

~~CONFIDENTIAL~~

13868

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CONFIDENTIAL

WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES

IMPORTANT: This Report will be compiled in triplicate by each Army Air Forces organization within 48 hours of the time an air crew member is officially reported missing.

45-117
245
14

1. ORGANIZATION: Location, by Name Nuthampstead, England Group 398th Bomb Gp (Hv)
Squadron 602nd Bomb Sq Detachment NONE
Command or Air Force 8TH AIR FORCE
2. SPECIFY: Place of Departure Nuthampstead, England Course unknown
Target or Intended Destination Kraiburg, Germany
Type of Mission Operational Bombing
3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:
Target: No low cloud with some light haze. No middle - no high - no contrails.
Visibility unrestricted.
4. GIVE: (a) Day 11 Month April Year 1945; Time 1300 (Approx) and Location 4827N - 1222E
of last known whereabouts of missing aircraft.
(b) Specify whether aircraft was last sighted (X); Last contact by radio ()
Forced down (); Seen to crash () or information not available ().
5. AIRCRAFT WAS LOST, OR IS BELIEVED TO HAVE BEEN LOST, AS A RESULT of: (Check only one) Enemy aircraft (); Enemy anti-aircraft () Other Circumstances as follows:
6. AIRCRAFT: Type, Model and Series B17G AAF Serial No. 45-38664
7. NICKNAME OF AIRCRAFT: NONE
8. ENGINES: Type, Model and Series R-1820-97 ... F Serial No. (a) SW-026645
(b) SW-012020 (c) SW-026736 (d) SW-023413
9. INSTALLED WEAPONS, SO Cal Aircraft Machine Guns as follows:

Make	Serial Number	Make	Serial Number
(a) Chapin	1754805	(e) Chapin	1754918
(c) Chapin	1755062	(f) Chapin	1754773
(e) Chapin	1754881	(g) Chapin	1754840
(g) Chapin	1754825	(h) Chapin	1754856
(i) Chapin	1754589	(j) Chapin	1754765
(k) Colt Arms	1046414	(l) Chapin	1755093

10. THE PERSONS LISTED BELOW WERE INFORMED AS: (a) Battle Casualty X
or Non Battle Casualty
11. NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 10 Passengers 0 Total 10

Following information listed for personnel aboard aircraft:
Crew Position Name in Full Rank Serial Number Current Status

Crew Position	Name in Full	Rank	Serial Number	Current Status
1. PILOT	ARTHUR C. SHIRK	F/O	T-65466	MIA <i>RTD</i>
2. CP	JOHN F. SCHMID	2nd Lt	O-777840	MIA
3. NAV.	MICHAEL O. RYAN	F/O	T-137785	MIA <i>RMC 24244.45</i>
4. TOG.	JOHN C. BAIT JR.	S/Set	33695659	MIA
5. TTG	FREDERICK C. WINDELER	Sgt	32463381	MIA
6. Radio Oper.	ROBERT L. CHISM	Sgt	34881070	MIA <i>RTD</i>
7. LWG	CHARLES F. WAGNER	Sgt	13146907	MIA
8. RWG	JOHN T. COKEY JR.	Sgt	13146084	MIA <i>RTD</i>
9. BTG	FRANK A. WRIGHT	Cpl	13279653	MIA <i>RMC 24244.45</i>
10. TG	MILTON C. ERVIN	Sgt	34276719	MIA

(over)

C O N F I D E N T I A L

IDENTIFY BELOW THOSE PERSONS WHO WERE ON BOARD TO GIVE LIST FROM EACH OF
REPORTER AND CHECK OFFERS TO GIVE LIST FROM EACH FOR SAME:

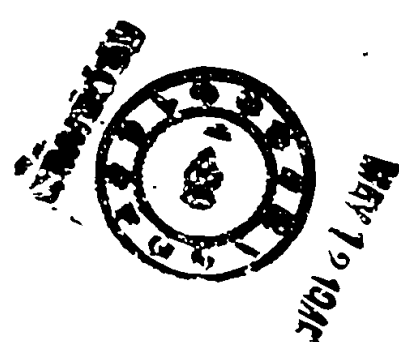
<u>Name in Full</u>	<u>Rank</u>	<u>Serial No.</u>	<u>Contacted by Radio</u>	<u>Lost Situation</u>	<u>Saw Crash</u>	<u>Saw Persons Landing</u>
1. <u>THOMAS W. GIBBER</u>	<u>2nd Lt</u>	<u>0-2071887</u>			<u>X</u>	
2. <u>FRANK J. GOGAR</u>	<u>S/Sgt</u>	<u>35227032</u>			<u>X</u>	
3. <u>ARTHUR L. BRITTAIN</u>	<u>S/Sgt</u>	<u>3854414</u>			<u>X</u>	

4. _____
15. IF PERSONS ARE BELIEVED TO HAVE SURVIVED, ANSWER YES OR NO OF THE FOLLOWING
QUESTIONS: (a) Parachutes were used _____; (b) Persons were seen walking
away from scene of crash _____; or (c) Any other reason (Specify) _____
11. ATTACH A COPY PHOTOGRAPH, MAP, CHART, OR SKETCH, SHOWING APPROXIMATE LOCATION
WHERE AIRCRAFT WAS LAST SEEN OR LOST.
15. DETACH UNIT WITH DESCRIPTION OF CRASH, SCENE SURROUNDING, OR OTHER CIRCUMSTANCES
PERTAINING TO MISSING AIRCRAFT.
16. GIVE, NAME, RANK, OR SERIAL NUMBER OF OFFICER IN CHARGE OF CRASH, IF ANY,
INCLUDING DESCRIPTION AND ELEMENT _____

Date of Report 20 April 1945

Wallis L. Campbell
WALLIS L. CAMPBELL, Capt. AC

17. REPORTS OF WITNESSES ST. NUMBER:
(see attached statements)



C O N F I D E N T I A L

U-S AIRMAN'S REPORT - ITNES ACCIDENT

Instructions: 1. If aircraft returned, only questions 6 and 7 are applicable. 2. Question number 5 not applicable to Fighter Groups. 3. Summary will be prepared in five copies, four of which will be forwarded. 4. Interrogating Officer will sign original and second copy.

FROM: 398th Bomb Gp HQ 602 Bomb Sq /C 43-38664-P MISSION DATE 11 Apr 45
PILOT: Shirk, Arthur C. F/O F-65466 DESTINATION Kraiburg, Ger.
NAME SERIAL S/N #

1. Position of missing aircraft when last sighted or contacted:

- (a) By coordinates 4827N-1222E
- (b) Approximate altitude Unknown
- (c) Last noted heading Unknown
- (d) If out of formation, approximate distance and formation falling back.

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

No flak encountered and no fighters.

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

Had #3 engine feathered and was dropping back.

4. If aircraft was out of control describe appearance:

Under control when last sighted.

(Over)

C O N F I D E N T I A L

C O N F I D E N T I A L

5. If distressed aircraft was out of formation as it last seen in escort? None If so, give distinguishing markings of fighter and if noted (Group number, color and/or fighter aircraft numbers, numbers, etc.). None

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

No parachutes noted.

7. Any other remarks not covered by above:

None

8. Date of report 19 April 1945

<u>NAME</u>	<u>UNIT</u>	<u>RANK</u>	<u>NO.</u>	<u>IC/O</u>
1. <u>Starkey, Robert P.</u>	<u>501</u>	<u>2nd Lt</u>	<u>0-780752</u>	<u>43-38064-E</u>
2. <u>Wallingford, Robert (MI)</u>	<u>502</u>	<u>2nd Lt</u>	<u>0-836379</u>	<u>44-8644-N</u>
3. <u>Cochran, Alexander R. Jr.</u>	<u>602</u>	<u>2nd Lt</u>	<u>0-757129</u>	<u>44-8500-F</u>

9. AGGREGATE SIGNATURE (Sign Original and one copy):

Charles H. Kroe

Captain, Air Corps 0-568990 Asst. Intel. C.
DUTY

CHARLES H. KROE

NOTE: See General Report on Germanic Subsequent to this account will be for the information of the War G, letter 1, PG, 704
Subject: OB-107, subject Whitin, in OB-107,
July 1944.

C O N F I D E N T I A L

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FORMATION PLAN

11 April 1945

Lead Squadron, 1st "A" CBG

		F-10 ROONEY <u>Van Opdorp</u> E-8476-X (PRF)		
	F-5 <u>Heathcote</u> E-8794-J		F-9 <u>Godfrey</u> E-7266-J	F-6 <u>Wintersteen</u> E-8627-Z
F-3 <u>Ferguson</u> E-2593-C	Channel No.2	F-8 <u>Cochran</u> E-8500-F	F-2 <u>Coffee</u> E-8811-R	SJ(Pailey)
"B" Monitor	F-8 <u>Markham</u> E-8274-B		"D" Monitor	"C" Monitor
F-9 <u>Shirk</u> E-8664-P	SJ(Harris)			E F-3 <u>Wallingford</u> E-8644-N
				Ret. at E. C.

