IMPERIAL: This Report will be compiled in duplicate and all Army Air Forces organization within the bounds of the United States AAF will be reported herein.

1. ORGANIZATION: Location, by Name Nathampton, England Group 395th Bomb Group Squadron 403rd Bomb Squadron Command 48th Air Force 8th AIR FORCE

2. SQUADRON: Place of Departure Nathampton, England Route or intended Destination Cranenburg, Germany Type of Mission Operational Bombing

3. DINNER CONDITIONS FOR VICTIM SIT 1714-18 on 13-19 and last reported 2/10 clouds 20-20,000 feet, visibility unrestricted aloft. Two (2) miles vertically in moderate ground haze. No contrails.

4. GND: (a) 15 April 1944 - Time 1528 - Approaching

5. AIRCRAFT: Type B-17G Aircraft Signal 41-35566

6. REPLACEMENTS: Type, Serial and Service A-270 Name

7. MARRIAGE OF AIRCRAFT: PIIY A

8. ENGINE: Type, Serial Number SC-800-27 Name

9. INSTALLATION: BASKET 8 Permitted to 1714-18 in Name as follows:

10. THE PERSON'S LISTED BELOW EER RECORDED AS: (a) Battle Casualty

11. FORMER OF PERSON'S WHOSE AIRCRAFT: Crew 8 Passengers 0 Total 8

Folowing Information listed for personnel aboard aircraft:

PILOT: ANDREW C. THOMAS 1st Lt 0-767696 MIA KIA

CO-PILOT: MAURICE S. PROCTOR 2nd Lt 0-776586 MIA A/C EVAS

NAVIGATOR: WILLIAM A. EVERETT 2nd Lt 0-776519 MIA

BATTLE OPERATOR: ALBERT W. BOWERS 2/Sgt 11102940 MIA

ENGINEER: JAMES T. PETTITONE 2/Sgt 1715732 MIA

Tail Gunner: JAMES A. POWELL 5/Sgt 33545579 MIA

Bomber Gunner: GEORGE R. ORCHARD 5/Sgt 15082028 MIA

Tail Gunner: WILLIAM H. HAMBERGER QM 3955092 MIA

12. 

13. 

14. 

15.
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<tr>
<td>1.</td>
<td>Louis P. Alessio</td>
<td>2nd Lt</td>
<td>0-3005769</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>2.</td>
<td>Clarence L. Smith</td>
<td>3rd Lt</td>
<td>18217599</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>3.</td>
<td>James N. Hafman</td>
<td>3rd Lt</td>
<td>18217599</td>
<td></td>
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<tr>
<td>4.</td>
<td></td>
<td>3rd Lt</td>
<td>3517599</td>
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**Instructions:**
- If personnel mentioned in this report were not in the area at the time of the incident, mark X in the serial no. column.

- If personnel were not in the area, mark X in the serial no. column.

- If personnel were not in the area, mark X in the serial no. column.

Date of Report: 21 March 1965

Signature: [Signature]

Captain, 3rd Corps

(See attached statements)
Statement concerning missing aircraft B17G 43-38562, Pilot, 1st Lt Andrew J. Thomas, 43-38562, 651st Bomb Sq, 398th Bomb Group H on combat mission to Schweinfurt, Germany, 15 March 1945.

By bombardier made a statement as to seeing a Horsaite throwing chutes out just after target, but on further inspection, the plane was identified as a B-17. Six chutes were seen by the bombardier and myself, as the plane was rapidly descending in opposite direction of formation. As plane passed under our wing, several thousand feet below us, the tail gunner reported seeing three chutes coming out. As to whether the chutes he saw were the same as those seen by the bombardier and myself is doubtful. Then gunner followed the plane visually until the tail broke off, and later the wing. Tail gunner made the statement that if the plane was headed toward the target bunker.
Statement concerning missing aircraft 37-7633, Pilot, 1st Lt. Andrew J. Thomas, 0-767636, 403rd Bomb Sq., 398th Bomb Group. He on combat mission to Grandenburg, Germany, 15 March 1945.

