. Bolling H. Rawlinson. This is what he reported⁴⁰:

"Target time was approx. 0810. About 20 minutes before reaching the target, the plane was heavily attacked by enemy fighters and the No. 2 engine was set afire. The propeller on No. 2 was feathered and shortly thereafter, the ball turret gunner called on the intercom and said that he was coming out of the ball as he could not operate due to smoke and heat.

At this time Captain Rawlinson told the Co-Pilot, Captain Hebert, to go to the rear and investigate the condition of the plane. Captain Hebert turned around almost immediately and announced that the fire must be spreading through the bomb bay. Captain Rawlinson rang the bail-out alarm and found that the intercom was out of commission. During the period covered by the above, the plane was constantly under severe fighter attack from apparently close range.

Captain Hebert and the Top Turret Gunner immediately prepared to abandon the plane and had secured their chest type parachutes. The gunner and Captain Hebert disappeared through the catwalk towards the nose, apparently heading for the nose escape hatch. Captain Rawlinson made a turn off the IP towards the target with the intention of dropping salvo bombs from the cockpit and then abandon the plane. Altitude at that time was 28,500 feet.

Just prior to bomb release, the plane exploded and Captain Rawlinson was blown clear of the wreckage. As soon as he was clear of the debris, he pulled the ripcord and blacked out. He became conscious on the way down and noticed another parachute in the air about 200 yards from him. He does not know whether or not this parachute came from his own plane. He then blacked out again and remained unconscious until he landed and was in the hands of Germans who captured him"

While in custody, Captain Rawlinson had a chance to talk to members of other crews that were shot down the same day on the same raid. One indicated that

"a man was seen bail out of Rawlinson's plane and he had caught on the tail assembly and that the plane exploded immediately thereafter and that the man parachute was not seen opening"

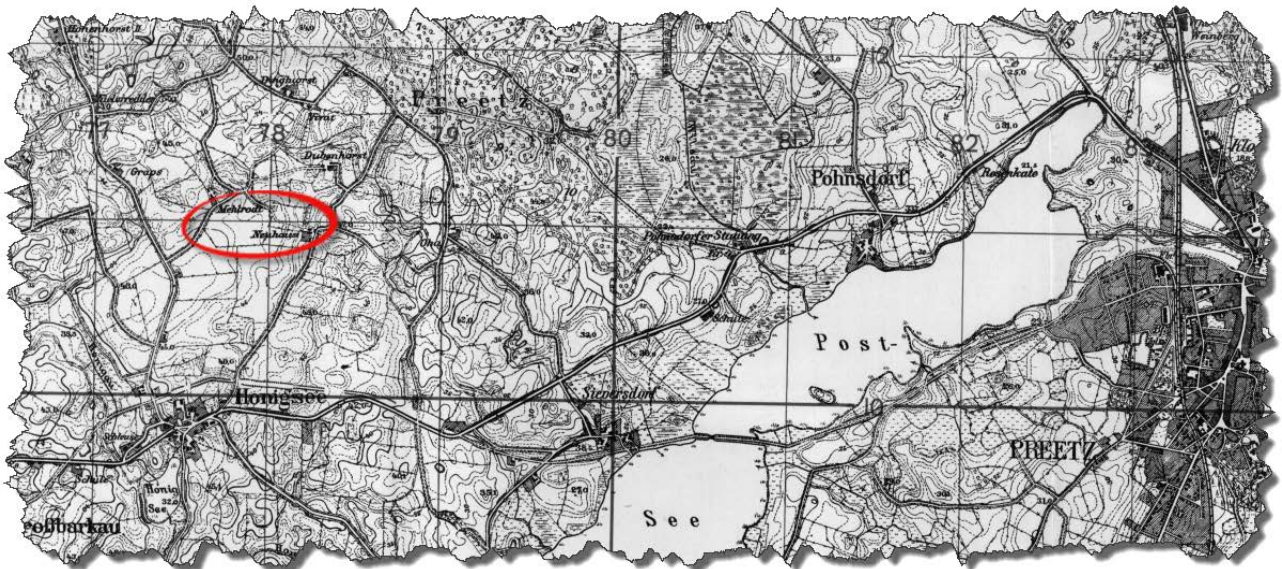
In this particular case, Captain Rawlinson was Squadron Commander and acting group leader. The Tail Gunner, Lt. Schultheis, was a pilot himself and had been taking this position on that day due to a high command order directing that a rated pilot is required to take the tail position of all lead planes.

With this very detailed description of time and location the aircraft was lost, it is almost certain that "Klo Kay" was either the victim of Hptm. Siegfried Schnell or Fw. Alfred Niese. It also means that the other B-17 shot down in that area must have had at least one survivor, too – the other parachute Capt. Rawlinson had been seeing on his way down.

⁴⁰ MACR 15162



In his book "Luftfahrt-Archäologie - Fliegerschicksale in Schleswig-Holstein", Nils Hempel suggests that the wreck site he has mapped out near the village of *Honigsee* is the one of 42-29715 – however, all the published information is „circumstantial evidence“.



There is one known image of the B-17F "Klo Kay", published by the Nose Art Research Project. For the time being, I cannot publish this photo as I am in the process of requesting a permission to do so.

What remains of Captain Rawlinson's B-17s is the memories and the crew list of those not having survived the planes loss.

Position	Last Name	First Name	Rank	Fate	Comment
Pilot	Rawlinson	Bolling H.	Capt.	POW	
Co-Pilot	Hebert	Arthur J.	Capt.	KIA	
Navigator	Meeks	Thomas J.	2 nd Lt.	KIA	
Bombardier	Levander	Leonhard W.	1 st Lt.	KIA	O-728289
Top Turret Gunner	Cameron	Edward H.	T/Sgt.	KIA	
Ball Turret Gunner	Hilts	Harold S.	S/Sgt.	KIA	
Right Waist Gunner	Kaplan	Benjamin	S/Sgt.	KIA	
Left Waist Gunner	Huzinex	John	S/Sgt.	KIA	
Tail Gunner	Schultheis	Charles E.	2 nd Lt.	KIA	
Radio Operator	Morris	Charles J.	T/Sgt.	KIA	



42-29822 - "Visiting Fireman"

Little is known about this B-17 or the circumstances of its loss. There is no MACR available but a crew list was obtained from the Internet⁴¹.

Position	Last Name	First Name	Rank	Fate	Comment
Pilot	Hendershot	George W.	1 st Lt.	MIA	
Co-Pilot	Rose	Henry H.	1 st Lt.	MIA	
Navigator	Jensen	John M.	2 nd Lt.	MIA	
Bombardier	Hess	George W.	2 nd Lt.	MIA	O-732925
Top Turret Gunner	Rockwell	Leslie H.	T/Sgt.	MIA	
Ball Turret Gunner	Callaway	William E.	S/Sgt.	MIA	
Right Waist Gunner	Byrnes	Robert J.	T/Sgt.	MIA	
Left Waist Gunner	Boren	Marion M.	S/Sgt.	MIA	
Tail Gunner	Sebring	Keith A.	S/Sgt.	MIA	
Radio Operator	Justins	Alexander	S/Sgt.	MIA	

1st Lt. Dequindre McGlaun gives an account of the loss as he witnessed it:

"On return, off the coast of Holland, we were intercepted by four German ME-109 fighters. Lt. Hendershofs plane caught fire and went down."

Being the Squadron Bombardier, I am pretty sure his observations had been spot on. His observations are backed by another member of the 94th Bombardment Group that was on the raid to Kiel, Capt. Colby, who has written down the following lines⁴²:

"I then followed in loose formation behind the bunch I had joined (about 10 ships) which turned out to be the combined remains of the 94th and the Comp. Group. We were now down to about 3000 ft. over the sea and all relaxed when we were suddenly attacked by 4 ME109s. They got Hendershot, setting his wing on fire, and they said the wing burned off and he spun in."

Both men actually identify the attackers as Me 109 although the only group seeing action that late in the battle was I./JG 1, flying their Fw 190's out of Amsterdam. Nonetheless, both are pretty firm on the fate of "Visiting Fireman": they survived through the target area and were struggling for the British coast when attacked and hit, then lost with all hands over the North Sea.

Given that Capt. McGlaun observed the loss before his own aircraft, 42-29708 – "Shackeroo!", got hit and subsequently lost, the most reasonable assumption is that the crew of "Visiting Fireman" was attacked and shot down as the first aircraft by the men of I./JG 1. Uffz. Rudolf Hübel of I./JG 1 is a very likely candidate to claim this aircraft.

⁴¹ <http://forum.armyairforces.com/tm.aspx?m=107064>

⁴² <http://forum.armyairforces.com/m/tm.aspx?m=188256&fp=3&p=2>



42-29940

Despite the fact that there is no MACR available for the loss of this B-17, a lot is known about the fate of this particular aircraft.

Next to the crew list, there is a German web site dedicated to the discovery and mapping of the crash site⁴³. As the site is in German, I will transform the important information about the loss into English.

An eye witness account claims that

“As a youngster, I was out on my way fetching the paper when I noticed the bomber formation high above. Just about this time, one of the bombers was leaving formation and exploded mid-air shortly afterwards.”

The web site is also showing a photo of the aircraft tail, clearly showing the serial number 42-29940. Another site⁴⁴ provides the following information, which is otherwise unaccounted for:

“The crew of B-17F 42-30149 reported a B-17 aircraft blown by an aerial bomb believed to be B-17F 42-29940. The Fortress came to rest on the Rosenhof farm, 1 mile south of Ehndorf and 4 miles south-west of Neumünster.”

