

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

8902

WAR DEPARTMENT  
HEADQUARTERS ARMY AIR FORCES  
WASHINGTON

MISSING AIR CREW REPORT

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 Grafton-Underwood, England; Command or Air Force VIII; Group 384th; Squadron 544th; Detachment \_\_\_\_\_
2. SPECIFY: Place of Departure Grafton-Underwood, England; Course As Briefed  
Target or Intended Destination Merseburg, Germany Type of Mission Combat
3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED: \_\_\_\_\_  
1-2/10 small cumulus tops 4-5000 feet. Vertical visibility 10-15 miles.
4. GIVE: (a) Day 13 Month Sept Year 1944; Time 1124; and Location 5120 N - 1155 E  
of last known whereabouts of missing aircraft.  
(b) Specify whether aircraft was last sighted (x); last contacted by  
radio ( ); Force 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 B-17G; AF Serial Number 43-38213
7. NICKNAME OF AIRCRAFT, if any None
8. ENGINES: Type, Model and Series \_\_\_\_\_; AF Serial Number (a) SN-019255; (b) SN-019266; (c) SN-019053; (d) SN-018924
9. INSTALLED WEAPONS (Furnish below Make, Type and Serial Number);  
(a) See attached; (b) \_\_\_\_\_; (c) \_\_\_\_\_; (d) \_\_\_\_\_;  
(e) sheet; (f) \_\_\_\_\_; (g) \_\_\_\_\_; (h) \_\_\_\_\_;  
(i) \_\_\_\_\_; (j) \_\_\_\_\_; (k) \_\_\_\_\_; (l) \_\_\_\_\_;  
(m) \_\_\_\_\_; (n) \_\_\_\_\_; (o) \_\_\_\_\_; (p) \_\_\_\_\_
10. THE PERSONS LISTED BELOW WERE REPORTED AS: (a) Battle Casualty x  
or (b) Non Battle Casualty \_\_\_\_\_
11. NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 9; Passengers 0; Total 9  
(Starting with Pilot, furnish the following particulars; If more than 11 persons were aboard aircraft, list similar particulars on separate sheet and attach original to this form.)

Crew Position	Full Name (Last Name First)	Rank	ASN	Current Stat
1. Pilot	Dodson, Lee White	1st Lt.	0-706037	MIA
2. Co-Pilot	Carion, Bill Eimer	2nd Lt.	0-820713	MIA RTD
3. Navigator	Koch, William Conrad	2nd Lt.	0-2058196	MIA
4. Bombardier	Weicher, Alvin Anthony	2nd Lt.	0-701559	MIA RTD
5. Radio Operator	Friedman, Jack Kenyon	Sgt.	15112824	MIA RTD
6. Top Turret	McAneer, Carlton S.	Sgt.	18182702	MIA RTD
7. Ball Turret	Kulis, Peter William	Sgt.	31335569	MIA RTD
8. Tail Gunner	Filkhorn, John George	Sgt.	35913884	MIA - M-2-1950
9. Waist Gunner	Martin, Leonard N.	Sgt.	35872889	MIA - M-3-1955
10.				ST G-100
11.				

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

INCL 23

3410 3X1A 1



1st Lt Lee W. Dodson

Mrs. Aileen J. Dodson, (Wife)  
517 N. Madison,  
Silcox Springs, Arkansas.

Mrs. R. L. Dodson, (Mother)  
408 E Third,  
Carthage, Missouri.

2nd Lt William C. Koch

Mrs. Margaret P. Koch, (Mother)  
797 Goodrich Avenue,  
Saint Paul, Minnesota.

2nd Lt Alvin A. Eicher

Mr. Mathew F. Eicher, (Father)  
Saint Michael, Minnesota.

2nd Lt Bill E. Canion

Mrs. Nancy Canion, (Wife)  
313 South 5th,  
Salina, Kansas.

Sgt Peter W. Kulis

Mrs. Rita M. Kulis, (Wife)  
49 Cornwall Street,  
Stratford, Connecticut.

Sgt John G. Filkorn

Mrs. Ida N. Filkorn, (Mother)  
2049 North Park Avenue,  
Warren, Ohio.

Sgt Jack K. Friedman

Mrs. Emma L. Friedman, (Wife)  
Box 25,  
Hazel Green, Kentucky.

