CONFIDENTIAL 2723

# 2723 2/25/1944 42,97526 35317

CONFIDENTIAL

# WAR DEPARTMENT HEADQUARTERS A WAY AIR FORCES WASPINGTON MISSING AIR CREW REPORT

IMPORTANT: This report will be compiled in triplicate by each Army Air Forces organization within 48 hours of the time on aircraft is officially reported missing.

į.	ORGANIZATION: Location facors Toly : Command or Air Force TV	
	Group 301st Squadron 353.d Detachment Main.	25 X 20
1	SPECIFY. Point of Departure Foggie Main Course Regensture, Cornery to Foggie	
	Totanded Destination Person Notes Pupe of Mission Bombing	1000
	WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:	
	2/10 alto-ether at 15 000 Visibility unlimited.	
	Give: (a) Date 25 Feb/hi ; Time 1415 and Location *46035 N 14020 E	
	of last known whereabouts of missing aircraft.	. 2
	(h) Specify whether (x) Last Sighted ( ) Last Contacted by Redict	
	( ) Forced Down: ( ) Seen to Crash: or ( ) Information not	TO S
	ATROPART WAS LOST, FOR IS BELIEVED TO HAVE BEEN LOST, AS A RESULT OF: (Che	
	only one) (I) Enemy Aircraft; ( ) Enemy Anti-aircraft; ( ) Other Care	1
	stances as follows:	
		. 30
	AIRCRAFT: Type, Model and Series B-17G , AAF Serial Number 12-97526	200
	GINES: Type. Model and Series R-1820-97: AAF Serial Number (a) Su-to 170	
	(b) SW-001132 ; (c) SW-001133 ; (d) SW-001149	
	I STALLED WEAPONS (Fur ish below Make, Type, and Serial Rumber M/Gun M2 Flex)	1
	( ) No Records (valiable, (c)	一種
	( )	THE REAL PROPERTY.
	PERSONS LISTED BELOW WERE EMFORTED AS: (a) Battle Casualty X	
	or (b) Non-battle Casualty	
	NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 10 ; Passengers 0 ; Total 10	300
	(Starting with pilot, furnish the following particulars: If more than le	
	persons were aboard aircraft, list similar particulars on separate shee	
	and attach original to this form).	
	Name in Full Serial	
	Crew Position (Last Name First) Pul Rank Number	
	1. Pilot 7 Kisselburgh, Hexander J. Jr. outant 0-129956	
	(2: Co-Pilot Promley, John (MI) Jr. Pow Capt 0-415382 PT)	
	3. Navigator 8 Molloy, Robert J. 97/1/A lat Lt 3. 0-797044	
1	4: Bomberdier 9 Sorenson, Clenn 1. Pow 2nd It 0-673287 RTD	
1		
	7. Lower Turret Car J Dravecky, Joseph (NII) 201A -Sgt 1 13003267	
ν.	8: Walst Car / Bertons, Anthony J. Pow S/Sgt 36321394 ATD.	
. ^	9, Tall Come & Jessup, Dalma L. P(1) 5/Set 14149193 Pro.	
1.	10. Photo / Watte, Harold J. M./A . Set .: 16038750	
	IDENTIFY BELOW THOSE THROORS WHO ARE BELLEVED TO HAVEAUST KROWLEDGE OF AIR-	
	CRAFT. AND CHECK APPROPRIATE COLUMN TO INDICATE BASIS (C) SAME:	
	Check only one column	
	Contacted Saw	
	Name in Full Serial By Last Saw Force	
	(Last Name First) Rank Number Radio Sighted Crash Lond	
	See Witnesses! Statements.	
-		
	PERSONNEL ARE BELIEVED TO HAVE STRVIVED, AND AR YES TO ONE OF THE POLICE.	
	G STATEMENTS: (a) Parachutes were used (b) Persons were seen walking away from scene of crash (c) any other reason (Sper	
	walking away from scene of crash or (c) any other reason (abe-	
	Some parachutes were seen but the number was unobserved.	
	ATTACH AERIAL PHOTOGRAPH, MAP, CHART, OR SMETCH, Sand ING APPROXIMATE LCCATION	
-	THE ALBORITY WAS LAST SET!	
	ATTACH EMENITHESS DESCRIPTION OF GLUSH, FORCED LANDING, OR GIVER CIRCUISTANCE	
	PERTAINING TO MISSING AIRCRAFT.	100
•	ATTACH A DESCRIPTION OF THE EXTENT OF SEARCH, IF JUY, AND GIVE MAIE, RANK AND	
	SERIAL NUMBER OF OFFICER IN CHARGE HERE No Search	
	Dake of Depart of Delancing 2011	300
or.	conducte Time and Location. Date of Report 28 February 1944.	1
	1: // Clausel	
	P. J. O'CARROLL, Maj., AC. Opns Officer.	Neg co
	(Signature of Treorethis Office 2)	

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#### 353RD HOMBARDMENT SQUADRON (H), AAF Office of the Operations Officer APO 520

HIL ojk

28 February 1944.

SUBJECT: Witnesses! Statements-Loss of B-17G N/C #12-97526 and Crew.