Low Squadron, 1st "A" CBG

		D-10 SMITH <u>Moy</u> N-8771-b (PRF)		
	B-3 <u>Greenwalt</u> A-8669-G		B-8 <u>Worley</u> A-7977-R	B-2 <u>Lollar</u> A-8951-B
B-1 <u>Donovan</u> A-9146-N		B-6 <u>Gieryn</u> A-9242-F	B-1 <u>Swift</u> A-9038-Q	
SJ(Bottoms)	B-7 <u>Branyon</u> A-8631-T			B-8 <u>Keenan</u> A-9101-C
F-3 <u>Rosenberg</u> A-80860-L		B-4 <u>Douglas</u> A-9293-J		SJ(Brewer)
				Ret. at E. C.

High Squadron, 1st "A" CBG

		E-5 HAYS <u>Marchbanks</u> A-8654-M (PRF)		
	C-4 <u>Mundhenke</u> M-9102-V		D-2 <u>Palant</u> N-9184-U	D-6 <u>Bornstedt</u> N-6821-Y
D-5 <u>Starkey</u> N-8054-H	SJ(Norris)	D-8 <u>Martineck</u> N-9227-S		
"B" Monitor	D-1 <u>Vallish</u> N-8121-Q		D-4 Jarrett N-8517-J	D-2 <u>Hernden</u> N-8031-K
D-4 <u>Koenig</u> N-7190-L			SJ(Mc Intyre)	Ret. at E. C.

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Statement concerning missing aircraft Bl7G 43-38664, Pilot, F/O Arthur C. Shirk, T-65466, 602nd Bomb Sq, 398th Bomb Group (Hv) on combat mission to Kraiburg, Germany, 11 April 1945.

On 11 April 1945 in or around Kraiburg, Germany, at 1500, the tail gunner reported that ship No. 664 "Peter" had No. 3 engine feathered, and was losing altitude. He was seen to drop his bombs, and did not return to formation after that. Our airplane was lead of the low element of the lead squadron, and F/O Shirk was the second airplane on our left wing. F/O Shirk did not bomb with the formation, but it was reported to me that his position was approximately 2,000 feet below and behind the squadron. It is believed that his bombs were released on the smoke marker. He turned off the target and away from the target area in the same direction as the squadron. I did not see the airplane, since he was in an inaccessible position behind us, and I am a navigator. He was last seen by tail gunner approximately fifteen minutes after bombs away, which indicates that the time was about 1513, and our position was 4852N - 1134E degrees, or approximately 13 miles SE of Ingolstadt, Germany. He was still losing altitude, although the airplane appeared to be under control. No parachutes were seen. F/O Shirk's No. 3 engine was seen to cut out or slightly before the I.P., 4754N - 1150E degrees. At the time he was last seen, it was estimated by the men who saw him on my crew, that he could not have made friendly territory. His position was about 80 miles (nautical) from the lines at the time he was last seen, and his estimated altitude was 12,000 feet.

Thomas W. Gerber
Thomas W. Gerber, O-2071887
2nd Lt 602nd Bomb Squadron
Navigator, Bl7G 44-8500

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Statement concerning missing aircraft B17G 43-38664, Pilot, F/O Arthur C. Shirk, T-65466, 602nd Bomb Sq, 398th Bomb Group (HV) on combat mission to Kraiburg, Germany, 11 April 1945.

We were flying lead of the low element of the lead squadron in aircraft No. 8500. Aircraft NO. 8664, piloted By Lt Shirk was flying the second ship off our left wing. About the time for "I.P." he feathered No. 3 engine. He tried to keep formation, but at bombs away, he was about two (2) or three (3) thousand feet below and behind the squadron. He dropped his bombs and made his turn away from the target. He was losing altitude steadily and about (15) fifteen or (20) minutes away from target when I lost sight of the ship. I would say he was about (8) eight thousand feet then and still losing altitude.

Arthur L. Brittain

Arthur L. Brittain, 38544414
S/Sgt 602nd Bomb Squadron
TG, B17G 44-8500

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Statement concerning missing aircraft BL7G 43-38664, Pilot, F/O Arthur C. Shirk, T-65466, 602nd Bomb Sq, 398th Bomb Group (Hv) on combat mission to Kraiburg, Germany, 11 April 1945.

On the mission to Kraiburg, Germany, on April 11 1945, which I was in aircraft No. 7266, flying deputy lead in the lead squadron (No. 2).

Just after the I.P. F/O Shirk in ship No. 8644-P feathered No. 3 engine.

The engine was feathered when I noticed it. Also about this time it

seemed that No. 2 engine was smoking. He dropped back losing altitude

about 1,000 feet, going over the target that way, dropping his bombs. He

turned off the target still losing altitude, and when I last saw him, was

about 3 - 4 miles behind and about 2,500 feet below.

Frank J. Gogal

FRANK J. GOGAL,
S/Sgt - ASN 35227032
602nd Bomb Squadron
Tail Gunner.
BL7G 42-97266

CONFIDENTIAL

HEADQUARTERS
Army Air Forces Pilot School (ATE)
Turner Field, Albany, Georgia

SUBJECT: Interrogation of Former Prisoners of War

TO : Commanding General, Army Air Forces, Washington 25, D. C.
Attn: Personal Affairs Branch, Room 1315 Munitions Bldg.

1. In compliance with your TWX AFPPS 3909, 28 Sep 45, the following information is submitted:

- a. Name of casualty Fred Windales.
- b. Rank Sgt.. Crew position Engineer.
- d. Date last seen 11 April, 1945 Place last seen Bailing out of plane.
- f. Circumstances of loss of aircraft _____

Mechanical failure on 3 engines.

g. Known information (eye witness only)
Seen to bail out at 1000 feet.

h. Hearsay information (all other information about above named casualty, with estimate of reliability)
none.

(Note: Reverse side may be used if more space is needed in giving information requested above.)

John F. Schmidt 2/4.
Rank and name of reporter

0-777840 60259th - 398 P.G.
ASN Unit

HEADQUARTERS
Army Air Forces Pilot School (ATE)
Turner Field, Albany, Georgia

SUBJECT: - Interrogation of Former Prisoners of War

TO : Commanding General, Army Air Forces, Washington 25, D. C.
Attn: Personal Affairs Branch, Room 4315 Munitions Bldg.

1. In compliance with your TWX AFPPS 3909, 28 Sep 45, the following information is submitted:

- a. Name of casualty Wagner (No initials or name given.)
b. Rank Sgt.. Crew position Gunner.
c. Date last seen 11 April, 1945 Place last seen Bailing out of plane.
f. Circumstances of loss of aircraft _____

Mechanical failure on 3 engines

g. Known information (eye witness only)
Seen to bail out at 1000 feet.

h. Hearsay information (all other information about above named casualty, with estimate of reliability)
None.

(Note: Reverse side may be used if more space is needed in giving information requested above.)

John A. Alvin 214
Rank and name of reporter

0-777840 602 Sqn. ~~398~~
ASN Unit 398 B.G.



IN REPLY REFER TO: AFPPA-8

HEADQUARTERS, ARMY AIR FORCES
WASHINGTON



1 August 1945

SUBJECT: Sergeant John T. Coxey, Jr., 13146084

TO: Commanding Officer
Reception Station
Fort Dix, New Jersey

1. It is requested that Sergeant Coxey be interrogated with reference to any information which he may know concerning the whereabouts of Sergeant Charles F. Wagner, who is still missing in action.

2. Sergeant Wagner was the left waist gunner of a B-17 bomber, of which Sergeant Coxey was right waist gunner, and was reported missing in action, April 11, 1945 on a mission to Kraiburg, Germany.

FOR THE COMMANDING GENERAL:

N. W. REED
Major, Air Corps
Chief, Notification Branch
Personal Affairs Division
Asst Chief of Air Staff-1

Basic: Ltr. to Lt. Col., Washington, D. C. 12 Aug 45, sub: Sgt. John
T. Coxey, Jr., 13140084 w/ 1st Ind. Br. AF 31, 4, 4th 23 Aug 45.

2d Ind. RUSM/hh
AF Personnel Distribution Command, 830 W. Broadway, Santa Monica, California, 8 September 1945.

TO: Commanding General, AAF FDC, Louisville 3, Kentucky.

1. Forwarded for a roster pertaining to a member of your command.
2. Sergeant Coxey transferred your headquarters per Par 41, SO 172, this headquarters dated 11 July 1945.

FOR THE COMMANDING GENERAL:

Charles B. Harmon
Charles B. Harmon
Captain, Air Corps
Adjutant

J (AWK:km) 3rd Ind.
201-Coxey, John T. Jr., (Enl)

Hq. AAF Personnel Distribution Command, 830 W. Broadway, Louisville 3,
Kentucky, 13 September 1945

TO: Major Thomas A. Miller, OIC, AAF Liaison Section, WDRC, Indiantown
Gap, Pennsylvania

For compliance with basic communication and return to this
headquarters.