After our banks were away and we had started our turn to the left of the target, my tail gunner called B-17 going down and a man bailing out. I picked up the plane and saw the one white floating item. Following the plane, which seemed to be partly under control, with my tail turret, I followed the plane down until it disappeared into the smoke above the target. Both the tail gunner and myself, out of the interphone, counted seven chutes, before the ship disappeared. The ship seemed to be partly under control, for it seemed to be falling in a slow circular motion. Smoke from the target seemed to be revealing altitudes of the ship over thousands of feet, and I would not attempt to say what happened to the ship. Other crew members from the crew reported smoke falling from the sound of four engines, but the target was clear, a very heavy and visibility was from two to three miles. Our position in the formation was number three of the high element of the high squadron.
Statement concerning missing aircraft 44-38566, Pilot, 1stLt
Andrew E. Thomsen, 0-76766, 603rd Bomb Sq, 96th Bomb Group 47th
sandaled mission to Greifenburg, Germany, 13 March 1945.

After getting our bombs away and flying on the target at Greifenburg, Germany.
the group immediately made a turn to the left from the target area. Directly
in the bombardier's voice rang out over the interphone, that a plane
(M17) was hit and going down at 12 o'clock. He also said three chutes
dropped out at about 11 o'clock. Since my position in the tail of the airc-
raft, I could not possibly see the plane or chutes at that alt. position.
I contrived to watch the plane and chutes until they reached 7-9 o'clock or
7:30 o'clock, when three more chutes suddenly came out of the plane. The
planes was headed for the target area, smoke was two thirds of the way up
to our formation, and the chutes and Bomber were heading into it. But just
before the Bomber made her final plunge into the smoke, another chute
bounced out, the plane then nosed up into a stall on her tail wing and ... re-
into the smoke. There were seven parachutes and they plunged into the smoke
of the target. The second group behind me, was over the target and their
chutes were falling. My ship was lost of the High Squadron.

[Signature]

Clarence A. Smith

[Address]
We were on the mission to Osnabruck, Germany, 15 March 1945. Just after takeoff, a call came over interphone that a 3-27 was going down at 12:30 o'clock. I rolled my turret around in time to see the two chutes open up, quite close together behind the plane. The plane continued to go down in a slow spiral, as four more chutes opened at 11,000 ft. Then I saw a dark object go out past the tail of the plane, and down. I called over interphone that one man had jumped, but the chute had not opened yet. I was positively a 3-27 jump, because I saw him open his chute after he had gone down quite a ways. Then the 3-27 plane got quite close to the dark object over the target. I saw one more chute open, quite close to the plane, almost over the target area. I was on fire, but never came from the plane at any time. I was in total of chutes opened, up from 30th squadron.
1. Position of missing aircraft when last sighted or contacted: Time - 1525

(a) By coordinates 5245E-1815N

(b) Approximate altitude 10,000 feet

(c) Last noted heading 080 Magnetic

(d) If out of formation, approximate distance from formation two miles

2. Describe enemy opposition (intensity of flak, intensity and method of enemy fighter attack, etc. with particular reference to missing aircraft):

Flak - Moderate and very accurate. No enemy aircraft opposition. Direct flak hit in #3 engine.

3. Description of extent of damage to missing aircraft (including fires, explosions, etc.):

Flak hit #3 engine and possibly #4 engine. Started a fire in number 3 engine but was subsequently extinguished. Plane was seen to explode.

4. If aircraft was out of control describe appearance:

After aircraft was hit it appeared to peel off to left - chandelle into stall - Then go down to about 10,000 feet and explode.
5. If dispossessed aircraft was out of formation as it last sawth escort? If so, give distinguishing features of fighter, if noted (Front number, color and/or flight, aircraft numbers, names, etc.). No fighters were seen to escort.

6. Number of parachutes seen and description of jumps (approximate altitude, time between jumps, etc.):

First parachute was seen at 1529. There were from 7 to 9 parachutes seen. One from tail - two from Bombay and others - place they came from not observed.

7. Any other remarks not covered by above:

Severe haze make all these observations a bit doubtful, however the main body of the report is substantiated by at least 3 crews.