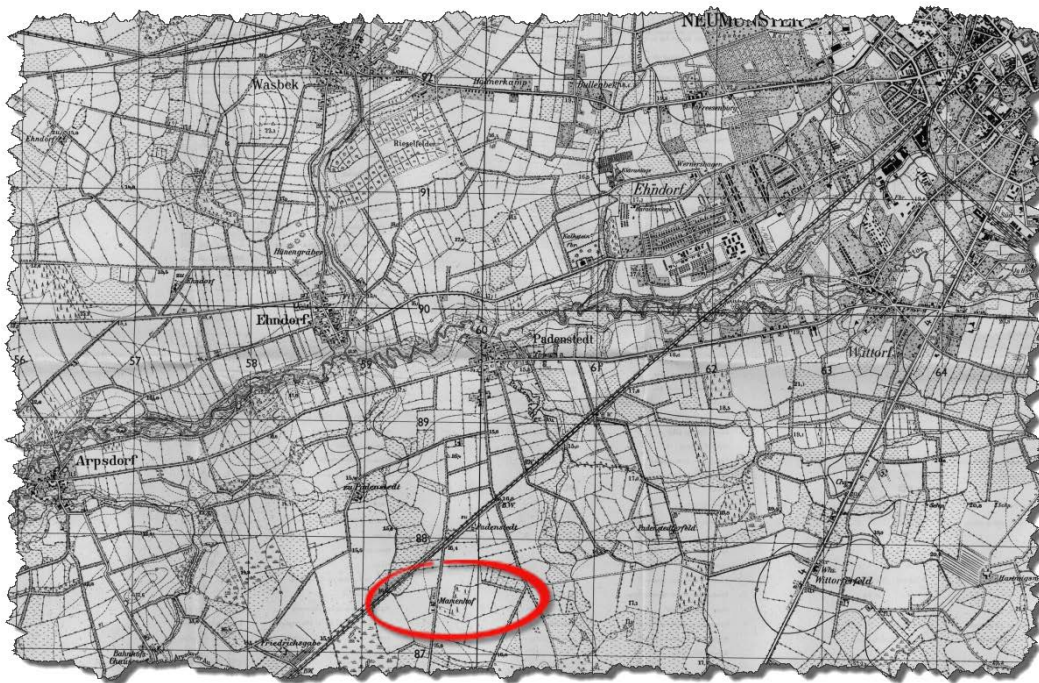
The location reported is in line with the USAAF Loss List which has the following entry:

13 Jun43 0945	4-eng. bomber	Marienhof, 2 km east of	111521
		Railway-station Arpsdorf	111524-111531

Looking up the location on a 1:25000 Map (published at the time), the location – *Marienhof*, a small farm to the south-west of *Neumünster* – is clearly visible.

⁴³ <http://www.spurensuchesh.de/fz42-29940.htm>

⁴⁴ <http://www.adoptiegraven-database.nl>



The crew list for this ship shows only one survivor, the Co-Pilot, Lt. Campbell. Everyone else got killed.

Position	Last Name	First Name	Rank	Fate	Comment
Pilot	Loog	Andrew	1 st Lt.	KIA	
Co-Pilot	Campbell	Robert W.	2 nd Lt.	POW	
Navigator	McGee	Francis J.	2 nd Lt.	KIA	
Bombardier	Hale Jr.	George M.	1 st Lt.	KIA	
Top Turret Gunner	Russell	Richard C.	Sgt.	KIA	
Ball Turret Gunner	Lane	Edward C.	Sgt.	KIA	
Right Waist Gunner	Wilson	Scott J.	Sgt.	KIA	
Left Waist Gunner	Payne	Howard W.	Sgt.	KIA	
Tail Gunner	Walczynski	Eugene J.	S/Sgt.	KIA	
Radio Operator	Himes	Richard M.	Sg.	KIA	



42-29949 - "Sick Call"

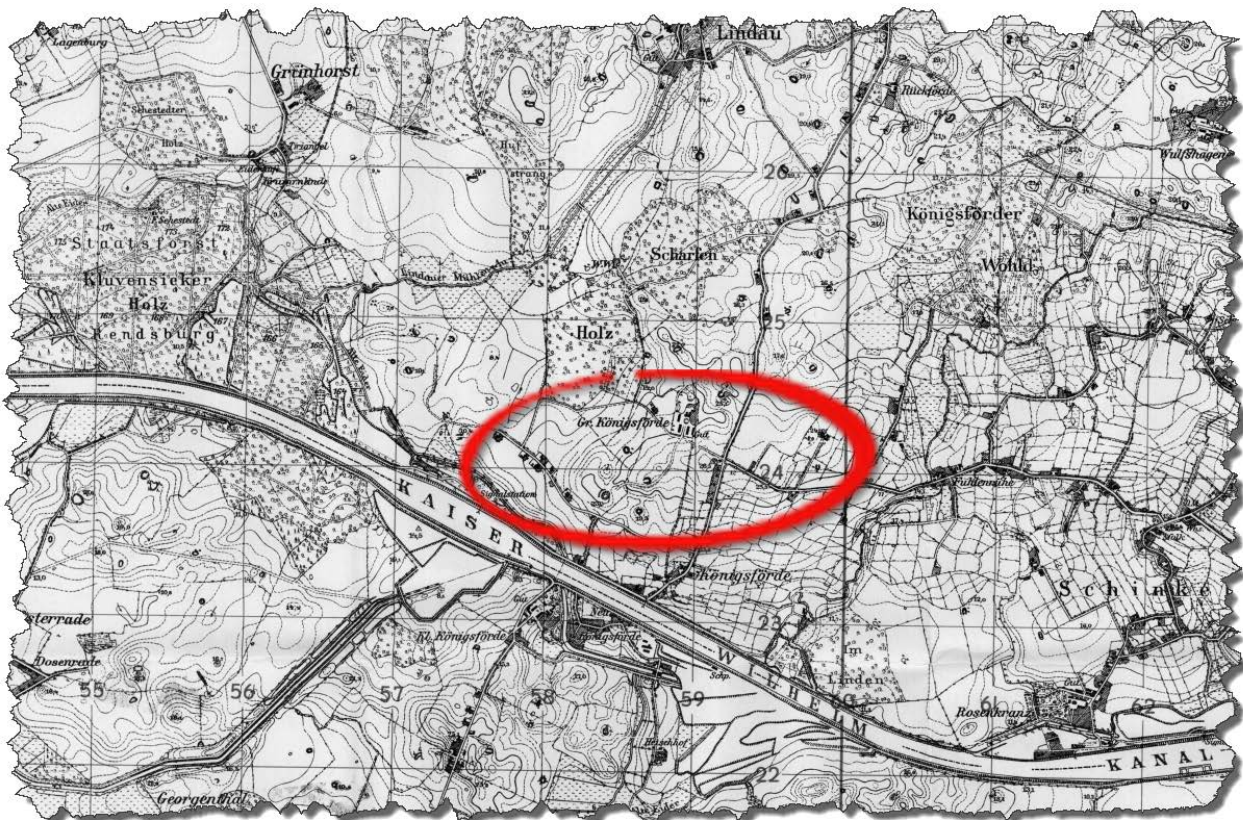
Like 42-29940, this B-17F's crash site has also been located. Unlike the other B-17s that day, this one managed a forced landing on a field near *Großkönigsförde*, about 10 Miles (15 Kilometer) east of *Rendsburg*.

It is reported⁴⁵, that the bomber was flying on an easterly course, coming from *Rendsburg* and flying to *Großkönigsförde*, has been hit by Luftwaffe fighters and finally landed on a field near the village. One of the crew members died, the other 9 bailed out and landed on the opposite side of the Nord-Ostsee-Kanal, near *Klein Königsförde*.

The USAAF Loss List also lists *Gross-Königsförde* as the location of the loss:



Again, looking at the 1:25000 map shows more details on the exact area where the B-17 came to rest on that Sunday morning.



It is also said that the bomb load had still been on board when the plane crashed, in other words: the bomber was still inbound for Kiel, even if it was pretty much north of the expected approach, apparently driven off by the attacks.

⁴⁵ <http://www.spurensuchesh.de/fzgrossk.html>



Looking at the location of the crash and the recorded claims of the Luftwaffe on that day, it appears that most likely this aircraft has fallen to Uffz. Walter Holl who claims a B-17 "over Königsförde" around 09:32 that morning (other sources say 09:24).

Position	Last Name	First Name	Rank	Fate	Comment
Pilot	Tower	Robert S.	Lt.	POW	
Co-Pilot	Knott	Percival L.	Lt.	POW	
	Cohen	Irvin	Lt.	POW	
	Selway	Kenneth L.	Lt.	POW	
	Robinson	George W.	Sgt.	POW	
	Cunningham	James W.	Sgt.	POW	
	Fluegel	Theodore M.	Sgt.	KIA	
	Gate	James	Sgt.	POW	
	Haskett	Robert E.	Sgt.	POW	
	Samulski	Joseph P.	Sgt.	POW	



42-29957 - "Helno Gallen II"

Little is known about the loss of this B-17F, despite a surviving crew member, Lt. Wilton H. Power. Lt. Power files a Casualty Questionnaire upon his return where he states they had left the formation

"between IP + Target"

which would mean the aircraft was hit somewhere south west of *Kiel*. With respect to the question "Did other members of crew bail out", his statement is

"Yes, Pilot, Co-Pilot, Bombardier, Top Turret, Ball Turret, Tail Gunner, Radio Man, Right Waist Gunner"

He further states

"Under B-17 escape procedure, a navigator is first to bail out – my position – I know my Bombardier, Co-Pilot and Radio Man got out as I saw them on the Ground. I believe all but one – Left Waist Gunner – got out."

T/Sgt. Hamilton must have been shot during the fighting, at least that is what Lt. Power's feedback says:

"I believe everyone was out but Hamilton, Left Waist Gunner, who was shot during action. Dead, I am almost positive"

Interestingly, Lt. Power makes a final statement with respect to the condition and whereabouts of his crew members:

"All other members were in good condition, except minor wounds to my knowledge. However, after interviewing parachuting crewman of other shot down B-17's that day I believe the remainder of my crew were all shot in their parachutes as they descended."

The crew list has been given as follows:

Position	Last Name	First Name	Rank	Fate	Comment
Pilot	Roemke	Willard C.	1 st Lt.	KIA	
Co-Pilot	Meyer	Wilbur E.	2 nd Lt.	(RMC) ⁴⁶	
	Moore	Bradford D.	2 nd Lt.	(RMC)	
Navigator	Power	Wilton H.	2 nd Lt.	(RMC)	
	Ramirez	Walter F.	T/Sgt.	(RMC)	
	Frost	Elson E.	S/Sgt.	KIA	
	Hilbert	Herman A.	S/Sgt.	KIA	
	Hunt	Paul G.	S/Sgt.	KIA	
	Lewis	Charles A.	S/Sgt.	KIA	
Left Waist Gunner	Hamilton	Thomas C.	T/Sgt.	KIA	

⁴⁶ RMC = „Returned to Military Control“ although at least in this case the status of all four should be POW (Prisoner of War).



42-30113 - "Wolfpack"

Little to nothing is known about the loss of 42-30113 – there is no MACR available and the internet does not hold much information. All that can be found is in a single post⁴⁷ providing a crew list and a short description of the incident. The crew list is backed by a second post⁴⁸.

According to this, the B-17 must have reached the target, was then attacked and lost engine #1 and engine #3. With only two out of four engines working, the plane fell behind and was crash-landed near *Rendsburg*.

Position	Last Name	First Name	Rank	Fate	Comment
Pilot	Dauth	William R.	1 st Lt.	POW	
Co-Pilot	Summers	Gordon A.	1 st Lt.	POW	
	Ferguson	William B.	2 nd Lt.	POW	
	Perkins	Dale J.	2 nd Lt.	POW	
	Wiseman	Martin	S/Sgt.	POW	
	Clark	Joseph M.	S/Sgt.	POW	
	Swegle	William S.	S/Sgt.	POW	
	Hayes	Paul D.	S/Sgt.	POW	
	Reese	Gordon C.	S/Sgt.	POW	
	Giordano	Sam D.	T/Sgt.	POW	

⁴⁷ <http://forum.armyairforces.com/tm.aspx?m=95570>

⁴⁸ <http://forum.armyairforces.com/tm.aspx?m=110860>



42-3206

The loss of this B-17F is well covered by a Missing Air Crew Report – although the report must have been created pretty late as in this case a letter is included – dated September 11, 1944 – which is indicating that no MACR has been found by that time. The MACR itself is bearing the date October 14, 1944 – therefore, it is questionable how much reality is reflected by the report, written over a year after the events.

