

~~CONFIDENTIAL~~

-8 Apr

13914

TO	[REDACTED]
FROM	[REDACTED]
SUBJECT	[REDACTED]
CLASSIFICATION	[REDACTED]
CONTROL	[REDACTED]

DATE	TIME	STATUS
3/17/76		

~~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.

- 1. ORGANIZATION: Location, by Name Nuthampstead, England Group 398th Bomb Gr (Hv)
Squadron 600th Bomb Sq Detachment None
Command or Air Force 8TH AIR FORCES
- 2. SPECIFY: Place of Departure Nuthampstead, England Course _____
Target or Intended Destination Derben, Germany
Type of Mission Operational Bombing
- 3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR TIME LAST REPORTED:
Weather - Target 4/10 to 6/10 tops 6000 feet. Visibility aloft
unrestricted vertically 18 miles. No contrails.
- 4. GIVE: (a) Day 8 Month April Year 1945; Time 1235 - 1243 and Location
5045N - 1205E last known whereabouts of missing Aircraft.
(b) Specify whether aircraft was last sighted (X); Last contacted 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 (X) Other Circumstances as
follows:
- 6. AIRCRAFT: Type, Model and Series B17G AAF Serial No. 44-83276 ✓
- 7. NICKNAME OF AIRCRAFT: None
- 8. ENGINES: Type, Model and Series R-1820-97 AAF Serial No. (a) SE-038678
(b) SE-038691 (c) SE-038443 (d) SE-038697
- 9. INSTALLED WEAPONS, SO Cal Aircraft Machine Guns as follows:

Make	Serial Number	Make	Serial Number
(a) Buffalo Arms	131760	(b) Buffalo Arms	131836
(c) Buffalo Arms	1318755	(d) Buffalo Arms	1318044
(e) Buffalo Arms	1318453	(f) Buffalo Arms	1771334
(g) High Standard	1773615	(h) High Standard	167073
(i) High Standard	1759675	(j) High Standard	1759702
(k) High Standard	175914	(l) High Standard	17550

- 10. THE PERSONS LISTED BELOW WERE REPORTED 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
1. Pilot	William E. Wells, Jr.	1st Lt	0-1284065	MIA
2. Co-Pilot	Thomas A. Clark	1st Lt	0-855482	MIA
3. Navigator	George C. Munroe	2nd Lt	0-2073194	MIA
4. Bombardier	Clement A. Lascale	S/Sgt	38501183	MIA
5. Engineer	Bill Wickens	T/Sgt	35255387	MIA
6. Radio Operator	Marion P. Hamilton	S/Sgt	34606181	MIA
7. RWG	Robert A. Templeton	Sgt	39621072	MIA
8. BTG	Lemar Q. Coleman	Sgt	38524842	MIA
9. TG	Jack E. Roush	Sgt	35608784	MIA
10. BCM	Sherman S. Klein	S/Sgt	33897173	MIA

(Over)

Classification Change
to **RESTRICTED**
by E. A. BRADGAS, Lt. Col., AO
P. M. BURCH, Capt., AO
Date: 11/15/1968

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

12. IDENTIFY BELIEVED THOSE PERSONS WHO ARE BELIEVED TO HAVE LAST KNOWLEDGE OF AIRCRAFT, AND CHECK APPROPRIATE BOXES TO INDICATE BASIS FOR SAME:

<u>Name in Full</u>	<u>Rank</u>	<u>Serial No.</u>	<u>Dept etc.</u>	<u>Last</u>	<u>Saw</u>	<u>Saw Forced</u>
				<u>Radio</u>	<u>Signal</u>	<u>Crash Landing</u>
1. <u>Clarence E. Cropp</u>	<u>Sgt</u>	<u>36042028</u>			<u>X</u>	
<u>Donald R. Young</u>	<u>Sgt</u>	<u>37484738</u>			<u>X</u>	
2. <u>Harry J. Dover</u>	<u>S/Sgt</u>	<u>14135617</u>			<u>X</u>	
3. <u>Archie D. Pritchard</u>	<u>S/Sgt</u>	<u>39337741</u>			<u>X</u>	
4. <u>Ralph F. Will</u>	<u>S/Sgt</u>	<u>16142739</u>			<u>X</u>	

13. IF PERSONS ARE BELIEVED TO HAVE OBSERVED, LISTED YES OR NO OF THE FOLLOWING SITUATIONS: (a) Parachutes were used X; (b) Persons were seen walking away from scene of crash _____; or (c) any other Reason (Specify) _____

14. ATTACH MAPS, PHOTOGRAPHS, MAP SHEETS, OR SKETCHES, SHOWING APPROXIMATE LOCATION WHERE AIRCRAFT WAS LAST SEEN OR HEARD FROM.

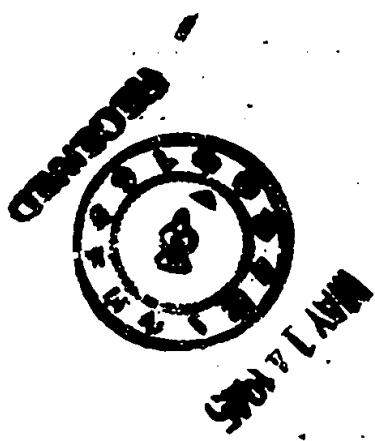
15. ATTACH EVIDENCE OR DESCRIPTION OF CRASH, FORCED LANDING, OR OTHER CIRCUMSTANCES PERTAINING TO MISSING AIRCRAFT.

