



#10081

10081

4/5/1944 11/15/1944

13 pages

42.97728
352nd

HEADQUARTERS
GOODFELLOW FIELD
SAN ANGELO, TEXAS

14 November 45

SUBJECT: Interrogation of Former Prisoners of War

TO : Commanding General, Army Air Forces, Washington 25, D.C.
Attn: Personal Affairs Branch, Room 4215 Munitions Building

1. In compliance with your TWX AFPP3 3909, 23 Sep 45, the following information is submitted:

Daylight
Lone Wolf Mission
Non-Formation

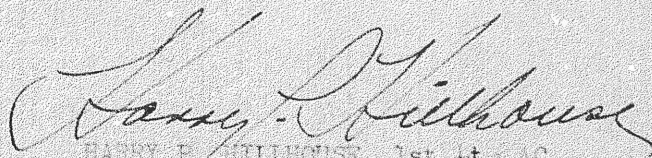
- a. Name of casualty: Phillip Bullock
- b. Rank: 1st Lt.
- c. Crew Position: Co-pilot
- d. Date last seen: 15 November 44
- e. Place last seen: In B-17 aircraft over Grossglockner Mountains, Austria

f. Circumstances of loss of aircraft: I was DR Navigator on this mission. The total crew consisted of ten crew members. Our B-17 aircraft was assigned to 301st Bombardment Group, 352nd Squadron. We took off at 0730 on 15 November 44 on a single plane delayed action bombing mission. The target was Lenz, Austria. At approximately 1130 while returning from our target, engine trouble developed in No. 2 and No. 4 engines. We flew into a blizzard and icing conditions were prevalent. At approximately 32,000 feet the plane nosed over and went into a power spin. The pilot gave orders to bail out over the interphone system and by means of the alarm bell. At that time none of us had our parachutes off. I had difficulty in getting out of the plane due to G. Pressure and gravity. I managed to crawl to the navigator's escape hatch and got my feet out in the slipstream, and was drawn out of the plane. At the time I left the plane, the only other crew member who had bailed out of the plane was the engineer, S/Sgt Roy Patterson. All other crew members were in the plane when I left it. I estimate the altitude at the time I bailed out was 16,000 feet.

g. Known information: I landed on the southwest side of a cliff on top of the Grossglockner mountain and slid 5,000 feet in a north-east direction down into the valley at the base of this mountain. I did not see the plane crash because from where I landed, three impassable mountains obstructed my view. I was alone in this vicinity and stopped at an Austrian farmhouse. The next day I was picked up by the German gestapo.

h. Hearsay information: While I was at Dulag Luft Prison Camp, Aurt on the Main, Germany, German interrogators informed me that they found the plane on 25 November 44 but they did not give me any further information. In July 1945 I met Lt. Harry O. Filer who resides at 556 N.E. 56th Street, Miami, Florida, and who was assigned to my same squadron. He stated that on 1 January 45 while at Dulag Luft, Frankfurt on the Main, Germany, a photograph was shown

to a Sgt. Kodo who was also a crew member from my same squadron. I recalled that Sgt. Kodo at one time had been a member of 1st Lt. Phillip Bullock's crew. Lt. Bullock was co-pilot in my plane when it went down on 15 November 44. According to the statements of Lt. Filer, Sgt. Kodo knew all the crew members that were on my plane during this mission, and upon being shown a photograph of eight dead crew members, each with a small hole in his forehead, Sgt. Kodo identified the eight dead men as the eight missing crew members from the plane which he bailed out of over the Grossglockner Mountains, Austria on 15 November 44.



HARRY P. WILLHOUSE, 1st Lt, AC

cc: CG, AFMTC, attn: Pers. Affairs Off. O-2060287, Goodfellow Field, Texas

cc: CG, AFMTC, attn: Pers. Affairs Off.

Sept. 4, 45

10081
O.P. 8
Sgt. Roy T. Patterson 16098424
1202 W. 4th. St.
Tyler Texas

Dear Sir.

Concerning crew members missing, the 15 of Nov. 44. we were flying at 31000 ft. to stay above stormy weather. The oil line on no. 2 engine broke. The pilot never got the prop feathered in time, the prop was windmilling caused us to loose altitude and get into the storm. There also was something wrong with the instruments. The plane was being thrown around bad, the pilot called over innerphone and said don't get to excited he still had control. I decided to put on my parachute any way. Had just got it on and the plane went out of control, ~~KINK~~ think it was in a spin, the centrifical force slung me against the escape hatch, hear some one scream get to hell out of here, I released the hatch and went out. Due to weather conditions in clouds I could not tell if any body else got out.