Attached to the report is a transcript of an original German document which provides further information on the loss:

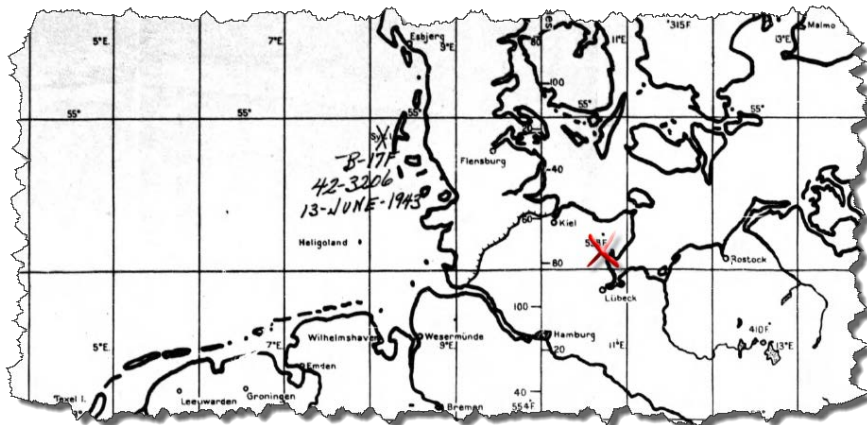
Subject: Seized aircrafts
POST: Airfield - Headquarters Luebeck - Blankensee, Maintenance-office
Place: Barkau, near Eutin / Halstein
Time: 18 June 1943 at 10 30
Time of downing: 13 June 1943 at 09 40
Place of crash: Into the lake of Barkau, 1 km east of Barkau near Eutin
Kind of seizure: Shot down by fighter
Type of craft: Boeing - Fortress B 17 F
Markings of craft: On fin "423206"
License No.: unknown
Photo-equipment: not found
F.T.-frequencies: Later by report
Condition of craft: Completely torn by crash on the water. Salvage very difficult.
Maintenance-office, Luebeck - Blankensee

In this short teletype, the "Time of Downing" is given with June 13, 1943 at 0940, the Place is given as "Into the lake of *Barkau*, 1 km east of *Barkau* near *Eutin*". The marking of the aircraft is clearly identified as "42-3206 on the fin". The aircraft is reported to be "completely torn by crash on water".

13 Jun 43 0940 Boeing B-17-F 423206 Lake of Barkau, 1 km east 111501,111502
of Barkau near Eutin

Translated reports on the capture of the crew indicate that they had been captured a good 20 minutes after the plane was lost, a few miles to the east near *Neustadt*. All but one, S/Sgt. Hughes, survived the loss of the B-17 – the Individual Casualty Reports attached to the MACR indicate that he caught a 20mm shell right in the head (and possibly another one into the chest) while preparing to bail out.

The MACR also shows just how carefully the information presented must be handled – a map is attached, indicating the location the ship was lost.



The original marking shows the loss over the North Sea, off the coast of the island of Sylt – the actual location is where the Red X is marked...a distance of roughly 120 Miles (200 Kilometers).





It is unclear if under that circumstance the other relevant data is reliable – stated in an attached certificate, the following statement is made:

“B-17F 42-3206 piloted by 1st Lt. James G. Perry, Jr. on the 13 June 1943 was last seen over Kiel, Germany with three engines out and tail damaged.”

Looking at the reported location of the crash site and comparing it to the Luftwaffe claims, there is no pilot claiming a B-17 in the area of Lake Barkau.

Position	Last Name	First Name	Rank	Fate	Comment
Pilot	Perry	James G. Jr.	1 st Lt.	POW	
Co-Pilot	Hannan	Joe F.	F/O	POW	
Navigator	Carson	Phillip W.	2 nd Lt.	POW	
Bombardier	Pharmer	William O.	2 nd Lt.	POW	
Top Turret Gunner	Ellis	Ernest R.	T/Sgt.	POW	
Ball Turret Gunner	Thys	Wilbur S.	S/Sgt.	POW	
Right Waist Gunner	Hughes	Tink J.	S/Sgt.	KIA	
Left Waist Gunner	Gorsuch	William E.	S/Sgt.	POW	
Tail Gunner	Sorenson	Mark J.	S/Sgt.	POW	
Radio Operator	Profitt	Frank	T/Sgt.	POW	



42-3286

What is known about this aircraft is thin and the primary source are various internet sites that consistently relay the same information: the aircraft had flown over the *Kiel* target (presumably carrying out the mission) but was then lost over the Baltic Sea with no parachutes seen from the plane.

B-17F 42-3286 piloted by 1st Lt. AUSTIN V. STONE, was lost west of Kiel, Germany on the way out from the target. 1st Lt. AUSTIN V. STONE was flying #5 of the high element of the composite group but was never reported as having been seen leaving the formation. On this mission a great deal of enemy opposition was encountered, ten (10) aircraft being lost in all from this group, it is understandable that the crews returned unable to give any information concerning this missing aircraft.

According to various sources, the co-pilot, 2nd Lt. Walter, was washed ashore on a beach on the northern coast of the island of *Lolland*. He is said to have been buried in *Svinø*, then taken to the American Cemetery in *Margraten, Holland*.

The MACR has the Radio Operator, T/Sgt. Spellman, originally as “DED” – Declared Dead – but later corrected to KIA, suggesting that there is some hard evidence that he has been killed (usually this is done when finding the body). There is, however, no indicator that this in fact has happened.

With respect to the location of the loss – “West of *Kiel*” – there is room for doubt: given that the body of one crew member was washed ashore in Denmark, 42-3286 is one of the ships lost over the Baltic Sea that day – and her crew, all but one, are still out there.

To this point, it does not seem possible to reliably link any Luftwaffe claim to the loss of this B-17.

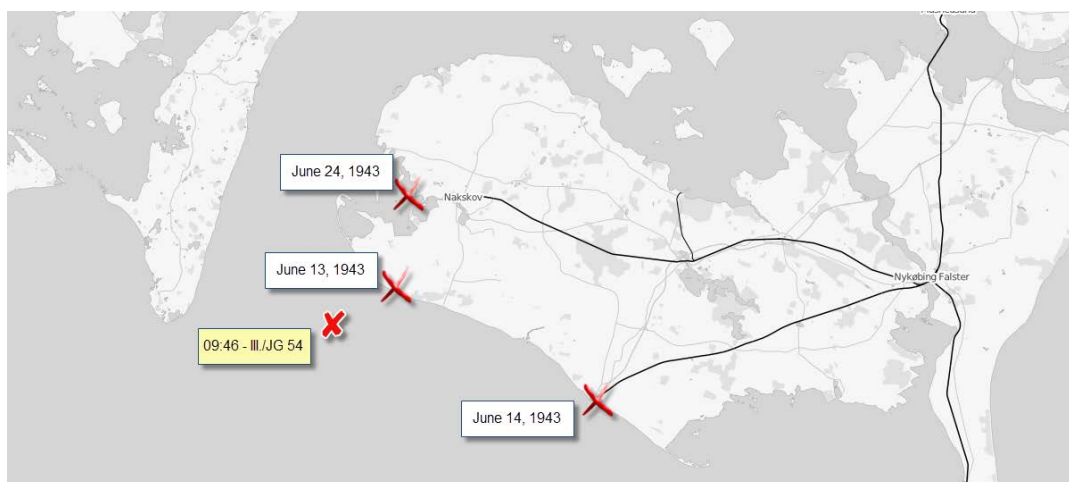
Position	Last Name	First Name	Rank	Fate	Comment
Pilot	Stone	Austin V.	1 st Lt.	DED	
Co-Pilot	Walter	Cebert C.	2 nd Lt.	KIA	
Navigator	Sharpe	Bernhard D.	2 nd Lt.	DED	
Bombardier	Johnson	Carles D.	2 nd Lt.	DED	
Top Turret Gunner	Cloar	R.D.	T/Sgt.	DED	
Ball Turret Gunner	Broch	Clayton E.	T/Sgt.	DED	
Right Waist Gunner	Buller	Howard	S/Sgt.	DED	
Left Waist Gunner	Richardson	John A.	S/Sgt.	DED	
Tail Gunner	Bruce	Charles S.	S/Sgt.	DED	
Radio Operator	Spellman	Graydon W.	T/Sgt.	KIA	



42-29675

Another one of those B-17s that reached the target area, *Kiel*, and was then lost over the Baltic Sea. Other than the information about the loss itself, the MACR does not include any helpful information.

42-29675 is known to be lost over the Baltic because four of her crew have been found in various places washed ashore – closest to the events the body of T/Sgt. Wilkinson was found – reportedly⁴⁹ between 1000 and 1100 on June 13th, 1943 – three days later, on the 16th of June, Lt. Lawton was found near *Rødbyhavn* and eventually, Lt. Lewis was found near *Nakskov* on the 24th of June.



Given the short time between the loss and the discovery of T/Sgt. Wilkinson, it seems most likely that 42-29675 was lost very closely to the location where the body was discovered, especially since it is reported that his parachute did not.

The claim list of the Luftwaffe lists only one B-17 shot down just south of *Lolland* at **0946** by Gefr. Rudi Wohlfahrt of 9./JG54. It is nothing more than circumstantial evidence – but a close match.

Position	Last Name	First Name	Rank	Fate	Comment
Pilot	Adams	William C.	1 st Lt.	KIA	
Co-Pilot	Lewis	Edwin R.	2 nd Lt.	DED	
Navigator	Copeland	Victor T.	2 nd Lt.	KIA	
Bombardier	Lawton	Edward A.	2 nd Lt.	DED	
Top Turret Gunner	Alojado	Simon E.	T/Sgt.	DED	
Ball Turret Gunner	Myers	Edward A.	S/Sgt.	KIA	
Right Waist Gunner	Locke	Floyd A.	S/Sgt.	DED	
Left Waist Gunner	Conklin	Lester	S/Sgt.	DED	
Tail Gunner	Jennings	Robert W.	S/Sgt.	DED	
Radio Operator	Wilkinson	Richard L.	T/Sgt.	KIA	

⁴⁹ <http://www.flensted.eu.com/19430059.shtml>



42-29680

Unfortunately, the MACR for the loss of 42-29680 is a typical example of the MACRs for that day – the ferocity of the battle did not allow those that survived to pay much attention to the fate of their comrades that had lesser luck. Hence, no definite reports have been made about the losses of the 95th BG.