16. GIVE, NAME, RANK, AND SERIAL NUMBER OF OFFICER IN CHARGE OF SEARCH, IF ANY, INCLUDING DESCRIPTION AND EXTENT _____

Date of Report 15 April 1945

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

17. REMARKS OR EXPLANATIONS OF FINDINGS:
 (See attached statements)



04. 100. 31. 2250000 A. 3. 1.
 04. 100. 31. 2250000 B. 3. 1.
 04. 100. 31. 2250000 C. 3. 1.

RESTRICTED

HEADQUARTERS
AAF REDISTRIBUTION STATION NO. 4
SANTA ANA ARMY AIR BASE
Santa Ana, California

CASUALTY INTERROGATION REPORT FOR THE ADJUTANT GENERAL'S OFFICE

IF YOU HAVE INFORMATION CONCERNING THE DEATH IN ACTION OR DURING IMPRISONMENT OF ANY MEMBER OF THE ARMED FORCES, YOU ARE REQUESTED TO FURNISH THE FOLLOWING INFORMATION ABOUT THE DECEASED:

Date of Interrogation 12 Oct 45

Rousch
FULL NAME OF DECEASED Rousch Jack E. Sgt Tail Gunner
Last First Initial Rank Position
HOME TOWN OR STATE East Liverpool, Ohio
UNIT 600th Bomb Sq, 398th Bomb Gp, 8th AF
DATE OF MISSION 8 Apr 45 TYPE AIRCRAFT B-17
DATE AND PLACE OF DEATH 8 Apr 45 near Stindal, Germany

KNOWN INFORMATION:

Sgt Rousch was killed when plane crashed.

HEARSAY INFORMATION:

William J. Wieland
Interrogating Officer
WILLIAM J. WIELAND,
1st Lt, Air Corps.

Sgt Robert A. Tugwell 39651072
Source's Name & ASN

Raymond Hamilton
Home address
Fontana

RESTRICTED

HEADQUARTERS
AAF REGISTRATION STATION NO. 4
SANTA ANA ARMY AIR BASE
Santa Ana, California

CASUALTY INTERROGATION REPORT FOR THE ADJUTANT GENERAL'S OFFICE

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Date of Interrogation 12 Oct 45

FULL NAME OF DECEASED Munroe George C. 2d Lt Navigator
Last First Initial Rank Position
HOME TOWN OR STATE Unknown

UNIT 600th Bomb Sq, 398th Bomb Gp, 8th AF

DATE OF MISSION 8 Apr 45 TYPE AIRCRAFT B-17

DATE AND PLACE OF DEATH 8 Apr 45 near Stindal, Germany

KNOWN INFORMATION:

Lt Munroe was killed when plane crashed.

HEARSAY INFORMATION:

William J. Wieland
Interrogating Officer
WILLIAM J. WIELAND,
1st Lt, Air Corps.

89651079
1st Sgt Robert A. Hamilton
Source's Name & ASN
Box 644 Hamilton
Home address
Montana

HEADQUARTERS
AAF REDISTRIBUTION STATION NO. 4
SANTA ANA ARMY AIR BASE
Santa Ana, California

CASUALTY INTERROGATION REPORT FOR THE ADJUTANT GENERAL'S OFFICE

IF YOU HAVE INFORMATION CONCERNING THE DEATH IN ACTION OR DURING IMPRISONMENT OF ANY MEMBER OF THE ARMED FORCES, YOU ARE REQUESTED TO FURNISH THE FOLLOWING INFORMATION ABOUT THE DECEASED:

Date of Interrogation 12 Oct 45

FULL NAME OF DECEASED	<u>Wells</u>	<u>Robert</u>	<u>E.</u>	<u>1st Lt</u>	<u>Pilot</u>
	<u>Last</u>	<u>First</u>	<u>Initial</u>	<u>Rank</u>	<u>Position</u>
HOME TOWN OR STATE	<u>Pennsylvania</u>				
UNIT	<u>600th Bomb Sq, 398th Bomb Gp, 8th AF</u>				
DATE OF MISSION	<u>8 Apr 45</u>	TYPE AIRCRAFT		<u>B-17</u>	
DATE AND PLACE OF DEATH	<u>8 Apr 45 near Stindal, Germany</u>				

KNOWN INFORMATION:

It Wells was killed when plane crashed.

HEARSAY INFORMATION:

William J. Wieland
Interrogating Officer
WILLIAM J. WIELAND,
1st Lt, Air Corps.

Robert A. Hamilton 29621072
Source's Name & ASX
1600 Hamilton
Home address
Montana

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Statement concerning missing aircraft BL7G 44-83276, Pilot, 1st Lt
William E. Wells, Jr., O-128,065, 600th Bomb Sq, 398th Bomb Group (Hv)
on combat mission to Derben, Germany, 8 April 1945.

While flying No. 3 in the lead element about three minutes after bombs away,
I heard over the interphone to watch out for a plane that was hit by flak.
I caught this plane between 4 & 5 o'clock low, and saw the wing was badly
damaged. The wing soon fell off - it looked like between No. 1 and No. 2
engines and I saw one door open. The plane was on fire and seemed to break
up shortly before I lost it in the smoke from the target.

Clarence E. Gropp

Clarence E. Gropp, 36042028
Sgt 600th Bomb Squadron
Ball Turret Gunner,
BL7G 45-53102

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Just

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Statement concerning missing aircraft B17G 44-35276, Pilot, 1st Lt
William E. Wells, Jr., O-1284365, 600th Bomb Sq, 358th Bomb Group (Hq)
on combat mission to Darden, Germany, 8 April 1945.