BY COMMAND OF MAJOR GENERAL HARMON:

A. W. Rigser
A. W. RIGSER
Colonel, JAGD
Staff Judge Advocate

BASIC: Ltr fr Hq AAF Washington D.C. dtd 1 Aug 45, Sub:
Sgt John T Coxey Jr., 13146084 w/3th Ind fr AAF
FDC dtd 13 Sept 1945.

201-Coxey, John T Jr (Enl) 4nd Ind.

AAF LIAISON SECTION, WDPC, IGMR, PA 25 SEPT 1945.

TO: Commanding General, AAF Personnel Distribution
Command, 830 W. Broadway, Louisville 3, Ky.
ATTN: Col. Rigsby.

1. Sgt. Coxey states as follows: "There were five men remaining in the ship when I jumped; the Pilot, Lt Schmitt; Co-pilot, F/O A. C. Shirk, Engineer, Sgt F. Windler; Tail gunner, Sgt Irwin and Sgt Wagner. I saw none of them leave the ship. Sgt. Windler was still in his turret. The plane was crash landed by Lt Schmitt and F/O Shirk, they came through uninjured and have stated that there was no one else on the ship when they landed. I met the Navigator F/O Michael O. Ryan in the woods and the Nose gunner, S/Sgt Bate in the POW camp. Later, I was contacted by Lt Schmitt after arriving home. No one had any ideas concerning Sgts Windler, Irwin or Wagner. It is presumed they jumped. The jump was made at low altitude (approx. 800 ft) over a forest."

2. Sgt Coxey also told of a ring with the initials F. W. engraved in it being sent to Mrs Wagner. It was an error as the ring had belonged to the Engineer, Sgt F. Windler. Sgt Coxey does not know who sent the ring to Mrs. Wagner but believes that it was a Capt who mailed it from Florida. Contact with Mrs Wagner might reveal the officer's name.

Thomas A. Miller
THOMAS A. MILLER
Major, Air Corps
OIC.

File

PPAB -

BASIC: Ltr fr Hq. AAF Washington D.C. dtd 1 Aug 45, Subj: Sgt John T. Coxe Jr., 13148084, w/4th Ind fr AAF Liaison Sec. DOC, IGR, PA dtd 25 Sep 45

J (REF/pb) 5th Ind.
201- Coxe, John T., Jr., (Enl)

Hq. AAF Personnel Distribution Command, 830 W. Broadway, Louisville, Kentucky, 1 October 1945

TO: Commanding General, AAF, Washington 25, D. C.
ATTENTION: AC/AS, Personnel

Attention is invited to the preceding fourth indorsement.

FOR THE COMMANDING GENERAL:

[Signature]
A. W. RIGSBY
Colonel, JAGD
Staff Judge Advocate

[Handwritten notes and scribbles]

ARMY AIR FORCES PERSONNEL DISTRIBUTION COMMAND
LIAISON OFFICE AT INDIANAPOLIS, IN.

22 Sept. 1945

SUBJECT: Sergeant Charles I. Wagner.

TO : Commanding General, Hq. AAF, Washington, D.C.
Asst. Chief of Air Staff-1
Personal Affairs Division
Chief, Notification Branch
Attn: Major N.W. Reed.

1. Sergeant Wagner was the left waist gunner of a B-17 bomber of which Sergeant Coxe was right waist gunner. Sgt. Wagner was reported missing in action April 11, 1945 on a mission to Kraiburg Germany.

2. Statement by Sergeant J.T. Coxe Jr.: "There were five men remaining in the ship when I jumped. Pilot, Co-pilot, Engineer, Sgt. N. Windler - Tail Gunner, Sgt. Irwin and Sgt. Wagner. I saw none of them leave the ship. Sergeant Windler was still in his turret. The plane was crash landed by the Pilot and co-pilot who came through uninjured and have stated that there was no one else in the ship. I met the navigator in the woods and the nose gunner in the POW camp. Later I received word from the pilot after arriving home. No one had any word or ideas concerning the missing three men. It is presumed they jumped also. The jump was made at low altitude over a forest".

3. The ring received by Sergeant Wagners family belonged to Sergeant Windler, Engineer (one of the 3 men not accounted for to date). This fact has already been established.

4. If I may suggest - it puzzles me that a ring with initials N.W. could be found on a German soldier and sent to Mrs. Wagner. Same belonging to Sergeant Windler of same crew, unless there was some other identifying evidence picked up at the same time. This evidence has evidently not been forwarded and it may or may not be too late to trace it.

Bert L. Sweigart
BERT L. SWEIGART,
Major, A.C.,
Asst. O.I.C. AAF Liaison
I.C.M.R.

EEH

Basic: Ltr dated 1 August 1945, CG AAF, AC/AS, Personnel,
Personal Affairs Division, TO: CO 1020 AAF BU,
Miami Beach, Fla., Subj: Flight Officer Arthur C.
Shirk, T65466

1st Ind.

I/es

Hdqtrs. AAF Redistribution Station No. 2, Miami District,
AAFPDC, Miami Beach, Florida, 21 August 1945

TO: Commanding General, AAF, Washington 25, D. C.
Attn: AC/AS-1, Personal Affairs Division
Chief, Notification Branch

1. This office has interrogated F/O Arthur C. Shirk
T65466, concerning the status of Sgt Charles F. Wagner. He
reports the following facts:

a. F/O Shirk was pilot of B-17 plane which took
part in the bombing of Kraiburg, Germany on 11 April 1945.
Target time was approximately 1330 on the above date. Just
after releasing bombs, subject's plane developed mechanical
engine failure causing loss of use of #3 and #4 engines.
Shortly thereafter #2 engine caught fire. At this point the
pilot gave the bailout order to which all personnel answered
over the intercom. By the time all others of the crew had
left the plane it was at too low altitude to permit the bail-
out of the pilot and copilot, Lt. Schmid. F/O Shirk then de-
cided to make a crash landing and made a successful belly
landing in an open field. F/O Shirk and Lt. Schmid were cap-
tured immediately and taken to a nearby village. On the
following day they were brought back past the scene of the
crash to a neighboring village and in that village a German
civilian who could speak good English advised F/O Shirk that
he had examined the plane and that there was no one in it.
The plane did not burn or explode after crash landing. He
was then taken in turn to Maineburg and Moosburg where he was
later liberated.

b. Since being shot down F/O Shirk has talked to
the navigator and the radio operator but neither of them
knows anything of the whereabouts or fate of Sgt Wagner. F/O
Shirk has no other information concerning Sgt Wagner and he
suggests the possibility that Sgt Wagner was killed by gun-
fire from the ground while descending.

2. F/O Shirk states that he believes that S/Sgt Coxey,
right waist gunner of the plane, could give more information
than any other member of the crew.

FOR THE COMMANDING OFFICER:

Theodore J. Hixatt
THEODORE J. HIXATT
Major, Air Corps
Chief, Intell & Sec Div



HEADQUARTERS, ARMY AIR FORCES
WASHINGTON

IN REPLY REFER TO: AFPPA-8



1 August 1945

SUBJECT: Flight Officer Arthur C. Chirk, T65466

TO: Commanding Officer
1020 AAF Base Unit
Miami, Florida

1. It is requested that Flight Officer Shirk be interrogated with reference to any information which he may know concerning the whereabouts of Sergeant Charles F. Wagner, who is still missing in action.

2. Sergeant Wagner was the left waist gunner of a B-17 bomber, of which Flight Officer Shirk was pilot, and was reported missing in action, April 11, 1945 on a mission to Kraiburg, Germany.

BY COMMAND OF GENERAL ARNOLD:

N. W. REED
Major, Air Corps
Chief, Notification Branch
Personal Affairs Division
Asst Chief of Air Staff-1

Basic: Ltr, Hq, AAF, Washington, D.C., subj: Cpl. Frank A. Wright,
13179653, dtd 1 Aug 45

3K/319.1-Wright, Frank A. (Enl) 1st Ind. FBC/he

Hq, AAF Redistribution Station #1, Atlantic City, N.J., 11 Aug 45

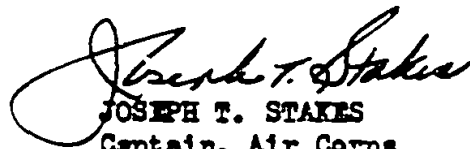
TO: Commanding General, Army Air Forces, Washington 25, D. C.
ATTENTION: Maj. N. W. Reed, Chief, Notification Branch,
Personal Affairs Division

1. Cpl Frank A. Wright, 13179653, was interrogated this date as per request in basic communication.

2. Cpl Wright cannot give any definite information as to what happened to Sgt Charles F. Wagner except that he had a letter from Sgt Chism, first name and serial number unknown, who claims to have seen a picture which he believed to be that of Sgt Wagner, whose parachute is believed to have failed to open.