8. Date of report: 21 March 1945

<table>
<thead>
<tr>
<th>NAME-TITLE:</th>
<th>R.N.</th>
<th>S/N.</th>
<th>/C.</th>
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</thead>
<tbody>
<tr>
<td>1. Fryer, Gaillard S.</td>
<td>602</td>
<td>2nd Lt</td>
<td>0-578927</td>
</tr>
<tr>
<td>2. Mundhenske, Reland D.</td>
<td>601</td>
<td>2nd Lt</td>
<td>0-547236</td>
</tr>
<tr>
<td>3. Hausner, James S.</td>
<td>603</td>
<td>1st Lt</td>
<td>0-505171</td>
</tr>
<tr>
<td>4. Mauley, Donald E.</td>
<td>600</td>
<td>1st Lt</td>
<td>0-799424</td>
</tr>
<tr>
<td>5. Smuycrane, Henry R.</td>
<td>600</td>
<td>2nd Lt</td>
<td>0-824935</td>
</tr>
</tbody>
</table>

MEASURED DISTANCE (Sign Original and one copy):

[Signature]

Charles H. KEOH

Cept., A.C. C-552390 Asst. Intel. O. RANK DUTY

(All supplementary information developed subsequent to this account ill be forwarded in manner prescribed in par 3, letter -35, 7/6 3 July, 45 CB-3-7. F-4, subject "R EIN, AIR ENG. Report", 7 July 1945.)

6. Hill, James L. | 300 | 2nd Lt | 0-778548 | 43-38805-2 |
7. Gieryn, Robert E. | 303 | 2nd Lt | 0-780462 | 43-39035-Q |
Mrs. Katharine E. Thomas (mother)  
State Road, East Falmouth, Massachusetts

Mrs. Hazel E. Holley (mother)  
Hayson Manor One  
Monrovia, California

Mrs. Martha Ann Anderson (mother)  
2800 East Van Buren Street  
Phoenix, Arizona

Mrs. Eunice F. Bennett (wife)  
70 Avenue Street  
Hartford, Connecticut

Mrs. Lila S. Fite (wife)  
220 North Fithmore  
Kirksville, Missouri

Mrs. Emelia V. Powell (wife)  
1704 North Broad Street  
Nuttall, Virginia

Mrs. Meta B. Grady (mother)  
1151 North Washington Street  
Nashua, Nashua

Mrs. Velma A. Hallstrom (mother)  
2002 Hewitt's 8th Street  
Portland, Oregon
CASUALTY QUESTIONNAIRE

1. Your name: Maurice S. Trokey  
Rank: 1LT  
Serial No: C-772-66

2. Organization:  
Go Commander's Rank:  
Squad Leader's Name:  
(full name)  
(full name)

3. What year: 1945  
Month: March  
Day: 15  
did you go down?

4. What was the mission, Berlin area, target, time, altitude, route scheduled.

5. Where were you when you left formation?

6. Did you bail out?  

7. Did other members of crew bail out?  
   yes  
   except pilot

8. Tell all you know about when, where, how each person in your aircraft for whom no individual questionnaire is attached bailed out. A crew list is attached. Please give facts. If you don't know, say: "No Knowledge."  
   Pilot  

9. Where did your aircraft strike the ground?  
   No Knowledge

10. What members of your crew were in the aircraft when it struck the ground? (Should cross check with 8 above and individual questionnaires)  
   No Knowledge

11. Where were they in aircraft?  
   Pilot in seat

12. What was their condition?  
   Normal  
   except surrounded by fire

13. When, where, and in what condition did you last see any members not already described above?

14. Please give any similar information on personnel or any other crew of which you have knowledge. Indicate source of information.

(Any additional information may be written on the back)
INDIVIDUAL CASUALTY QUESTIONNAIRE

Name of crew member: Anthony G. Buddes
Rank: Technical Sergeant
Serial number: 11102340
Position: Crew (Bomber) or Flight (Fighter): Radio Operator

Did he bail out? yes
Where? over Japan

If not, why not?

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

No

Was he injured? no

Where was he when last seen? bailing out

Any hearsay information: no knowledge. froze up and Sgt. Powell forced him to bail.

Source: S/Sgt. James D. Powell (Tail gunner)

Any explanation of his fate based in part or wholly on supposition: no knowledge.

Total number of missions of above crew member: 31?