We were flying No. 3 on Lt. Col. Daily's ship about three minutes after
bombs away. We were flying through moderate flak, when the pilot reported
a hit on Daily's ship. The pilot then reported that Lt. Wells' ship had
been hit, then that its wing was breaking off between the No. 1 and No. 2
engines. I ran across the waist to the right window in time to see the
ship spinning down at about 5 o'clock. Just before it disappeared in the
smoke from the target, I saw it break in two. I heard our Ball Turret
Gunner report over the interphone that one chute opened.

Donald R. Young
Donald R. Young, 3748734
3rd 600th Bomb Squadron
Waist Gunner, B17G 44-35276

Incl

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Statement concerning missing aircraft B17G 44-83276, Pilot, 1st Lt William E. Wells, Jr., O-1284065, 600th Bomb Sq, 398th Bomb Group (Hv) also concerning aircraft B17G 44-8811, Pilot, Lt. Col. Edwin B. Daily O-437440, 600th Bomb Sq, 398th Bomb Group (Hv) on combat mission to

I was flying as radio operator in the deputy lead ship of low squadron, with Lt Robert Nolan. We were flying on the right of the lead ship. I can't give a full account of everything that happened for I was busy in the radio room throwing out chaff. Here is a brief account of what happened. After dropping my chaff, I looked out the right window of the radio room to look at the flak. This was the third pass at the target and flak was heavy and accurate. Ships were getting hit all around us. I saw one ship get a direct hit on the left wing. The ship went into a spin at 4 o'clock and then exploded before it hit the ground. No chutes were seen. This one was "Caput"

I looked out the other radio room window about that time and I saw our lead ship (Col. Daily's) get a direct hit on his tail. The tail scattered all over the sky. I saw the tail gunner go out of the tail compartment head over feet in mid-air about 150 feet from me. He almost hit the plane flying beneath him. He did not have his chute on. I watched him until he faded out of sight. This was all I saw. I have never seen flak so accurate. They really had our range this time. However we did not get a single burst of flak until after we had made our third pass at the target.

Harry J. Dover

Harry J. Dover, 1435617
S/Sgt 600th Bomb Squadron
Radio Operator,
B17G 44-6157

Just

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Statement concerning missing aircraft B17G 44-83276, Pilot, 1st Lt William E. Wells, Jr., O-1284065, 600th Bomb Sq, 398th Bomb Group (Hv) on combat mission to Derben, Germany, 8 April 1945.

When I first saw Lt Wells ship, my ball turret was pointed at approximately 9 o'clock two thirds down. I saw the ship wing over several times and it seemed as though the ship was burning on the left wing at about No. 2 engine. After several wing overs it broke in half about where the ball turret is. The tail went to the right as I looked at it, and the rest of the ship blew up. I saw no chutes.

Archie D. Pritchard

Archie D. Pritchard, 39337741
S/Sgt 600th Bomb Squadron
BTG, B17G 44-6933

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Statement concerning missing aircraft B17G 44-83276, Pilot, 1st Lt William E. Wells, Jr., O-1284065, 600th Bomb Sq, 398th Bomb Group (Hw) on combat mission to Derben, Germany, 8 April 1945.

I saw flak bursting all over. One sound I heard and I saw the tail of the lead ship shatter. Almost instantly it started to weave and lose altitude slowly. Another burst of flak very close hit our ship. I turned to see if our tail was hit as bad as the lead ship, it wasn't, but our tail gunner got hit. At that time I saw a B17 at 5 o'clock get hit between number one and number two engines, blowing the wing off at that point. He rolled to the left and started spinning down on fire. I then called out flak bursts to the pilot so he could use evasive action when it cleared. I left the ^{turret} to fire flares. I saw no shutes from either ship.

Ralph F. Will

Ralph F. Will, 16142729
S/Sgt 600th Bomb Squadron
TTC, B17G 44-6157

~~CONFIDENTIAL~~

Will

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

U.S. DEPARTMENT OF WAR - INTERVIEW ACCOUNT

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.

GROUP 398th Bomb Gp. 600 B. S. 1/C 44-83276-N MISSION DATE 8 Apr 45

FIRST PILOT Wells, William E. Jr. 1st Lt 0-128406⁵ DESTINATION Derben, Germany

3. Position of missing aircraft when last sighted or contacted: 1235-1243

- (a) By coordinates 5245N-1205E
- (b) Approximate altitude 19,000 feet
- (c) Reported heading knocked out of formation
- (d) If out of formation, approximate distance from formation Unknown

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

Flak mesgre and very accurate.

No enemy aircraft opposition.

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

A/C was hit by flak in left wing between Nos. 1 and 2 engines. Wing broke off and the A/C split in half at the ball turret. A/C burst into flames and a few minutes later exploded.

6. If aircraft was out of control describe appearance:

When the wing came off the A/C got out of control and "winged over", losing altitude rapidly.

(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 with escort? None seen If so, give distinguishing markings of Fighter and if noted (Group number, color and/or fighter aircraft numbers, tail number, etc.). None seen

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

One crew reported seeing one parachute. Other crews reported seeing no chutes.

7. Any other remarks not covered by above:

Nil

8. Date of report 15 April 1945

<u>Name</u>	<u>Rank</u>	<u>Serial</u>	<u>Unit</u>
Greenwalt, Ralph F.	603	2nd Lt	0-1019377 43-37982-K
Glavin, Robert J.	603	2nd Lt	0-790462 43-38951-B
Bunnion, James D.	600	1st Lt	0-826002 44-6933-E
McAfee, James W.	600	2nd Lt	0-779952 43-39180-G

9. Signature of Reporter (Type or print name and rank):

Charles E. Kroh Captain, Air Corps 0-568950 Asst. Intel. O.
 CHARLES E. KROH, DUTY

This report is classified "Confidential" in accordance with the provisions of Executive Order 12958, dated August 14, 1949, and is to be controlled, stored, transmitted, and disposed of in accordance with the provisions of that order.