Never seen or heard a word of any of my crew untill I got home our parents had been communicating, I wrote all them sence I returned all they knew was still M. I. A.

Hope this is clear enough to be of some benefit. This is all I know, but if there is any questions will answer them if I know. Please let me know if any of them turn up, soon as possible

two
Only noticed ~~three~~ men at a glance They were on the floor and I don't think they had chutes on.

Don't know any more of Lt. Flood. Then the rest.

Yours Truly
Sgt. Roy T Patterson

1945 SEP 5 PM 4 02

HQ AAF
AAP MAIL SECTION

Sgt. Roy T. Patterson 18098424
1202 w. 4th. st.
Tyler Texas



WAR DEPARTMENT
HEADQUARTERS TWENTIETH AIR FORCE
WASHINGTON 25. D. C.

CONFIDENTIAL

HEADQUARTERS
301ST BOMBARDMENT GROUP (H) AAF
APO 520 US ARMY

E/JVM/emj

17 November 1944.

SUBJECT: Statement to Accompany Missing Aircraft Report on Lt. Mitchko's Crew.

TO : Whom It May Concern.

I was Group Operations Duty Officer on 15 November 1944 when six (6) PB-17G A/C of this Group took off at one minute intervals from 0720A to 0724A to bomb Linz Tank Works, Linz, Austria. These A/C were not flying formation and were to bomb individually.

At 1045A I received a telephone call from our Ground Radio Station, informing me that PB-17G A/C No. 42-97728 sent out an SOS at 1042A. Since it is not known whether this A/C was returning early or was still enroute to the target, and since they gave no position in the SOS, it was impossible to plot their position from the Briefing Navigator's Flight Plan, but if they had not turned back, they should have been over the Alps or in Southern Austria at the time.

Joseph V. Morgan
JOSEPH V. MORGAN,
1st Lt., Air Corps,
Ass't Opns Officer.

~~CONFIDENTIAL~~

MACR
10081

REPORT ON CRASH

CASUALTY NR. NR 147 A

DATE OF CRASH: 15 November 1944 , 1200
 PLACE OF CRASH: near Salsburg
 TYPE OF CRAFT: Fortress
 REPORTING OFFICE: Air Base Headquarters A (o) 10/XVII

NAME AND DATE OF BIRTH.	RANK.	SER. NR.	RESULT.	
HILLHOUSE, Harry Percy	2nd/Lt.	O-4 2060287	captured	Dulag-Luft, West
PATTERSON, Roy Truman	Sgt.	18098424	"	"

Dulag - Luft, 21 December 1944 v.5.

File with MACR 10081

MFB - 26 Oct 49

MARC
10081
PB-17
10 men
AAF 42-97725

USA

ME 147 A

On: Nov - 15 - 44, at 1200

Place: North Salzburg
20 km south Schladming / Enns

<u>Rank</u>	<u>Name</u>	<u>A.S.N.</u>
2nd LT	NITCHEO, ALBERT H	0-807,765
2nd LT	HILLHOUSE Harry Percy	0 - 206 0 287
Sgt	PATTERSON Roy Truman	18 098 424
S/Sgt	HAGLUND	
Sgt	O'BRIAN	
Sgt	CODO	

REPORT ON SHOT-DOWN AIRCRAFT

DAYS AND TIME AIRCRAFT
WAS SHOT DOWN:

None observed

PLACE OF CRASH:

None observed

TYPE OF AIRCRAFT:

Unknown

REPORTING OFFICE:

Airport Hq. A (e) 10/XVII
Nov. 20, 1944

A I G E N

I. E.

CREW

SURNAME, AND
FIRST NAME:

H I L L H O U S E

Harry P.

DATE OF BIRTH:

RANK:

Lieutenant

SERIAL NUMBER:

O - 2060267

CAPTURED: Schwarzensee

WOUNDED:

DEAD:

21 km. from Stein on the Hans in Obersteiermark Nov. 16, 1944 11.00 hrs.