Dates and destinations if possible: Last mission 15 May 45
INDIVIDUAL CASUALTY QUESTIONNAIRE

Name of crew member: Andrew R. Thomas
Rank: First Lieutenant
Serial number: 0-767686
Position: Crew (Bomber) or Flight (Fighter): Pilot

Did he bail out? No

Where? Over target

If not, why not? Preferred to remain with ship till all out

Last contact or conversation just prior to or at time of loss of plane before bailing — LT. Thomas said "Good luck, fellow"

Was he injured? Apparently not

Where was he when last seen? In cockpit of ship in seat

Any hearsay information: After bailing ship went into dive — made a 360° turn then exploded

Source: Myself as seen while descending in chute

Any explanation of his fate based in part or wholly on supposition: Death as a result of explosion. His reason for remaining with ship can only be stated as this due to the fire and inability to search ship. He remained at the wheel as long as possible to permit all to bail.

Total number of missions of above crew member: 3/

Dates and destinations if possible: Last mission: 5 May 45

Berlin Area
INDIVIDUAL CASUALTY QUESTIONNAIRE

Name of crew member: Anthony G. Budner
Rank: Technical Sergeant
Serial number: 11102340
Position: Crew (Bomber) or Flight (Fighter): Radio Operator

Did he bail out? YES
Where? NEAR BAD DORF GERMANY
If not, why not? 

Last contact or conversation just prior to or at time of loss of plane: I TALKED HIM INTO BAILING OUT AND HELPED HIM GET OUT

Was he injured? LOOKED DAZED

Where was he when last seen? I SAW HIS PARACHUTE OPEN AND FOLLOWED IT TO THE GROUND

Any hearsay information: NO

Source: 

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

I THINK HE WAS KILLED BY GERMANS ON GROUND BECAUSE SOME OF THEM WANTED TO DO SAME TO ME

Total number of missions of above crew member: 2
Dates and destinations if possible: FORGOT
INDIVIDUAL CASUALTY QUESTIONNAIRE

Name of crew member: Andrew R. Thomas
Rank: First Lieutenant
Serial number: 0-767686
Position: Crew (Bomber) or Flight (Fighter): Pilot

Did he bail out? NO

Where?

If not, why not? FLEW PLANE FOR REST TO GET OUT

Last contact or conversation just prior to or at time of loss of plane: ORDERED US TO BAIL OUT AND SAID, "SO LONG FELLOWS AND GOOD LUCK!"

Was he injured? HE WAS BURNED

Where was he when last seen? PILOTS SEAT FLYING PLANE

Any hearsay information: __________________________

__________________________

__________________________

__________________________

__________________________

__________________________

__________________________

__________________________

__________________________

__________________________

Source: __________________________

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

I SAW PLANE EXPLODE THINK HE WAS KILLED THEN

__________________________

__________________________

__________________________

__________________________

Total number of missions of above crew member: 30

Dates and destinations if possible: FORGOT

__________________________

__________________________
CASUALTY QUESTIONNAIRE

1. Your name JAMES, ARTHUR, POWELL Rank S/SGT Serial No. 33545879
2. Organization 398-B.Gp Commander (7.CN) (full name) 
   Commanding Officer (7.CNq) CO. B, MILLER Rank MAJOR (full name)
3. What year 1945 month MARCH day 5 did you go down?
4. What was the mission, ORANGE BART target, ORANGE BURG, GERMANY target 
   time 2:25 PM altitude, 32,000 FT route scheduled CENTRAL GERMANY route flown SAME
5. Where were you when you left formation? ORANGE BURG, GERMANY
6. Did you bail out? YES
7. Did other members of crew bail out? ALL EXCEPT PILOT
8. Tell all you know about when, where, how each person in your aircraft for whom no individual questionnaire is attached bailed out. A crew list is attached. Please give facts. If you don't know, say: "No Knowledge." ALL BAILED OUT AT ORANGE BURG AND WERE CAPTURED EXCEPT RADIO OPERATOR - NO KNOWLEDGE
9. Where did your aircraft strike the ground? BLEW UP IN AIR
10. What members of your crew were in the aircraft when it struck the ground? (Should cross check with 8 above and individual questionnaires) PILOT I THINK
11. Where were they in aircraft? IN PILOT'S SEAT
12. What was their condition? BURNING WHEN LAST SEEN
13. When, where, and in what condition did you see any members not already described above? RADIO OPERATOR AS I HELPED HIM BAIL OUT. HE LOOKED BAZED
14. Please give any similar information on personnel of any other crew of which you have knowledge. Indicate source of information. NO ONE