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

C/C/17
8 April 1945

FORMATION PLAN OVER TARGET

Lead Squadron, 1st "A" CBG

		F-10 ENSIGN <u>Shafer</u> F-8476-X (PFF)		F-5 <u>Thompson & Hayes</u> E-8848-L (PFF)	
F-6 <u>Saferite</u> E-8775-H "B" Monitor	F-2 <u>Lewisell</u> E-8811-R Channel No. 2 F-3 <u>Elwell</u> E-2593-C	F-9 <u>Miller</u> E-8664-P		F-6 <u>Heathcote</u> E-8627-Z SJ(Bailey) "C" Monitor	
F-2 <u>Ferguson</u> E-8274-B SJ(Somerville)			F-7 <u>Petaka</u> E-8652-V "D" Monitor	F-2 <u>Coffee</u> E-6885-M Ret. at E.C.	

Low Squadron, 1st "A" CBG

		C-8 DAILY <u>Hahn</u> M-8811-C (PFF)		C-9 <u>Nolan</u> M-6157-W	
C-1 <u>Natron</u> M-8564-X	C-3 <u>Woodmansee</u> M-8699-Q	C-5 <u>Rumion</u> K-6933-H		C-2 <u>Wells</u> M-3276-N SJ(Klein)	
C-1 <u>McAfee</u> M-9180-G	C-4 <u>Riscle</u> M-9102-V SJ (Borys)	C-4 <u>Hoelsal</u> M-2519-A	C-6 <u>Hill</u> A-7293-J	C-6 <u>Shimek</u> M-6896-M Ret. at E. C.	

High Squadron, 1st "A" CBG

		B-5 HANAUER <u>Guice</u> A-8044-X (PFF)		B-7 <u>Marley</u> A-8631-F	
B-3 <u>Branyon</u> A-8630-U "B" Monitor	B-4 <u>Douglas</u> A-8970-A SJ(Brower) B-1 <u>Rosenberg</u> A-9038-Q	B-6 <u>Overton</u> A-9242-P	B-1 <u>Loiper</u> A-9146-M SJ(Engard)	B-3 <u>Alwood</u> A-8669-G	
B-2 <u>Greenalt</u> A-7982-X				B-2 <u>Giaryz</u> A-8951-E Ret. At E.C.	

Incl

~~CONFIDENTIAL~~

COPY

5 December 1945

COPY**MEMORANDUM TO:** Chief, Casualty Branch, AGO**SUBJECT:** Reports of DeathFile
MA R 10 914

1. The following Air Corps personnel were reported missing in action 8 April 1945 over Germany, while in flying pay status, by MTO Casualty Card Shipment No. 109:

1st Lt William E. Wells, Jr.	01284065
2d Lt George C. Munroe, Jr.	02073194
T Sgt Bill Wickens	35255387
S Sgt Clement A. Lescale	38501183
Sgt Jack E. Roush	35608784

2. Missing Air Crew Report 13914, submitted by the 398th Bombardment Group, 600th Bombardment Squadron, dated 15 April 1945, reports the loss of a B-17G aircraft, serial number 44-83276, on 8 April 1945, near Stendal, Germany. The crew of the plane was as follows:

1st Lt William E. Wells, Jr.	01284065
1st Lt Thomas A. Clark	0855482
2d Lt George C. Munroe	02073194
S Sgt. Clement A. Lescale	38501183
T Sgt Bill Wickens	35255387
S Sgt Marion B. Hamilton	34606181
Sgt Robert A. Templeton	39621072
Sgt Lamar Q. Coleman	38524842
Sgt Jack E. Roush	35608784
S Sgt Sherman S. Klein	33897173

The aircraft was last seen at 50 degrees 45 minutes north, 12 degrees 5 minutes east about three minutes after bombs went over the target at Derben, Germany. The plane was hit by anti-aircraft fire, badly damaging the left wing. According to Staff Sergeant Harry J. Dover, 14135617, who witnessed the hit "The ship went into a spin at 4 o'clock and then exploded before it hit the ground." One eye-witness reported that the Ball Turret Gunner stated over the interphone that one parachute was seen leaving the ship, although the other witnesses stated they hadn't seen any.

3. Of the crew, Sergeant Robert A. Templeton, 39621072, has returned to duty, and First Lieutenant Thomas A. Clark, 0855482, Sergeant Lamar Q. Coleman, 38524842, Staff Sergeant Marion B. Hamilton, 34606181, and Staff Sergeant Sherman S. Klein, 33897173 have been reported killed in action.

4. Reports of Burial (OIC Forms 1-GRS) report re-burial on 30 April 1945 in Plot II, US Military Cemetery, Margraten, Holland, of three identified and four unidentified deceased, disinterred from a common grave near Erasmuskamp, Germany. All of the bodies had been recovered from a B-17 type plane bearing the number "48276" and the letter "M" inside a triangle and had been buried by the Germans. The identified bodies were those of Staff Sergeants Hamilton and Klein, and Sergeant Coleman. The unidentified bodies were designated Unknowns X-358, X-359, X-366, and X-367 respectively. Of these four, only Unknown X-358 had any clue to identify. This body had "T. A. Clark" painted in white inside the flying boots.