3. Cpl Wright advises that Sgt Chism is at RE #2, Miami Beach, Fla.

FOR THE COMMANDING OFFICER:


JOSEPH T. STAKES
Captain, Air Corps
Adjutant



HEADQUARTERS, ARMY AIR FORCES
WASHINGTON

IN REPLY REFER TO: AFPPA-8



1 August 1945

SUBJECT: Corporal Frank A. Wright, 13179653

TO: Commanding Officer
1010 AAF Base Unit
Atlantic City, New Jersey

1. It is requested that Corporal Wright be interrogated with reference to any information which he may know concerning the whereabouts of Sergeant Charles F. Wagner, who is still missing in action.

2. Sergeant Wagner was the left waist gunner of a B-17 bomber, of which Corporal Wright was ball turret gunner, and was reported missing in action, April 11, 1945 on a mission to Kraiburg, Germany.

BY COMMAND OF GENERAL ARNOLD:

N. W. REED
Major, Air Corps
Chief, Notification Branch
Personal Affairs Division
Asst Chief of Air Staff-1

CONFIDENTIAL

HEADQUARTERS
EUROPEAN THEATER OF OPERATIONS
UNITED STATES ARMY

S: 4 June 1945

AGO 887

JWP/JPR/nw

5 May 1945

AG 319.1 Cas

SUBJECT: Supplement to Missing Air Crew Report.

TO : Commanding General, Eighth Air Force, APO 634, U.S. Army.
Attention: Battle Casualty Section.

1. Records of this headquarters indicate the present status of F/O Michael O. Ryan, T-137785 and Cpl Frank A. Wright, 13179653, to be returned to military control, 24 April 1945.

2. Request statements by F/O Ryan and Cpl Wright be forwarded to this headquarters in duplicate concerning the loss of aircraft number 43-38664. Statements should include all the facts and circumstances surrounding the loss of subject aircraft: location and condition of aircraft when last sighted or contacted; and any information pertaining to the welfare or present whereabouts of the other crew members.

BY COMMAND OF GENERAL EISENHOWER:

R. L. Woodward
ROBERT L. WOODWARD,
Captain, AGD,
Assistant Adjutant General

CONFIDENTIAL

CONFIDENTIAL

319.1

1st Ind. (S: 30 May 45)

G-G-3

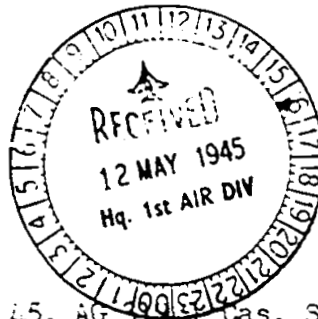
HEADQUARTERS EIGHTH AIR FORCE, AAF STATION 101, APO 634.

MAY 10 1945

TO: Commanding General, 1st Air Division, APO 557, US Army.
(Attn: Casualty Section)

1. For compliance with basic communication and return through this Hq.
2. Request statements be submitted to this Hq in triplicate.
3. Attention invited to suspense date.

BY COMMAND OF MAJOR GENERAL KEPNER:



A handwritten signature in cursive script, appearing to read "H. S. Wilson, Jr."

H. S. WILSON, JR.,
Major, AGD
Asst Adj General.

BASIC: Ltr, Hq. MTOUSA, 5 May 45, AG 319.1 Cas, Subj: Supplement to Missing Air Crew Report, re: F/O Michael O. Ryan.

210.45

2nd Ind. (S: 28 May 45)

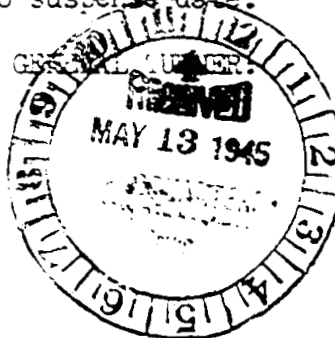
(G/D/19)

HEADQUARTERS, 1ST AIR DIVISION, APO 557, 12 May 1945.

TO: Commanding Officer, AAF Station 131, APO 557.

1. For compliance with basic communication and return through this headquarters.
2. Request statements be submitted to this headquarters in triplicate.
3. Attention invited to suspense date.

BY COMMAND OF MAJOR GENERAL KEPNER:



A handwritten signature in cursive script, appearing to read "Charles E. Garvin".

CHARLES E. GARVIN,
1st Lt., Air Corps
Actg. Asst. Adj. Gen.

CONFIDENTIAL

210.45

3rd Ind.

HEADQUARTERS, AAF STATION 131, APO 557, U. S. Army, 15 May, 1945.

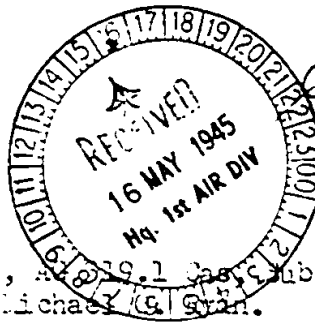
TO: Commanding General, 1st Air Division, APO 557, U. S. Army.

1. F/O Ryan, Cpl Wright and Sgt Coxey, Jr. have been transferred to the 70th Reinforcement Depot, AAF Station 594, per USTAFF Ltr., File- 383.6 dtd 10 Oct 44, making it impossible to comply with basic communication. F/O Ryan departed this station 7 May 45, Cpl Wright and Sgt Coxey 4 May 45.

2. Attached hereto is three copies of the Interrogation taken by the S-2 Office from Cpl Wright upon his return, this station.

For the Commanding Officer:

1-Incl: Interrogation Rpt (Trip)



Gene A. Nelson
GENE A. NELSON,
Captain, Air Corps,
Adjutant.