B-17F 42-29680 piloted by 1st Lt. JOSEPH L. NUNES on the 13 June 1943, was last seen between 54° to 55°N and 08° to 10°E. The aircraft was never seen in trouble or leave the formation. On this mission a great deal of enemy opposition was encountered (over 100 enemy aircraft), causing ten (10) aircraft of this unit to be lost. It is understandable that the crews returned unable to give any information concerning this missing aircraft.

There are some very few comments, that 42-29680 is lost “in the Baltic Sea, off the city of *Oldenburg*” but I currently have no evidence to back that claim.

Position	Last Name	First Name	Rank	Fate	Comment
Pilot	Nunes	Joseph L.	1 st Lt.	DED	
Co-Pilot	Vacek	August R.	F/O.	KIA	
Navigator	Finch	Lawrence Jr.	2 nd Lt.	DED	
Bombardier	Francis	Robert F.	1 st Lt.	DED	
Top Turret Gunner	Rife	Wayne E.	T/Sgt.	KIA	
Ball Turret Gunner	Scott	Austin B.	S/Sgt.	DED	
Right Waist Gunner	Hardy	Robert W.	S/Sgt.	DED	
Left Waist Gunner	Clinton	Ivan A.	S/Sgt.	DED	
Tail Gunner	Kearsey	Grady V.	S/Sgt.	DED	
Radio Operator	Miller	Walter C. Jr.	T/Sgt.	DED	



42-29702 - "Rat Killer"

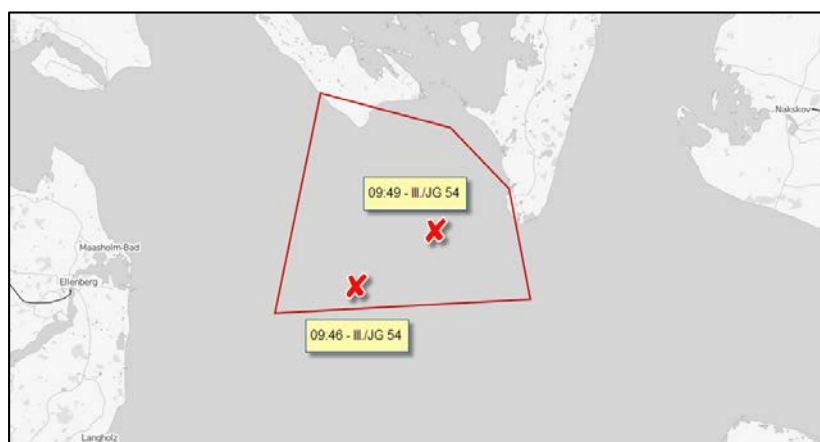
Again, the MACR is not a help in the loss of "Rat Killer" – it is actually unreadable in most parts. Once more, the crew list is provided by a Danish web site⁵⁰ - this at least allowed to find the crew members positions by guess-matching the names with the visuals on the MACR.

Crew Position	Name in Full (Last Name First)	Rank	Serial Number
1. Pilot	MIAD... (Last Name First)	1st Lt.	0-701145
2. Co-Pilot	KIA DCR 449	2nd Lt.	0-755426
3. Navigator	KIA DCR 473	2nd Lt.	0-732741
4. Bombardier	MIAD... (Last Name First)	2nd Lt.	0-761420
5. CG	MIA DED 8/11/44	2nd Lt.	86130657
6. TSG	KIA 7-27-9 Apr 44	2nd Lt.	15069125
7. TSG	MIAD... (Last Name First)	2nd Lt.	15037793
8. WG	MIA DED 8/11/44	2nd Lt.	33178585
9. WG	MIA DED 8/11/44	2nd Lt.	33322112
10. TG	MIA DED 8/11/44	2nd Lt.	15117255
11.	IDENTIFY BELOW THE PERSONS WHO ARE BELIEVED TO HAVE LOST TO LOSS OF AIR-CRAFT, AND CHECK APPROPRIATE COLUMN TO INDICATE BASIS FOR SAME:		

In the case of "Rat Killer"'s crew – four men have been found – the details are gruesome:

- First, the co-pilot, Lt. McMurty was found by fishermen and brought to the city of Bagenkop on Langeland. This was on July 7th, 1943.
- Next, the navigator, Lt. Lambert, was found washed ashore near Olde on the island of Ærø. This was on September 15th, 1943.
- Last that year, on December 11th, 1943, fishermen retrieved the body of the top turret gunner, T/Sgt. Julliard, from the Baltic Sea.
- Finally, the body of the pilot – Lt. Renaud – was discovered by fishermen in the early 1950s (some say 1954, other source says 1956).

Mapping out the approximate locations shows that 42-702 must have been lost somewhere to the south-west of the *Marstal Bugt*, the bay dividing the islands of Ærø and Langeland and opening up to the Baltic Sea to the south-west.



Again, it is circumstantial evidence: the Luftwaffe claims of June 13th, 1943 show two pilots claiming aerial victories in the area just discussed: Fw. Hans Herrmann of 8./JG 54 at **0946**, Lt. Walter Brock – also 8./JG54 – at **0949**. One of the two might very well have been "Rat Killer's" killer...

⁵⁰ <http://www.airmen.dk/p182.htm>



Position	Last Name	First Name	Rank	Fate	Comment
Pilot	Renaud	William G.	1 st Lt.	MIA	
Co-Pilot	McMurtry	Glenn. W.	2 nd Lt.	KIA	
Navigator	Lambert	John J.	2 nd Lt.	KIA	
Bombardier	Riley	Harley H.	2 nd Lt.	MIA	
Top Turret Gunner	Julliard	Louis J.	T/Sgt.	KIA	
Ball Turret Gunner	Poley	Albert J.	S/Sgt.	MIA	
Right Waist Gunner	Guse	William G.	S/Sgt.	MIA	
Left Waist Gunner	Riatkowski	Chester L.	S/Sgt.	MIA	
Tail Gunner	McNeeley	Cicero	S/Sgt.	MIA	
Radio Operator	LaSarge	Joseph L.	T/Sgt.	MIA	

In the listing above, please note that the status – MIA or KIA – has been copied from the MACR. As Lt. Renaud was only found in the 1950s, the MACR has not been corrected anymore, hence the status remains MIA.

Everyone else is still missing “out there”...



42-29737 - "Louise"

"Louise", as this B-17F was nicknamed, apparently has been lost after having been over the target area. She is reliably reported "lost in the dunes of the island of *Amrum*", the MACR even provides quite reasonable coordinates this time: 54°40'N 08°18'E

B-17F 42-29737 piloted by 1st Lt. LAURIER MORISETTE, was seen to be hit by enemy fighters at 1000 hours at 54° 40'N 08° 18'E. The Aircraft was last seen under control making an attempt to land on the sand on the Island of Amrum at the above coordinates. Two to five chutes were reported as seen to leave the ship.

It is hard to read but most likely says

"B-17F 32-29737 piloted by 1st Lt. LAURIER MORISETTE, was seen to be hit by enemy fighters at 1000 hours at 54°40'N 08°18'E. The Aircraft was last seen under control making an attempt to land on the sand on the island of Amrum at the given coordinates. Two to five chutes were reported as seen to leave the ship."

And for once, the crash site indicated in the map attached to the MACR seems to be accurate – my guess is that "Louise" was flying in formation at that time and someone from the other ships who has made it back home was carefully watching... a rare event on this mission since anyone must have been enormously busy with the ongoing battle.



Given that 42-29737 was reported to attempt a controlled landing, it seems reasonable to allow her a little distance from the only reported claim in the area that morning: at **1015**, Oblt. Hans Pancritius of 3./JG 11 claims one B-17 2 Miles (3 Kilometers) south of *Hallig Hooge*.

Photos of the crashed ship are available online [here](#), also a [crew foto](#) is available.



As for the crew, they all were lucky – everyone got out alive and went POW... this ended their war but saved their lives.

Position	Last Name	First Name	Rank	Fate	Comment
Pilot	Morisette	Laurier	1 st Lt.	POW	
Co-Pilot	Ziegler	Ralph	2 nd Lt.	POW	
Navigator	Korman	John	2 nd Lt.	POW	
Bombardier	Magennis	Charles	2 nd Lt.	POW	
Top Turret Gunner	Highcove	Paul	S/Sgt.	POW	
Ball Turret Gunner	Churma	John	T/Sgt.	POW	
Right Waist Gunner	Di Ricco	Joseph L.	S/Sgt.	POW	
Left Waist Gunner	Jacot	Walter R.	S/Sgt.	POW	
Tail Gunner	Gray	Furman E.	S/Sgt.	POW	
Radio Operator	Nowak	Richard	T/Sgt.	POW	

42-29737 "Louise" is one of the luckier losses that day... Oblt. Hans Pancritius, by the way, was not so lucky... he met his destiny over the North Sea, near the island of *Borkum*, on July 17th, 1943 while engaging another flight of Flying Fortresses...



42-29763

Almost nothing is known about the loss of this aircraft – there is one source that claims it was involved in a reported mid-air collision with another B-17⁵¹, another source claims the aircraft is “lost over the Baltic Sea, off *Heiligenhafen*”⁵². Neither side provides evidence or a source for the respective claim.

The MACR is hardly readable but from the parts that can be deciphered, it is one of those that have been written up in 1944, giving a more than general report of the loss.

B-17F 42-29763 piloted by 1st Lt. CHARLES (771) RUBIN, on the 13 June 1944, was seen over Weil, Germany and was last sighted at 54° to 56°N and 00° to 10°E. On this mission a great deal of enemy opposition was encountered (over 100 enemy aircraft), causing ten (10) aircraft of this unit to be lost. No chutes were seen to leave the aircraft.

Most likely, all of the crew⁵³ was killed when the ship was lost – at least all of them are listed on the 95th Bombardment Group’s “Fallen Brothers List”⁵⁴. Five of the crew are explicitly said to be “still missing” – but there is no evidence that the remaining five have actually been found.