5. A letter AFPA-8-JH from Headquarters, Army Air Forces, dated 7 September 1945, addressed to the Commanding Officer, 1030 AAFBU BPS Detachment, Santa Monica, California, requested that Sergeant Robert A. Templeton, 39621072, be interrogated regarding his knowledge of the fate of his fellow crew members. Fourth Indorsement to this letter, dated 8 November 1945, related information obtained from Sergeant Templeton to the effect that "The left wing was damaged to such an extent that it tore loose from the fuselage of the plane, and the ship went into a barrel roll, out of formation, losing altitude very rapidly. Sgt Templeton had his parachute on at the time and managed to climb up the ribs of the interior of the plane and got out at the waist door which had blown open after the ship started falling. He pulled his rip-cord as soon as possible and made only two or three swings in his parachute before he hit the ground, which leads him to the conclusion that the ship itself was at a relatively low altitude when he left it. Templeton was captured almost immediately, but he did see the plane about 200 feet away where it crashed. He states that it was burning and the ammunition was exploding, which prevented anyone from getting close to it. While he has no definite proof, he says that he is convinced in his own mind that the remainder of the crew were killed, as none of them had their parachutes on when the wing tore loose, and they would not have had time to get their parachutes and bail out prior to the plane crashing. He further stated that the ship had burned and was literally smashed to pieces.

6. The statement made by Sergeant Templeton leaves no reasonable doubt that all of the remaining members of the crew were killed in the explosion and fire following the crash. This is further confirmed by the recovery of the remains of three identified bodies and four unidentified bodies which had been buried in a common grave near Krusmark, Germany. The fact that only seven bodies were recovered from this common grave is not inconsistent with the fact that all of the nine remaining crew members perished in the crash, inasmuch as Sergeant Templeton reports that he could not even get close to the plane because of the fire and exploding ammunition. It is not at all unlikely that the other two bodies were completely burned or blown to pieces.

7. It is recommended therefore, that pursuant to authority contained in Section 9, Missing Persons Act, the foregoing information be accepted as an official report of death and that casualty reports be initiated stating that the Air Corps Personnel listed in paragraph 1 were killed in action 8 April 1945 near Krusmark, Germany, while in flying pay status; that evidence of their death was received in the War Department 4 December 1945, and that Machine Letter SD-1 will be used.

BY ORDER OF SECRETARY OF WAR:

GEORGE F. HERBERT
Colonel, AGO
Chief, Casualty Branch, AGO

COPY

COPY

MEMORANDUM TO: Chief, Casualty Branch, AGO

SUBJECT: Reports of Death

1. The following Air Corps personnel were reported missing in action 8 April 1945 over Germany, while in flying pay status, by ETO Casualty Card Shiprent No. 109:

1st Lt William E. Wells, Jr.	01284065
2d Lt George C. Munros, Jr.	02073194
T Sgt Bill Wickens	35255387
S Sgt Clement A. Lescale	38501183
Sgt Jack E. Roush	35608784

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T Sgt Bill Wickens	35255397
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S Sgt Sherman S. Klein	33897173

The aircraft was last seen at 50 degrees 45 minutes north, 12 degrees 5 minutes east about three minutes after bombs away over the target at Derbe Germany. The plane was hit by anti-aircraft fire, badly damaging the left wing. According to Staff Sergeant Harry J. Dover, 14135617, who witnessed the hit "The ship went into a spin at 4 o'clock and then exploded before it hit the ground." One eye-witness reported that the Ball Turret Gunner stated over the interphone that one parachute was seen leaving the ship, although the other witnesses stated they hadn't seen any.

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4. Reports of Burial (QMC Forms 1-GRS) report re-burial on 30 April 1945 in Plot II, US Military Cemetery, Margraten, Holland, of three identified and four unidentified deceased, disinterred from a common grave near Krusemark, Germany. All of the bodies had been recovered from a B-17 type plane bearing the number "48276" and the letter "M" inside a triangle and had been buried by the Germans. The identified bodies were those of Staff Sergeants Hamilton and Klein, and Sergeant Coleman. The unidentified bodies were designated Unknowns X-358, X-359, X-366, and X-367 respectively. Of these four, only Unknown X-358 had any clue to identify. This body had "T. A. Clark" painted in white inside the flying boots.

(This may help to identify them)

5. A letter AFPPA-8-JH from Headquarters, Army Air Forces, dated 7 September 1945, addressed to the Commanding Officer, 1030 AAFBU RPS Detachment, Santa Monica, California, requested that Sergeant Robert A. Templeton, 39621072, be interrogated regarding his knowledge of the fate of his fellow crew members. Fourth Indorsement to this letter, dated 8 November 1945, related information obtained from Sergeant Templeton to the effect that "The left wing was damaged to such an extent that it tore loose from the fuselage of the plane, and the ship went into a barrel roll, out of formation, losing altitude very rapidly. Sgt Templeton had his parachute on at the time and managed to climb up the ribs of the interior of the plane and got out at the waist door which had blown open after the ship started falling. He pulled his rip-cord as soon as possible and made only two or three swings in his parachute before he hit the ground, which leads him to the conclusion that the ship itself was at a relatively low altitude when he left it. Templeton was captured almost immediately, but he did see the plane about 200 feet away where it crashed. He states that it was burning and the ammunition was exploding, which prevented anyone from getting close to it. While he has no definite proof, he says that he is convinced in his own mind that the remainder of the crew were killed, as none of them had their parachutes on when the wing tore loose, and they would not have had time to get their parachutes and bail out prior to the plane crashing. He further stated that the ship had burned and was literally smashed to pieces

6. The statement made by Sergeant Templeton leaves no reasonable doubt that all of the remaining members of the crew were killed in the explosion and fire following the crash. This is further confirmed by the recovery of the remains of three identified bodies and four unidentified bodies which had been buried in a common grave near Krusemark, Germany. The fact that only seven bodies were recovered from this common grave is not inconsistent with the fact that all of the nine remaining crew members perished in the crash, inasmuch as Sergeant Templeton reports that he could not even get close to the plane because of the fire and exploding ammunition. It is not at all unlikely that the other two bodies were completely burned or blown to pieces.