DASIO: Ltr, Hq. STCUSA, 5 May 45, APO 557, 219.1 220.1 221.1 222.1 223.1 224.1 225.1 226.1 227.1 228.1 229.1 230.1 231.1 232.1 233.1 234.1 235.1 236.1 237.1 238.1 239.1 240.1 241.1 242.1 243.1 244.1 245.1 246.1 247.1 248.1 249.1 250.1 251.1 252.1 253.1 254.1 255.1 256.1 257.1 258.1 259.1 260.1 261.1 262.1 263.1 264.1 265.1 266.1 267.1 268.1 269.1 270.1 271.1 272.1 273.1 274.1 275.1 276.1 277.1 278.1 279.1 280.1 281.1 282.1 283.1 284.1 285.1 286.1 287.1 288.1 289.1 290.1 291.1 292.1 293.1 294.1 295.1 296.1 297.1 298.1 299.1 300.1 301.1 302.1 303.1 304.1 305.1 306.1 307.1 308.1 309.1 310.1 311.1 312.1 313.1 314.1 315.1 316.1 317.1 318.1 319.1 320.1 321.1 322.1 323.1 324.1 325.1 326.1 327.1 328.1 329.1 330.1 331.1 332.1 333.1 334.1 335.1 336.1 337.1 338.1 339.1 340.1 341.1 342.1 343.1 344.1 345.1 346.1 347.1 348.1 349.1 350.1 351.1 352.1 353.1 354.1 355.1 356.1 357.1 358.1 359.1 360.1 361.1 362.1 363.1 364.1 365.1 366.1 367.1 368.1 369.1 370.1 371.1 372.1 373.1 374.1 375.1 376.1 377.1 378.1 379.1 380.1 381.1 382.1 383.1 384.1 385.1 386.1 387.1 388.1 389.1 390.1 391.1 392.1 393.1 394.1 395.1 396.1 397.1 398.1 399.1 400.1 401.1 402.1 403.1 404.1 405.1 406.1 407.1 408.1 409.1 410.1 411.1 412.1 413.1 414.1 415.1 416.1 417.1 418.1 419.1 420.1 421.1 422.1 423.1 424.1 425.1 426.1 427.1 428.1 429.1 430.1 431.1 432.1 433.1 434.1 435.1 436.1 437.1 438.1 439.1 440.1 441.1 442.1 443.1 444.1 445.1 446.1 447.1 448.1 449.1 450.1 451.1 452.1 453.1 454.1 455.1 456.1 457.1 458.1 459.1 460.1 461.1 462.1 463.1 464.1 465.1 466.1 467.1 468.1 469.1 470.1 471.1 472.1 473.1 474.1 475.1 476.1 477.1 478.1 479.1 480.1 481.1 482.1 483.1 484.1 485.1 486.1 487.1 488.1 489.1 490.1 491.1 492.1 493.1 494.1 495.1 496.1 497.1 498.1 499.1 500.1 501.1 502.1 503.1 504.1 505.1 506.1 507.1 508.1 509.1 510.1 511.1 512.1 513.1 514.1 515.1 516.1 517.1 518.1 519.1 520.1 521.1 522.1 523.1 524.1 525.1 526.1 527.1 528.1 529.1 530.1 531.1 532.1 533.1 534.1 535.1 536.1 537.1 538.1 539.1 540.1 541.1 542.1 543.1 544.1 545.1 546.1 547.1 548.1 549.1 550.1 551.1 552.1 553.1 554.1 555.1 556.1 557.1 558.1 559.1 560.1 561.1 562.1 563.1 564.1 565.1 566.1 567.1 568.1 569.1 570.1 571.1 572.1 573.1 574.1 575.1 576.1 577.1 578.1 579.1 580.1 581.1 582.1 583.1 584.1 585.1 586.1 587.1 588.1 589.1 590.1 591.1 592.1 593.1 594.1 595.1 596.1 597.1 598.1 599.1 600.1 601.1 602.1 603.1 604.1 605.1 606.1 607.1 608.1 609.1 610.1 611.1 612.1 613.1 614.1 615.1 616.1 617.1 618.1 619.1 620.1 621.1 622.1 623.1 624.1 625.1 626.1 627.1 628.1 629.1 630.1 631.1 632.1 633.1 634.1 635.1 636.1 637.1 638.1 639.1 640.1 641.1 642.1 643.1 644.1 645.1 646.1 647.1 648.1 649.1 650.1 651.1 652.1 653.1 654.1 655.1 656.1 657.1 658.1 659.1 660.1 661.1 662.1 663.1 664.1 665.1 666.1 667.1 668.1 669.1 670.1 671.1 672.1 673.1 674.1 675.1 676.1 677.1 678.1 679.1 680.1 681.1 682.1 683.1 684.1 685.1 686.1 687.1 688.1 689.1 690.1 691.1 692.1 693.1 694.1 695.1 696.1 697.1 698.1 699.1 700.1 701.1 702.1 703.1 704.1 705.1 706.1 707.1 708.1 709.1 710.1 711.1 712.1 713.1 714.1 715.1 716.1 717.1 718.1 719.1 720.1 721.1 722.1 723.1 724.1 725.1 726.1 727.1 728.1 729.1 730.1 731.1 732.1 733.1 734.1 735.1 736.1 737.1 738.1 739.1 740.1 741.1 742.1 743.1 744.1 745.1 746.1 747.1 748.1 749.1 750.1 751.1 752.1 753.1 754.1 755.1 756.1 757.1 758.1 759.1 760.1 761.1 762.1 763.1 764.1 765.1 766.1 767.1 768.1 769.1 770.1 771.1 772.1 773.1 774.1 775.1 776.1 777.1 778.1 779.1 780.1 781.1 782.1 783.1 784.1 785.1 786.1 787.1 788.1 789.1 790.1 791.1 792.1 793.1 794.1 795.1 796.1 797.1 798.1 799.1 800.1 801.1 802.1 803.1 804.1 805.1 806.1 807.1 808.1 809.1 810.1 811.1 812.1 813.1 814.1 815.1 816.1 817.1 818.1 819.1 820.1 821.1 822.1 823.1 824.1 825.1 826.1 827.1 828.1 829.1 830.1 831.1 832.1 833.1 834.1 835.1 836.1 837.1 838.1 839.1 840.1 841.1 842.1 843.1 844.1 845.1 846.1 847.1 848.1 849.1 850.1 851.1 852.1 853.1 854.1 855.1 856.1 857.1 858.1 859.1 860.1 861.1 862.1 863.1 864.1 865.1 866.1 867.1 868.1 869.1 870.1 871.1 872.1 873.1 874.1 875.1 876.1 877.1 878.1 879.1 880.1 881.1 882.1 883.1 884.1 885.1 886.1 887.1 888.1 889.1 890.1 891.1 892.1 893.1 894.1 895.1 896.1 897.1 898.1 899.1 900.1 901.1 902.1 903.1 904.1 905.1 906.1 907.1 908.1 909.1 910.1 911.1 912.1 913.1 914.1 915.1 916.1 917.1 918.1 919.1 920.1 921.1 922.1 923.1 924.1 925.1 926.1 927.1 928.1 929.1 930.1 931.1 932.1 933.1 934.1 935.1 936.1 937.1 938.1 939.1 940.1 941.1 942.1 943.1 944.1 945.1 946.1 947.1 948.1 949.1 950.1 951.1 952.1 953.1 954.1 955.1 956.1 957.1 958.1 959.1 960.1 961.1 962.1 963.1 964.1 965.1 966.1 967.1 968.1 969.1 970.1 971.1 972.1 973.1 974.1 975.1 976.1 977.1 978.1 979.1 980.1 981.1 982.1 983.1 984.1 985.1 986.1 987.1 988.1 989.1 990.1 991.1 992.1 993.1 994.1 995.1 996.1 997.1 998.1 999.1 1000.1

210.45

4th Ind.

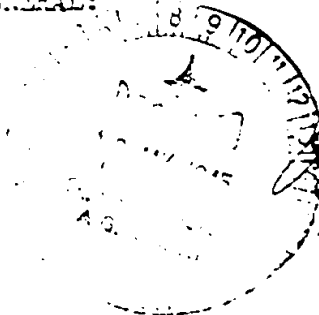
(G/D/19)

HEADQUARTERS, 1ST AIR DIVISION, APO 557, 17 May 1945.

TO: Commanding General, Eighth Air Force, AAF Station 101, APO 634.

Attention invited to 3rd Indorsement and Inclosure #1.

FOR THE COMMANDING GENERAL:



John S. Griffin
JOHN S. GRIFFIN
Captain, A.C.D.
Ass't Adjutant General

1 Incl: n/c

CONFIDENTIAL

CONFIDENTIAL.

319.1

5th Ind.

G-G-4

HEADQUARTERS EIGHTH AIR FORCE, AAF STATION 101, APO 634. .MAY 20 1945

TO: Commanding General, European Theater of Operations, APO 887, US Army.

1. Attention invited to inclosure hereto.
2. Status of remaining crew members remains unchanged since initial Missing in Action report 11 April 1945.

FOR THE COMMANDING GENERAL:

1 Incl: (in dup).



H. S. WILSON, JR.,
Major, AGD,
Asst. Adj. General.

CONFIDENTIAL.

The following Interrogation, concerning Missing Aircraft B-17G 43-38664, piloted by F/O Arthur C. Shirk, T-65466, 502nd Bomb Squadron, 398th Bomb Group Hq, lost on the Kraiburg, Germany, Operational Combat Mission, 11 April, 1945, was taken by the S-2 Office, this station, from Cpl Frank A. Wright, 13179653, BTG, and verified by F/O Michael O. Ryan, T-137785, Navigator, and Sgt John T. Coxey, Jr., 13146084, RWG.

After leaving target the number (3) engine was feathered due to mechanical failure. The number two (2) engine was feathered near Munich. The aircraft dropped out of formation without fighter support. One group passed over. Tried to make it to friendly lines. Groups of fighters were in distance and had to stay at guns and could not jettison equipment. Identified fighters. Feathered the number four (4) engine. Started to jettison equipment. Did not hear bailing bell. Radio Operator (Sgt Chism) bailed out first. The Ball Turret Gunner (Cpl Wright) - Right Waist Gunner (Sgt Coxey) and Navigator (F/O Ryan) bailed out the nose. The altitude was 800 feet. No other chutes were observed but others could have got out. Upon reaching ground Sgt Coxey and F/O Ryan contacted. BTG (Wright) tried to contact the Radio Oper. (Chism). Saw Mae West and chute - didn't yell. Cpl Wright took off to North - landed in woods and walked to North of Ohm, 100 miles. Coxy and Ryan walked to west and walked approximately 65 miles. Was picked up on night of 13th by Germans. Taken to Hiedenheim and interrogated. Met Coxey and Ryan there and went to Ohm on 16th and on that night were placed in military prison and remained there until the 24th. Were then relieved by 10th Armored Division, 44th Infantry. Returned to Paris for Interrogation, then were sent to Z of I via this station.


CHARLES H. KROH,
Captain, Air Corps,
Asst. Intelligence Officer.

Wagner, Charles F. MACR 13868

interrog. of Sgt. Frank A. Wright

At Pentagon - 1 Aug 45

Wagner, Charles F. MACR 13868

interrog. of Lt. John K. Schmidt

At Pentagon - 1 Aug 45

Wagner, Charles F. MACR 13868

interrog. of Sgt. John T. Coffey

At Pentagon - 1 Aug 45

Wagner, Charles F. MACR 13868

interrogation of E. J. Kish & O. Ryan

At Pentagon - wrote 1 Aug 45

WAGNER, CHARLES F. MACR 13868

interrogation of Sgt. Frank A. Wright

At Pentagon - 1 Aug 45

2nd Lt. John F. Schmidt

Mrs. Hilada A. Schmidt (wife)
Route Three
Sturgeon Bay, Wisconsin ✓

P/O Arthur G. Shirk

Mrs. Irene G. Shirk (wife)
1212 East Wisconsin Street
Milwaukee, Wisconsin ✓

P/O Edward G. Ryan

Mrs. Mary F. Ryan (mother)
127 Elysian Avenue
Cresson, Pennsylvania ✓

1/sgt. John G. Roth, Jr.

Mrs. Christina Roth (mother)
23 Park Street
Covington, Pennsylvania ✓

Sgt. Frederick G. Winkler

Mrs. Clara Winkler (wife)
720 West 24th Street
New York, New York ✓

Sgt. Robert L. Olson

Mrs. Jennie L. Olson (mother)
1212 Union Street
Nashville, Tennessee ✓

Sgt. Charles F. Wagner

Mrs. Ann E. Wagner (mother)
522 Ashcroft Avenue
Cresson, Pennsylvania ✓

Sgt. John T. Gandy, Jr.