Position	Last Name	First Name	Rank	Fate	Comment
Pilot	Rubin	Charles	1 st Lt.	MIA	O-791338 ⁵⁵
Co-Pilot	Wilson	Wendell K.	2 nd Lt.	KIA	O-734053
Navigator	Mac Intosh	Gordon E.	1 st Lt.	KIA	O-731318
Bombardier	MacDonald	William H. Jr.	2 nd Lt.	KIA	O-731402
Top Turret Gunner	Dunn	Rheaume E.	T/Sgt.	KIA	16043894
Ball Turret Gunner	Drost	Stephen	S/Sgt.	KIA	32402101 ⁵⁶
Right Waist Gunner	Cummings	Burrill	S/Sgt.	KIA	18108615 ⁵⁷
Left Waist Gunner	Schwagel	Frank A.	S/Sgt.	KIA	37278873 ⁵⁸
Tail Gunner	Hoover	Floyd C.	S/Sgt.	KIA	20939600 ⁵⁹
Radio Operator	McPherson	Dean C.	T/Sgt.	KIA	15090661

⁵¹ <http://forum.armyairforces.com/Request-for-Crew-Information-m193173.aspx>

⁵² <http://www.lexikon-der-wehrmacht.de/wbb2/thread.php?threadid=28843>

⁵³ http://www.fold3.com/page/83514726_charles_rubin/

⁵⁴ <http://daddude43.com/95thfallenbrolistapriPrien-405.html>

⁵⁵ http://www.dtic.mil/dpmo/wwii/reports/aaf_m_r.htm

⁵⁶ http://www.dtic.mil/dpmo/wwii/reports/aaf_m_d.htm

⁵⁷ http://www.dtic.mil/dpmo/wwii/reports/aaf_m_c.htm

⁵⁸ http://www.dtic.mil/dpmo/wwii/reports/aaf_m_s.htm

⁵⁹ http://www.dtic.mil/dpmo/wwii/reports/aaf_m_h.htm



42-29827

The loss of this B-17, 42-29827, is fairly well documented through the MACR and the attached Interrogation Reports. According to these, the ship was lost on its way to the Target, Kiel, around 0945. The MACR itself provides the crew list, hardly readable – but the attached documentation allows the identification of the crew members quite easily.

Crew Position	Name in Full (Last Name First)	Rank	Serial Number
1. Pilot	KIA DCR 449 MARCH, EUGENE G. *	1st Lt.	0-793145
2. CO-Pilot	KIA DCR 449 MERRILL, MAURICE L. *	2nd Lt.	0-734039
3. Navigator	POW MRU-1-74443 FEDDERSON, GLENN F. *	2nd Lt.	0-752719 <i>RTD</i>
4. Bombardier	POW MRU-1-74443 LASKEY, EDWARD J. *	2nd Lt.	0-751585 <i>RTD</i>
5. RCG	POW MRU-1-74443 BENYON, ROBERT J. *	E/Sgt.	35267315 <i>RTD</i>
6. TTE	KIA DCR 449 MALEY, THOMAS F. *	E/Sgt.	31071380
7. BTG	KIA DCR 449 MAYOR, HERMAN G. *	S/Sgt.	31133547
8. RYG	POW DCR 449 WEISBERG, EDWARD J. *	S/Sgt.	39247754 <i>RTD</i>
9. LIG	KIA DCR 449 ZIMMER, MYLAN F. *	S/Sgt.	37272407
10. TG	KIA DCR 449 WITTE, DANIEL H. *	S/Sgt.	31124202
11. IDENTIFY BOMBERS AND PERSONS WHO ARE BELIEVED TO HAVE LOST KNOWLEDGE OF AIRCRAFT, AND CHECK APPROPRIATE COLUMN TO INDICATE BASIS FOR S.I.C.			

While the Casualty Questionnaire filed by the navigator, Lt. Fedderson, remains vague about the location of the loss – he just writes “Southwest of Kiel, about 40 miles” – the Bombardier, Lt. Laskey, is more specific.

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". *Glenn Fedderson bailed out through the escape hatch in nose of plane about 9:25 AM June 13, 1943. The plane was about 15 minutes over land flying east approximately in the center of the Schleswig-Holstein area of Germany on way to Kiel.*

Where did your aircraft strike the ground? *No knowledge exactly but in vicinity of 10 miles north of Kelling(h)usen, Germany or due West of Schleswig Germany*

His account, the plane was lost “in the vicinity of 10 miles north of Kelling(h)usen” his story is in line with the reported location of the loss at Silzen, near Lockstedt. He is also quite explicit about their direction: “flying east [...] on way to Kiel.” – in other words: they never reached the target.



Given the location of the loss “north of *Kellinghusen*”, and comparing it to the claims of the Luftwaffe that morning, a very likely candidate for the Luftwaffe pilot to bring down this ship is Uffz. Ewald Herhold of Jasta Helgoland. The only other loss “west of *Neumünster*” is 42-29940 – but this ship has come down a bit further to the east...

Position	Last Name	First Name	Rank	Fate	Comment
Pilot	Mason	Kenneth C.	1 st Lt.	KIA	
Co-Pilot	Wagner	Marvin L.	2 nd Lt.	KIA	
Navigator	Fedderson	Glenn M.	2 nd Lt.	POW	
Bombardier	Laskey	Edward P.	2 nd Lt.	POW	
Top Turret Gunner	Healey	Thomas F.	T/Sgt.	KIA	
Ball Turret Gunner	Maylor	William G.	S/Sgt.	KIA	
Right Waist Gunner	Wisenberg	Edward	S/Sgt.	POW	
Left Waist Gunner	Zwiener	Mylan F.	S/Sgt.	KIA	
Tail Gunner	Mc Innis	Daniel H.	S/Sgt.	KIA	
Radio Operator	Runyon	Woodrow	T/Sgt.	POW	



42-30118

Very little is known about the loss of this B-17. The MACR is literally unreadable; the crew list is assembled from other sources but matches. A map is attached to the MACR, indicating the loss location to be somewhere off the western coast of Germany but other sources⁶⁰ indicate that the ship has been lost over the Baltic Sea, off Kiel, after commencing the attack.



Two independent sources⁶¹ suggest that at least some of the recovered bodies have been initially put to rest in Denmark, indicating the loss location “Baltic Sea” is the more likely one. Give that it is said⁶² that the Co-Pilot, Lt. Wood, was found drifting in the Baltic Sea on July 10th, 1943, it seems likely – but not sure! – that the ship might be one of those lost closer to the Danish islands than the German coast.

Position	Last Name	First Name	Rank	Fate	Comment
Pilot	Cornett	Owen W.	Capt.	KIA	
Co-Pilot	Wood	Herbert	2 nd Lt.	KIA	
Navigator	Hughes	Noah	1 st Lt.	KIA	
Bombardier	Wisznoski	Jack	1 st Lt.	KIA	
Top Turret Gunner	York	Drakeford L.	S/Sgt.	KIA	
Ball Turret Gunner	Gay	Frederich C.	S/Sgt.	MIA	
Right Waist Gunner	Brown	Raymond L.	S/Sgt.	MIA	
Left Waist Gunner	Chambers	Kenneth C.	T/Sgt.	MIA	
Tail Gunner	Hale	Roderich W.	S/Sgt.	MIA	
Radio Operator	Timko	John	T/Sgt.	KIA	

⁶⁰ <http://www.flensted.eu.com/19430058.shtml>

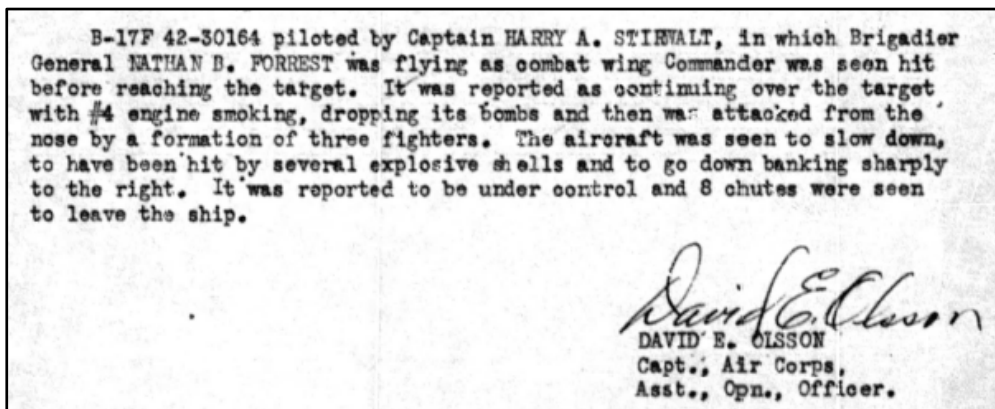
⁶¹ <http://www.airmen.dk/p184.htm>

⁶² <http://www.airmen.dk/u055009.htm>



42-30164

This B-17 is unlike any other plane involved in the raid on *Kiel* that day: next to the regular crew, she was carrying three additional people as observers, amongst them Brigadier General Nathan B. Forrest.



The MACR for this plane offers all kind of sources for speculation. First and foremost, it can be assumed that the plane carrying the combat wing commander and flown by a very senior crew (a Captain as pilot, a Major as Co-Pilot) has been the combat box lead. This is supported by the fact that the Tail Gunner was also a 1st Lt. – similar to the loss of 42-29715, it can be assumed that this was because of a standing directive for the Tail Gunners on lead aircraft.

It is also reported that the plane was attacked before reaching the target area over *Kiel* but kept the lead position with engine #4 damaged. While leaving the target area, the report is precise: the aircraft was attacked by three fighters, slowed down while banking to the right and 8 chutes were seen to leave the ship.

Specific reports are also available for some of the crew members:

- Major Wilder served as Co-Pilot on the day of the attack⁶³ – he was the Squadron Commander.
- 1st Lt. Brown was the 95th BG Navigator. He is reported taken POW⁶⁴.
- 1st Lt. Thimm is reported having found washed ashore near *Gedser*⁶⁵ on July 17th.
- Brig. Gen. Forrest was found washed ashore near the sea plane base at *Bug*, on the island of *Rügen*, on September 23, 1943⁶⁶. The General is reported to have received the Distinguished Flying Cross posthumously.
- 1st Lt. Scavotto, the usual co-pilot of the ship, serving as Tail Gunner on that day, was found washed ashore on the island of *Lolland*, near *Rødbyhavn*.
- 1st Lt. Brown survived and became POW.
- 1st Lt. Gannon survived and became POW.

The entire crew list – assembled from the MACR and supported from other sources – lists 13 men of which only two currently are assumed to have survived the day.