(Any additional information may be written on the back)
1. Your name: George Richard Ormsby  
   Rank T/Sgt.  Serial No. 15092028

2. Organization: 398-B.G.  
   Op Commander  Insigne  Rank  Col  Sqsn  Wd  Miller  Rank  Maj.  
   (full name)  (full name)

3. What ye: 1945  month  March  day  15  did you go down?

4. What was the mission, Oraienburg  target, marshalling yards  target  
   time, 3:25 p.m.  altitude,  25,000  route scheduled, Unknown  
   route flown  Unknown

5. Where were you when you left formation? Just after bombs away.

6. Did you bail out? Yes.

7. Did other members of crew bail out? Yes.

3. 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". Hilderbrand, followed  
   me out the main escape hatch in the waist. Buddes followed him.  
   Powell next. Spaw went out the escape hatch in the navigator's compart- 
   ment. Trokey followed. Pettibone went out thru bombbay. Do not  
   believe Thomas bailed out before ship blew up.

8. Where did your aircraft strike the ground? Blow up.

10. What members of your crew were in the aircraft when it struck the ground? (Should  
   cross check with 9 above and individual questionnaires) Unknown

11. Where were they in aircraft? Unknown.

12. What was their condition? Unknown.

13. When, where, and in what condition did you last see any members not already de- 
   scribed above? Thomas was badly burned, when I left the aircraft  
   Buddes bailed out--was in good condition, but has never been seen  
   since.

14. Please give any similar information on personnel of any other crew of which you  
   have knowledge. Indicate source of information. None.

(Any additional information may be written on the back.)
Dear Sir,

I would appreciate it very much if you could let me know the information the investigating officers found about the fate of Lieutenant Thomas and Sgt. Buddis; for I would like to know what happened to them.
Name of crew member: Anthony G. Buddin
Rank: Technical Sergeant
Serial number: 11132340
Position: Crew (Bomber) or Flight (Fighter): Radio Operator

Did he bail out? ____________ Yes. ________________

Where? Oranienburg.

If not, why not? ________________

Last contact or conversation just prior to or at time of loss of plane: He was off interphone and told him that pilot gave us orders to bail out.

Was he injured? ____________ No. ________________

Where was he when last seen? The last time I saw him, his parachute had opened and he was on his way safely to the ground.

Any hearsay information: None.

Any explanation of his fate based in part or wholly on supposition: He was not injured in any way when he left the plane but many have been killed upon reaching the ground, by German civilians; or he may have tried to escape when captured and was killed.

Total number of missions of above crew member: 29.

Dates and destinations if possible: Unknown
**INDIVIDUAL CASUALTY QUESTIONNAIRE**

**Name of crew member:** Andrew R. Thomas  
**Rank:** First Lieutenant  
**Serial number:** 0-767666  
**Position:** Crew (Bomber) or Flight (Fighter): Pilot

- **Did he bail out?** I believe he did not.

- **Where?** Thomas would not leave the aircraft because controls were damaged. He stayed with ship and kept it level for the rest of us to get out. Believe ship exploded before he could leave it. Last contact or conversation just prior to or at time of loss of plane: Thomas gave us orders to leave ship just before interphones went out.

- **Was he injured?** Yes.

- **Where was he when last seen?** At controls of aircraft.

- **Any hearsay information:** None.

- **Source:** None.

- **Any explanation of his fate based in part or wholly on supposition:** Possibility that he may have gotten out but we are not sure.