7. It is recommended therefore, that pursuant to authority contained in Section 9, Missing Persons Act, the foregoing information be accepted as an official report of death and that casualty reports be initiated stating that the Air Corps Personnel listed in paragraph 1 were killed in action 8 April 1945 near Krusemark, Germany, while in flying pay status; that evidence of their death was received in the War Department 4 December 1945, and that Machine Letter SD-1 will be used.

BY ORDER OF SECRETARY OF WAR:

GEORGE F. HERBERT
Colonel, AGC
Chief, Casualty Branch, AGC

THIS IS A WIRE COPY

COPY COPY

Basic: Ltr. fr Hq, AAF, Washington, DC, dtd 7 Sep 45, Ref: AFPPA-8 -JH
Subj: Sergeant Robert A. Templeton, 39621072.

1st Ind. RS3AJ/hh
Hq AAF REDISTRIBUTION STATION #3, Santa Monica, California, 8 October 1945.

TO: Commanding Officer, Fort Missoula, Montana.

1. It is understood that Sergeant Templeton has been hospitalized
your station since 7 August 1945.

2. Forwarded for compliance with basic communication.

FOR THE COMMANDING OFFICER:

George C. Merrill Jr
GEORGE C. MERRILL, Jr
Captain, Air Corps
Adjutant

cc: CG, AAF, Wash, DC

201-Templeton, Robert A. (Enl) 2nd Ind DMB/es
(7 Sept 45)
STATION HOSPITAL, IHB, USDR, Fort Missoula, Montana, 24 October 1945.

TO: Commanding Officer, Hq, AAF Redistribution Station #3, Santa Monica,
California. Attn: Adjutant.

Sgt Templeton was released from this hospital on 9 October 1945
with a day furlough.

D. W. BRISCOE
D. W. BRISCOE
Lt. Colonel, MC
Post Surgeon

3rd Ind. RSSAJ/ak
Hq AAF Redistribution Sta #3, Santa Monica, Calif, 5 Nov 1945.
TO: Commanding General, AAF Redistribution Station No. 4, Santa
Ana, California.

Subject enlisted man transferred your command per paragraph 11,
Special Order 257, this headquarters, dated 12 October 1945.

FOR THE COMMANDING OFFICER:

George C. Merrill Jr
GEORGE C. MERRILL, Jr
Captain, Air Corps
Adjutant.

Basic: Ltr. Hq. AAF, Washington, D. C. dtd 7 Sept 45, Ref: AFPPA-8 -JE
Subj: Sergeant Robert A. Templeton, 89621072

AMJ 4th Inf. FES/rc

Headquarters, AAF Redistribution Station No. 4, Santa Ana Army Air Base,
Santa Ana, California, 8 November 1945

TO: Commanding General, Army Air Forces, Washington 25, D. C.
Attention: Chief, Notification Section, Personal Affairs Branch
AC/AS-1

1. Subject enlisted man was interviewed at this base on 7 November 1945, with the following results:

S/Sgt. Robert A. Templeton was a member of the crew of aircraft B-17G, serial number 44-83273, which disappeared over Germany on 8 April 1945. Sgt. Templeton was the right waist gunner in the crew. The formation in which the aircraft in question was flying was in the vicinity of Stendal, Germany, flying at an altitude of approximately 20,000 feet when it was damaged by flak. The left wing was damaged to such an extent that it tore loose from the fuselage of the plane, and the ship went into a barrel roll, out of formation, losing altitude very rapidly. Templeton had his parachute on at the time and managed to climb up the ribs on the interior of the plane and got out at the waist door which had blown open after the ship started falling. He pulled his rip-cord as soon as possible and made only two or three swings in his parachute before he hit the ground, which leads him to the conclusion that the ship itself was at a relatively low altitude when he left it. Templeton was captured almost immediately, but he did see the plane about 300 feet away where it crashed. He states that it was burning and the ammunition was exploding, which prevented anyone from getting close to it. While he has no definite proof, he says that he is convinced in his own mind that the remainder of the crew were killed, as none of them had their parachutes on when the wing tore loose, and they would not have had time to get their parachutes and bail out prior to the plane crashing. He further stated that the ship had burned and was literally smashed to pieces.

2. The foregoing summarizes the information which Sgt. Templeton could give concerning the personnel inquired about in basic communication.

FOR THE COMMANDING GENERAL:

Copy filed 3/11/46

R. L. Raschen
R. L. RASCHEN,
W. M. USA.
Assistant Adjutant

M



IN REPLY REFER TO: AFPPA-8 -JH

HEADQUARTERS, ARMY AIR FORCES
WASHINGTON

JA



7 September 1945

SUBJECT: Sergeant Robert A. Templeton, 39621072

TO: Commanding Officer
1030 A.A.F.B.U. R.P.S. Detachment
Santa Monica, California

1. This headquarters is in request for details of the status of Lieutenant William E. Wells Jr., 01284065, pilot of an aircraft, B-17G, Serial Number 44-83276, which disappeared 8 April 1945, over Germany.

2. Request that you interrogate Sergeant Robert A. Templeton, 39621072, right wing gunner of the above aircraft, and forward to this headquarters any information he may have concerning the circumstances of the status of Lieutenant Wells, or any other members of the crew, and any other details he may know regarding the disappearance of this aircraft.