⁶³ <http://www.airmen.dk/e777231.htm>

⁶⁴ <http://www.airmen.dk/o888300.htm>

⁶⁵ <http://www.airmen.dk/u098063.htm>

⁶⁶ http://en.wikipedia.org/wiki/Nathan_Bedford_Forrest_III



Position	Last Name	First Name	Rank	Fate	Comment
Pilot	Stirwalt	Harry A.	Capt.	DED	O-406059
Co-Pilot	Wilder	Allan W.	Maj.	KIA	O-25234
Navigator	Brown	Willard W.	1 st Lt.	POW	O-725849
Navigator	Thimm	Walter J.	1 st Lt.	KIA	O-663431
Bombardier	McNutt	Robert L. Jr.	1 st Lt.	DED	O-663292
Top Turret Gunner	Drotleff	Walter A.	T/Sgt.	DED	13039178
Ball Turret Gunner	Benson	Charles J.	S/Sgt.	DED	18130320
Right Waist Gunner	Boyd	Odes W.	S/Sgt.	KIA	18052686
Left Waist Gunner	Triches	Angelo Jr.	S/Sgt.	DED	13082988
Tail Gunner	Scavotto	Donald V.	1 st Lt.	KIA	O-362226
Radio Operator	Forrest	Robert E.	T/Sgt.	KIA	11050950
Com. Plt.	Forrest	Nathan B.	Brig. Gen.	KIA	O-17124
Tech. Obs.	Gannon	Vincent J.	1 st Lt.	POW	O-565402

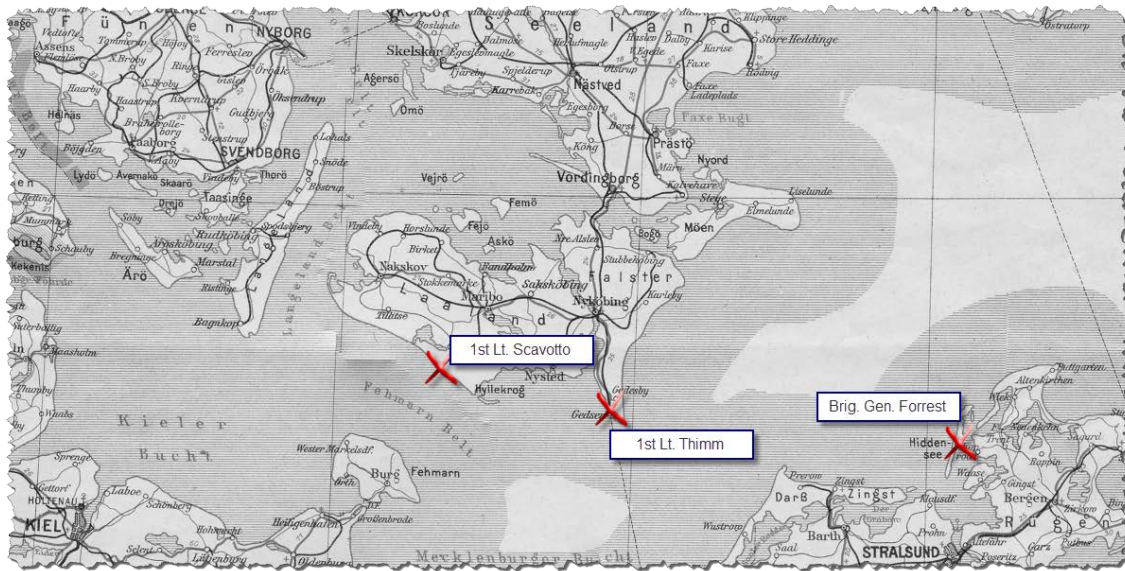
However, there is evidence that the crew list is not correct with respect to 1st Lt. Vincent J. Gannon: Bob Woods, who's uncle was S/Sgt. Drotleff, the Top Turret Gunner, provided the following input:

"In 1975, I spent an afternoon with Willard W. Brown in his Law Office in Cleveland, Ohio, USA. He was the Group Navigator and only survivor from the subject aircraft. He told me that Gen. N. B. Forrest had been talking and sparing on the radio with Lord Haw-Haw. He said Lord Haw-Haw told him he should come on a mission to see for himself what it was like and that's the reason the German fighters went after his plane with the force that they did. Did you ever hear anything like this?"

He told me that he waited until he was at a lower altitude before opening his parachute but the others opened as soon as exiting the plane at 23,000 ft. He said they were over land but a strong wind blew them over the water. He landed in the shipping channel in Kiel Bay. I would think in that case the others who opened at a higher altitude would have blown farther over the water.

There is another survivor, Vincent Gannon, listed on the MACRs as being on this plane. Mr. Brown and some others have said he was not on this plane. I find him listed on Morrisette's plane that crash landed on a sand bar in the Baltic and along with the crew was taken prisoner. Sometimes ground personnel would "sneak" aboard a plane without permission and cause confusion when they went missing."

Despite the fact two crew members are listed as POWs, the MACR does not contain any sort of Interrogation Reports although both should have been repatriated after the war.



One German source⁶⁷ indicates that this aircraft was involved in a mid-air collision with a German aircraft when crashing. This is likewise suggested by a (misplaced) note on www.fold3.com. Neither source provides a justification for the comment.

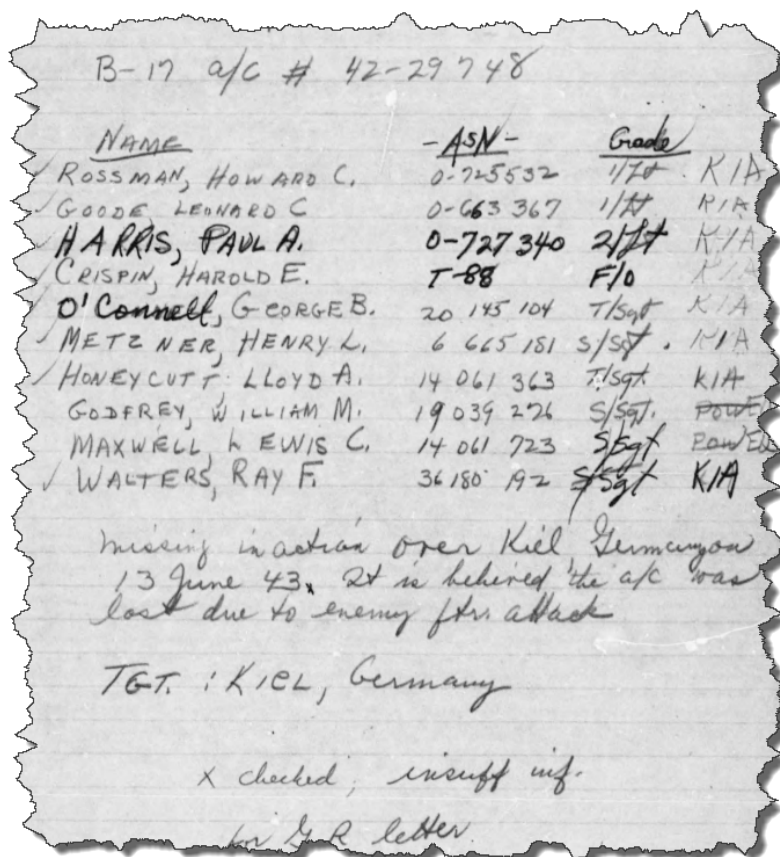
⁶⁷ <http://www.spurensuchesh.de/fzost2.html>



42-29748 - "Paradise Lost"

Very little is known about the loss of "Paradise Lost". The MACR contains a crew list, incomplete as to the crew positions. The loss location is simply given as "over Kiel".

The report is completed by a handwritten crew list with two POWs although this might have been corrected later.



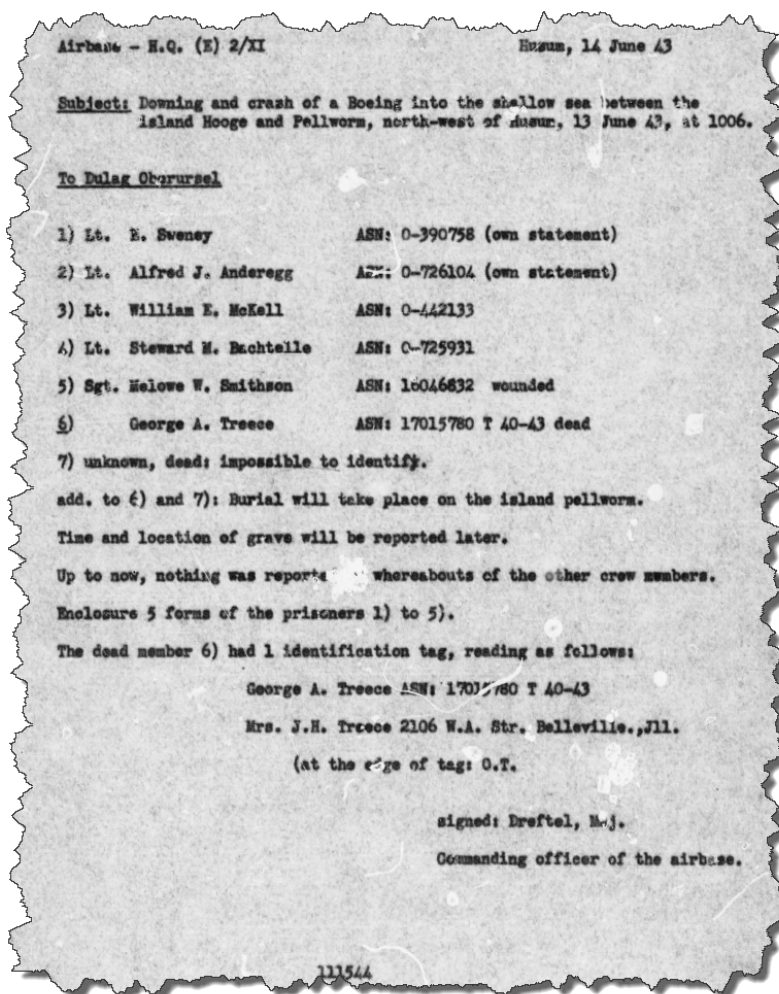
Position	Last Name	First Name	Rank	Fate	Comment
Pilot	Rossmann	Howard C	1 st Lt.	KIA	O-725532
Co-Pilot	Goode	Leonard C,	1 st Lt.	KIA	O-663367
Navigator	Harris	Paul A.	2 nd Lt.	KIA	O-727340
Bombardier	Crispin	Harold E.	F/O	KIA	T-88
Radio Operator	O'Connell	George B.	T/Sgt.	KIA	20145104
Waist Gunner	Metzner	Henry L.	S/Sgt.	KIA	6665181
Top Turret Gunner	Honeycutt	Lloyd A.	T/Sgt.	KIA	14061363
Tail Gunner	Godfrey	William M.	S/Sgt.	POW	19039276
Ball Turret Gunner	Maxwell	Lewis C.	S/Sgt.	POW	14061723
Waist Gunner	Walters	Ray F.	S/Sgt.	KIA	36180192



42-29756 - "Big Chief II"

Little is known about the loss of this B-17 – the original MACR, 16142, has been created long after the loss and is incomplete and inaccurate.

In this case, however, "Researcher's Luck" did strike – by pure chance, I came across an unmarked MACR on www.fold3.com with significant more information on the loss:



This document – a transcript of a captured German document – indicates that the aircraft was lost in the shallow waters between the islands of *Hooge* and *Pellworm*, off the western coast of Germany. The time given is **1006** on June 13, 1943. This is also supported by other sources⁶⁸.