**Total number of missions of above crew member:** 30.

**Dates and destinations if possible:** Unknown.
CASUALTY QUESTIONNAIRE

1. Your name: William H. Hilderbrand  | Rank: Sgt.  | Serial No.: 39340502

   (full name)  | (full name)  

3. What year: 1945  | month: March  | day: 15  | did you go down?  

4. What was the mission: Bombing  | target: Granenburg  
   time: 12:49  | altitude: 24,500 ft.  | route scheduled:  
   route flown:  

5. Where were you when you left formation? After bombs away  

6. Did you bail out?  Yes  

7. Did other members of crew bail out?  All but pilot.  

8. Tell all you know about when, where, how each person in your aircraft for whom no individual questionnaire is attached bailed out. A crew list is attached. Please give facts. If you can't know, say: "No Knowledge."  
   Hailed out of waist: Ormsby Hilderbrand  
   Pettibone  
   Spaw  
   Trokey  
   Hailed out from front of ship: Pettibone  
   Spaw  
   Trokey  

9. Where did your aircraft strike the ground?  All over.  

10. What members of your crew were in the aircraft when it struck the ground? (Should cross check with above and individual questionnaires)  
   Thomas in it when the plane blew up.  

11. Where were they in aircraft?  

12. What was their condition?  

13. When, where, and in what condition did you last see any members not already described above?  
   Spaw Trokey  | At Santa Monica Calif.  
   Ormsby  | At Camp Patrick Henry Va.  
   Powell Pettibone  | Camp Lucky Strike France.  

14. Please give any similar information on personnel of any other crew of which you have knowledge. Indicate source of information.  

(Any additional information may be written on the back)
INDIVIDUAL CASUALTY QUESTIONNAIRE

Name of crew member: Anthony G. Buddes
Rank: Technical Sergeant
Serial number: 11102340
Position: Crew (Bomber) or Flight (Fighter): Radio Operator

Did he bail out?  

Where?  

If not, why not?  

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

Was he injured?  

Where was he when last seen?  

Any hearsay information:  

Source:  

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

Total number of missions of above crew member:  

Dates and destinations if possible:  

Target:  

Date: March 15, 1945  

Oranienburg Germany
Name of crew member: Andrew R. Thomas
Rank: First Lieutenant
Serial number: O-767686
Position: Crew (Bomber) or Flight (Fighter): Pilot

Did he bail out? No.

Where? *

If not, why not? Because he was too badly burnt. We kept plane in control so we could bail out. Co-pilot was last to see Thomas.

Last contact or conversation just prior to or at time of loss of plane: Over interphone he said. You had better leave it boys. Or something similar.

Was he injured? Was sitting in plane.

Where was he when last seen? It controls.

Any hearsay information: Thomas kept the plane in control even after we lost it. Cock pit was on fire. The plane blew up as after we lost it. Co-pilot believed the plane went up with it. Then.

Source: 

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

Total number of missions of above crew member: 105

Dates and destinations if possible: 

6-3861, AP
Name of crew member: Anthony G. Fudge
Rank: Technical Sergeant
Serial number: 11102340
Position: Crew (Bomber) or Flight (Fighter): Radio Operator

Did he bail out? Yes.

Where? Between Berlin & Creve Nberg

if not, why not? 

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

Was he injured? Yes, burned.

Where was he when last seen? Last seen as he left ship through waist escape hatch.

Any hearsay information:

Source:

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

Believe he was killed by civilians. Ball Gunner said he saw his chute open. He was deader, so might have attempted escape or was killed by small arms from ground while coming down. Several crew members reported such fire upon them.

Total number of missions of above crew member: 36

Dates and destinations if possible:

6-3881, AP
APPENDIX

INDIVIDUAL CASUALTY QUESTIONNAIRE

Name of crew member: Andrew R. Thomas
Rank: First Lieutenant
Serial number: 0-767336
Position: Crew (Bomber) or Flight (Fighter): Pilot

Did he bail out?  No.

Where?

If not, why not? Trying to hold ship straight - really burned success, but hit.

Last contact or conversation just prior to or at time of loss of plane: I think we'll have to leave her - get ready to go.

Was he injured? Yes.

Where was he when last seen? In cockpit - crew on it, can see they were.

Any hearsay information:

Source:  

Any explanation of his fate based in part or wholly on supposition: His parachute burned up. Flames filled entire cockpit as he was burned badly. As a result of that, close of direct fire hit. I suspect he was also wounded. Saw ship explode approx. 2-3 minutes later as it was in stern spiral.