D: Operations Officer, 301st Bombardment Group (H), AAF.

1. In compliance with verbal instructions, your Headquarters, 25 February 1944, subject information is presented:—Statements of Witnesses, this Organization, who saw B-17G N/C #42-97526 and crew, this Organization, go down ever the target on the mission of 25 February 1944 to Regensburg, Germany.

#### a. B-17g N c #12-97526 and crew:

100	Plying to sitting the			
	Pilet	Capt. Alexander J. Kisselburgh	Jr.	0-129956
	Co-pilet	Capt. John (NMI) Bromley Jr.		0-415382
1949	Navigator	1st Lt. Robert J. Molloy		U-797014
43	pombardier	2nd Lt. Glene A. Sprenson	4	0-673287
12	Bagineer Gunner	n/Sgt. Paul O. Dunn		14098026
	Radio Operator	T/Sgt. Joseph T. Facilla		32129506
A. A. S.	Lower Turret Gunner			13003267
100	Waist Gunser	S/Sgt. Anthony J. Bertone		36321394
	Tail Gumer	S/Sgt. Dalma L. Jesmp		14149199
r.	Pho tographer	Sgt. Harold J. Watts		16038790

#### b. Witnesses! Statements:

(1) Fighters stracked two A/C out at our left (42-31628 and 42-31703). Both of them went down burning. Three chutes appeared out of the last A/C knocked down. Fighters then came in on our fermation. The A/C flying 23 position (42-31628) went down first. Some chutes appeared. I don't know how many. An A/C in the high right squadron in front of us went down next. I didn't see any men jump out. They might have bailed out after the A/C went below us. The fighters were attacking us from all sides by this time. No. 3 engine was hit and smoking quite a bit. Oxygen then went out on our left side, the propeller ran away on No. 3 engine, and we consider feather it. When the expegen went out the pilot started down to a lower altitude and and turned back toward Italy. When we started down from altitude No. 3 engine was on fire a little. The fire went out in the dive. At the time when we started down from altitude the other

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#### Witnesses! Statements, 353rd Bomb Sq (H), AAF, 28 February 1944 (continued).

six men from our crew started bailing out. The pilot's interphone system was shot out. One fighter followed us down to
about six thousand feet, flew on our left wing a while, looked
us over, then went back up to the formation. We were now ever
the Alps. We didn't have any more trouble with fighters or flak
all the way back.

S/Sgt. Raymond H. Joggerst (171599)2), Bugineer Gunner on A/C #42-30095, Piloted by 2nd Lt. Robert A. Snyder, Flying Position No. 22.

(2) About 1130 hours our tail and waist gunners reported a large formation of fighters approaching at high 7 o'clock. there were two stragglers flying lew left which the fighters made their first attack on. I could not see this attack from my position but it was reported that the two B-17's were shot down, one going down in flames. A few minutes later the fighters started attacking our NC from all directions in two is, three's and fours-following up the lead ship's attacks. I saw one B-17 at high three o'clock in flames from the trailing edge of the left wing to the tail. I saw three chutes open from this 1/6. the NC went into a descending circle to the right and out of sight. Then the fighters started attacking our A/C from high three o'clock. I saw four AC coming in, one behind the other. the pilot called my attention to the lead ship in our element and I noticed his No. 3 engine on fire. I saw one crew member bail out of this A/C. A few seconds later there was an explasion in our cockpit and later I noticed oil blowing out around No. 3 engine. Then the propeller started running away. At this time we were unable to stay in formation. The engineer reported that the waist gunner's exygen supply was out and we went into a dive to less altitude. It is my belief the crew members thought the NC out of control and bailed out. The fighters were making attacks on our descent. One fighter remained with until about 13,000 ft. but did not attack. He left us and started back for the formation.

> Pane J. Vougham (0-753951), Co-pilot on MC #42-30095, Piloted by 2nd Lt. Robert A. Snyder, Flying Position No. 22.

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## Witnesses! Statements, 353rd Bomb Sq (H), AAF, 28 February 1944 (Continued).