Position	Last Name	First Name	Rank	Fate	Comment
Pilot	McKell	William E.	1 st Lt.	POW	O-442133
Co-Pilot	Anderegg	Alfred F.	1 st Lt.	POW	O-726104
	Bachtelle	Stewart M.	1 st Lt.	POW	O-725931
	Sweeney	Charles E.	2 nd Lt.	POW	O-390758
	Smithson	Marlowe E.	T/Sgt.	POW	16046832
	Treece	George N	T/Sgt.	KIA	17015780

⁶⁸ <http://www.lexikon-der-wehrmacht.de/wbb2/thread.php?postid=284120>



Position	Last Name	First Name	Rank	Fate	Comment
	Crozier	Roy D.	S/Sgt.	DED	14064058
	Fisher	Lloyd A.	S/Sgt.	DED	18010681
	Green	Benjamin	S/Sgt.	KIA	36328634
	Waterman	Francis E.	S/Sgt.	KIA	12035365

Eventually, the captured documentation also reveals the fate of the crew members – five got out alive, five died in the crash.

Shallow water between Hallig Hooe and Pellworm on 6/13/43 (Loss). No. 28 - 32 were captured (No. 32 - wounded) and handed over to Investigation point west Oberursel. No. 33 - 37 crash of a Boeing - Buried No. 33 - 34 and 35 on 6/15/43 and No. 36 on 6/27/43 at the cemetery of Pellworm. No. 37 was buried on 7/3/43 at the garrison cemetery of Husum.					
28. Ltne.	<i>Charles E</i> E.	<i>Sweeney</i> SWENEY		390758 - EUS	
29. Ltne.	Alfred J.	ANDEREGG		0 - 726104 - EUS	
30. Ltne.	William E.	MAC KELL		442133 - EUS	
31. Ltne.	Steward M.	BACHTELLE		725931 - EUS	
32. Sgt.	Melowe E.	SMITHSON		16046832	Wounded
33. Unknown	George A.	TREECE (#/46)		17015780	Grave No. 46 - R 3201
34.	U N K N O W N	U N K N O W N			Grave No. 47
35. Unknown	Benjamin	GREEN (11/78)		36328634	Grave No. 45
36. Unknown	Unknown	RICHBELL		119220	Grave No. 48
37. Unknown	G. B.	JACKSON		R 83435	Grave No. E 22

All in all, five bodies had been found. However, only those of Sgt. Treece and Sgt. Green did belong to the crew of the ship.

One missing crew member, Sgt. Waterman, was washed ashore much later, on August 14th, 1943. The transcribed German note says he was found on the beaches of the island of Nordstrand.

U 1931 Telegram 1485	Watermann, Fr. E.	Tag: 12 035 365 / <u>dead</u> body washed ashore, Aug. 14, 1943 in the vicinity of Insel Nordstrand, Nordhafen. Buried Aug. 15, 1943 in Grave D, 10 in the cemetery at Nordstrand - Odenbüll.
	Waterman, Francis E.	
	KIA 13 June 43 (see next page)	

In other words: two of the noted crew are unaccounted for – Sgt. Crozier and Sgt. Fisher (which is why the MACR lists them as “presumed dead”). On the other hand, two bodies not belonging to the crew are now listed among it – the names “Richbell” and “Jackson”, which, by the way, are not on the crew list of any of the other aircraft on that day...



42-3107 – “Miss Carriage”

Little is known about the crash of this B-17. The MACR is missing but there are indications that the plane was lost to German fighters in the coastal area north west of *Kiel*, near *Kappeln*. It is said that the crew got out but “strong westerly winds” carried them out to sea, where only Lt. Decaro was picked up.

Position	Last Name	First Name	Rank	Fate	Comment
Pilot	Webster	Robert M.	1 st Lt.		
Co-Pilot					
Navigator					
Bombardier	Decaro	Thomas G.	2 nd Lt.		
Top Turret Gunner					
Ball Turret Gunner					
Waist Gunner	Eveland	Berthal D.	S/Sgt.		36075583
Waist Gunner					
Tail Gunner					
Radio Operator					

The crash location is given as “*Dorphof*, 6 miles south of *Kappeln*” – two sources^{69, 70} confirm that but neither one is providing a source for the information. The german name of the town, by the way, is *Dörphof*, not *Dorphof*...



⁶⁹ <http://forum.armyairforces.com/m89008-print.aspx>

⁷⁰ <http://www.lexikon-der-wehrmacht.de/wbb2/thread.php?postid=284120>



Enemy Tactics – A USAAF Assessment

The Bomber Command Narrative Report contains a large section on Enemy Tactics. That includes intercepted Luftwaffe Radio Traffic as well as an attempt to locate, quantify and list the defense forces.

Transcript of intercepted Radio Traffic

The transcript of intercepted German radio traffic as provided by the narrative report – but ordered by time, rather than source (as in the original report).

Time	Station	Freq.	Message
0905	Frisian		Allied A/C reported north of Helgoland
0907	Frisian		Position of German A/C 6 miles West of Wilhemshaven at approx. 13,200 feet.
0915	Frisian		Allied A/C South of Husum. German A/C ordered to 22,500 feet.
0919	Frisian		Allied A/C North of Heide.
0921	Frisian		Position of German A/C 40 Miles North of Cuxhaven.
0923	Frisian		Allied A/C 23 Miles NNE of Brunsbüttel Koog (?)
0925	Frisian		German A/C ordered North of Scharnhorn. Allied A/C reported North of Hamburg.
0928	Frisian		Position of German A/C over Cuxhaven at 19,500 feet.
0928	Dutch Sector	40.3	Defensive Patrol.
0929	Frisian		Allied A/C South of Kiel
0933	Frisian		Position of German A/C over Heide.
0934	Frisian		German A/C ordered to Brunsbüttel Koog.
0935	Dutch Sector	40.3	Possible position of Allied A/C 10 miles North of Emden.
0935	Dutch Sector	40.1	Defensive Patrol
0935	Dutch Sector	40.1	Position of large Allied A/C queried.
0937	Dutch Sector	40.3	German A/C in Borkum/Leeuwarden area.
0938	Frisian		Allied A/C in Kiel area.
0940	Dutch Sector	40.1	Course of Allied A/C queried.
0941	Frisian		German A/C East of Cuxhaven.
0942	Dutch Sector	40.3	German A/C 8 miles south of Emden.
0943	Night Fighter	3.213	Night Fighter A/C operating in the Zwischenahn area reported Allied A/C 15 miles North Bremen at 0955.
0948	Frisian		German A/C ordered to Bremen.
0955	Frisian		Allied A/C between Bremen and Wesermünde at 21,000 feet.
0956	Frisian		A/C reported that they must land to refuel.
0957	Frisian		Allied A/C 5 miles South of Bremerhaven.
0959	Frisian		Allied A/C over Wesermünde.
1000	Frisian		Allied A/C 17 miles ESE of Bremerhafen.
1000	Night Fighter	3.213	A/C claimed a victory.
1002	Frisian		Allied A/C 8 miles NE of Wesermünde
1004	Frisian		Allied A/C 5 miles south of Cuxhaven.
1007	Night Fighter	3.213	Allied A/C reported 25 miles ENE Wilhelmshaven flying on a north west course.



1007	Dutch Sector	40.3	Allied A/C over Bremerhaven.
1008	Night Fighter	3.213	Position of hostiles A/C given as 22 miles ENE Wilhelmshaven.
1009	Frisian		Control queried whether A/C were in contact with hostiles.
1015	Frisian		A/C which refueled (4 or 5 heard) contacting again.
1017	Frisian		Allied A/C North of Spiekeroog at 19,500 feet on westerly course.
1020	Frisian		Allied A/C 12 miles North of Langeoog to 12 miles North of Spiekeroog on westerly course.
1028	Frisian		Allied A/C 10 miles North of Norderney at 26,000 feet.
1031	Night Fighter	3.213	German A/C reported damaged engine.
1036	Frisian		Allied A/C 55 miles North of Borkum at 26,000 feet. German A/C in pursuit.
1045	Frisian		A/C ordered to attack damaged A/C 30 miles North of Norderney. Height unknown.
1053	Frisian		[unreadable] A/C reported probably to have crashed. A/C ordered to search for 70 miles North of Borkum to 45 miles North of Norderney
1054	Frisian		Control ordered A/C to continue the search as he had not yet found the crashed A/C.
1058	Frisian		Landing Orders.
1105	Patrolling	39.7	Defensive Patrol
1113	Patrolling	42.2	Allied A/C reported 40 miles distance at 3,200 feet.
1114	Patrolling	42.2	Allied A/C reported 40 miles NW Terschelling
1116	Patrolling	39.7	Allied A/C reported 40 Miles NW of Terschelling.
1117	Patrolling	42.2	Allied A/C plotted from 40 miles NW to 28 WNW [unreadable]
1118	Patrolling	39.7	Satellite A/C reported in contact with Allied A/C at approximately 3,200 feet.
1122	Patrolling	42.2	A/C claimed victory and reported engine burning. A/C reported another victory.[unreadable] position 1118 indicated an area 40 Miles NW Leeuwarden.
1136	Patrolling	42.2	Allied A/C reported losing height rapidly.
1136	Patrolling	42.2	Control queried why A/C were returning to base. A/C reported petrol shortage.
1137	Patrolling	42.2	A/C reported that he was attacking when DF/B's indicated and area approximately 50 NW [unreadable, De Hok?]
1138	Patrolling	42.2	A/C reported that they were returning to base. Apparently on account of ammunition shortage.
1144	Patrolling	42.2	A/C reported that he had destroyed one A/C but that Satellite A/C had not succeeded.
1148	Patrolling	41.8	Allied A/C reported 66 miles SW of Den Helder.
1158	Patrolling	41.8	Position of German A/C 35 Miles WSW [unreadable]
1200	Patrolling	41.8	Allied A/C reported flying at a low height.
1207	Patrolling	41.8	Two-line position on German A/C 40 miles SQ Yarmouth.



Enemy Tactics Summary

The section on Enemy Tactics is hard to read – so I have provided the original report and attempted transcripts for support.