Sgt Leonard N. Martin

Mr. Clifton R. Martin, (Father)  
Pensacola, Kentucky.

Sgt Carlton S. McAnear

Mrs. Mary S. Loftis, (Sister)  
1004 Roosevelt Street,  
Seminole, Oklahoma.



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

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

Check Only One Column

Name in Full (Last Name First)	Serial Rank Number	Contacted		Saw Crash	Saw Forced Landing
		by Radio	Last Sighted		
1. <u>Moran, Richard David</u>	<u>S/Sgt 32392427</u>		<u>X</u>		
2. <u>Blaker, Bernard (NMI)</u>	<u>S/Sgt 32905363</u>		<u>X</u>		
3. <u>Anderson, Gerald Lee</u>	<u>S/Sgt 37479451</u>		<u>X</u>		

13. IF PERSONNEL ARE BELIEVED TO HAVE SURVIVED, ANSWER YES TO ONE OF THE FOLLOWING STATEMENTS: (a) Parachutes were used No; (b) Persons were seen walking away from scene of crash \_\_\_\_\_; or (c) Any other reason (Specify) \_\_\_\_\_

14. ATTACH AERIAL PHOTOGRAPH, MAP, CHART, OR SKETCH, SHOWING APPROXIMATE LOCATION WHERE AIRCRAFT WAS LAST SEEN OR HEAR FROM.

15. ATTACH EYEWITNESS 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 21 September 1944

17. REMARKS OR EYEWITNESS STATEMENTS:

J. R. Wyatt  
(Signature of Preparing Officer)  
J. R. WYATT,  
Captain, Air Corps,  
Ass't. Adjutant.

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



89020

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

S-2 SUMMARY OF EYE-WITNESS ACCOUNTS

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 384th SQ 544th A/C 43-38213 MISSION DATE 13 Sept, 1944  
FIRST PILOT Lee W. Dodson RANK 1st Lt. ASN 0-706037 DESTINATION Merseburg/Leuna, Germany  
NAME RANK ASN

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

- (a) By coordinates 5120N-1155E approx.
- (b) Approximate altitude 27,000 feet
- (c) Last noted heading unknown
- (d) If out of formation, approximate distance from formation  
To left and below formation

2. Describe enemy opposition (intensity of flak, intensity and method of enemy fighter attack, etc., with particular reference to missing aircraft):  
A/C 8213 hit by flak in the Merseburg/Leuna area. The AA fire was intense and accurate. Continuously pointed fire and barrage employed.  
No E/A encountered

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

The A/C was reported going down in flames. Later the A/C was noted to fall apart into 3 sections.

4. If aircraft was out of control describe appearance:

The A/C was afire and the pilot and co-pilot were observed slumped over in their seats. A/C was in steep dive. Left wing and tail snapped off.

5. If distress aircraft was out of formation was it last seen with escort?  
No If, so, give distinguishing markins of Fighter Group if noted (Group number, color and or fighter aircraft numbers, nicknames, etc.).



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

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

No chutes observed.

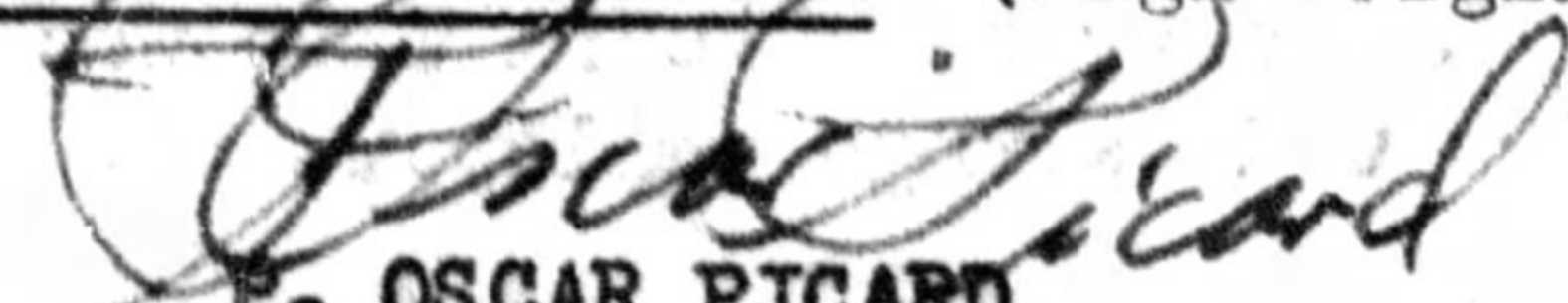
7. Any other remarks not covered by above:

None

8. Date of report 13 September, 1944.

<u>EYE-WITNESSES:</u>	<u>NAME</u>	<u>RANK</u>	<u>ASN</u>	<u>A/C #</u>
1.	Richard D. Moran	S/Sgt.	32392427	7824
2.	Bernard Blaker	S/Sgt.	32905363	7824
3.	Gerald L. Anderson	S/Sgt.	37479451	8000
4.	Charles W. Ford, Jr.	S/Sgt.	34605462	8000

INTERROGATING OFFICER (Sign Original and one copy):

  
F. OSCAR PICARD                      1st Lt.                      0-569761                      S-2 Officer  
NAME                                      RANK                                      ASN                                      DUTY

NOTE: Supplemental information developing subsequent to this account will be forwarded in manner prescribed in par 6, letter WD, AG, 704 (5 July 44) OB-S-AAF-M, subject "Missing Air Crew Report", 7 July 1944.

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CONFIDENTIAL

9. INSTALLED WEAPONS

- a. General Motors 1288947
- b. General Motors 1279808
- c. General Motors 1182910
- d. General Motors 1278738
- e. General Motors 1279250
- f. General Motors 1279153
- g. General Motors 1278124
- h. General Motors 1279288
- i. High Standard 1065678
- j. Buffalo Arms 869182
- k. General Motors 1279397
- l. General Motors 1278348

All guns were Cal .50 Aerial Machine Guns.

CONFIDENTIAL



Fickhorn, John G. - M-2-1750 Staved

Id. by Id tag.

Prev. disinterred from civilian  
Cemetery, Atzendorf, Germany

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Martin, Leonard N. - M-3-1755  
staved

Id. by Id. Tag

Disinterred from Civ. Cem.  
Atzendorf, Germany



INDIVIDUAL CASUALTY QUESTIONNAIRE

Name of crew member:

Martin, Leonard N.

File 8902

Rank:

Sgt

Serial number:

35872889

Position: Crew (Bomber)

of flight (Fighter):

Waist Gunner

Did he bail out? No.

Where? #####

If not, why not? Martin was wounded earlier on the bomb run, after he was revived

He was sent back to bail out, at that time a 88 blew up inside the plane killing Last contact or conversation just prior to or at time of loss of plane: Sgt. Martin.

No contact with Martin. However the radio operator was keeping us informed to his condition.

Was he injured?

Where was he when last seen? In the plane at the time of the explosion.

Any hearsay information: Received this information from the radio operator.

Source: Same as above.

Any explanation of his fate based in part or wholly on supposition: None.

Except as noted above.

Total number of missions of above crew member: One

Dates and destinations if possible: 13 Sept. 44 Mersburg, Germany.



## INDIVIDUAL CASUALTY QUESTIONNAIRE

Name of crew member: **Filkhorn, John George** File **8902**  
 Rank: **Sgt**  
 Serial number: **35913884**  
 Position: Crew (Bomber) ~~of Flight (Fighter):~~ **Tail Gunner**

Did he bail out? Unknown.

Where? Mersburg, Germany.

If not, why not? Unknown. However Plane was doing some very erratic maneuvers.

Last contact or conversation just prior to or at time of loss of plane: Cannot recall the exact time.

Was he injured? Unknown

Where was he when last seen? Unknown.

Any hearsay information: None.

Source: None.

Any explanation of his fate based in part or wholly on supposition: It is believed that he was unable to reach an exit before our plane went down.

Total number of missions of above crew member: One

Dates and destinations if possible: 13 Sept. 44 Mersburg, Germany.



## INDIVIDUAL CASUALTY QUESTIONNAIRE

Name of crew member: **Kulis, Peter William** File **8902**  
 Rank: **Sgt**  
 Serial number: **31335569**  
 Position: Crew (Bomber) of ~~Flight~~ (Fighter): **Ball Turret**

Did he bail out? Blew thru #6 bulk-head when plane exploded.