(3) At approximately 1130 hours the tail and waist gunners called out a large formation of fighters approaching from 7 o clock high. There were two stragglers flying between 7 and 9 o clock low and some distance left of our formation which were attacked and knocked down, one of the burning. By this time the fighters were attacking our formation and the gumers were too busy to watch for parachutes from the other A/C. Another straggler from the lead group was flying out at 9 o'clock on the beam. One of the crew called out an A/C going down at 9 o clock. The NC apprared to be under control but the entire left side of the NC was in flames. Our no. 3 engine ran away and we could not feather the propeller. At the same time 42-31628 in the 23 position seemed to be having trouble to stay in formation. Our oxygen system was knocked out and we had to leave the formation. WC 42-31703's No. 3 engine was on fire but it was still in formation. One ME 109 followed us down to 13,000 ft. and made one pass at us without firing, and then climbed back up towards the formation. All of this happened between the time we passed west of Klagenfurt on course, and the Alps. There were nearly 50 fighters in the group that jumped us and they made all their attacks between 9 o'clock and 3 o'clock. The fighters when first sighted were approaching from the area east of villa Orba. Tiey were equipped with external fuel tanks. The formation was still climbing to approach altitude and we left formation at 22,000.ft. when our No. 3 engine ran away we stayed in formation for five minutes. Then our oxygen system was knocked out. There seemed to be an explosion in the A/C. It must have been a 20 mm. At the same time No. 3 engine caught on fire. I could not contact anyone on the interphone or 3 or 4 position of command. I believe the navigator left the A/C first, probably thinking it was out of control. The engineer said he saw the rest of the crew bailing out of the waist and tail on the way down. Before and during the descent, I tried to get rid of the bombs with the emergency release. At around 15,000 ft. the bombardier bailed out. I tried to motion to him for he was looking up through the opening behind the rudder but he left before I could make him understand the A/C was still okay.

> 2nd Lt. Robert A. Snyder (0-803297), Pilot on N/C #42-30095, Flying Position No. 22.

> > HATCH W. LONI, 2nd Lt., Air corps,

U.S. Confidential Fou Operations Officer.

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Sur, Grune H. Kisselburgh, (Wife) 946 South Bruness, Los Angeles, California,

Mr. John Browley (Fether) 135 South 18th Street Ph. Ladelphie, Permsylvania.

Mrs. Gertrade D. Holloy, ( Nother) 6 Genter Ayemus, Auburn, Massachusetta.

Mrs. Porethy B. Serenson, (Wife) Gillette, Tyoning.

fir. James B. Donn, (Rether) c/e Heles Dunn, Burel Free Delivery Bumber One, Jospe, Alabama.

Mile Many R. Vacilla, ( Stater) 485 Stateon Avenue, Acr Fort, Nov York,

My, Notre Dravecky, (Pather) Nor 43, Minasella, Pennsylvania,

Drs. Lageline Austrace, (Mother) 4930 Talennale, Chicago Illinois

New, Charlie Sedemb, Banto Libs, Stableddie, Morth Carolina,

Mrs. Mar Danakir, (Sister) 331 Dans J. Street, Ondarie, Galifornia,



U.S. Confidential Founds British Confidencia

1.	Your name DALMA L. JESSUP Rank S/SgT. Serial No. 14/18/9/9.
2.	Organization 30/07 Gp Commander Rank U.C. LSqn CO KISSLEBURGER MAJ 36324 (full name) (full name) What year 1944 month DEBLUREY day 25 did you go down?
3.	
4.	time, app 1:45 P.M., altitude, 23,000 77. route scheduled,
	, route 116wn
	Where were you when you left formation? Just BE youd ALPS ON Board
6.	Did you bail out? VES
	Did other members of crew bail out?
0	Tall all you know about when whom how each named in your circumst for whom no
0.	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". The WRIST GUNNER AND
	TWENT OUT TAIL HATCH LANGED IN VILLAGE APPROXIMATELY 3 ( NILES FROM TARGET CO-DILOT LANGED CLOSE by IN 30 MINUTES, REMANDED OF MY CREW WERE TO SETAER.
9.	Where did your aircraft strike the ground? IN SMOLL VILLAGE APPROXIMATELY 3 MILES FROM TARGET. What members of your arew were in the aircraft when it struck the ground? (Should cross check with 8 above and individual questionnaires) RADIO DERRICA,
	BALL TORRET GUNNER, PhOTO MAN.
1.	Where were they in aircraft? No KNOW LEGGE
2.	What was their condition?
3.	cribed above? SAIN WAIST JUNNER IN PRISON CAME BY
	ON MARCH IN GERMANY AROUND NOW 1 THE FRANKER.
	TRANSSENT COMP MERCH 2, 1944 - DITIERS IN
4.	Please give any similar information on personnel of any other crew of which you have knowledge. Indicate source of information.
	No KNOW LEDGE