Introduction

<u>Time over target</u>	<u>No. of A/C.</u>	<u>Height</u>	<u>Seen</u>	<u>RDF</u>
0930	76 Fortresses		100+ E/A	
In addition to the main fighter strength of Jafue Deutsche Bucht, of which nothing was heard, the following reaction was evoked on Kiel mission.				
Helgoland Staffel	10 A/C		0905-1020	
T.C. Jever Staffel	10 A/C		0902-0950	
Soesterberg St. (2nd Sortie)	20 A/C		1109-1150	
Woensdrecht St.	10 A/C		1106-1127	
Gilse St.	10 A/C		1106-1218	
<u>BREMEN MISSION.</u>				
<u>Time over target</u>	<u>No. of A/C.</u>	<u>Height</u>	<u>Seen</u>	<u>RDF</u>
0954	154 Fortresses		10 E/A	
<u>Bremen Reaction:</u>				
Soesterberg Staffeln	20 A/C		0928-1007	
F.E. Wischenahn Flights	12 A/C		0903-1042	
F.E. Jever St. (2nd Sortie)	10 A/C		1020-1112	

Kiel Mission

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Helgoland Staffel	10 A/C	0905 – 1020
T.C. Jever Staffel	10 A/C	0902 – 0950
Soesterberg St. (2 nd Sortie)	20 A/C	1109 – 1150
Woensdrecht St.	10 A/C	1106 – 1127
Gilse St.	10 A/C	1106 – 1218



Bremem Mission

Time over target	No. of A/C	Height	Seen	RDF
0954	154 Fortresses		10 E/A	
Soesterberg Staffeln		20 A/C		0928 – 1007
T. E. Zwischenahn Flights		12 A/C		0943 – 1042
T. E. Jever St. (2 nd Sortie)		10 A/C		1020 – 1112

Casualties

Casualties:		
1 Bomber shot down	0959	N. Bremen
2 German Damaged	1030-1040	NW Heligoland
1 German Damaged	1032	N. Norderney
1 Bomber dam. (? down in sea)	1052	50 km. W. Holland
1 or 2 Bombers shot down	1122-1125	W. Den Helder
2 German Damaged	1122-1125	W. Den Helder
A. S. R. for 1 bomber A/C (3 dinghies)	1705-1714	50 km. W. Holland
(may be same as above 1052).		

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2 German Damaged	1030 – 1040	NW Heligoland
1 German Damaged	1032	N. Norderney
1 Bomber dam. (? Down in sea)	1052	50 Miles W. Holland
1 or 2 Bombers shot down	1122 – 1125	W. Den Helder
2 German Damaged	1122 – 1125	W. Den Helder

A.S.R. for bomber A/C (3 dinghies) 1705-1714 50 m.W Holland ([unreadable] be same as abobe 1052).



German Fighter Motion:

German Fighter Motion.

Activity of a potential fighter force of more than 100 planes from the Deutsche Bucht area was completely inaudible, except for fragments at 0800 and 2000 hrs, throughout the day to R/T intercept stations in England.

The reaction we are able to describe covers only the opposition provided by three FuGe 7 Staffeln of Helgoland, Jever and Zwischenahn and the heavy reinforcement put up from Holland/Ruhr. A/C of this latter area were employed both against Bremen and Kiel raiders but their most effective opposition was against the wing returning from Kiel. Their total effort amounted to 60 sorties.

From the detailed reports sent by Jever Control on medium high frequencies, for the benefit of the H'land Staffel and T.E. Fighter

"Activity of a potential fighter force of more than 100 planes from the Deutsche Buch area was completely inaudible, except for fragments at 0800 and 2000 hrs, throughout the day to R/T intercept stations in England.

The reaction we are able to describe covers only the opposition provided by three FuGe 7 Staffeln of Helgoland, Jever and Zwischenahn and the heavy reinforce put up from Holland/Ruhr. A/C of this latter area were employed both against Bremen and Kiel [unreadable] but their most effective opposition was against the wing returning from Kiel. Their total effort accounted to 60 sorties.

From the detailed reports sent by Jever Control con [unreadable], for thee benefit of the H'land (possibly Heligoland) Staffel and T.E. Fighter."

BREMEN:

The defences must have been aware of the approach of these attackers from 0928 when two Staffeln from Leeuwarden were being prepared for dispatch to the effected area. They received a vector of 100 deg. and were instructed to attain a height of 26,000 feet. At 0936 the enemy were reported N.W. of Emden and German A/C were drawing up to within 30 km of them. At 0939 control reported that German A/C were only 2 minutes away from the formation. Only very brief contact appears to have been made, however, and pursuit was probably abandoned by 1000.

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within 30 km of them. At 0939 control reported that German A/C were only 2 minutes away from the formation. Only very brief contact appears to have been made, however, and pursuit was probably abandoned by 1000."

Two flights of T.E. A/C from the Zwischenahn area were up by 0915. They made contact north of Bremen at 0950 and claimed a Sieg Heil. These night-fighters held on possibly to the tail end of the formation. Control continued to report the track of the raiders withdrawing over Wangerooog but pilots complained that they could see the enemy but could not get close enough to attack. When control asked if they thought they could possibly catch up and advised express speed, A/C replied that they had been full-throttle for a long time. However, at 1028, one A/C claimed to be attacking and soon afterwards another of the same flight reported damage to his port engine. They began their return to base at about 1033.

"Two flights of T.E. A/C from the Zwischenahn area were up by 0943. They made contact north of Bremen at 0958 and claimed a 'Sieg Heil'. These night-fighters held on possibly to the tail end of the Formation. Control continued to report the track of the raiders withdrawing over Wangerooog but pilots complained that they could see the enemy but could not get close enough to attack. When control asked if they though the could possibly catch up and advise express speed, A/C replied that they had been thull-throttle for a long time. However, at 1028, one A/C claimed to be attacking and soon afterwards another of the same flight reported damage to his port engine. They [unreadable] their return to base at about 1033."

The Heligoland Staffel was diverted from the Kiel raiders at 0947 and sent to Bremen at 26,000 feet. The T.E. Jever Staffel after first refueling was up again by 1018 and it was this Staffel in particular which followed up behind our planes until about 1030. German A/C began their return to the mainland soon after but a renewed effort was made on the information that a bomber already shot-up was limping along in a position about 50 km. W. of Heligoland. German fighters turned out to sea again with enthusiasm to finish off the damaged plane. They were reluctant when, by 1059, they had failed to find their prey, to abandon search but control insisted on recall and R/T ceased at 1112,

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Losses vs. Claims

In an attempt to match the confirmed losses of the 8th USAAF to the claimed Luftwaffe Kills, no final assessment of “who shot whom” is possible – nor is it possibly required. However, there are certain probabilities if a loss can be credited to a kill – or not.

I have decided to take an approach by elimination of possibilities – there are four, represented by different shades of gray in the table below.

Impossible	Unlikely	Quite possible	Very likely	Confirmed
It is impossible that the pilot in question is involved in a particular loss. This is usually the case if a pilot has been put to action in an area the loss quite definitely did not happen or the probabilities on the loss are already placed on other pilots.	An unlikely but not impossible combination of a loss and a pilot. For example if the time of the loss and the record provided by the pilot differ but no other claims or losses are recorded for an area.	There is – more or less – a fair chance that the pilot was involved in the particular loss. This can happen, for example, if two pilots claim the kills in the same area to a time when both could have been “on the target”.	A very high probability – there may not be an ultimate proof to the claim but all circumstantial evidence points to the combination of loss and pilot.	This is a spot-on match – it can only happen if there is proof beyond doubt that a pilot has caused the specific loss. This, for example, would be the case if the pilot has noted the serial number or any other verifiable characteristic of the aircraft.
↓	↗	⇄	↖	↑

Bomb Wing	4th																		1st													
	94 th									95 th									96 th			305 th	306 th	351 st								
Bomb Group																																
A/C	42-3063	42-3187	42-29708	42-29715	42-29822	42-29940	42-29949	42-29957	42-30113	42-3206	42-3286	42-29675	42-29680	42-29702	42-29737	42-29763	42-29827	42-30118	42-30164	42-3107	42-29748	42-29756	42-5125	42-5218	42-5814	42-5815						
Jasta Helgoland																																
Herhold, Ewald																													↓	↓	↓	↓
III./JG 26																																
Niese, Alfred																													↓	↓	↓	↓
Kestel, Melchior																													↓	↓	↓	↓
Holl, Walter																													↓	↓	↓	↓
Steinberg, Günther																													↓	↓	↓	↓
Erbskorn, Hans																													↓	↓	↓	↓
III./JG 54																																
Schnell, Siegfried																													↓	↓	↓	↓
Sack, Horst																													↓	↓	↓	↓
Elte, Albert																													↓	↓	↓	↓
Wohlfahrt, Rudi																													↓	↓	↓	↓
Herrmann, Hans																													↓	↓	↓	↓
Brock, Walter																													↓	↓	↓	↓
I./JG 11																																
Rudschinat, Siegfried																													↓	↓	↓	↓
Pancritius, Hans																													↓	↓	↓	↓



Bomb Wing	4th																								1st						
Bomb Group	94 th								95 th								96 th			305 th	306 th	351 st									
A/C	42-3063	42-3187	42-29708	42-29715	42-29822	42-29940	42-29949	42-29957	42-30113	42-3206	42-3286	42-29675	42-29680	42-29702	42-29737	42-29763	42-29827	42-30118	42-30164	42-3107	42-29748	42-29756	42-5125	42-5218	42-5614	42-5615					
II/JG 11																															
Kilian, Wilibald																											↓	↓	↓	↓	
Ritschel, Franz																												↓	↓	↓	↓
Gloerfeld, Wolfgang																												↓	↓	↓	↓
Range, Günther																												↓	↓	↓	↓
Heisel, Walter																												↓	↓	↓	↓
Sommer, Gerhard																												↓	↓	↓	↓
Hintzen, Hermann																												↗	↓	↓	↓
I/JG 1 & EKdo. 25																															
Herzog, Willi			↗		↗																							↓	↓	↓	↓
Tratt, Eduard			↗		↗																							↓	↓	↓	↓
Hübel, Rudolf			↗		↗																							↓	↓	↓	↓
Kunze, Bernhard			↗		↗																							↓	↓	↓	↓
Strohal, Rolf			↗		↗																							↓	↓	↓	↓
NJG 3																															
Schmale, Wilhelm																												↓	↗	↓	↓
Elstermann, Willi																												↓	↗	↓	↓



Revision History

As this document is describing historical events, information may unfold after the document has first been published and maybe even through feedback arrived therefrom. Changes to the content are likely – in order to allow readers to determine the state of their version, please refer to the revision history to understand what changes have been made to this document when.

Version	Date	Author	Comment
1.0	2012-09-04	A. Zapf	Initial Version
2.0	2012-09-05	A. Zapf	Updates with information received from the 95 th and 96 th Bombardment Group.
3.0	2012-09-06	A. Zapf	Addition of the section “The ‘Forrester Formation’” to the 95 th BG Section. Addition of Copyright, Distribution and Disclaimer sections. Typographic corrections.
4.0	2012-10-28	A. Zapf	Replaced term “air frame id” by the German term “Werknummer” or “WNr”. Added additional information on 42-5125 and included 42-29708 in the loss list. Reformatting of Claims and Losses of the Luftwaffe. Updates to Literature & Sources
5.0	2013-01-17	A. Zapf	Updated information on 42-29708 “Shackeroo!” based on additional information received. Updated Claims & Losses of the Luftwaffe based on new information.
6.0	2013-09-14	A. Zapf	Updated information on 42-29708, 42-29822
7.0	2013-12-16	A. Zapf	Corrected the mixed information between “Skywolf” and “Stardust”.



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