Where? Over Mersburg, Germany.

If not, why not? #####

Last contact or conversation just prior to or at time of loss of plane: About three minutes before plane exploded. Our conversation was about our wounded waist-gunner.

Was he injured? Yes. Head and face Battered, and reached back.

Where was he when last seen? On the train from Mersburg to Frankfurt on the Main.

Any hearsay information: At the present time he is living in Hartford, Conn.

Source: Correspondence between he and myself.

Any explanation of his fate based in part or wholly on supposition: None.

Total number of missions of above crew member: One.

Dates and destinations if possible: 13 Sept. 44 Mersburg, Germany.



## INDIVIDUAL CASUALTY QUESTIONNAIRE

Name of crew member: Dodson, Lee White  
 Rank: 1st Lt  
 Serial number: 0-706037  
 Position: Crew (Bomber) ~~or Pilot (Fighter)~~ Pilot

File 8902

Did he bail out? No.Where? #####If not, why not? Had numerous flak wounds. Plane exploded before any assistance could be given.Last contact or conversation just prior to or at time of loss of plane: Crew was told to bail-out, Then he said lets get the hell out of here.At that time the plane exploded.Was he injured? Yes. Flak wounds in left side.Where was he when last seen? At the time of the explosion. In the cockpit.Any hearsay information: Yes. Was told he was found in the wreckage underneath the#2 engine. However he was burned beyond recognition. As far as I knew his dog tagswere not available.Source: Was told this by one of the guards. No definite proof.Any explanation of his fate based in part or wholly on supposition: It is my beliefthat the guard was intirely truthful. As I was shown the dog tags of othercrew members.Total number of missions of above crew member: 34Dates and destinations if possible: Unknown



## INDIVIDUAL CASUALTY QUESTIONNAIRE

Name of crew member: **Koch, William Conrad** File **8902**  
 Rank: **2nd Lt**  
 Serial number: **O-2098496**  
 Position: Crew (Bomber) ~~XXXXXXXXXXXX~~ **Navigator**

Did he bail out? Unknown

Where? ####

If not, why not? It is assumed that he was unable to, or that he was knocked unconscious when plane exploded.

Last contact or conversation just prior to or at time of loss of plane: After turning on the I.P. he called the target time every three minutes, until three min. away from the target.

Was he injured? Unknown.

Where was he when last seen? Our bombardier saw him working with his chute just at bombs-away.

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: One.

Dates and destinations if possible: Mersburg, Germany. 13 Sept. 44



INDIVIDUAL CASUALTY QUESTIONNAIRE

Name of crew member: **Eicher, Alvin Anthony** File 8902  
 Rank: **2nd Lt**  
 Serial number: **O-703559**  
 Position: Crew (Bomber) ~~XXXXXXXXXXXX~~: **Bombardier**

Did he bail out? No. He was blown out the nose of the plane.

Where? Over Mersburg, Germany.

If not, why not? ###

Last contact or conversation just prior to or at time of loss of plane: After bombs-  
 away he said lets go home. We were in the same prison.

Was he injured? Small cut on nose, and bruised in a number of places.

Where was he when last seen? 13 May 45 This crew-member has returned to the U.S.

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: One.

Dates and destinations if possible: Mersburg, Germany. 13 Sept. 44



CASUALTY QUESTIONNAIRE

1. Your name Cannon, Bill B. Rank 1st. Lt. Serial No. 0-820713
2. Organization 384 Gp Commander Smith Rank Lt. Col Sqdn CO War. Rank Major  
(full name) (full name)
3. What year 1944 month Sept. day 13 did you go down?
4. What was the mission, Oil., target, Mersburg, target  
time, 11:37, altitude, 28,500 route scheduled, Heading in  
40 Degrees, route flown Heading in 300 Degrees
5. Where were you when you left formation? Immediately after bombs-away, Over Mersburg.
6. Did you bail out? NO, Plane exploded blowing me clear. Received lacerations on face  
and hands. Was told at Lucky-Strike That I would receive the Air Medal & the Purple  
Heart. To date I havent received
7. Did other members of crew bail out? Yes, One, Sgt. McInear, C.S. Our engineer  
was.
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". McInear, C.S. Sgt. Bailed out  
thru the bomb-bays. Only minor injuries.  
Friedman, J.K. Sgt. Radio Operator. Blown out thru Number 6 bulk-head when the  
plane exploded. Injuries. Back fractured, Skull fractured, Lacerations on face and  
head.
9. Where did your aircraft strike the ground? Approx. 5 miles N.W. of Mersburg, 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) Given on individual  
Questionnaire.
11. Where were they in aircraft? 10 Above.
12. What was their condition? As above.
13. When, where, and in what condition did you last see any members not already des-  
cribed above? On individual questionnaire.
14. Please give any similar information on personnel of any other crew of which you  
have knowledge. Indicate source of information. Did not converse with anyone  
unknown to me.