Name of crew members

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Total number of missions of above crew members.  Dates and destinations if possible; No KN	OWLESSE

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Total number of missions of above cres mappers Happen install 30 Dates and destinations if possible: No KNOWLEGGE.	
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Did be ball out Attempted Bailout when ship abandoned Wheres Near Forth Germany It not, why not? Parachute entangled with Bomb Bay Doors. Last contact or conversation just prior to or at time of loss of plane: G Hear manutes Before I questioned Target Time was he injured? No Where was he when last seen? Leaving Mose escape hatch by any heresay informations approximately a year later I was Told by other crews in for ation who my accorate godown that the first mas to Bailout chute entangled with Bamb Bandows went down with the arrarate sources explained charge any explanation of his fate based in part or wholly on supposition; fremant who examined worklage claimed there were four Bodies in aircraft accounting for the four missing men I also boested there grave in furth Ger and the priest of the short claimed there were Total number of missions of above exew member; Hopeonia fal Dates and destinations if possible;

#### INDIVIDUAL CASULARY CURSINONNAICE

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WATER BATCH J.

PUo-4 2723

Position; Crew (Bomber) of ANA	
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#### CASUALTY QUESTIONNAIRE

Organization 301 B.G.C.M. Commander SarAthmesis Rank LaCol Squ Co Muscle Rank Cash (full pame) (full pame) (full name) (full n	Con Control of the second of the	Blexander J. Kisselburgh Jr Rank Capt. Serial No. 0-4299.
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(Any additional information may be written on the back)

W. ri. BUHNENKAMP CO.



U. S. ARMY CASUALTY BOARD

War Department

Washington, D.C.

## INDIVIDUAL DISTRICT CHESTOMARE

erial number; Daition; Grew (Bomber)	PATHAMANAMAN Savigator  RDIER CLAIMED HE SAW THE NAVIE
neres 3	ALLOWT - BUT WE NEVER SAW HIM
Anna Carlos Carl	
	on just prior to or at time of loss of plane!
as he injured?	
here was he when last seen	
ny heresay information:	
on soci	
ny explanation of his fate	based in part or wholly on suppositions His PARACHUED OR THE GIVILIANS MAY HAVE KILLED HA
Planed L. L.	led out, but the German claimed
friend South Scorling	win the plane and there should on
found four bodie have been three	e if LT. Molly had build out
from four bolis	ebove crew members ABOUT 44

## INDIVIDUAL OAST, OF SUPSIFICATION

Villand Strik

Positions Crew (Bomber) of Miles   Hills   32	9506 Lo poreter Gunner	
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Buoref		
If not, why not? either belly wounde	dor dead_	
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Wee be injured?		
Where was he when last seen? on the waise	floor	
Any horosay information!		
	and the state of t	
	and the second section of the second	
Sources		
any explanation of his fate based in part or wholly	were both sh	of about
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Swithaltomout to the tall late	I to get rut	
lotal number of missions of above crew members	Pout 40	
Dates and destinations if possible;		
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same time He sumed dial tome.	enellet sen the	west

# INDIVIDUAL CASULATY CUESTIONNALIE

Serial numbers Positions Cres	w (Bomber) ####################################	DEAVEGEY Jeseph (EMI)  Agt  13003267  Lower Turret Gumer	
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Mbe ve?	one of the second of the secon		
If not, why not	12 Henever p	wtout of the ball i	turnet
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was he injured?	No know	who hase	
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Any explanation have for lade	reen, milled	to get out of turnet.  w members 38	ben

#### CASUALTY QUESTIONNAIRE

<b>i.</b>	Your name BERTONE, ANTHONY J. Rank SECT. Serial No. 363213
2.	Organization 30/ Gp Commander Rank Sqn COKISCELBOURANK CAP
5.	what year month day did you go down?
<b>!.</b>	What was the mission, Boys , target, REGENSBURG-MRP/Atarget time, ABONT-12 New ,altitude, ABONT - 22, 600 Fronte scheduled,
	Where were you when you left formation? ON BOMB RUN TO RECLUSBURG
	Did you bail out? /ES
	Did other members of crew bail out? 5 OTHERS
	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". Sall Let Cissip ANDIUEN OHT THRU TAIL HATCH TISET. DUNN & LT. SORFNSON, CAPT. BROWLEY, GAPT KISSEL BOURGH WENT THRU NOIE HATCH. ALL A BOUT THE SAM TIME NEAR REGENSBOURGH. ALSO LT. MOLLO V
).	Where did your aircraft strike the ground? SMALL TOWN NEBR RECENSBURG
	What members of your crew were in the aircraft when it struck the ground? (Should cross check with 8 above and individual questionnaires) T/SET. FACILLA.  SET. DRAVECKY, SET. WATTS.
•	Where were they in aircraft? DRAVECKY IN TURRET-FACILIA IN WAIST WATTS IN RADIO ROOM What was their condition?
•	What was their condition? No KNOWIFDBE
	When, where, and in what condition did you last see any members not already described above?
	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)