BY COMMAND OF GENERAL ARNOLD:

N. W. Reed

N. W. REED
Major, Air Corps
Chief, Notification Section
Personal Affairs Branch
AC/AS-1



IN REPLY REFER TO:

AFPPA-8 - IB

HEADQUARTERS, ARMY AIR FORCES
WASHINGTON

GA.



17 Oct 45

SUBJECT: Sgt. Robert A. Templeton, 39621072

TO : Commanding Officer
1030 AAF Base Unit
R.P.S. Detachment
Santa Monica, California

1. This headquarters is in request for details of the status of Lieutenant William E. Wells, Jr., 01284065, pilot of an aircraft, B-17C, Serial number 44-83276, which disappeared 3 April 1945, over Germany.

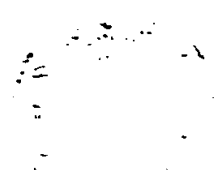
2. Request that you interrogate subject enlisted man, right waist gunner of the above aircraft, and forward to this headquarters any information he may have concerning the circumstances of the status of Lieutenant Wells, or any other members of the crew, and any other details he may know regarding the disappearance of this aircraft.

3. This is second request for above information. Request compliance with least practicable delay.

BY COMMAND OF GENERAL ARNOLD:

Wm. D. Sanders

WM. D. SANDERS
Major, Air Corps
Actg/Chief, Notification Section
Personal Affairs Branch
Personal Services Division, AC/AS-1



NOV 1 1945

Basic: Ltr. Hq, AAF, Wash, DC, dtd 17 Oct 45, Ref: AFPPA-8 - IR, Subj:
Sgt. Robt. A. Templeton.

1st Ind. RS3AJ/hh
HQ AAF REDISTRIBUTION STATION #3, Santa Monica, Calif., 23 October 1945.

TO: Commanding Officer, AAF Redistribution Station #4, Santa Ana, Calif.

Subject enlisted man transferred your station per Par 11, SO 257,
this headquarters dated 12 October 1945.

FOR THE COMMANDING OFFICER:

George C. Merrill, Jr.
GEORGE C. MERRILL, Jr
Captain, Air Corps
Adjutant

AI

2nd Ind

HQS AAF BS #4, Santa Ana Army Air Base, Santa Ana, California, 13 Nov 45.

TO: Commanding General, Army Air Forces, Washington, D. C.

Attn: Chief, Notification Section, Personal Affairs Branch,
Personal Services Division, AC/AS-1

Reference para 2, basic communication. Attention is invited to
Memorandum for the Officer in Charge inclosed herewith.

FOR THE COMMANDING GENERAL:

1 Incl.
Memo for OIC

G. W. Henry, Jr.
G. W. HENRY, Jr.
Captain, Air Corps
Asst. Base Intelligence Officer

1st Lt. Thomas A. Clark ✓

Mrs. Marion C. Clark (mother)
11 Flagg Street
Cambridge, Massachusetts ✓

1st Lt. William F. Wells ✓

Mrs. Gertrude T. Wells (wife)
891 Jackson Avenue
Lexington, Virginia ✓

2nd Lt. George C. Munroe, Jr. ✓

Mrs. Anna L. Munroe (mother)
28 Boulevard
Clon Hook, New Jersey ✓

T/Sgt. Bill Wishans ✓

Mrs. Pattie Wishans (mother)
Rural Route Five, Box 794
South Bend, Indiana ✓

S/Sgt. Marion B. Hamilton ✓

Mrs. Flora B. Hamilton (mother)
425 North Hamilton Street
High Point, North Carolina ✓

S/Sgt. Sherman S. Klein ✓

Mrs. Myra R. Klein (mother)
2909 Norfolk Avenue
Baltimore, Maryland ✓

S/Sgt. Clement A. Lescalle ✓

Mrs. Antonette F. Lescalle (mother)
2258 North Priser Street
New Orleans, Louisiana ✓

Sgt. Lamar Q. Coleman ✓

Mr. James T. Coleman (brother)
c/o AAA Office
Baton Rouge, Louisiana ✓

Sgt. Jack E. Roush ✓

Mrs. Ruby L. Roush (mother)
242 Bank Street
East Liverpool, Ohio ✓

Sgt. Robert A. Templeton ✓

Mr. Ralph A. Templeton (father)
Rural Free Delivery Two
Hamilton, Kentucky ✓

Sgt. Robert A. Templeton
39621072
13 November 1945

MEMORANDUM FOR THE OFFICER IN CHARGE:

1. On 13 November 1945 this officer interviewed Sgt. Robert A. Templeton, 39621072, with respect to fate of other crew members on the mission in which Sgt. Templeton was shot down.

2. On 8 April 1945 on a mission to Stenial, Germany, the aircraft of which Lt. William E. Wells, Jr., O-1284065, was pilot was hit by flak and the left wing blown off. Sgt. Templeton stated that he had his parachute on, but the other crew members wore flak suits. Sgt. Templeton climbed up and cut the waist door. The plane rolled out of formation and dove. Sgt. Templeton did not see any other parachutes open. He stated that the pilot (Lt. Wells) could not, in his opinion, have gotten out of the plane.

3. The plane crashed within 200 feet of Sgt. Templeton. He states that he has had no information concerning any of the other members of the crew, and that the plane was completely destroyed.

WILLIAM J. WIELAND, 1st Lt., Air Corps

INDIVIDUAL CASUALTY QUESTIONNAIRE

File No. 13914

Name of crew member: **K L E I N , Sherman S.**
 Rank: **E/Sgt.**
 Serial number: **33897173**
 Position: Crew (Bomber) or ~~ENGINEER~~ **RCM**

Did he bail out? Not to my knowledge

Where? _____

If not, why not? Plane was killed into New Guinea and did not have a chance.