Mr. John T. Gandy, Jr. (father)
219 Columbia Avenue
Cresson, Pennsylvania ✓

Sgt. Hilben C. Breda

Mrs. Irene C. Breda (mother)
General Highway
Capital Springs, Mississippi ✓

Cpl. Frank A. Wright

Mr. John H. Wright (father)
22 West 25th Street
Richmond, Virginia ✓

INDIVIDUAL CASUALTY QUESTIONNAIRE

13866

Name of crew member: ERVIN, Milton C.
 Rank: Sgt.
 Serial number: 34276719
 Position: Crew (Bomber) of flight (1st Lt): TS

Did he bail out? No KNOWLEDGE

Where? —

If not, why not? —

Last contact or conversation just prior to or at time of loss of plane: ERVIN WAS STILL IN WAIST WHEN I BAILED OUT

Was he injured? No

Where was he when last seen? IN WAIST BEHIND ME.

Any hearsay information: NONE

Source: —

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

NONE

Total number of missions of above crew member: FIRST MISSION

Dates and destinations if possible: TARGET WAS MHOLODORF, EASTERN GERMANY. DATE WAS APRIL 11, 1945. I BAILED OUT WEST OF AUGSBURG ABOUT 1300. ERVIN BAILED OUT AFTER I DID, IF HE JUMPED.

INDIVIDUAL CASUALTY QUESTIONNAIRE

13868

Name of crew member: **WAGNER, Charles F.**
 Rank: **Sgt.**
 Serial number: **12148907**
 Position: **Crew (Bombardier) (Fighter):** **138**

Did he bail out? No KNOWLEDGE

Where? No KNOWLEDGE

If not, why not? —

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

WAGNER WAS IN WAIST WHEN I JUMPED

Was he injured? No

Where was he when last seen? IN WAIST

Any hearsay information: NONE

Source: —

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

NONE

Total number of missions of above crew member: FIRST MISSION

Dates and destinations if possible: TARGET WAS MULDORF, EAST-ERN GERMANY. DATE WAS APRIL 11, 1945. WAGNER MAY HAVE JUMPED AFTER ERVIN. IF HE JUMPED

INDIVIDUAL CASUALTY QUESTIONNAIRE

13066

Name of crew member: WINDLER, Frederick G.
 Rank: 1st.
 Serial number: 346331
 Position: Crew (Berber) or Pilot (Fighter): 378

Did he bail out? No KNOWLEDGE

Where? No KNOWLEDGE

If not, why not? —————

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

I SAW WINDLER IN TOP TURRET

Was he injured? To my KNOWLEDGE, HE WAS NOT

Where was he when last seen? IN TOP TURRET

Any hearsay information: NONE

Source: —————

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

NONE

Total number of missions of above crew member: FIRST MISSION

Dates and destinations if possible: TARGET WAS Mholdorf IN
EASTERN GERMANY. DATE WAS APRIL 11, 1945

INDIVIDUAL CASUALTY QUESTIONNAIRE

13962

Name of crew member: BAIT Jr., John G.
 Rank: S. Sgt.
 Serial number: 125 3300000
 Position: ~~Crew Chief (Bombardier)~~ 306

Did he bail out? No KNOWLEDGE

Where? No KNOWLEDGE

If not, why not? -

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

NONE

Was he injured? No KNOWLEDGE

Where was he when last seen? I DID NOT SEE HIM

Any hearsay information:

HE WAS IN NOSE READY TO BAIL
OUT BEHIND NAVIGATOR

Source: NAVIGATOR F/O M. O. RYAN

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

NONE

Total number of missions of above crew member: I THINK IT WAS HIS 32

Dates and destinations if possible: TARGET WAS MUXLORF

EASTERN GERMANY. DATE WAS APRIL 11, 1945

CASUALTY QUESTIONNAIRE

1. Your name JOHN T COXEY, JR. Rank Sgt Serial No. 13146084
2. Organization ^{398 B.G.} RTAF ^{602 B. SqD} Ep Commander ? Rank Col. SqN CO N.B. HAYS Rank MAJOR
(full name) (full name)
3. What year 1945 month APRIL day 11 did you go down?
4. What was the mission, ?, target, MbUL DORF, target time, ABOUT 1200, altitude, ABOUT 20,000 FT route scheduled, ?
?, route flown ?
5. Where were you when you left formation? SLIGHTLY WEST OF TARGET
6. Did you bail out? YES
7. Did other members of crew bail out? I AM SURE THREE
OTHERS BAILED OUT.
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". ROBT. CHISM (RO), F.A. WRIGHT (BTG) AND MYSELF BAILED OUT WAIST DOOR IN THAT ORDER. WAGNER + ERVIN WERE IN WAIST WHEN I LEFT. I SAW PILOT, COPILOT + (TTG) WINDLER STILL IN POSITION. F/O RYAN (N) BAILED OUT NOSE HATCH.
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? NO KNOWLEDGE
12. What was their condition? NO KNOWLEDGE
13. When, where, and in what condition did you last see any members not already described above? I HAVE DESCRIBED THE WHEREABOUTS OF EVERYONE I COULD SEE IN No. 8 ABOVE THEY WERE ALL UNHURT AT THE TIME. I COULD NOT SEE BAIT (TOG)
14. Please give any similar information on personnel of any other crew of which you have knowledge. Indicate source of information. NO KNOWLEDGE

(Any additional information may be written on the back)

6 March 1946

Commanding General
Army Air Forces
Washington, (25) D.C.

I have just completed the enclosed blanks to the best of my knowledge. But there is some additional information I may be able to add.

I bailed out about 1300, on April 11, 1945. I may or may not have been followed by Evers & Wagner. After landing, I met the navigator of the plane - 7/0 M. C. Ryan. We each had a compass, and with these we traveled due West that night, the next night and part of the next day. The region was fairly well populated and was mostly forests & farm land. We crossed a number of unpaired roads, a single track railroad which was near a guarded dam.

We were captured about 2100 in a small town, I believe was called Stoffe. I am not sure however. The next day.

we were taken to a large town, called
Heidenheim. The trip from Stauffe, if that
was the name, to Heidenheim did not
take long. After we were taken to Elm.

While I was home on parole, Mrs.
Baird called to ask about her son. She
said she received a telegram from the
War Department saying her son and of
warrior.

Later, I was talking to Mrs. Wagner,
and she showed me a ring which she
got from the War Department, saying
it was her sons. It was a wedding ring,
and I identified it as belonging to Fred
Ginsler. It has since been identified
by his wife.

This may or may not help you. But
I hope it does. But why not let the
surviving members of a crew go back
over and let them try and find the area
in which they banded out?

Respectfully yours,

John T. Cox, Jr.
233 Powell Ave
Cresson, Pa.

INDIVIDUAL CASUALTY QUESTIONNAIRE

13868

Name of crew member: ERVIN, Milton C.
 Rank: Sgt.
 Serial number: 34276719
 Position: ~~Group (Bombardier) (LIEUTENANT)~~: TG

Did he bail out? Yes

Where? Hochstadt
Landschaft 35 miles northwest of Munich

If not, why not? _____

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

I ordered the crew to bail out and Sgt. Ervin acknowledged the order.

Was he injured? Positively not.

Where was he when last seen? Preparing to leave by waist door

Any hearsay information: An English speaking German civilian told me that one of the crew members had been taken to a hospital with two broken legs.

This German also said that the injured flier was an Officer, but from his description it couldn't have been any of my crew. The only Officer to bail out was the Navigator and he stated later that he had never been in

~~SOMEONE~~ the hospital nor had any injuries.

Any explanation of his fate based in part or wholly on supposition: Sgt. Robert Chism, the Radio Operator whom I met enroute to Stalag VII, informed me that he heard numerous shots fired in the vicinity where he landed but was unable to see or hear anything further.

Total number of missions of above crew member: one

Dates and destinations if possible: none

INDIVIDUAL CASUALTY QUESTIONNAIRE

13869

Name of crew member: WAGNER, Charles F.
 Rank: Sgt.
 Serial number: 13142207
 Position: Crew (Bombardier) (Fighter): 1st

Did he bail out? Yes
 Where? Hochstadt
Landschut - 35 miles northwest of Munich

If not, why not? _____

Last contact or conversation just prior to or at time of loss of plane: I ordered
the crew to bail out and Sgt. Wagner acknowledged the order.

Was he injured? Positively not.

Where was he when last seen? Preparing to leave waist door

Any hearsay information: An English speaking German civilian told me that one
of the crew members had been taken to a hospital with two broken legs.
This German also said that the injured flier was an Officer, but from his
description it couldn't have been any of my crew. The only Officer to
bail out was the Navigator and he stated later that he had never been in
Stalag VII the hospital nor had any injuries.

Any explanation of his fate based in part or wholly on supposition: Sgt. Robert
Chism, the Radio Operator whom I met enroute to Stalag VII, informed me
that he heard numerous shots fired in the vicinity where he landed but
was unable to see or hear anything further.