(Any additional information may be written on the back)



## CASUALTY QUESTIONNAIRE

8902

1. Your name F. SHER, ALVIN ANTHONY Rank 1<sup>ST</sup> LT. Serial No. 0-703559
2. Organization 384 Gp Commander Col. ?? SMITH Rank Col. Sqn CO W.E. DOLAN Rank MAJ.  
(full name) (full name)
3. What year 1944 month SEPT day 13 did you go down?
4. What was the mission, DEMO-BOMBING, target, SYNTHETIC OIL PLANT, target time, 11:30 A.M., altitude, 31,000' route scheduled, \_\_\_\_\_, route flown AS BRIEFED
5. Where were you when you left formation? OVER THE TARGET. ~~12 SEC.~~
6. Did you bail out? No. SHIP EXPLODED. (A) DIRECT HIT (B) SPIN (C) EXPL.
7. Did other members of crew bail out? YES. ENGINEER.
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".  
ENGINEER BAILED OUT AFTER BOMBS DROPPED 20 SEC. PREMATURELY.
9. Where did your aircraft strike the ground? VICINITY OF TGT.
10. What members of your crew were in the aircraft when it struck the ground? (Should cross check with 8 above and individual questionnaires)  
PROBABLY: PILOT, ~~T.G.~~ TAIL GUNNER.
11. Where were they in aircraft? REG. POSITIONS
12. What was their condition? PILOT - WOUNDED. T.G. - ~~ALL RIGHT.~~
13. When, where, and in what condition did you last see any members not already described above?  
(OVER)
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)



I HAVE ONLY A VAGUE KNOWLEDGE OF ONE POSITION: W.M.C. KOCH.

As a result of the explosion, which rendered me unconscious & knocked me out of the nose (from 28,000' where the exp. occurred, to 8,000') I have only a theoretical explanation for what happened to the remaining crew men. The following is my account:-

ENGINEER - BAILED OUT AFTER I SALVED THE BOMBS.

BALL TURRET - THROWN CLEAR OF SHIP FOLLOWING THE EXPLOSION SLIGHTLY INJ, NOT IN TURRET AT THE TIME.

RADIO OPR. THROWN CLEAR OF SHIP BY EXP. BADLY INJURED.

CO-PILOT - THROWN CLEAR OF SHIP <sup>BY EXP.</sup> WHILE ATTEMPTING TO ESCAPE THRU THE HATCH.

PILOT - KILLED. POSSIBLY ~~HE~~ DIED WHILE IN FLIGHT AS A RESULT OF FLAK HITS. MADE NO EFFORT TO ESCAPE WHILE SHIP WAS SPINNING & JUST PRIOR TO EXP.

TAIL G. - KILLED.

I HAD JUST REC'D AN 'OK' REPORT FROM HIM 10 SEC. BEFORE THE SPIN. PROBABLY WAS TRAPPED IN TAIL, WHEN TAIL WAS <sup>SPINNING</sup> DIRECT SEVERED BY THE ~~EXP.~~ HIT.

WAIST - WAS IN THE DIRECT PATH OF THE DIRECT FLAK HIT (AT THE BALL TURRET) INSTANTLY KILLED. (INF. FROM BALL TURRET OPR)

NAV. - JUST NEXT TO ME AT TIME OF EXP. PROBABLY NEVER RECOVERED CONSC. OR ELSE HAD CHUTE TORN FROM HIM.