DISTRIBUTION: WHICH CAMP:

TYPE OF INJURY:

GRAVE LOCATION:

REMARKS:

REPORT ON SHOT-DOWN AIRCRAFTDATE AND TIME AIRCRAFT
WAS SHOT DOWN:

None observed

PLACE OF CRASH:

None observed

TYPE OF AIRCRAFT:

Unknown

REPORTING OFFICE:

Air Base Hq. A (c) 10/XVII Airport Hq. A I G O R I. H.
Nov. 15, 1944

CREW

SURNAME, AND
FIRST NAME:

P A T T E R S O N Roy

DATE OF BIRTH:

RANK:

Sergeant

SERIAL NUMBER:

Not reported

CAPTURED: Flame near

WOUNDED:

DEAD:

Schindling Nov. 15, 1944

DISTRIBUTION: WHICH LINE:

TYPE OF INJURY:

GRAVE LOCATION:

REMARKS:

Meldung über den Abschluß eines
US-amerikanischen Flugzeuges

Abschuß-Nr. ME 147 A

Abschußtag und Zeit: 15.11.44. 12.00.
Abschußort: N. Salzburg
Flugzeugtyp: Fortress
Meldende Dienststelle: Fl. H. Kdr. A (o) 10/XVII

Besatzung:

Name und Vornamen: Geburtstag und -ort:	Dienst- grad	Erk.- Marke:	Verbleib:	
			gef.: verw.: tot:	welches Lager Art d. Verwundung Grablage

HILLHOUSE	Harry Percy	2/Lt.	O-2060207	gef. Dulag-Luft West
PATTERSON	Roy Truman	Sgt.	18098424	gef. dito

Bemerkungen:

MACK 10081

DULAG-LUFT, den 21.12.44. v.S.

PPA-5

W/O.VJ
AFPPA-8-ALS, subj: "Second Lieutenant Harry P. Hillhouse, 02060287",
17 Oct 45.

1st Ind

RAK/WW

Hq., AAF Pilot School (Primary), Goodfellow Field, Texas. 6 Nov 45.

TO: Commanding General, Army Air Forces, Washington, D. C.
ATTENTION: Personal Affairs Branch, Personal Services
Division, AC/AS-1.

1. This Headquarters interrogated Lt. Harry P. Hillhouse as requested in paragraph 4 of basic communication, and after studying available maps he gave the following report as to the location of Steinmart. Though he was unable to find Steinmart named on any map, the geographical coordinates of the position that he believes to be Steinmart are as follows:

- a. 47°12' N - Position of landing (Nearest town named on 12°46' E Sectional of Bolzano is Wind Matrei)
- b. 47°17' N - Position of capture (Taken to a Luft Waffe 12°51' E Air Base near Grobming)

2. Subject officer stated that Steinmart is a small town of not more than three or four houses and that it was pointed out to him on a map by the Austrian soldier who captured him.

FOR THE COMMANDING OFFICER:

R. R. Curran
 R. R. CURRAN
 Capt., Air Corps
 Adjutant





IN REPLY REFER TO: AFPPA-8-ALS

HEADQUARTERS, ARMY AIR FORCES
WASHINGTON



17 October 1945

SUBJECT: Second Lieutenant Harry P. Hillhouse, 02060287

TO: Commanding Officer
2533 AAF BU
Goodfellow Field
San Angelo, Texas

1. This headquarters is in receipt of interrogation report of subject named officer concerning the case of Lieutenant William W. Flood and crew members.
2. Subject named officer stated in his report that he was captured near Steinmart, Austria.
3. This headquarters is unable to locate a city or town of that name.
4. It is requested that Lieutenant Hillhouse be interrogated as to the location of Steinmart and that a report of the interrogation be forwarded to this headquarters with least practicable delay.

BY COMMAND OF GENERAL ARNOLD:

Wm D. Sanders

Wm. D. SANDERS
Major, Air Corps
Act'g Chief, Notification Section
Personal Affairs Branch
Personal Services Division, AC/AS-1



Interrogation request

Case of Flood, William W.

Requested of: Hillhouse, Harry P.

Patterson, Roy T.

By: Lt. Cassens 27 Aug. 45



MACR
10081 Interrogation request -
Casey Flood, William W.
Requested of: Hillhouse, Harry P.
By: AJS
15 Oct 1945

MACR 10081

Hillhouse, Harry P.

02060287

(P. O. W.

15 Nov 44

019111

(R. M. C.

29 Apr 45

Ship. # 010

Patterson, Roy T.

18,098,424

(P. O. W.

15 Nov 44

019111

(R. M. C.

6 May 45

Ship. # 164