Total number of missions of above crew member: one

Dates and destinations if possible: None.

Name of crew member: BAIT Jr., John C.
 Rank: S.Sgt.
 Serial number: ~~33695659~~ 33695659
 Position: ~~Navigator~~ TOG

Did he bail out? Yes

Where? Hochstadt
~~1-35 miles northwest of Munich~~

If not, why not? _____

Last contact or conversation just prior to or at time of loss of plane: I ordered
the crew to bail out and S. Sgt. Bait acknowledged the order

Was he injured? Positively not.

Where was he when last seen? Preparing to leave navigators emergency door

Any hearsay information: An English speaking German civilian told us that one
of the crew members had been taken to a hospital with his broken leg.
This German also said that the injured flier was an Officer, but from his
description it couldn't have been any of my crew. The only Officer to
bail out was the Navigator and he stated later that he had never been in
Stalag the hospital nor had any injuries.

Any explanation of his fate based in part or wholly on supposition: Sgt. Robert
Chism, the Radio Operator whom I met enroute to Stalag VII, informed me
that he heard numerous shots fired in the vicinity where he landed but
was unable to see or hear anything further.

Total number of missions of above crew member: one

Dates and destinations if possible: None.

INDIVIDUAL CASUALTY QUESTIONNAIRE

13868

Name of crew member: SCHEID, John F.
Rank: 2nd.Lt.
Serial number: O-777840
Position: ~~CP~~ (Pilot) ~~CP~~ (Pilot): CP

Did he bail out? No.

Where? _____

If not, why not? Held plane level while I put out the fire--then we were too low to bail out.

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

Immediately after the crash landing we both took to the woods.

Was he injured? Slight injuries to hands and back

Where was he when last seen? On boat enroute home.

Any hearsay information: None

Source: _____

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

Total number of missions of above crew member: ~~6~~ UNKNOWN

Dates and destinations if possible: None

CASUALTY QUESTIONNAIRE

1. Your name ARTHUR C. SHIRK Rank F/O Serial No. T-65466
2. Organization 39855th Sp Commander ENRIGHT Rank COL. Sqn CO MILLER Rank MAJOR
(full name) (full name)
3. What year 1945 month APRIL day 11 did you go down?
4. What was the mission, H.I. ALT. Bomb., target, KRAIBURG, target time, _____, altitude, 18,000 route scheduled, UNKNOWN, route flown UNKNOWN
5. Where were you when you left formation? TURNING OFF bomb RUN
6. Did you bail out? NO
7. Did other members of crew bail out? YES - ALL but Co-Pilot and MYSELF
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". F/O M. RYAN sat coxey and sat WRIGHT all bailed out at the same time as the other CREW MEMBERS MENTIONED IN ATTACHED FORMS
9. Where did your aircraft strike the ground? OUTSKIRTS OF Hechstadt
10. What members of your crew were in the aircraft when it struck the ground? (Show cross check with 8 above and individual questionnaires) Co-Pilot and myself
11. Where were they in aircraft? _____
12. What was their condition? WE WERE UNINJURED
13. When, where, and in what condition did you last see any members not already described above? _____
NONE
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)

INDIVIDUAL CASUALTY QUESTIONNAIRE

18538

Name of crew member: EWER, Miller G.
 Rank: Sgt.
 Serial number: 3476719
 Position: Crew (Bombardier) on flight (1st Lt): 10

Did he bail out? YES

Where? OVER WERTINGEN GERMANY

If not, why not? _____

Last contact or conversation just prior to or at time of loss of plane: I TOLD HIM TO JUMP, HE REFUSED

Was he injured? UNKNOWN

Where was he when last seen? IN THE AIRPLANE

Any hearsay information: GERMAN CAPTORS TOLD ME HE WAS KILLED BUT DID NOT STATE HOW HE WAS KILLED.

Source: GERMAN CIVILIANS IN TOWN OF WERTINGEN.

Any explanation of his fate based in part or wholly on supposition: ON SUPPOSITION I PERSONALLY THINK HE WAS SHOT BY THE GERMANS. THIS IS WHOLELY A SUPPOSITION BASED ON THE FACT THAT I WAS FIRED ON. AFTER THIS, WHILE I HAD TEMPORARILY ESCAPED, I HEARD MANY SHOTS.

Total number of missions of above crew member: HE WAS ON HIS FIRST MISSION

Dates and destinations if possible: APRIL 11, 1945 - KRAIBURG, GERMANY.

INDIVIDUAL CASUALTY QUESTIONNAIRE

12880

Name of crew member: WAGNER, Charles F.
 Rank: Sgt.
 Serial number: 1514827
 Position: Crew (Bombardier) / Pilot (Fighter): 1st

Did he bail out? YES

Where? OVER WERTINGEN GERMANY

If not, why not? _____

Last contact or conversation just prior to or at time of loss of plane: THAT HE WAS IN A SHOCKED CONDITION; NO WORD WAS PASSED BETWEEN US.

Was he injured? NO HE WAS KILLED OUTRIGHT

Where was he when last seen? IN THE AIRCRAFT

Any hearsay information: YES GERMAN CAPTORS INFORMED ME DEFINITELY HE HAD BEEN KILLED BECAUSE HIS PARACHUTE DID NOT OPEN; NOTE: SGT WAGNER WAS THE ONLY MEMBER OF THE CREW WHOM THE GERMANS DEFINITELY STATED DIED FROM PARACHUTE FAILURE.

Source: GERMAN CIVILIANS WHO PARTICIPATED IN SEARCH FOR THE CREW.

Any explanation of his fate based in part or wholly on supposition: I BELIEVE HE WAS KILLED DUE TO PARACHUTE FAILURE

Total number of missions of above crew member: HE WAS ON HIS FIRST MISSION

Dates and destinations if possible: APRIL 11, 1945 KRAIBURG GERMANY

INDIVIDUAL CASUALTY QUESTIONNAIRE

15060

Name of crew member: WILLIAM, Frederick C.
 Rank: Sgt.
 Serial number: 2348821
 Position: Crew (Bomber) or Pilot (Fighter): 276

Did he bail out? YES

Where? OVER WERTINGEN GERMANY

If not, why not? _____

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

Was he injured? UNKNOWN

Where was he when last seen? IN THE AIRCRAFT

Any hearsay information: ONLY THAT HE WAS KILLED. THIS WAS TOLD ME BY GERMANS WHO SEARCHED FOR CREW MEMBERS. NOTE: GERMANS DID NOT STATE HOW HE WAS KILLED.

Source: GERMANS WHO SEARCHED FOR CREW MEMBERS

Any explanation of his fate based in part or wholly on supposition: FOR THE SAME SUPPOSITION ON SGT ERVIN I THINK HE WAS KILLED BY THE GERMANS BECAUSE THEY DID NOT DEFINITELY STATE HOW HE WAS KILLED. AND THAT FOR THE NUMBER OF SHOTS I HEARD. THIS IS A SUPPOSITION ONLY.

Total number of missions of above crew member: HE WAS ON FIRST MISSION

Dates and destinations if possible: APRIL 11, 1945 KRAIBURG, GERMANY

INDIVIDUAL CASUALTY QUESTIONNAIRE

13369

Name of crew member: SCHEIDT, John F.
 Rank: 2nd Lt.
 Serial number: 0-777640
 Position: ~~Captain (Pilot)~~ (Pilot) (Fighter): C

Did he bail out? NO.

Where? _____

If not, why not? HE AND THE PILOT, ARTHUR SHIRK CRASHLANDED AIRCRAFT.

Last contact or conversation just prior to or at time of loss of plane: HE ORDERED CREW TO BAIL OUT

Was he injured? NO

Where was he when last seen? IN PRISON CAMP

Any hearsay information: NO

Source: _____

Any explanation of his fate based in part or wholly on supposition: HE WAS IN FACT A PRISONER OF WAR.

Total number of missions of above crew member: UNKNOWN

Dates and destinations if possible: UNKNOWN EXCEPT THE ONE TO KRAIBURG GERMANY ON APRIL 11, 1945 IN WHICH HE WENT DOWN.

INDIVIDUAL CASUALTY QUESTIONNAIRE

15868

Name of crew member: BAIT Jr., John C.
 Rank: S. Sgt.
 Serial number: 325 5701500
 Position: Crew (Bombardier Flight Instructor): 308

Did he bail out? YES

Where? OVER WERTINGEN GERMANY

If not, why not? _____

Last contact or conversation just prior to or at time of loss of plane: NO

CONTACT OR CONVERSATION BETWEEN HE AND I

Was he injured? YES

Where was he when last seen? IN THE AIRCRAFT

Any hearsay information: THAT HE WAS INJURED IN

PARACHUTING. NOTE: I THINK HE DIED IN

A GERMAN HOSPITAL.

Source: GERMAN CIVILIANS SEARCHERS.

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

I THINK HE DIED FROM WOUNDS AND INJURIES

RECEIVED FROM A BAD LANDING IN

PARACHUTING.