Total number of missions of above crew member: 30

Dates and destinations if possible:

5-3861, AF
Name of crew member: Andrew R. Thomas
Rank: First Lieutenant
Serial number: 0-757666
Position: Crew (Bomber) or Flight (Fighter): Pilot

Did he bail out? NO

Where?

If not, why not? WAS KEEPING SHIP IN LEVEL FLIGHT SO WE COULD BAIL OUT.

Last contact or conversation just prior to or at time of loss of plane: "SO LONG
FELLOWS AND GOOD LUCK."

Was he injured? NOT TO OUR KNOWLEDGE

Where was he when last seen? ON FLIGHT DECK IN PILOTS SEAT

Any hearsay information: NONE

Source: __________________________________________

Any explanation of his fate based in part or wholly on supposition: AFTER I BAILED OUT THE SHIP WENT INTO A STEEP DIVE I LOST CONTACT WITH THEM AFTER ABOUT 2,500 OR 3,000 FT DIVE I EXPLODED. IMPOSSIBLE FOR ANYONE TO LEAVE DURING DIVE. FLAMES SHOULDER HIGH ON FLIGHT DECK WHEN I LEFT.

Total number of missions of above crew member: THIRTY (30)

Dates and destinations if possible: ____________________________

6-3851, AF
AFFPA-11

INDIVIDUAL CASUALTY QUESTIONNAIRE

Name of crew member: Anthony G. Budde
Rank: Technical Sergeant
Serial number: 1113242
Position: Crew (Bomber) or Flight (Pilot): Radio Operator

Did he bail out? YES

Where? BARHORST, GERMANY

If not, why not?

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

Was he injured? NO

Where was he when last seen? IN PARACHUTE ON WAY DOWN

Any hearsay information:

Source:

Any explanation of his fate based in part or wholly on supposition: NO KNOWLEDGE

Total number of missions of above crew member: THIRTY (30)

Dates and destinations if possible:
1. Your name: JAMES BRUCE PETEBONE  
   Rank: T/Sgt.  
   Serial No.: 17159731
2. Organization: 398th Gp  
   Commander: ENOS N. MILLER  
   Rank: Lt. Col.
3. What year: 1945  
   Month: March  
   Day: 15  
   Did you go down?
4. What was the mission: Combat  
   Target: BARIFORS, Germany  
   Time: 15:30  
   Altitude: 23,000  
   Route scheduled:  
   Route flown:  
5. Where were you when you left formation?  
   BARIFORS, Germany
6. Did you bail out? Yes
7. Did other members of crew bail out? Yes
8. Tell all you know about when, where, how each person in your aircraft for whom no individual questionnaire is attached bailed out. A crew list is attached. Please give facts. If you don't know, say: "No Knowledge."  
   Navigator: T/Lt. E.S. Smulczy  
   Co-Pilot: Nave Escape Hatch Lt. A. Coveney  
   1st Lt. J. R. Powell - Main Escape Hatch: Capt. W. Hildebrand  
   Tail Gunner: Main Escape Hatch: Myself Bemays
9. Where did your aircraft strike the ground? Exploded in air
10. What members of your crew were in the aircraft when it struck the ground? (Should cross check with 8 above and individual questionnaires)  
    Lt. Andrew F. Thomas  
    0-762686  
    In ship at time of explosion
11. Where were they in aircraft? Flight deck - Pilots seat
12. What was their condition?
13. When, where, and in what condition did you last see any members not already described above?  
    Lt. A. R. Thomas on flight deck in pilots seat seemed to be all right, no apparent wounds.  
    T/Sgt. H. S. Burden - radio room seemed to be dazed condition.  
    Helped out of ship by Lt. J. R. Powell, no further knowledge
14. Please give any similar information on personnel of any other crew of which you have knowledge. Indicate source of information.

(Any additional information may be written on the back)
According to official word received by my wife, we were knocked down over Dresden, Germany. But our navigator said we were at Binhorst, Germany approximately 41 Kilo. from Russian front that time.

Binhorst - as best as I know it. It. E.S. Snow - navigator should be able to supply proper spelling and identification.

James B. Pettit

Any information obtained on St. Thomas and Vegadale would be appreciated if you can forward same to me.