## CASUALTY QUESTIONNAIRE

8902

1. Your name Jack K. Friedman Rank S/Sgt. Serial No. 15112824  
Do not
2. Organization 384 B.G. Commander Smith Rank Col. Sqn CO remember Rank Capt.  
(full name) (full name)
3. What year 1944 month September day 13 did you go down?
4. What was the mission, # 2, target, Merseburg, Germany, target time, 11:30 A.M., altitude, 26,000 feet route scheduled, No knowledge, route flown no knowledge.
5. Where were you when you left formation? Just turned from target, 26,000 ft.
6. Did you bail out? Yes (blown out by explosion).
7. Did other members of crew bail out? Some of them.
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". 1st Lt. B. E. Canion, co-pilot: tried to help 1st Lt. L. W. Dodson, but was ordered to leave: was last man to leave forward part of ship, showed extreme courage by staying behind to help others leave plane. Bailed out at Merseburg, Ger.
9. Where did your aircraft strike the ground? Outside Merseburg, 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) No knowledge.
11. Where were they in aircraft? No knowledge.
12. What was their condition? No knowledge.
13. When, where, and in what condition did you last see any members not already described above? No knowledge.
14. Please give any similar information on personnel of any other crew of which you have knowledge. Indicate source of information. No knowledge.

(Any additional information may be written on the back)



I was stationed with 384th Bomb Group, 544th Bomb Squadron, 8th A. A. F., based at Grafton-Underwood, England.

1st Lt. Lee W. Dodson flew our two missions with us in place of 2nd Lt. Fred P. Gray, (later K. I. A.)

I saw S/Sgt. Leonard N. Martin killed: 1st Lt. A. A. Eicher (bombardier) reported he saw 1st Lt. Wm. C. Koch hit fatally with flak: 1st Lt. B. E. Canion (co-pilot) reported he saw 1st Lt. Lee W. Dodson hit fatally with flak: no knowledge of S/Sgt. J. G. Filkorn, tail gunner.

*Jack K. Friedman*  
Jack K. Friedman, R/O  
A. S. N. 15112824



INDIVIDUAL CASUALTY QUESTIONNAIRE

Name of crew member: **Martin, Leonard H.** File **8902**  
Rank: **Sgt**  
Serial number: **35872889**  
Position: Crew (Bomber) ~~or Flight (Fighter)~~: **Waist Gunner**

Did he bail out? No.

Where? \_\_\_\_\_

If not, why not? Killed in plane.

Last contact or conversation just prior to or at time of loss of plane: Was in radio room injured; see other side for details.

Was he injured? Yes.

Where was he when last seen? In waist.

Any hearsay information: Killed by direct hit in waist.

Source: S/Sgt. Jack K. Friedman, R/O (myself)

Any explanation of his fate based in part or wholly on supposition: Known to be dead.

Total number of missions of above crew member: Two.

Dates and destinations if possible: Sept. 11, 1944, Sept. 13, 1944: both to Merseburg, Germany.



S/Sgt. Leonard N. Martin was wounded by flak in waist, and stumbled to radio room for aid. Upon reaching there, he collapsed from lack of oxygen. I placed extra oxygen mask and supply on him, and revived him as plane started to fall. Helped him to wait to jump from waist door (bomb bay doors jammed shut): as he stepped into waist, direct hit from flak killed him instantly.

Signed,

Jack K. Friedman  
S/Sgt. Jack K. Friedman, R/O  
A. S. N. 15112824



## INDIVIDUAL CASUALTY QUESTIONNAIRE

Name of crew member: **Filkorn, John George** File 8902  
 Rank: **Sgt**  
 Serial number: **3591388a**  
 Position: Crew (Bomber) ~~on Flight (Fighter):~~ **Tail Gunner**

Did he bail out? No knowledge.

Where? \_\_\_\_\_

If not, why not? No knowledge.

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

No knowledge.

Was he injured? No knowledge.

Where was he when last seen? In tail of plane.

Any hearsay information: No one on crew could give any information as to what happened to him when I last saw them.

Source: Germans reported him dead.

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

No knowledge.

Total number of missions of above crew member: Two.

Dates and destinations if possible: Sept. 11, 1944, Sept. 13, 1944: both to Merseburg, Germany.

by: S/Sgt. Jack E. Friedman, R/O A. S. E. 13112824



## INDIVIDUAL CASUALTY QUESTIONNAIRE

Name of crew member: **Kulis, Peter William** File 8902  
 Rank: **Sgt**  
 Serial number: **31335569**  
 Position: Crew (Bomber) ~~XXXXXXXXXXXX~~: **Ball Turret**

Did he bail out? Yes.