Total number of missions of above crew member: UNKNOWN

Dates and destinations if possible: ONLY THE MISSION WHICH HE
WENT DOWN ON 11 APRIL 1945 TO KRAIBURG, GERMANY.

CASUALTY QUESTIONNAIRE

1. Your name ROBERT LEACH CHISM Rank SGT Serial No. 39881070
2. Organization 399th B.G.P.H. Co Commander UNKNOWN Rank COL Sqd UNKNOWN Rank LT COL
(full name) (full name)
3. What year 1945 month APRIL day 11 did you go down?
4. What was the mission, UTILITIES PLANT, target, KRAIBURG, GER., target time, 12:30 P.M., altitude, 26,000 FT route scheduled, _____, route flown _____
5. Where were you when you left formation? OVER TARGET
6. Did you bail out? YES
7. Did other members of crew bail out? YES, 8 CREW MEMBERS JUMPED.
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". SGT. JOHN T COXEY ABOUT 12:45 THROUGH WAIST HATCH OVER WERTINGEN; SGT FRANK A.S. WRIGHT 12:45 THROUGH WAIST HATCH OVER WERTINGEN GERMANY; F/O MICHAEL RYAN 12:45 THROUGH ~~WAIST~~ NOSE HATCH OVER WERTINGEN GERMANY. ATTN: PILOT ARTHUR SHIRK CO-PILOT SCHMID CRASH LABBED THE AIRCRAFT.
9. Where did your aircraft strike the ground? WERTINGEN, GERMANY
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: ARTHUR C SHIRK F/O CO-PILOT JOHN F SCHMID 2ND LT.
11. Where were they in aircraft? PILOT - COPILOT POSITIONS
12. What was their condition? UNHURT
13. When, where, and in what condition did you last see any members not already described above? DID NOT SEE ANY OF THE OTHER CREW MEMBERS EXCEPT AT TIME OF ABANDONING AIRCRAFT.
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

13068

Name of crew member: SCHEID, John F.
 Rank: 3rd Lt.
 Serial number: 0-777840
 Position: ~~Observer (Observer) Pilot (Observer)~~ CP

Did he bail out? No---

Where? _____

If not, why not? He stayed in the plane with the pilot and they made a successful crash landing

Last contact or conversation just prior to or at time of loss of plane: _____
The last conversation I had with the co-pilot was when he asked me for information as to how far we were from the axis.

Was he injured? Yes. when he put out a fire in the hyd. line behind his seat.

Where was he when last seen? The last time I saw the co-pilot was in England, before the mission

Any hearsay information: Information received by us from the Germans as to his death. this information is false however because both the pilot and the co-pilot survived the crash landing

Source: Nazi Interrogators (SS and Gestapo off. at Weidenheim, about 10 kilo North of Weiden)

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

He has since returned to the states.. His whereabouts at the present time I do not know.

Total number of missions of above crew member: No knowledge

Dates and destinations if possible: No knowledge

INDIVIDUAL CASUALTY QUESTIONNAIRE

13968

Name of crew member: ERVIN, Milton C.
 Rank: Sgt.
 Serial number: 34276719
 Position: ~~Crew (Bombardier) (Observer)~~ TS

Did he bail out? Yes-- Although I can only verify the fact by word from my pilot who was the last to leave the aircraft after making a crash landing.
 Where? Approximately, forty miles ESE of Ulm, Germany.

If not, why not? _____

Last contact or conversation just prior to or at time of loss of plane: The last conversation I had with this man was at about 11,000 feet when I told the crew the altitude and suggested they remove their masks for greater ease in lighting the ship.

Was he injured? Not to my knowledge. He was not. I am sure, injured while in the aircraft.

Where was he when last seen? According to the waist gunner, Sgt. Thos. Coxe, who was the last one to see him, he was still in the waist when the Sgt. jumped.

Any hearsay information: The German interrogators told us that the rest of our crew had been killed, which proved to be a lie when I later heard, after liberation that they were alive and well.

Source: Interrogation by SS and Gestapo Officers at Heisenheim (40 kil. North of Ulm)

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

When I left the aircraft from the nose hatch we were at an altitude of about 450 to 500 feet above the terrain. Sgt. Coxe, landed within two hundred yards of me after leaving the waist door and two of us were still in the waist. (Sgt. Ervin, and Sgt. Wagner) It is my opinion and only my opinion that when Sgt. Ervin jumped we did not have the altitude sufficient to make a safe parachute descent.

Total number of missions of above crew member: He was on his first combat mission

Dates and destinations if possible: 11 April 45 Mission to Kraiburg, Germany

INDIVIDUAL CASUALTY QUESTIONNAIRE

13868

Name of crew member: WAGNER, Charles F.
 Rank: Sgt.
 Serial number: 13146907
 Position: ~~Crew (Bomber) or Pilot (Bomber)~~: LWG

Did he bail out? To the information received from my pilot this man did bail ~~out~~

Where? approximately forty miles ESE of ULM Germany

If not, why not? _____

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

Sgt. Wagner called me on the interphone about ten minutes before I sailed out to

tell me that he was going off interphone to help salvo the tail-turret.

Was he injured? Not while he was in the aircraft.

Where was he when last seen? still standing in the waist waiting to jump. He did jump.

Any hearsay information: erroneous information given to us by the Germans

Source: Interrogators (SS and Gestapo) at Heidenheim (40 km. North of ULM)

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

Due to the altitude at which he was forced to jump, it is my opinion that he did not survive the parachute fall.

Total number of missions of above crew member: He was on his first mission.

Dates and destinations if possible: 11 April 45 over Kraiburg, Ger.

INDIVIDUAL CASUALTY QUESTIONNAIRE 13863

Name of crew member: WINDLER, Frederick G.
 Rank: Sgt.
 Serial number: 3943391
 Position: ~~Navigator~~ Pilot: 1st

Did he bail out? Yes _____

Where? approximately forty miles ESE of Ulm, Germany

If not, why not? _____

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

He was beside me at the nose hatch waiting for me to jump.

Was he injured? no he was not injured in the aircraft

Where was he when last seen? at the nose hatch beside me before I jumped

Any hearsay information: None except false information that was given to us by the Germans

Source: _____

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

Total number of missions of above crew member: _____

Dates and destinations if possible: _____

INDIVIDUAL CASUALTY QUESTIONNAIRE

13368

Name of crew member: **RAIF Jr., John G.**
 Rank: **2. Sgt.**
 Serial number: **3369869**
 Position: ~~Sgt. (Bombardier) (B-24) (B-24)~~ **296**

Did he bail out? Yes

Where? Approximately forty miles ESE of ULM, Germany

If not, why not? _____

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

I helped him get out of his flak suit in which he had become entangled and then I started to crawl down the hatchway to get out the nose-hatch.

Was he injured? No-- not in the aircraft

Where was he when last seen? Sitting behind me in the hatch before I jumped

Any hearsay information: None

Source: _____

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

He left the plane just a few seconds after I did as I saw his body fall out of the hatch before I got my chute open and was jerked away. How he met his death I cannot guess, unless he became impaled in the trees. There were hundreds of forty to fifty foot pine trees in the area where we bailed out

Total number of missions of above crew member: This man had over twenty five missions out as for the exact number I do not know because he had flown with me for the first time
 Dates and destinations if possible: None No knowledge that day.

CASUALTY QUESTIONNAIRE

1. Your name RYAN, MICHAEL O, Rank F/O Serial No. T-137785
2. Organization 398th Gp Commander unk. Rank Col. Sqn CO Maj. Hayes Rank _____
 (full name) (full name)
3. What year 1945 month April day 11 did you go down?
4. What was the mission, munitions target, target, Kraiburg, Ger., target time, approx. 1235, altitude, 48,000 ft. route scheduled, France through southern Ger, route flown same.
5. Where were you when you left formation? Had just left, 2 min. before, the target area.
6. Did you bail out? Yes
7. Did other members of crew bail out? all except the pilot and the co-pilot who made a successful crash landing.
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".
Sgt. Frank A. Wright - Sgt. Thos. Coxey-- Sgt Robert L. Chism-- all bailed out about the same time that I did.. The rest of the crew is taken care of in the inclosed forms. We were at an altitude of between 450 and five hundred feet above the terrain. The pilot, Arthur C. Shirk made the crash landing.
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)
2nd Lt John F. Schmid and F/O Arthur C. Shirk, Co-pilot and pilot, respectively
11. Where were they in aircraft? In the pilot and co-pilot's seats on the flight deck
12. What was their condition? Schmid's hands were burned while trying to extinguish a fire in the hydraulic line aft of his seat. The pilot, Shirk, was unharmed
13. When, where, and in what condition did you last see any members not already described above?

14. Please give any similar information on personnel of any other crew of which you have knowledge. Indicate source of information. No knowledge

(Any additional information may be written on the back)

Sgt. Frank A. Wright, Sgt. Thomas Coxey, and Sgt. Robert L. Chism all bailed out of the waist door at approximately the same time that I did due to the fact that Sgt. Coxey's chute was within two hundred yards of where I landed in the trees.