THE ADJUTANT GENERAL'S OFFICE

THE FAMILIES OF MANY OF YOUR COMRADES HAVE NOT BEEN AS FORTUNATE AS YOURS. HRIR SONS AND HUSBANDS HAVE BEEN REPORTED MISSING IN ACTION AND THEY ARE ANXIOUSLY AITING TO LEARN THEIR FATE. YOU MAY BE ABLE TO SUPPLY THE INFORMATION WHICH WILL ELP TO TERMINATE THE SUSPENSE AND ANXIETY THEY ARE SUFFERING.

IF YOU HAVE INFORMATION CONCERNING THE DEATH IN ACTION OR DURING IMPRISONMENT F ANY MEMSER OF THE ARMED FORCES YOU ARE REQUESTED TO FURNISH THE FOLLOWING INFORMATION APPLICATION OF THE PROPERTY OF THE PRO TION ABOUT THE DECEASED.

HAL NAME OF DECEASED TO BE TO MAKE

OME TOWN OR STATE

Brocklyn, New York (10 Fort Green Filles)

RADE OR RANK

2/2/3

RGANIZATION

3533d Board Sq. Jolist Board Op. APO 520, HT HT

ATE AND PLACE OF DEATH

Feb 25, 1944 In or excunt Regensburgh

JAUSE OF DEATH

2081 shell through the stometh. Subject wert down with the ship vien it exacted. Aircraft blow up when it exacted. Three unidentified bodies found under mitter threwalls one of the unidentified bodies believed to be T/Sgt Joseph T. Facilla.

PLACE OF BURIAL

ERE YOU AN EYEWITNESS TO HIS DEATH

SAMES OF FERS. NS BELIEVED TO HAVE WITNESSED

HIS DEATH

AND THE PERSONS

IF YOUR INFORMATION IS HEARSAY GIVE NAME AND ADDRESS OF YOUR INFORMANT

> 5/Set Anthony Bortons 353md Bomb Sq. 301mt Bomb Sp. APO 520, NY NS Comparation South Ball

JUL 1 4 1945

SIGN HERE LEONARD KAMINSKY-32299316 Name and Serial Number

11 LEE AUE, BREIN MY

TOTE: THIS FORM IS FOR USE BY CASUALTY BRANCH, THE ADJUTANT GENERAL'S OFFICE, WASHINGTON 25, D. C. ADDITIONAL COPIES OF THE FORM ARE AVAILABLE TO YOU. PLEASE FILL HE OUT FOR EACH LEGBER OF THE ARMED FORCES WHOM YOU KNOW OR BELIEVE TO BE DEAD.

Straubing .

Comperns

- A) 1) On Feb 25/44 toward 1330 am
  Downing of a Star model sender plane,
  west of Furth, marshamen of lands
  totally destroyed the contact to 20
  2) Beging Pertyeen III's contact and 30 to
  USA matternality; markings
  3) 4 deed ab. Clemen
- B) Buriel on March 1/hh is constery in Purch N.W. of Landsbut/Hisder Brussia.

MALROYA

#### REPORT OF MOTORNIE ALIGNAT

BATE AND TIME AIRCRAFT WAS SHOT BOWN:

PLACE OF CRASH:

TYPE OF AIRCRAFT: Boeing 17

REPORTING OFFICE: Air Base Command Erding/Obb.(Upper Bavaria)

CREW

SURBANE, ABO

Dunn

FIRST MANE:

Paul

DATE OF BIRTHS

RABE:

T/Sgt

SERIAL NUMBER:

14098026

CAPTURED:

WOUEDED:

BEAD:

DISTRIBUTION: WHICH CAMP:

TYPE OF INJUNY

GRAVE LOCATION:

REMARKS:

941,25,1944 Fortress Bromley, John Joy Get I Stept by. Kjædburgh, abyander Cft. Identilag o vryger taken grisoner Josenson, Henn Alfred 2. It. Ident, lag-0-673287 Taken personer Bertone, anthony f., State Ident, Tay-36321394 Labor guaranes Stenn, Paul D. T. Bat, born knie 16,79. Berlin-Gafrie 1944 705 ASR-4899