Where? Merseburg, Germany.

If not, why not? \_\_\_\_\_

Last contact or conversation just prior to or at time of loss of plane: No knowledge.

Was he injured? Yes.

Where was he when last seen? He was blown from plane: now back in U. S. A.

Any hearsay information: I saw him blown from plane when flak burst shot plane in two at waist. He was taken to P. O. #. camp, last saw him in France on way back to U. S. A.

Source: S/Sgt. Jack K. Friedman, R/O (myself)

Any explanation of his fate based in part or wholly on supposition: He was blown from plane, and injured at that time: parachuted to earth and was taken prisoner. Now in U. S. A.

Total number of missions of above crew member: Two.

Dates and destinations if possible: Sept. 11, 1944, Sept. 13, 1944: both to Merseburg, Germany.

by: S/Sgt. Jack K. Friedman, R/O A. S. N. 15112824



INDIVIDUAL CASUALTY QUESTIONNAIRE

Name of crew member: **Rieher, Alvin Anthony** File 8902  
 Rank: **2nd Lt**  
 Serial number: **0-703559**  
 Position: Crew (Bomber) ~~XXXXXXXXXXXX~~: **Bombardier**

Did he bail out? Yes.

Where? Merseburg, Germany.

If not, why not? \_\_\_\_\_

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

No knowledge.

Was he injured? Yes (badly bruised)

Where was he when last seen? Was in Stalag Luft 4, P.O.W. with me.

Any hearsay information: Was blown through nose of plane by flak burst,

parachuted to ground, and was taken prisoner. Was taken to prison camp

with 1st Lt. B. E. Canion, co-pilot.

Source: 1st Lt. A. A. Rieher and 1st Lt. B. E. Canion.

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

U. S. A. after liberation from P. O. W. camp, now discharged from

service.

Total number of missions of above crew member: Two.

Dates and destinations if possible: Sept. 11, 1944, Sept. 15, 1944: both to

Merseburg, Germany.

by: C/Sgt. Jack E. Friedman, R/O A. S. E. 15112824



INDIVIDUAL CASUALTY QUESTIONNAIRE

Name of crew member: **Koch, William Conrad** File **8902**  
 Rank: **2nd Lt**  
 Serial number: **O-2058496**  
 Position: Crew (Bomber) ~~XXXXXXXXXXXXXXXXXXXX~~ **Navigator**

Did he bail out? No.

Where? \_\_\_\_\_

If not, why not? Too badly injured.

Last contact or conversation just prior to or at time of loss of plane: Told others to leave him.

Was he injured? Yes.

Where was he when last seen? In nose of plane.

Any hearsay information: Bombardier saw him hit with flak: probably died before plane hit ground.

Source: 1st Lt. a. a. Slicher, bombardier.

Any explanation of his fate based in part or wholly on supposition: Hit by flak burst while in the nose of the ship.

Total number of missions of above crew member: Two

Dates and destinations if possible: Sept. 11, 1944, Sept. 13, 1944: both to Merseburg, Germany.

by: S/sgt. Jack E. Friedman, R/O A. C. E. 15112824



INDIVIDUAL CASUALTY QUESTIONNAIRE

Name of crew member: Dodson, Lee White  
 Rank: 1st Lt  
 Serial number: O-706097  
 Position: Crew (Bomber) ~~ENGINEER~~: Pilot

File 8902

Did he bail out? NO

Where? \_\_\_\_\_

If not, why not? INJURIES

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

Gave crew orders to bail outWas he injured? YesWhere was he when last seen? In cockpit of planeAny hearsay information: Co-pilot, 2nd Lt. B. E. Canion said Dodson toobadly injured to move: was dying, and ordered crew to leave him becausehe knew he could not live. Engineer, S/Sgt. C. S. McAnear also gavesame report.Source: See above.Any explanation of his fate based in part or wholly on supposition: Hit by flakburst, probably dead before ship hit ground.Total number of missions of above crew member: No exact knowledge.Dates and destinations if possible: Sept. 11, 1944, and Sept. 13, 1944; Both toMerseburg, Germany. No knowledge of his other missions.by: S/Sgt. Jack E. Friedman, E/O A. S. E. 15112824