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

Was he injured? P

Where was he when last seen? When we boarded plane.

Any hearsay information: NO

Source: _____

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

no doubt in my mind that he went down with the plane.

Total number of missions of above crew member: ?

Dates and destinations if possible: ?

I have filled this out to the best of my knowledge.

INDIVIDUAL CASUALTY QUESTIONNAIRE

Name of crew member: **ROUSE, Jack E.**
 Rank: **Sgt.**
 Serial number: **35608784**
 Position: Crew (Bomber) or ~~XXXXXXXXXXXX~~: **TG**

Did he bail out? Not to my knowledge

Where? _____

If not, why not? The main tail when plane was hit and

Last contact or conversation just prior to or at time of loss of plane: Must have been hit.

He had just called out position of plane
we were hit.
 Was he injured? _____

Where was he when last seen? When we were in plane

Any hearsay information: No

Source: _____

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

There is no doubt in my mind that he
went down with plane.

Total number of missions of above crew member: 10

Dates and destinations if possible: ?

INDIVIDUAL CASUALTY QUESTIONNAIRE

Name of crew member: **COLEMAN, Lamar Q.**
Rank: **Sgt.**
Serial number: **38524842**
Position: Crew (Bomber) or ~~Observer/Navigator~~: **B T G**

Did he bail out? not to my knowledge

Where? _____

If not, why not? He was in lower ball turret when we

Last contact or conversation just prior to or at time of loss of plane: were hit. I believe it was impossible to get out.

None

Was he injured? ?

Where was he when last seen? With me inside plane

Any hearsay information: no

Source: _____

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

He went down with the plane.

Total number of missions of above crew member: 10

Dates and destinations if possible: ?

INDIVIDUAL CASUALTY QUESTIONNAIRE

Name of crew member: **HAMILTON, Marion B.**
 Rank: **S/Sgt.**
 Serial number: **34606181**
 Position: Crew (Bomber) (~~ENGINEER/PILOT~~): **Radio Operator**

Did he bail out? Not to my knowledge

Where? _____

If not, why not? Plane broke into at radio room. He

never had his chute on.
 Last contact or conversation just prior to or at time of loss of plane: _____

None

Was he injured? ?

Where was he when last seen? Just as plane went over

target
 Any hearsay information: No

Source: _____

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

he was thrown out of the plane when it
broke into. He didn't have his chute on.

Total number of missions of above crew member: 9

Dates and destinations if possible: ?

INDIVIDUAL CASUALTY QUESTIONNAIRE

Name of crew member: **WICKENS, Bill**
 Rank: **T/Sgt.**
 Serial number: **35255387**
 Position: Crew (Bomber) on ~~35255387~~: **Engineer**

Did he bail out? Not to my knowledge

Where? _____

If not, why not? _____

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

None

Was he injured? ?

Where was he when last seen? When we boarded plane.

Any hearsay information: No.

Source: _____

Any explanation of his fate based in part or wholly on supposition: He was in upper turret when we were hit. I don't see how he could have gotten out as the plane spiraled far quite
away.

Total number of missions of above crew member: ?

Dates and destinations if possible: _____

INDIVIDUAL CASUALTY QUESTIONNAIRE

Name of crew member: **LESCALE, Clement A.**
 Rank: **S/Sgt.**
 Serial number: **38501183**
 Position: Crew (Bomber) or ~~Engineer (Bomber)~~: **Bombardier**

Did he bail out? Not to my knowledge

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? When we boarded plane.

Any hearsay information: No

Source: _____

Any explanation of his fate based in part or wholly on supposition: There is no doubt in my mind that he went down with plane.

Total number of missions of above crew member: 29

Dates and destinations if possible: >

INDIVIDUAL CASUALTY QUESTIONNAIRE

Name of crew member: **MUNROE, George C.**
 Rank: **2nd/Lt.**
 Serial number: **0-2073194**
 Position: Crew (Pomber) or ~~Navigator~~ **Navigator**

Did he bail out? Not to my knowledge.

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? When we boarded plane

Any hearsay information: no

Source: _____

Any explanation of his fate based in part or wholly on supposition: There is no doubt in my mind that he went down with plane

Total number of missions of above crew member: ?

Dates and destinations if possible: _____

INDIVIDUAL CASUALTY QUESTIONNAIRE

Name of crew member: CLARK, Thomas A.
 Rank: 1st/Lt.
 Serial number: 0-855482
 Position: Crew (Bomber) or ~~Other (Specify)~~: Co Pilot

Did he bail out? Not to my knowledge

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? When we boarded plane

Any hearsay information: None

Source: _____

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

no doubt in my mind that he

went down with the plane.

Total number of missions of above crew member: ?

Dates and destinations if possible: _____

CASUALTY QUESTIONNAIRE

1. Your name Robert A. Templeton Rank Sgt Serial No. 39621072
2. Organization 398^{com. Sq.} Gp Commander ? Rank Col Sqn CO ? Rank Capt
(full name) (full name)
3. What year 1945 month April day 8 did you go down?
4. What was the mission, _____, target, _____, target
time, _____, altitude, _____ route scheduled, _____
_____, route flown _____
5. Where were you when you left formation? Directly over Tokyo
6. Did you bail out? Yes
7. Did other members of crew bail out? No.
8. Tell all you know about when, where, how each person in your aircraft for whom no individual questionnaire is attached bailed out. A crew list is attached. Please give facts. If you don't know, say: "No Knowledge". No knowledge.
9. Where did your aircraft strike the ground? 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? _____
12. What was their condition? _____
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. _____

(Any additional information may be written on the back)